

DECEMBER, 1983

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CENTRAL INDIANA REGION - PORSCHE CLUB OF AMERICA

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NEW!

AUTO GOODY STORE OPENS IN GLENDALE

CIR received the following letter from Auto Show announcing their new store.

Introducing a new concept in auto stores; Auto Show in the Galleria at Glendale features high quality accessories for the sports car enthusiast with the convenience of mall shopping.

We have everything from bras, car covers, sheepskin seat covers and floor mats to posters, headlight conversions, and personal accessories, including clothing and jewelry.


To top it off we would like to introduce ourselves by giving any card carrying member of CIR/PCA a 10% discount on any merchandise untill December 20, 1983. Please bring the card to receive the discount.

In addition, on a one time basis on your first visit, we will give you a Porsche jacket patch on presentation of your membership card or car registration.

I look forward to seeing you.

Bob Wilson
Manger
Auto Show, Inc.

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AUTO SHOW
in the Glendale Galleria

SCHEDULE

PROPOSED 1984 EVENT SCHEDULE

JANUARY 22	SUPER BOWL PARTY - WEYRETER
FEBRUARY (WED)	GROUP DINNER AT GISELA'S GERMAN RESTAURANT - ROSE JONES ZIONSVILLE
MARCH	TECH. SESSION/ SPECIAL LADIES - LIZ CAMPBELL EVENT
APRIL 27-28-29	PORSCHE DERBY - (KY. REGION)
MAY	TOUR TO SOUTHERN - MIKE ROBBINS INDIANA
JUNE	PICNIC
JULY 8-14	PORSCHE PARADE -
JULY 15	PORSCHE SWAP MEET AT P.B. - TWEETS
AUGUST	RALLYE -
SEPTEMBER 15	HOOSIER AUTO - MIKE ROBBINS SHOW
OCTOBER	TOUR OF HUBER WINERY SOUTHERN - CHUCK L. INDIANA
NOVEMBER	ANNUAL DINNER - LUKE CAMPBELL

UNSCHEDULED SCCA/CIR-PCA COMBINED SOLO

IF YOU ARE INTERESTED IN SPONSORING ANY OF THE ABOVE EVENTS,
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WILL BE GLAD TO HEAR FROM YOU! SUPPORT YOUR CLUB CALL NOW!

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LAST MONTH

Year End Dinner

By Doris Kaiser

For those of you who were unable to attend the year end dinner at the Naval Armory, you missed a delightful evening of good food, good company, and lots of Porsche talk.

The Armory as usual outdid themselves in preparing a great meal. A new item this year was Hors d'oeuvres in the form of cheeseballs with crackers, hot & spicy meatballs and egg-rolls.

The slate of officers was presented by Agnes Hutchinson and voted on; your 1984 officers are: President - Luke Campbell, Vice President - Ron Jones, Secretary - Liz Campbell, Treasurer - Rose Jones, Activities Chairman - Chuck Langsenkamp, and Membership Chairman - John Carmack. We are looking forward with anticipation to the new year under their capable leadership and trust our members will become involved in activities. If not asked, VOLUNTEER, as this is what makes the club grow!

The Annual traveling trophy, Alton Dice Memorial Award was presented to Chuck Langsenkamp for his involvement with the club this year. When Todd Kaitis moved to Chicago, Chuck willingly took over as activities chairman, and has done a super job. His "Keeper" trophy was in the form of a laminated plaque of Chuck's personal 924 Porsche.

Last but not least we all appreciated the lovely table decorations created by our own Joan Dodd, who always comes through with unusual table arrangements. This year the arrangements consisted of a lovely autumn basket filled with beautiful autumn leaves and nested in the leaves Mom & Popa Robin with two little ones made their home.

The "White Elephant" gifts were distributed and we had a few chuckles at the ingenuity of some people and their ideas.

Table arrangements were given out as door prizes and three PCA badges presented by Mike Robbins.

A Good Time was had by all!

Concours d'Elegance
your
Porsche

ANNIVERSARY

NOVEMBER & DECEMBER ANNIVERSARIES

NOVEMBER

RONALD C. JONES	1
DAVE KAISER	2
RAY NEAL	9
STEVE PRIDDY	7
AUSTIN RUSSELL	1
JOHN TWENTY	8
DAVE SHEETZ	3

DECEMBER

MAX DEJONGE	2
DALE FAZEKAS	9

ANNIVERSARIES ARE BACK! WERE TRYING FOLKS!

TECH TOPICS

914's can be stranded by the failure of an inexpensive plastic clutch cable stop. Replace the black plastic part with the new metal one, part number 911.423.205.03. Before removing the clutch adjusting nut, count the number of full turns to remove it; and when replacing the nut, turn it in 3 additional turns.

