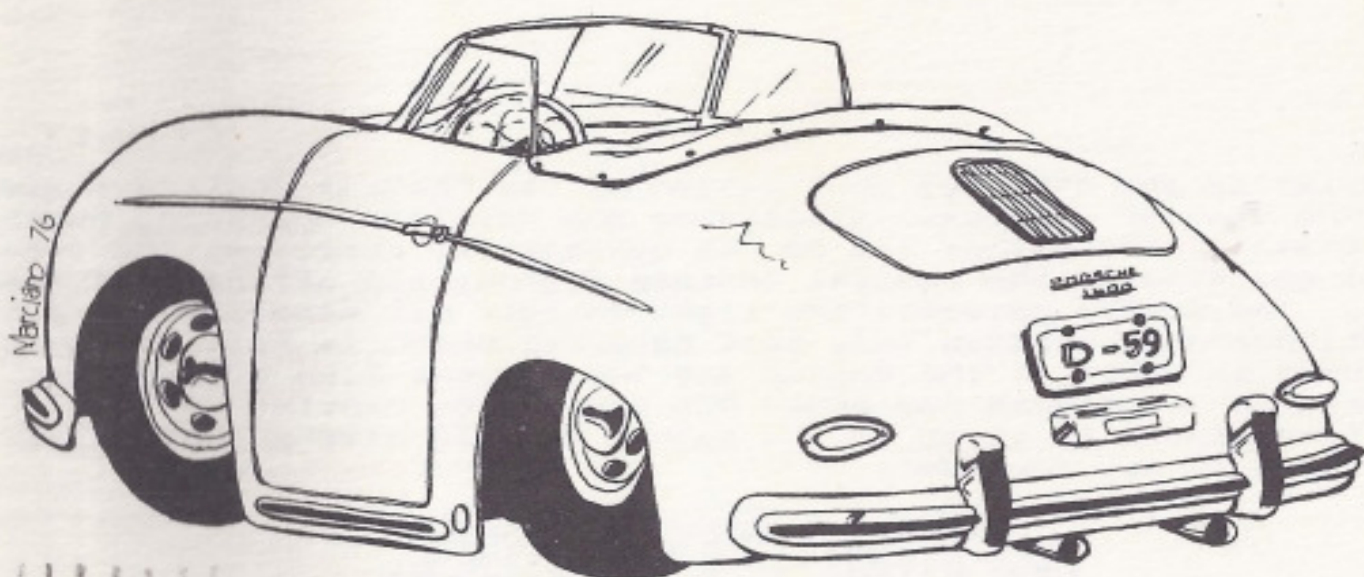


JUNE 1982

# circular

CENTRAL INDIANA REGION - PORSCHE CLUB OF AMERICA



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SAFETY DIRECTOR and Indpls., IN 46240  
NEWSLETTER PRODUCTION

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# COMING UP

JUNE						
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			

In January, 1961, approximately 75 Porsche owners gathered at the Brendonwood Common House to begin formation of the Central Indiana Region of PCA. Several times since then we've returned for an afternoon of fun and games, picnic, People's Choice car selection and of course, lots of talk about our Porsches. It's time for a repeat of the summer fun. On Sunday, June 13, we're going to do it again.

We'll get started at 3:00 and eat about 5:00. There will be a charge of \$2.00 per person and for this CIR will furnish hamburgers, beer and soft drinks. Everyone is asked to bring food to share with others. So that everyone doesn't bring the same thing, please call Mike or Ramona Robbins at 253-9041 (keep trying -- we'll be hard to reach) for coordination. If you're bringing a chilled item you may want to bring it in a cooler because refrigerator space is limited. Also bring frisbees, badminton or other lawn games. This event is for the whole family but if you need info for baby sitters: we expect to clear out by 7:00 or so.

Here's how to find us:

From East 56th St., turn north on THE MALL. This is one block east of Arlington and approximately .7 mile west of I-465.

At stop sign, proceed more or less straight ahead on OLD ORCHARD ROAD.

Turn left on HIGHFALL ROAD.

At stop sign turn right and immediately right again into COMMON HOUSE grounds. Porsches park on the lawn. Other cars park in lot behind building.

Save these instructions and have with you on Sunday, June 13.



