


# **cir** **cular**

CENTRAL INDIANA REGION  
PORSCHÉ CLUB OF AMERICA

FEBRUARY 1985



**HELLO, DOLLY!**

**& Beef  
Boards**

**JOIN US  
FEBRUARY 23!**



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Chuck Langsenkamp  
801 E. 81st St.  
Indpls., IN 46240  
317/251-3694

## **VICE PRES.**

Luke Campbell  
718 Yosemite Dr.  
Indpls., IN 46217  
317/783-2218

## **SECRETARY**

Mark Thompson  
5729 Lakeland Dr.  
Indpls., IN 46220  
317/849-8037

## **TREASURER**

Rose Jones  
254 W. 136th St.  
Carmel, IN 46032  
317/846-9124

## **MEMBERSHIP**

Ron Jones  
254 W. 136th St.  
Carmel, IN 46032  
317/846-9124

## **ACTIVITIES**

John Carmack  
1020 W. 116th St.  
Carmel, IN 46032

## **NEWSLETTER**

See Secretary

## **BOARD MEMBERS**

All of the above, including Liz Campbell

## **Restoration**

Dan Hartill  
2332 E. 151st St.  
Carmel, IN 46032  
317/844-5898

## **Technical**

Bob Farmer  
RR2, Box 181A  
Greenfield, IN 46140  
317/894-7661

## **Racing**

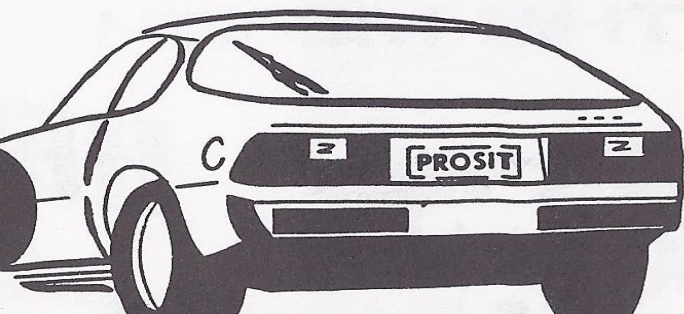
Scott Holley  
13345 Allisonville Rd.  
Noblesville, IN 46060  
317/842-3426

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# 'ROUND THE BEND



CHUCK LANGSENKAMP

This column might have been called "President's Message" (far too formal), or, "Prez Sez" (cute, but it's been used before), or lots of other things. "Round the Bend", however, rates right up there with the expression, "Press on Regardless" in bringing to mind fun on the road with cars. That's what CIR/PCA is all about anyway, especially when you add in all the great people connected with our sport. I've surely met my share.

My love affair with cars goes back to owning some new ones that had windshields that folded down and sported running boards. Traditionalist that I am, I became annoyed by a few things: Rallye spelled without the "e" on the end, not getting a return wave from a passing Porsche, and snide remarks about my use of Q tips. Please accept these credentials.

Now down to business. First of all, thank you for electing me 1985 President of the Region. There are some fine people who preceeded me in this office since the founding in 1961. That means there could be twenty four sets of combat boots coming down my driveway if I get a little lax in my efforts. My intention is to avoid that at all costs.

We receive minutes from National Executive Council meetings. Call me if you want to read them. The October 7 set yielded only a few things of general membership interest:

- 1) Lowenbrau has expressed an interest in supporting PCA on the Region level. Details later.
- 2) Membership count as of 9/30/84 is 21,200.
- 3) Beginning in January, PANO will be mailed in heavier envelopes (Hooray).

I attended the Zone 4 meeting in Fort Wayne in November along with Mark Thompson, your new Circular Editor (who listened to the newsletter seminar). At the regular meeting, our region listed the Swap Meet at P. B. Tweeks and the Hoosier Auto Show/Rallye as our multi-region events...both successes in past years. We received a rebate from National on the latter since it qualifies under the new two day multiple competitive event rule.