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MINUTES



Minutes by
Rose Jones

The September Board Meeting was held on Tuesday, October 25, 1983 at the home of Chuck Langsenkamp.

Everyone participated in preparing the Circular for mailing, updating the membership files and discussion concerning several members who had not renewed membership, members with dual memberships, and members who had moved away as to whether we would continue mailing Circular to them.

There was discussion as to this of mailing the Circular. Luke Campbell will try to get the Circular back to 8 pages with more current news. It was decided to keep the deadline date the 15th of the month.

It was decided that Ron Jones would work with the current membership chairman to get mailings from National as quickly as possible in order to get the labels made for mailing the Circular.

Dave Kaiser presented material concerning the PCA President's meeting. Chuck Langsenkamp planned to attend some of the activities.

Mike Robbins reported that September 15, 1984 will be the date of the Indy Auto show. It was decided that Chuck should make a strong pitch at the President's Meeting for support of this event, and for the Tweeks' event and the Porsche Derby weekend.

Dave reported that the ballots are being printed for the annual meeting, and that 18 people have made reservations for the annual dinner.

Chuck presented a suggested activities calendar for the upcoming year. Looks like we'll be having lots of super events. We will try to print at least one month's calendar in the Circular.

Luke was authorized to have the Club's typewriter cleaned.

December meeting scheduled for Tuesday, December 20 at 7:00 p.m. at Ron & Rose Jones, 254 W. 136th Street, Carmel. (Note: North on US 31 to 3rd traffic light after I-465; Left 1 mile). PLEASE ATTEND, AND SHOW YOUR CLUB YOU CARE!

In Attendance: Dave Kaiser
Luke Campbell
Chuck Langsenkamp

Mike Robbins
Ron & Rose Jones

Back-Porsche
Philosophizin'

By Dave Moran

Article taken from Newsmagazine of
Rocky Mountain Region-PCA
July 1983
Vol. 25, No. 6

As I write this, I sit-endlessly, it seems-at Chicago's O'Hare Airport. Oh, the skies are still Friendly, to be sure, but Murphy decided to have a go at United's Flight Number Two-Oh-Five to Denver. Result: Flight Two-Oh-Five is no more. The plane broke. Passengers muddle and mill, ever confusing movement with action, deluded by the common assumption that by moving around real fast and making lots of noise they'll somehow cause the plane to regenerate. But it won't. Everything tends toward disorder. Entrophy reigns supreme. The airplane's busted, and that's that. Sorry for any minor inconvenience this may have caused you, folks. Now, if you'll kindly step over to the Sky Bar...

What's this got to do with Porsches? Plenty. You see, United's best jets can't get me home. But my Porsches have never broken so's I couldn't get home. Never let me down. Which is common to most of us Porscheophiles.

Porsche reliability is really evident at our weekend speed (er, driver education) events. The driver's schools and autocrosses I've attended over the past four years have featured thousands of miles of very hard, aggressive driving of hundreds of Poreches. Happily hurtling through the Colorado country-side, handled by hundreds of drivers of all sizes and shapes, bugs-in-the-teeth happy and very eager at playing race-car. In this context lies potential mechanical mayhem, and yet we see very few (sorry, Alan) mechanical failures. Which is statistically astonishing.

You know, all of us are familiar with the common pasans to Porsche-great handling, excellent braking, rocket-sled (sometimes) acceleration, a swell investment, enjoyable hedge against inflation...but many of us take for granted one of the primary virtues of the marque: they're reliable. Very reliable. In the course of day-in, day-out trips to the grocery store (to feed and nourish the driver), to the loan office (to pay for the car that takes you to the loan office), to the bank (to pay for those swell modifications), as well as in the course of flat-out, tire-torturing b*lls to the w*ll laps at Aspen, LaJunta, and the like, they run. And keep running. Which brings to mind something John Williamson from L.A. said at Aspen in '79: "Remember one thing; your car is better than you are."

What did he mean? Let's change the subject from reliability to handling, which is what John was talking about. Porsche automobiles, in stock form, handle very, very, well. And John's performance at Aspen that day gave ample testimony to that fact. John showed up in a-let it be whispered-sort of beat-up looking white stock (ahem) 2-liter 914, and proceeded to lap Aspen at 1:16 and change. A good time, period, and a very good time for that car. A stock street car on street tires. No trick gears, no nothin'.

How did he do it? Simple. Conceptually, at least. He knew his car's limits, and drove it to the limit. How many of us know our car's limits? Precious few. The serious hotshots like Alan Worrell, Grady Clay, and Chick Misura, to name but a few, do know the limits of the cars they drive. And it's a big treat to watch one of them put together a fast lap in any car.