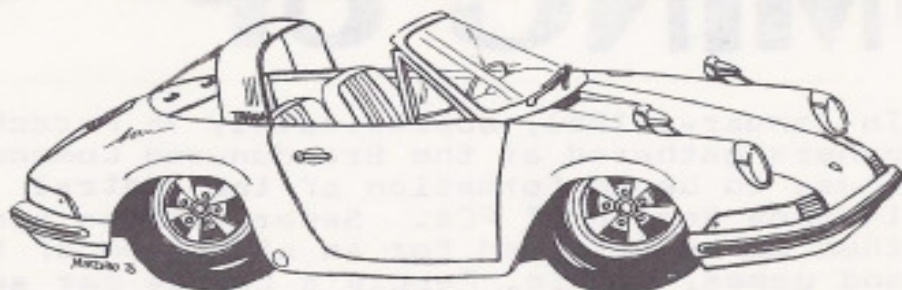
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# PREZ SEZ



JOHN KISSLING

Those of you that missed the April Derby Event put on by the Kentucky Region PCA and scheduled as our April event for CIR really missed an outstanding weekend. Some 72 Porsches signed in for the weekend and I do believe it was the best PCA event I've attended. Great Concours, super Autocross and all the accouterments of T shirts, favors, door prizes, free mint juleps, even Porsche cookies were included. I don't intend to miss next year's Derby Weekend. I highly recommend it.

The Braille Rally was the type of event that makes you feel good inside when you see these kids who have never even seen a Porsche glow with enthusiasm at the opportunity of riding in one for the afternoon. While I've been on rallies that were more fun, the satisfaction of doing something which was so warmly received and appreciated by the participants returned a special reward all its own. My thanks to those who supported the CIR and participated in the rally. I appreciated your efforts and the time you put into it. Congratulations to Mike Robbins for finishing 2nd. (Why must he do so well in everything?)

The upcoming June event is always popular and a great time of socializing and eating. Bring the whole family for this one. (Yes, there will be wives there that won't know a 914 from a 911, but they are guaranteed to have fun even so.) I'll look forward to seeing you all on June 13th!

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# LAST MONTH

LUKE CAMPBELL

Sunday May 2 was the running of the 22nd Annual Braille Rally, hosted by the Eli Lilly Company. There were about 32 kids from the Indiana School for the Blind who participated in the event. This year was the first appearance of the PCA in the Rally after a many year absence. There were 6 of us from CIR who provided cars for the Rally. Mike Robbins brought his gorgeous Speedster, while Al Maxwell borrowed his wife's 356; my wife was in a 914, and the rest of us (John Kissling, Jim Krebs, and me) "just" had the old 911's.

This particular Sunday was one of those days meant for driving in the country (i.e., just plain beautiful). For those not familiar with the Rally, after a safety inspection, each car is numbered and each driver is paired off with one blind student (their ages run from about 8 to 15 -- and they're really smart kids). After an orientation, the rally gets under way, with each car leaving the school at 1 minute intervals. This year, there were 5 checkpoints, with a total of about 2 1/2 hours of driving (or 3 1/2 for those of us who didn't see the missing 116th Street sign post and spent a while seeing the sights of Noblesville -- did you know they have three banks, LOTS of railroad track, very friendly police, and one traffic light that is ALWAYS red?) This was the first year for Liz and me, and after leaving the school in two different cars with two different students, we didn't see each other again. I did, however, see Jim Krebs in his olive green (looks more brown to me) '69 911T about 7 or 8 times, but he was always going by me at right angles. The students read the course instructions from Braille, and it is the driver's responsibility to act them out faithfully, including average speeds, turns, and stops.

We all did make it to the Pizza Castle in Castleton Plaza in time for the victory celebration. If you don't come to the Rally for any other reason, you can get some really good pizza, compliments of Eli Lilly. I think all the kids really had a great time, and they look forward to this event for many months in advance. Seeing as how Mike Robbins and his student took 2nd place, the CIR didn't do too bad, and with more of us in the event next year (RIGHT?) we can try for some more trophies -- and even more fun.

## CLASSIFIED

**Wanted:** Solex carbs and manifolds from early 911 engine. Odd gears for 901 transmission.  
Dale Fazekas, 849-7777

**For Sale:** 914/6. Rocky Robulich, 206 W. 88 St. 4W, New York NY 10024.



# MIKE'S MELANGE

MIKE ROBBINS

At the time the Porsche 924 was introduced it was interesting to see the lengths that the marketing people went to assure the world that "this really is a Porsche". Seems they were trying to overcome any stigma resulting from the 914. And now that the 944 is here, it seems that those marketing people are somewhat back-pedaling their stance on the 924 -- that the 944 "is really, really a Porsche". Well, if the 924 needed any status enhancement, it may have received it in a photograph in the May 10 issue of "TIME". An article about Palm Beach County, Florida, explains that the area has become a mecca for the international rich. Polo clubs and \$2 million cottages are among the attractions that are leading people to give up on the French Riviera, for example, and move to Florida's Gold Coast. But back to the 924. In a photo of the parking lot at a polo club, the first three cars are two Rolls-Royces and a Mercedes 450 SEL. And there in the fourth slot is a - you guessed it - Porsche 924. Now if those marketing guys had only had that picture a few years ago.