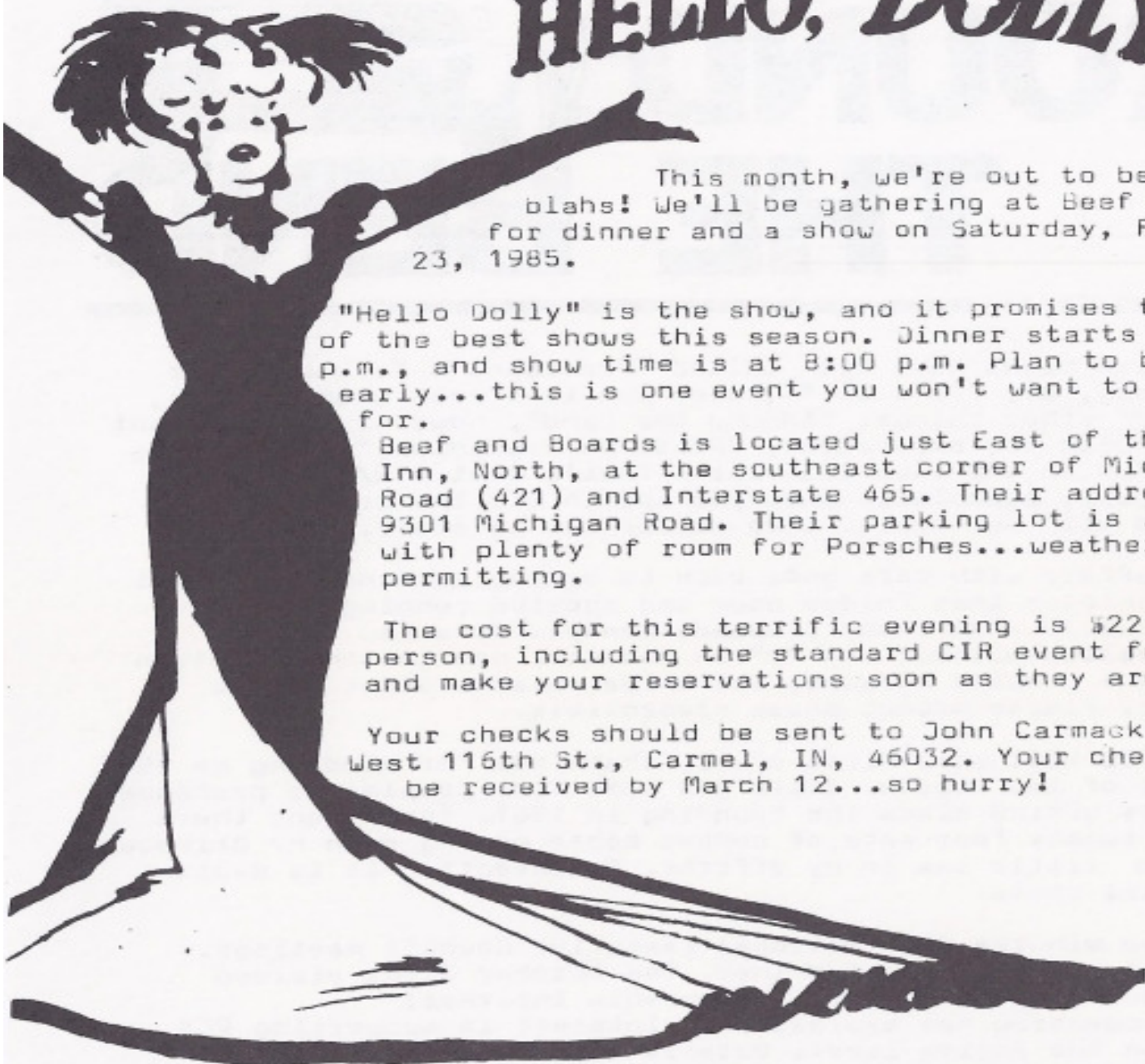
In closing this first message, I want to express the hope that our program for this year will entice each of you to come out at least for one event so we can meet you personally.

*Chuck*



**THIS MONTH**

# HELLO, DOLLY!



This month, we're out to beat the blahs! We'll be gathering at Beef & Boards for dinner and a show on Saturday, February 23, 1985.

"Hello Dolly" is the show, and it promises to be one of the best shows this season. Dinner starts at 6:30 p.m., and show time is at 8:00 p.m. Plan to be there early...this is one event you won't want to be late for.

Beef and Boards is located just East of the Holiday Inn, North, at the southeast corner of Michigan Road (421) and Interstate 465. Their address is 9301 Michigan Road. Their parking lot is large with plenty of room for Porsches...weather permitting.