But most of us don't have that knowledge or experience. When we arrive at a speed event, and the fever strikes us, what do we desperately want to do? Improve our lap times. How do we usually attempt to do this? Make the car go faster, handle better. And, given our rather flexible PCA class regs, there are lots of ways-lots of very expensive and entertaining ways-to make one's car go faster and handle better.

The case in point about which I can speak with some measure of authority is, of course, my car. I remember my first driver's school ever at Aspen. Man, was that ever fun! The year was 1979, and the car was a dead-stock, non-lowered, 1978 911 SC running on near-new Dunlop 6 x 15 and 7 x 15 street tires. As a driver, I was a complete novice. Grady Clay, Fred Veitch, and Dick Porter gently initiated me into the world of fast motoring, and my best times were 1:15 in practice and 1:17 in time-trials. Not bad for a novice, I thought.

Puffed with pride and spurred on by hope, I emerged from the weekend determined to Go Faster. After all, Alan Worrell was turning 1:12's in a '78 SC. But his car was lowered! And made lots more noise! Surely if I lower my car and make it real noisy, I, too, can go fast! So-I steeled myself against any and all encroaching thoughts of practicality, went to Mr. Bank, and, over the next couple of seasons, proceeded to pour thousands of cubic dollars into that machine.

First step-had it lowered. Result-felt different, crushed spoiler. Moderately expensive improvement. Next step-replace entire catalytic converter-handicapped exhaust system with stock '74 exhaust system tipped by Bursch extractor. Result: engine ran much cooler (paint on rear fenders no longer blisters after my run group) and makes plenty swell noises. Immediate reaction of local constabulary forced Escort implant. Cost for exhaust: big bucks. Bank balance hits new low for year.

Next step: install Turbo fan, quantitative oil temperature gauge, water-injection cooling system deployed. Result: engine runs yet cooler, and I can tell exactly how much cooler it's running. Cost, lots. Benefit, (hopefully) longer engine life. Next step: heavy macho bars. Goddamn, Ah'm gonna be a gunslinger now with them heavy bars! You boys in Class 7 better git outta Dodge afore sundown! To bend the nail over. Bilstein sport shocks were added. Result: car feels like great big GO-Kart. No longer sacrifices spoiler on driveway.

Next step: macho wheels and tires to match macho bars, 7 x 16 front, 8" x 16" rear BBS cast alloys shod with brannoo Goodrich Comp TA's. Cost: 2K. No turnin' back now. Result: G-forces at turn initiation raised sufficiently high that driver slides off seat in left turns, unable to keep feet pedals, thereby adding seconds per lap. Remedy (?): Simpson Racing Harness, which forcibly compresses driver into seat, preventing lateral movement as well as restricting blood flow to legs and other key nether parts. Problem: one now needs arms like an Orang-Utan to reach fifth gear.

Finishing touches: tach was rotated, and driving gloves were fitted to my sweaty palms. Result: lots of idiotic questions in the K-mart parking lot about the twisted tach, and even sweatier palms.

OK, okay, enough. Ee-nuff. What's the bottom line? Get around the course any faster, guy? What's your net bucks-per second gain? Ah, laddie, I was a'fearin' ye'd ask that. What's that saying-"The Truth shall set you free. But first it'll make you miserable!" Yes the bitter truth will come out. Some four years and many kilobucks later, my times at Aspen are virtually unchanged. 1:15's in practice, 1:16's in time trials, all of which assure me a solid, consistent seventh in class (unless eight cars show up!). Demoralizing, I calls it.

Aside from the rather obvious fact that I'm not likely to pose a serious threat on the Grand Prix circuit in the next couple of years, is there somewhere a lesson in all of this? I think so. In the words of John Williamson, "Your car is better than you are." Freely translated, that means: if you want to be fast, work on your driving skills untill your skills level matches your car's capability. Because, if you're like me, your car's limits, today, are probably well beyond the consistent reach of your present level of driving skill. To put it another way, before you spend kilobucks modifying your car, torque down that nut behind the wheel!

Does this mean you shouldn't muck about with your car? Not at all. Unless, that is, you're strictly looking for maximum cost-effectiveness in lap-time reduction. If you are, go directly to Bondurant-that's probably the most cost-effective move you can make. I sure plan to go if and when my sagging bank balance, if any, recovers.

Do I regret the modifications made to my SC? Not at all. Sure, I'm disappointed I don't tear up the track at every event. But I know exactly what's going on. My skill level simply isn't high enough yet to get the most out of a dead-stock SC, let alone a tweaked one such as mine. Nevertheless, the car is much better than it was, is still perfectly streetable, and gives me something to look forward to-the day when I'm as good as it is. It provides an arena for personal growth, which is certainly one of the purposes in life.