We may have gone through this last year but we'll do it again anyway. "AUTOWEEK" recently published the complete EPA fuel consumption figures for all 1982 automobiles sold in the U.S. The EPA assigns cars into six categories -- five of which are based on what would seem to be vehicle size inasmuch as they are termed "minicompact", "subcompact", "compact", "intermediate" and "full size". Now which of these do you think would include the Porsche 924, or 911 or 928? Well, folks, they're all three right in there with the Honda Civic, Renault LeCar and Toyota Starlet in the "minicompact" category. But then the Avanti II, Ferrari Mondial 8 and Excalibur Phaeton are in the same group. And how about putting the Rolls Royce Corniche with Suburu, VW Rabbit and Toyota Tercel? But then no one said the feds had to do things rationally.

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## MIKE'S MELANGE (continued)

"cookie-cutter" wheels. Other photos show a 904 receiving a carpet interior. Also shown is a 904 engine with the exhaust headers leading toward the front of the car. I suppose the explanation here is that the headers have to be reversed to mount the engine on a dyno. Purists will squeal again at the blue shrouding on the 904 engine and at the completed 904 with "windmill" wheels. Incidentally, the article was written by Rolf Spranger who we understand has quite a collection of 356s.

In the March CIRCULAR we mentioned the Milestone Car Society's Grand National event to be held at the 500 track on July 30, 31, and Aug. 1. One of the featured cars this year is the 356 Porsche. It seems that the Milestone's newsletter of last spring carried the wrong date and I sent copies to several 356 owners around the midwest without realizing the date error. Now I have to try to remember who received the erroneous information. In any case, be advised that July 30, 31, and Aug. 1 are the correct dates.

The latest issue of "CHRISTOPHOROUS" probably made the restoration purists quake in their jeans. An article about the factory restoration work is accompanied by several photographs. The most prominent shows what could be a Speedster with a T6 nose or is it a '62 Roadster with Speedster top, windshield and door moldings? The photo doesn't give total clarity of the door latch panel but I'd guess that's a pre-'58 panel with the high latch. This and the contour of the inner area at the door opening makes me think this is a Speedster with a '62-'65 nose. A car with this same configuration (work done in Italy) was at the 356 Registry meet in New York last fall and we know of a Speedster that was done with a '60-61 nose in Ohio about 1962. The Ohio car may now be in Texas or Oregon - I lost track of it a few years ago. But back to the "CHRISTOPHOROUS" article and the deviations from "normal"; the above mentioned car has the "PORSCHE" name plate on the hood and has disc brakes with



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# SCCA

SUE ZOBBE

A few definite trends have emerged in SCCA's Central Division's first two national races, IRP and Mid-Ohio. Unless a miracle happens for someone else, Porsche should repeat as DP National Champion, most likely with John O'Steen in the 924 that won last year for Tom Brennan. Brennan has built his own 924 this year, a carbureted version, and though he's getting faster, he has a long way to go to catch the record-breaking Cincinnati driver. O'Steen romped easily to wins at both races. Stefan Edlis is back in his orange 924, and longtime Porsche racer Bob Nikel was at Mid-Ohio in one, too. Yet another DP car, capabilities unknown as yet, is a 911 which will surely eventually be driven by CIR's Dale Fazekas. The new baby has been terribly cranky with teething problems.

With Fazekas gone from Showroom Stock A there doesn't seem to be another super-fast 924 to take his place. Ben and Dolly Hursh are still running their pretty red pair, though Ben's wasn't quite as lovely after riding down the guardrail at Mid-Ohio. He promised that it would be back, fully redone, by June Sprints.

After waiting his turn for many years, Vic Skirmants is looking really good in EP, now that O'Steen has moved to DP. He wasn't challenged at either race, though Lou Livengood, in yet another Detroit area 356, was runner-up in Ohio. Local Don Boyle's bronze Tub still hasn't acquired reliability but Don's plugging away at it.

One class to keep an eye on is CP. The first two races have gone to the Redbird RX-7 driven by John Hogdal and crewchiefed by CIR member Will Zobbe. The race at IRP featured a late-race duel between Hogdal and O'Steen for the overall win, with the CP car taking the honors. Dave Finch, the foremost 914 driver in the country, is now competing in his third class. He started in EP, moved up to DP to battle Brennan, and now has the yellow machine in CP. It wasn't entered at IRP and probably shouldn't have been at Mid-Ohio as it never really got running. Rest assured that it will, though. You may ask why he would move up to C rather than back to E -- it's all part of The Big Question -- "944, 944, Who's Got the 944?" There is a Rumor of the Day on that -- yesterday it's for sure going to Brennan, today it's going to Finch, tomorrow to O'Steen! Maybe all three will get one; they're certainly deserving, each and every one. Anyway, by later in the season there should be at least one challenging the Mazda. So far the 914-6 of Richard Graves is trying, but unsuccessfully.

There was a red 944 pace car at Mid-Ohio and it is indeed a pretty little thing.