The cost for this terrific evening is \$22.50 per person, including the standard CIR event fee. Hurry and make your reservations soon as they are limited.

Your checks should be sent to John Carmack, 1020 West 116th St., Carmel, IN, 46032. Your checks must be received by March 12...so hurry!

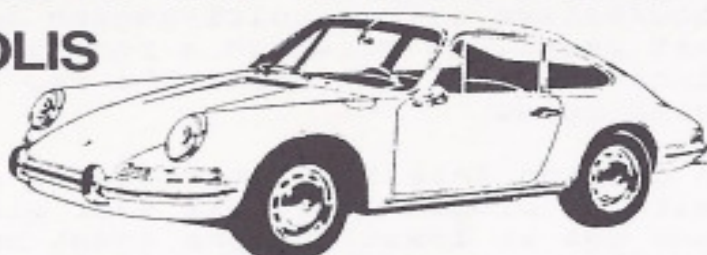


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## NEXT MONTH

# PIZZA & NUTS

Pizza and Nuts. That's the combination we have scheduled for you this March.

Saturday afternoon, March 23, we'll be meeting at Farmer's Automotive for the "Nuts" and bolts of the program. Bob Farmer will host a Technical session in his new building...which he hopes will be completed by then.

Farmer's Automotive is located on Buck Creek Road, just East of Indianapolis. We'll have a map for you in next month's CIRCULAR. Bob has had a great deal of experience with Porsche. He was the chief Porsche mechanic at Giganti VW/Porsche/Audi for a number of years, and has made a number of trips for special schools at the Porsche factory in Germany.

After the technical session, the "Pizza" portion of the program will take place at the Paramount Music Palace, 7560 E. Washington St. This is a great place to hash over tech. session information with a bit of food, refreshment and fantastic organ music.

Plan now to attend.

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## NOTES FROM THE BOARD



Because of the elections, the dinner at Gisela's took the place of the January Board meeting. The photographs on pages 6 & 7 are the informal minutes made by the secretary.

The February Board Meeting will be held Tuesday, February 26, 1985 beginning at 7:00 p.m. at the home of Chuck Langsenkamp. Chuck's address is 801 E. 81st St., Indpls. All interested CIR members are invited to attend.

The March Board meeting will also be at Chuck's home, Tuesday, March 26, 1985...again at 7:00 p.m.

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# '85 EVENTS

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February 9 (Sat)	Ramme Region Banquet, Muncie	Bob Snider 845-4097
February 23 (Sat)	Theater Party at Beef & Boards	John Carmack 846-2881
March 23 (Sat)	Tech Session at Farmer's Automotive	John Carmack 846-2881
March 22,24 (Fri, Sun)	Driving School	Scott Holley 842-3426
April 26-28 (Fri-Sun)	Kentucky Derby Wknd. at Louisville	John Kissling 637-2511
May 5 (Sun)	Braille Rallye	Georgeanne Tutrow 251-0970
June 9 (Sun)	CIR Annual Picnic	
June 23 (Sun)	Ramme Region Concours at Minitrista, Muncie	Bob Snider 845-4097
June 30--July 7	Porsche Parade	
July 14 (Sun)	Solo with SCCA	Scott Holley 842-3426
September 14 (Sat)	Hoosier Auto Show at Indpls. Motor Speedway	Mike Robbins 253-9041
September 15 (Sun)	Hoosier Auto Show Rallye	Mike Robbins 253-9041
September 22 (Sun)	James Dean Hist. Tour, Fairmount, IN	
October 13 (Sun)	CIR Second Annual Winery Tour and Dinner at Kentucky Region Oktoberfest	Chuck Langsenkamp 251-3694
November 22 (Sat)	Zone Meeting at Fort Wayne	Chuck Langsenkamp 251-3694
November 9 (Sat)	Annual Banquet	Chuck Langsenkamp 251-3694





# RUBBIN' ELBOWS

The Hamme Region, our neighbors to the North, will be celebrating their 6th annual Charter Banquet, Saturday, February 9, 1985... and we're invited.

The evening will begin with an open bar at 6:30 p.m. Dinner will be served around 7:30 p.m., followed by another open bar and entertainment. This year's feature presentation will be a driver's eye view of Porsche racing, compliments of driver Bill Marsh and his cockpit video system. Additional videos from Porsche will also be presented.