And there's one more thing. What these speed events are all about is fun. Lap times aren't everything. and it sure is fun to mess around with the car! Especially in the off-season, when there aren't any speed events to attend. It's great fun to take a good car and make it a great car. Even if people call it your "toy." After all, weren't all our spirits uplifted by the inscription on Dale Thero's T-shirt at La Junta? In case you missed it, it said, "He who dies with the Most Toys Wins." Ay-Men, Brothuh.

This article was shared with us by Mike Robbins, Thanks,
Great Article!

CHOOSING THE RIGHT CAR TO RESTORE

by Tom Pruett
uplifted from 4/81
PORSCHEHAUT, Lone
Star Region

After having concluded that you and your mate have the temperament to undertake a restoration, be very careful in your selection of a car. The following guidelines may help:

1. Is the car worth restoring? This appears to be a dumb question, but I have personally seen many cars with a resale value about half the cost of their restoration.
2. Is the car restorable? Another dumb question? Not really, a painful conclusion has just been reached about our little 356. It only has 47,000 miles on its excellent mechanics; but, after scraping away all the undercoating, we found too little body metal remaining. What appeared sound was really swiss cheese. If you don't use an ice pick on the entire underside of your prospective car, you may be in for a nasty surprise.
3. Will you enjoy the car after it is restored? Can you tolerate the laying on of hands by an unknowledgeable and uncaring public whenever you venture forth with your pet after your painstaking restoration?
4. Will the car perform to your satisfaction? Be sure you know what to expect from the finished product lest you be disappointed.
5. Can you purchase the car for a price low enough to allow you to comfortably spend all that is necessary for a good restoration?
6. Do you have a realistic idea of the cost of a good restoration?



THAT'S HOW IT WAS!

by Harry Slates, lifted from the
June, 1979 issue of PorscheForum,
publication of the Northern New
Jersey Region

Here we go again with a "shortfall" in gasoline supplies! And thus our attention shifts from "how fast" to "how far." Porsches have always been pretty fuel efficient from the basic concept that a ton and one half or more car was not a requisite for a sports vehicle. The 356 models with the "normal" engine gave great highway economy.

My experiences with a '58 356A and a '61 356B coupe on long turnpike trips were excellent. Cruising in the now-forbidden mid-70's produced an average of about 28 to 30 MPG. Although at the time it was "in" to feed your 356 on Amoco hi-test, mine, with their 7 to 1 compression ratio, ran happily for over 90,000 miles each on low test Sunoco 190 or the now discontinued Gulftane. The 356SC, with a close ratio gear box and higher compression, would consistently get 22 to 24 at the above speed. Even by today's standards these engines were quite clean in emissions.

The best fuel economy was shown by my '70 and '71 Porsche 914's. These early 1.7 engines were not severely inhibited by EPA requirements, but performed best with something above regular gas. The reasonably efficient engine coupled to a 5 speed gear box and the whole enclosed in a low frontal area body was capable of 32 MPG. Just recently my son drove his 914, a much used machine with four previous owners and estimated 90,000 miles, back the 500 miles to college on one tank of fuel. Not bad, even considering our 55 speed limits.

But no matter what model Porsche you drive, you have a significant advantage over all other drivers in our current unfortunate gasoline shortage. Driving your Porsche will still be a totally exhilarating experience!



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PROTECT YOUR DASH

Article by John Paterek. Lifted from Porscheforum, April 1983.

Leather covered panels have been available since 1975. They have remained similar in design except for the elimination of the speaker grill and the addition of the ventilation unit in the center. This dash is over \$600 plus removal of the glass to install it. It is a good idea to keep the unit covered with a white towel when parked in direct sunlight. The heat causes the leather to pull back from the windshield area.

The 914 had a slight cracking problem in the center above the ash tray. It is wise not to use it except for toll money.

The 928 has a futuristic layout with hand stitched detail and only minor shrinkage problems since the first cars were introduced. It is important to use only Lexol and not Armor All.

The 924-944 is a problem dash. The units crack like a salt flat in July. It is made of egg crate cradboard covered with PVC. The dash, if exposed to sunlight, will last only four to five years. The glass area in this model causes excessive interior temperatures. It is best to park in the shade or buy a reflective cover sold in Panorama. Age lines are not fun on anything, especially on the part of your Porsche you spend a good deal of time looking at.

No matter what year your dash is, keep it covered!

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(sticky face)		Vol. V Upfixin	\$ 12.00
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4" PCA Patch	\$ 4.00	PERSONAL NAME TAG - ONLY	\$ 2.50

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