The first weekend in June brings June Sprints, where a familiar black Speedster has nestled in Porsche Park for these many years. Phil and Sue Allgood are defecting this year to attend the Detroit Grand Prix the same weekend, combining a visit to Phil's brother.



# MEMBERSHIP...

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

Charles Carter - 8 yrs  
Charles Henzie - 8 yrs  
John Hendrickson - 5 yrs  
Wade Anshutz - 2 yrs  
Steven Davies - 2 yrs

Joseph Fuller - 2 yrs  
Edward Pollen - 2 yrs  
Don Boyle - 1 yr  
Kent Rubright - 1 yr

## SCHEDULE

<u>DATE/TIME</u>	<u>EVENT</u>	<u>CHAIRMAN</u>
JUNE 13 Sun. Aftn.	Picnic and People's Choice Award	Ramona Robbins 317/253-9041
JULY 18 Sun. Aftn.	P. B. Tweeks Swap Meet	Steve Priddy 317/844-1505
AUGUST (Aftn.)	Surprise Driving Event	Todd Kaitis 317/293-9329
SEPT. 18 Sat.-All Day	Hoosier Auto Show at "500" Track & Awards Dinner	Mike Robbins 317/253-9041
OCT. 9 Sat. Evng.	Scavenger Hunt/Hayride	Vic Maxwell 317/299-6571
NOV. 20 Sat. Evng.	Annual Dinner	John Kissling 317/872-6721

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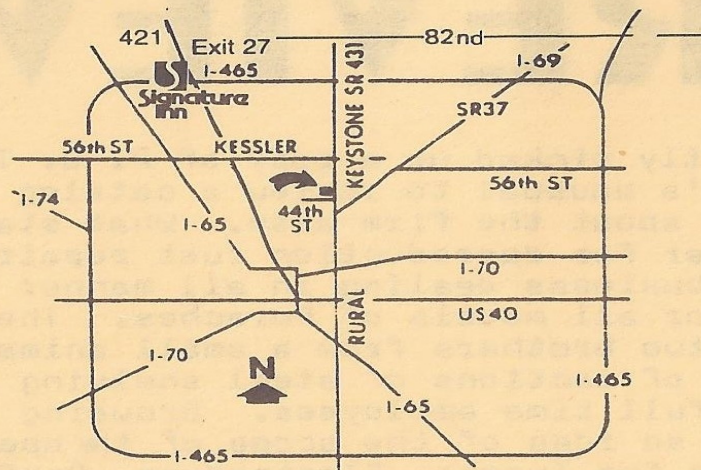
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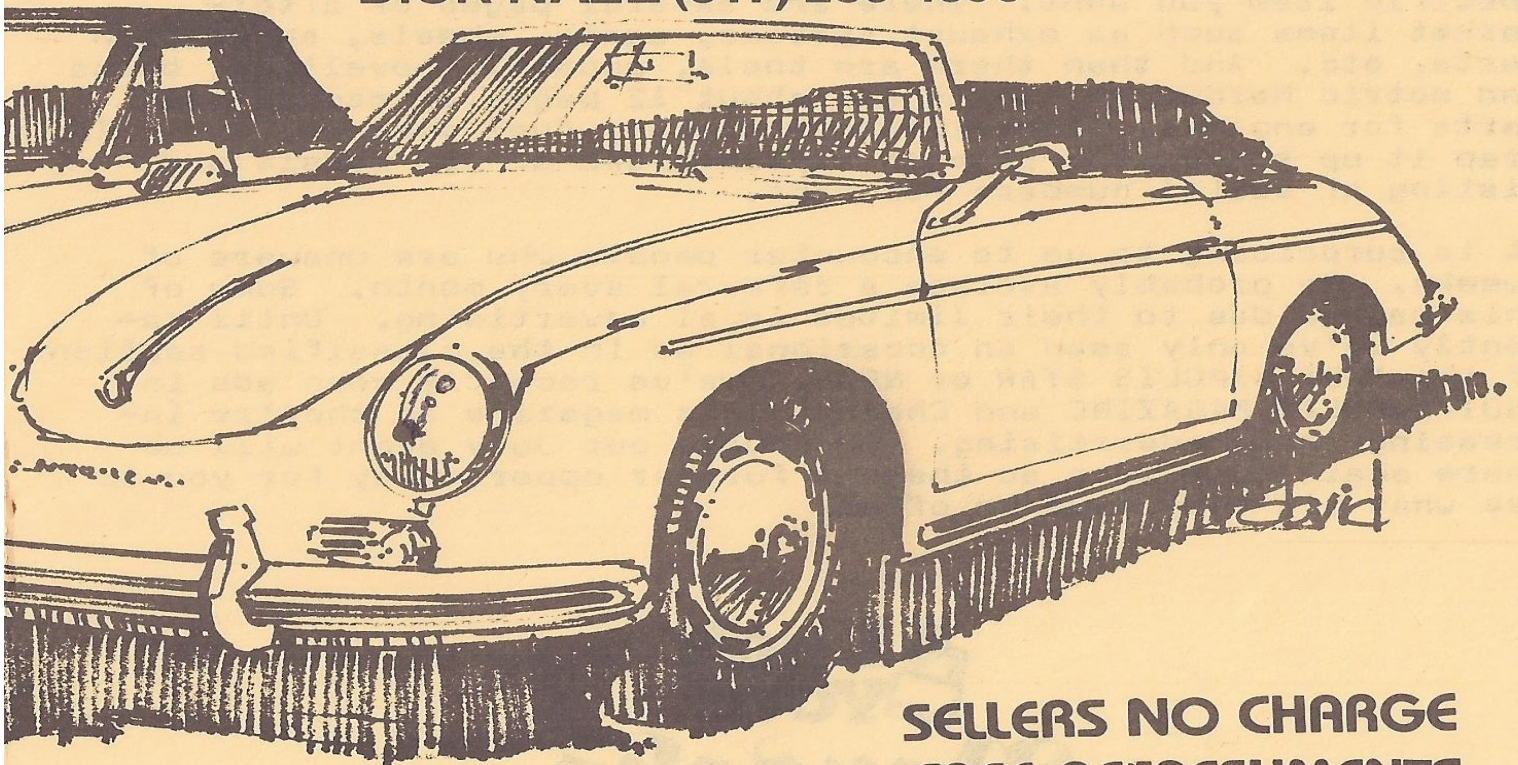
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# REVIEW