The evening's activities will be at Muncie's Kitselman Center... a small version of our own Manor House at Windridge...for the cost of just \$15 per person. And that includes the wine!

Persons interested in attending this elegant evening out should contact Bob Snider, 845-4097, by Wednesday, February 6th, 1985.



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# AND A GOOD T



Rose Jones counting ballots.

The second annual Winter/Ele turned out to be everything good food, good entertainment (some not so good) and real g

Elections for new officers w through the dinner, and we n officers. The officers, thei numbers have been listed in Circular for your reference.



This year's newly elected of left to right: John Carmack, Chuck Langsenkamp, President; Treasurer; Ron Jones, Member; Campbell, Vice President; Ma Secretary.



Good food, good friends and a really good time!





# TIME WAS HAD

ction dinner at Gisela's  
it promised to be...  
t, some good dancing (and  
ood people!

ere held about halfway  
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ide the cover of the



ficers are, from  
Activities;  
; Rose Jones,  
ship; Luke  
ark Thompson,



Mike Robbins gives this question  
some thought.



Nope, no rust in this machine.



# Financial Report

Central Indiana Region/Porsche Club of America

For Year Ending 12/31/84

1/1/84 Beginning Balance

\$ 1,305.23

## Cash Receipts:

Regional dues refund	\$ 1,070.00
Goodie Store sales	271.00
Advertising	805.00
Picnic & Concours	58.00
Wine tasting party	11.80
Braille Rally	4.00
Tech Session	18.00
Color Session	5.00
Superbowl Party	12.00
Gisela's Dinner	12.50
Auto Show & Rally	1,083.87
Winery Tour	25.00
Annual Dinner	312.00
Total Cash Receipts	\$ 3,688.17

## Expenses:

Postage	\$ 474.00
Printing (Circular)	1,235.16
Filing fees	10.00
Miscellaneous	45.21
Goodie Store Supplies	287.85
Auto Show	931.52
So. Ind. Tour	24.35
Trophies (all events)	68.94
Annual Dinner	319.31
Total Expenses	\$ 3,396.34

12/31/84 Ending Balance

\$ 1,597.06

Indicated net gain

\$ 291.83

<u>Summary:</u>	Income	\$3,688.17
	Expenses	-3,396.34
		<u>\$ 291.83</u>



## TECH TIPS

# Tools for the road

By Bob Farmer/Farmer's Automotive

The Porsche tool kit supplied by the factory is not a bad set of tools, but can be replaced or improved upon with a few simple tools and parts.

Many people have purchased used Porsches only to find the original tool kit incomplete or missing. Furthermore, some of the factory-supplied tools are not always suited to do the jobs for which they were intended -- the lug wrench and the jack being examples.

The lug wrench does not have enough leverage to loosen the lug nuts, especially those on mag alloy wheels which have a tendency to freeze up. The jack is weak and does not properly support the car. This can result in personal injury or body damage to the car.

The following is a list of tools and parts that should be a part of every Porsche road kit:

- \* 1/2 inch flex handle
- \* 3/4-19mm or 11/16-17mm six-point deep socket (depending on model)
- \* a good scissors jack
- \* 13mm combination wrench
- \* 10mm combination wrench
- \* short blade screwdriver
- \* number 2 Phillips screwdriver
- \* 22mm or 7/8 socket for alternator belts (911 only)
- \* air compressor or tire pump for cars with space saver tires
- \* set of ignition points (if applicable)
- \* cooling belts and/or alternator belts
- \* an assortment of fuses

## ANNIVERSARIES

Robert Brenton	6
Benny Bowen	25
Michael Cooper	16
Charles Fuetter	3
Fred Lawrence	12

Eugene Lemke	7
Ira Redman	13
William Terry	7
David Turner	4
Michael Williams	2



# Fast Lane

By Scott Holley/Capitol Racing



There isn't much racing going on in the midwest this time of year ( Unless you wan't to spike the tires on your new 911 and go ice racing, wheel to wheel in Michigan ). I don't believe many CIR members will be inquiring about spiking their tires. I do however, wonder why driving events are absent from the CIR agenda, as so many surrounding PCA regions have an entire schedule of driving events.