MIKE ROBBINS

We recently picked up a copy of P. B. Tweeks newest catalog. Now maybe it's unusual to review a catalog so we'll throw in a few comments about the firm also. What started a few years ago as a marketer for reproduction rust repair panels has grown into quite a business dealing in all manner of hard parts and accessories for all models of Porsches. The original part time operation of two brothers from a small animal hospital has grown from a couple of sections of steel shelving to a large building with several full time employees. Browsing through the catalog will give you an idea of the scope of the operation. Part of the rationale for Tweeks, Electrodyne, Performance Products and all of the other independent parts houses is the fact that most of the franchised Porsche dealers can't justify stocking parts for the older cars. It's all they can do to keep up with the model variations of the last ten years.

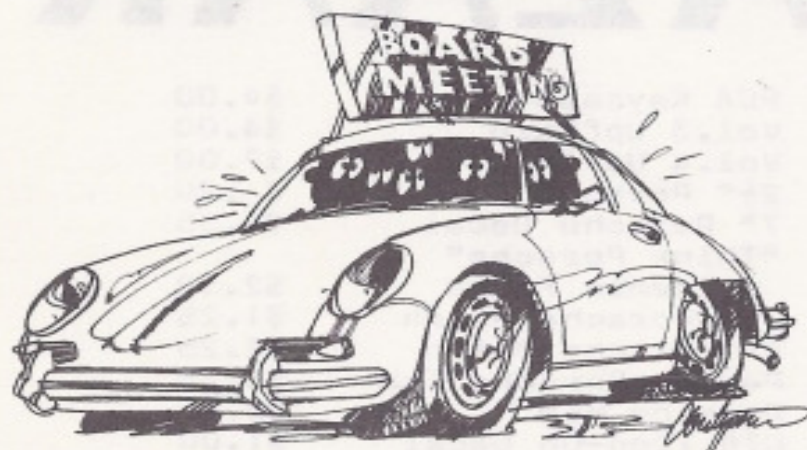
But back to the catalog. One of the amazing things is the number of parts being reproduced for 356s. All manner of steel body panels and structural parts, rubber parts, name plates, die cast items, molded plastic parts, decals, aluminum extrusions, etc. etc. The forward to the catalog tells how you can use the catalog number to identify OEM parts from reproduction parts. There are 12 or 13 pages of body parts for each of the 356, 911-912 and 914 models. The 924 merits a couple of pages. Each of these sections has illustrations from the factory parts catalogs and numerical designations to make it easy to track down the specific item you want. There are several pages of after-market items such as exhaust systems, seats, wheels, suspension parts, etc. And then there are tools, apparel, novelties, books and metric hardware. There are about 12 pages of mechanical parts for engines, transmissions, brakes, fuel systems, etc. To wrap it up there is a page of explanations of 356 models and listing of serial numbers for 356s.

It is surprising to us to encounter people who are unaware of Tweeks. We probably average a referral every month. Some of this may be due to their limited local advertising. Until recently we've only seen an occasional ad in the classified section of the INDIANAPOLIS STAR or NEWS. We've recently seen ads in INDIANAPOLIS MAGAZINE and Channel 20's magazine so they're increasing local advertising. Of course our July event will be there again this year so there's further opportunity for you to see what all they have to offer.

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# MINUTES



JOHN CARMACK

The May board meeting was held at the Robbins residence on Tuesday the 4th, called to order by Pres. Kissling at 8 PM.

Mike Robbins began the discussion by stating that the advertising which supports our club newsletter was in good shape for about half of this year, but after that everyone would have to get out and do some searching for new advertisers. If any of the club members knows of someone who would advertise in our newsletter, sing out. We don't want to downgrade or possibly lose our means of communication.

This was followed by discussion concerning events. The one at Louisville last month was described as having been a super weekend, and there was some discussion about upgrading our event at the Speedway this fall along the lines of this event. The June 13th picnic was reported ready to go, and John Kissling announced that Bill Terry has written a letter to IRP requesting a date for the proposed drivers school, also stating that CIR would consider a date for this year if IRP has a cancellation.

In addition, there was discussion of the P. B. Tweeks event to be held in July.

Before the meeting was adjourned, Mike Robbins announced that we still need someone to work with the PCA bulletin board at Giganti Porsche Audi.

The next board meeting will be on July 6, 1982, at Kisslings, 3116 Marquette Court, Indianapolis.

BOARD MEMBERS ATTENDING: John Carmack  
John Kissling  
Mike Robbins

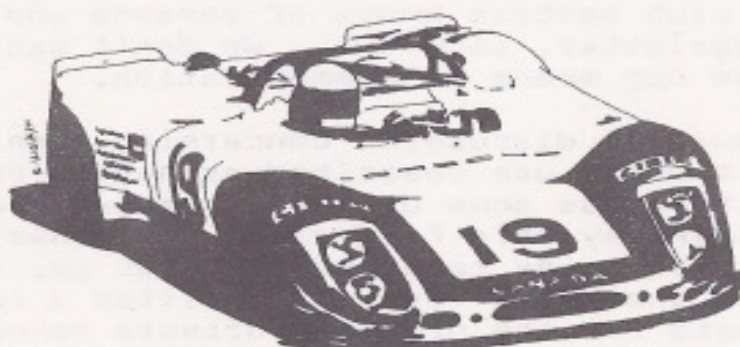
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3½" PCA Decal	\$ 1.00	2½" Porsche Decal	\$ .50
(sticky back)		7" Porsche Decal	\$1.35
3½" PCA Decal	\$ 1.00	"Think Porsche"	
(sticky face)		License Frame	\$2.50
½" PCA Pin	\$ 2.00	2½" Porsche Patch	\$1.25
1" PCA Pin	\$ 2.25	4" Porsche Patch	\$2.25
½" PCA Tie Tack	\$ 2.00	Pewter Porsche Fob	\$5.25
½" PCA Charm	\$ 2.00	Porsche Pin	\$2.95
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4" PCA Patch	\$ 3.00	PERSONAL NAME TAG --	ONLY \$2.00

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# LIFTS

RESTORATION -- Lifted from PORSCHEFORUS, June 1980, Northern New Jersey Publication -- Author John Paterek

---

A decade has passed since the introduction of the 914 Porsche. These cars are in great demand and a reasonably rust free model can fetch a price much higher than the original window sticker. Many newer members are not aware of some of the problem zones in these cars, both four and six cylinder models. The concern, of course, is rust. Engine, transmissions, brakes, and interiors can be replaced rather easily at this point because of the large amount of cars being "parted out" due to deterioration beyond control. Rust is expensive to repair and it is nearly impossible to predict where it may again occur.

Let us begin with a nice street driven 914. The rocker panels, bumpers, and front and rear splash panels can be removed to clean the built up mud and sand behind them. Remove the rockers to check the jack spurs for rust. They go quickly and without warning, and can severely damage the side of your car should a spur give way while the jack is in use. The spur is designed to fit either left or right side. There is a small drain hole in the bottom which seems to be a great idea, except that the factory forgot to plug the hole in the top! Water turns up from the rear wheels along with silt and sand to slowly, but surely, plug the lower hole and begin the deterioration. It is a wise move to use a piece of coat hanger and blow air in to dry the cavity. Then plug the upper hole with epoxy to prevent water from entering.

While the bumpers and other panels are off you can touch up any rust forming in hidden areas and coat the inside of the rockers with rustproofing to preserve them. The replacement parts are expensive and will in time be N.L.A. (no longer available). Try and find a rear valance for a 914/6!

The next area to work on would be the wheel wells. Dirt can cling to them and remain wet for a long time. A careful cleaning will prolong the 914's existence and allow you to check the protective coating on the chassis for cracks or rust. If any area is loose, remove it carefully and coat the area with Rustoleum Red Primer. While in the rear wells, be certain the foam filler near the taillight areas and near door sticker area are in good condition. Water can be drawn into this unpainted area and cause severe rust damage.