Having traveled the midwest, racing in the SCCA's Solo II and PRO Solo programs, I've met many PCA members participating and competing against me. These same people are very active in their local PCA races, solos, and autocrosses. These events are held at local airports, parking lots, and even road racing tracks. You drive your car around a course marked with pylons, tripping a timing device as you cross the start line and at the finish. If any pylons are hit while driving the course there is a penalty of usually 2 seconds. The challenge of the event is essentially " You against the Clock". We as Humans seem to have to guage ourself against our peers, however.

Whether you are competing in a PCA or an SCCA event there are many different classes equalizing cars of different makes and models, having different acceleration and handling characteristics. There is a class for your family sedan, for your 911, 914, 356, 928, and even your Champ car if you happen to have one in the garage. The PCA classes Porsches primarily on performance modifications made other than those available from the factory as an option. So whether you have a bone stock 914, or a tube frame 911 there is a class for you.

All you need now is some interest ( let me know ), a car, a valid drivers license, seat belt, and helmet ( borrow one ) and you're ready to go.

I'm attempting to schedule two joint events in 1985 with the INDY Region SCCA. It appears they have attained a new site, it just happens to be an auto testing grounds, having a 1.2 mile road course, and a 400 by 600 ft. skid pad ( God's gift to Solo ). More information will follow on that. INDY Region SCCA has also given CIR an open invitation to attend any or all of their 1985 Solo II events. I will publish their schedule in the next newsletter.

Those of you interested in this type of Driving event, and attending a drivers school in March, please let me know. Also, don't hesitate to send me your input on any of my newsletters, and your questions about racing, driving events, suspension prep. etc.

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A U T O M O T I V E



# GOOD HUNTING

By Dan Hartill, Porsche Coach/Restoration

Last month I suggested you park your Porsche for the winter. However, there must be a few Porsche owners who are not readers of this publication as I have seen them graceing the roads - shame on them! You however did, and your hot rod is safely tucked in, warm and snug. But now whenever the sun peeks out you have the irresistible urge to drive - a little snow won't hurt, right? Sacrilege!

Perhaps if you did some work to it you would be able to control yourself. Well, this month I'll suggest we go looking for that evil wicked enemy RUST.

There are a few things that you can do to help control this problem that are very basic and there are typical spots to look at on all models of cars. Here's what you'll need: a wire brush, a narrow scraper, an old screw driver, some coarse sandpaper and a rust inhibitor. Now most rust inhibitors are just that; they inhibit, they don't stop the rust, and some work better than others. I've not had any luck with Naval Jelly but would suggest Duro's product "Extend" or Morton's "Rust Mort" and even good old Rustolium "Rusty Metal Primer" (be sure it is the Rusty Metal Primer you use as they have others).

The problem is when the undercoating or body caulk draws away from the metal exposing it to the elements. Poke around (I'll tell you where in a minute) until you find some loose spots. Pry and scrape it off exposing the area. Then brush and sand the dusty rust off as best you can. Apply the treatment or primer, whichever you choose. After it dries you can apply some spray or brush undercoating if you wish. Now this obviously won't check all rust. Depending on the severity, sandblasting or removing and replacing the panel may be necessary. However, this is all you can do without seeking professional help.

The typical problem areas are:

1. along all seams where panels come together
2. behind door posts where dirt collects
3. wheel wells around suspension pick-ups
4. inside removable rocker panels, especially 914 rocker panels
5. headlight and taillight buckets
6. bumper seals
7. under spare tires in the trunk
8. under carpet panels and behind pedal assemblies
9. basically the entire undercarriage

A good washing with a power sprayer before you start your inspection will help. This also gives you an excuse to drive the car somewhere. However, don't go out of state to find a carwash.

I hope this helps and you don't find anything too scary. If so don't panic it can be repaired. Just call us. Good luck and good hunting!

---

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Clymer - 914 ('70-'76)	-----	\$9.71
Chilton - 924/928 ('77-'81)	-----	\$8.21
Chilton - 912,911,914,914-6 ('69-'73)	-----	\$8.21

Also, Japanese publication by Motor Fan. Japanese text, but nice photographs. Title, "Porsche". \$14.50.

Mike Robbins, 7533 Westfield Blvd., Indpls., IN.  
46240 ----- 317/253-9041.

**WANTED:** June 1982 Pano. Will buy or Trade. Contact Chuck Langsenkamp.

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