The roof pillars are a major design flaw only because they were never treated before they were welded in place. It is easy to correct this by removing the chrome trim on the rear of the post. Now (Phillips head screw and a small nut in the wheel well) drill a hole and fill the area with rustproofing compound or thin Rustoleum primer. Seal up the hole with R.T.V. and replace the trim. If the vinyl is peeling off, replace with original pieces -- about \$20 per side and worth it. The chrome trim on the roll bar can nick the paint when installed. Be certain the clips are coated with rustproofing to seal out

(continued)



## RESTORATION (Cont'd)

moisture and eliminate the rust from creeping out from below the molding.

Antennae were dealer installed items and may not be protected after the hole saw was used. Remove the antennae and protect the ring of rust from forming around the base. Check the wire lead to be sure it is sealed where it enters the body. Water enters here and can rust the area near the gas tank.

Remove the side mirror (2 Phillips head screws) and paint the threaded areas with Rustoleum and reinstall the mirror while the primer is still wet.

Check the rear hinge area on the deck lid. Cracks develop due to extra strong torsion bar tension. It tends to whip the lid out of your hands and cause the damage. The results show up as uneven deck levels. Welding is the only repair. Front and rear trunk lids are filled with a ski boot type foam. It is there to prevent dents when closing the panels, but can loosen up and trap moisture between the old foam and the deck. Since foam doesn't rust, guess where the water comes out? Right through the lid. Rear seals must be checked to prevent shipping of water. Replace if you find a dollar bill can be pulled easily through the deck and gasket with the lid totally shut.

The last place you need water leaking in is over your battery. Never spray the hose over the engine lid while washing the car. It tends to wash acid build-up right down the tray and into the rear pickup point for the suspension. This area is not only difficult, but expensive to replace. It can surprise you when your 914 lowers itself after a bad bump in the road.

When reinstalling your bumpers after proper cleaning (and repainting on some models) check the front and rear bead on models up to '74. The bead goes between the bumper and the hood or rear panel. If not properly cared for it will begin to swell and look bumpy. Replacement costs have nearly doubled in the last few years. So, if your 914 needs one, keep it as dry as possible and seal it with Turtle Black Top Dressing. The small strip of metal inside begins to rust and swell causing distortion. While working up front, peel out the gasket and check for rust along the channel that holds the deck lid seal, also pick out rust near the fender seam by removing the small plastic strip. New ones are less than one dollar each at your dealer. These points mentioned are common problems that can take away from the value of your 914. A small effort now will insure your investment for many years.

---

(Ed. Note: Did you enjoy this "lift"? Then why not dash off a sexy, scintillating story of the saga of your Porsche or any of your experiences with your Porsche or any of your Porsche's experiences without you??? We'll be glad to edit, correct your spelling & grammar, jazz it up a little, etc. (aren't we great?). Just help out with a little author's contribution from the membership -- your name will be in BIG print and we'll be eternally grateful.)



HAVE YOU NEVER ? ? ? ? Lifted from the April, 1980 issue of DER STRASSENMEISTER, publication of the Eastern Buckeye Region, who credit Keith Tupper of the AIR COOLED ADVERTISER, Hudson-Champlain Region.

Told your wife, "This is the last penny I'll spend on the car", for the tenth time.

Wondered why everyone else in the rally just passed you going the other way?

Backed off the gas in a corner at 90 mph only to realize that going backward isn't all that much fun.

Threatened to sell your kids if they ever put a mark on your Porsche.

Considered painting your engine shroud to impress your unknowing friends.

Used the hand throttle as a cruise control.

Listened to the wind whistle through your Targa (Ed. note: or get drenched in your Speedster) and wondered why you didn't buy a coupe.

Tried to teach your wife that "R" is not 2nd gear.

Become angry when your 911 is called a Porch.

Wondered what that unmarked cop you just passed at 110 is going to do to you -- if he catches you.

# FUR DIE FRAU

This recipe is from Agnes Hutchinson -- it really makes a nice holiday salad with the green and red fruit.

## FROZEN PINEAPPLE SALAD

Cream together:      1 - 8 oz. package cream cheese, softened  
                         1/4 cup granulated sugar  
                         1/4 cup brown sugar

Stir in:                2 cups pineapple yogurt  
                         1 13 1/4 oz. can crushed pineapple, drained

Add:                   2 TBSP chopped pecans  
                         2 TBSP green candied cherries, chopped  
                         2 TBSP red candied cherries, chopped

Pat in cupcake papers in pan (18); freeze firm; let stand 10 minutes before serving.



# ZONE EVENTS

<u>DATE</u>	<u>EVENT</u>	<u>REGION &amp; Contact</u>
June 27	Autocross	Maumee Valley 419/822-5993
July 3-4	Concours/Autocross/Rally	Western Michigan 616/243-8065
July 7	Blackhawk - Open Track/Laps	Chicago 312/251-8907
July 10	14 Course Dinner at Shambargers Restaurant in Indiana/Cross Country Tour	SMR 313/644-2363
July 24	National Trails-Autocross- IRAC	Mid-Ohio 614/488-9466
July 24 & 25	Drivers School	Northern Ohio 216/291-4130
*Aug. 4	Blackhawk - Open Track/Laps	Chicago 312/251/8907
Aug. 8	Autocross - IRAC	Northern Ohio 216/291-4130
Aug. 14-15	Grattan - Practice/Autocross	Western Michigan 616/243-8065
Aug. 22	Autocross	Maumee Valley 419/822-5993
Aug. 28-29	Mid Ohio Track - School	Northern Ohio 216-291-4130
Sept. 4-5	Road America - Practice/Autocross	Chicago 312/251-8907
Oct. 2	Oct. Opus Grattan - Open Track/Laps	W. Mich. 616/243-8065
Oct. 3	Autocross	Maumee Valley 419/822-5993
November 7	Concours	Maumee Valley 419/822-5993
Dec. 11	Dinner Outing	Maumee Valley 419/822-5993

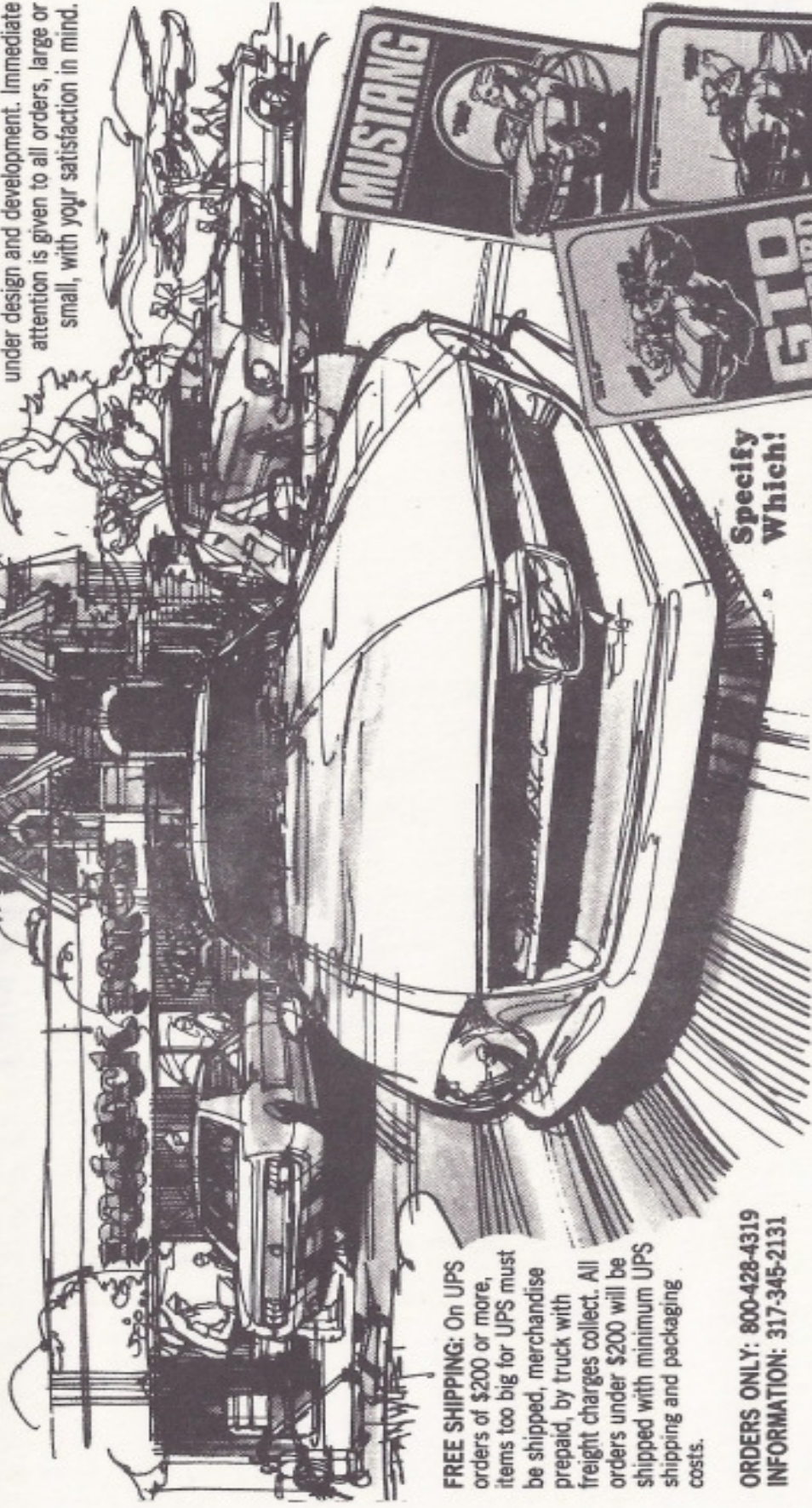
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