

CIRCULAR

CENTRAL INDIANA REGION

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PORSCHE CLUB OF AMERICA

Celebrating
35 Years



1961 1996



CIR at qualifications.

kart racing



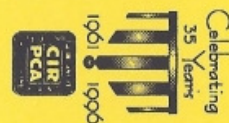
May
11th.



'96 Whiteland runoffs.

Return Information

Damon Bradtmueller
8813 W. Center Street
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May

June

Coming Up:

- 11: Second Annual Go-Kart Runoffs.
- 16: Social/Board meeting, Oaken Barrel, Greenwood.
- 19: Indy 500 BumpDay Bash -- 1st of qualifying.
- 9: Strawberry Festival -- Crawfordsville.

the
calendar.

der Kalender.



Central Indiana Region events

May:

- 11: Second Annual Go-Kart Runoffs, in Whiteland
- 16: CIR board/social meeting. Oaken Barrel, Greenwood, 7 pm.
- 19: Indy 500 "Bump Day Bash" -- last day of qualifying

June:

- 9: Strawberry Festival Tour
- * Hare-and-Hound Rally, fun without time constraints (not a time-and-distance event.)

July:

- 12-14: Hoosier Porsche Classic/Drivers Ed. & Club Racing
- 21: Tweeks Swap Meet

August:

- * Oliver Winery Tour
- HPC Workers Party, a reward for help with the Hoosier Porsche Classic!

September:

- CIR 35th. Anniversary Party -- may not be at the Speedway, but it will be a good time
- 15-21: Porsche Parade -- in Oklahoma
- * Tour to Fairmount, Indiana, boyhood home of James Dean

October:

- 5: Huber Winery Tour
- * Gimmick Rally

November:

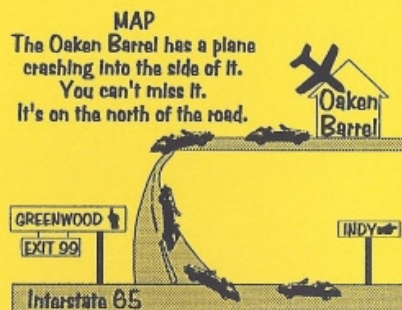
- 9: Annual Dinner & Elections

December:

- 8: Holiday Brunch.

* Indicates
tentative
events

Map
to May 16
Oaken
Barrel
Board/Social
event.



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

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To have badges mailed to you, please enclose another dollar. Otherwise, ordered badges will be available at events.

Please note that there may be a delay in making badges as we wait for several orders. Unless mailed, they will be available at events. One of the Board members will have them.



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Who's who & what they do ...

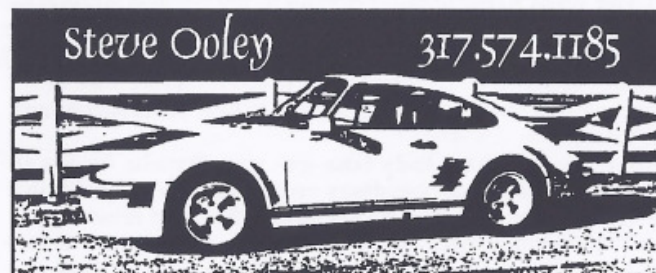
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CIR
central.

der CIR
Hauptverwaltung.

Celebrating
35 Years



★
Deadline for
copy for
CIRcular --
25th of the
month.

from the president

vom Präsidenten.



by
JIM
BRILLHART

REDLINE ...

If you live in Central Indiana, you know that the month of May will bring back race fans by the thousands. Those of you who pay attention to the auto racing world know this year threatens to be different, especially at the Speedway. With two huge sanctions at odds, each wanting to keep their right to the Indy Car "throne", we will surely see a long lasting division in what is now, at it's best, only a mediocre race series. As you read the auto magazines, you will read mostly negative things about the IRL and the dastardly Tony George. Most threaten to boycott the Memorial Day Classic, going instead to a small track in Michigan to watch the "MichiCars" run. Personally, I believe the drivers found in both series offer the same level of competence when it comes down to driving talent. Perhaps these strange newcomers to the IRL will drive a better, safer and faster race. Your famous last name does not make you a better driver, but it will guarantee you more sponsor dollars and the keys to a faster race car. It is true...money can buy speed. If you grew up in the sixties or seventies, you remember that it is not the event or place that draws the crowd, it's "where it's happening" which causes the stir. Most race fans at the track and in town during the Indy 500 are not there for the race at all. They are there because ... that's ... where ... it's ... happening! Roger, Carl, Chip, Emmo, Al Jr., Paul and Michael can't take that to Michigan. The media will surely do their best to try to sway our opinions regarding CART and the IRL. The greater forces from above may see fit to rain them both out. We'll see.

"The greater forces from above
may see fit to rain them both out.
We'll see."

CIR/PCA made history at our board meeting on April 18th. 23 members enjoyed a delicious meal at Champps restaurant located at Keystone at the Crossing. The manager said we were the largest group they had ever accommodated! Believe me, we kept our waiter running. Several members brought their Porsche cars and those who didn't displayed them in photos. Our cars created quite a stir and brought many comments and questions from curious diners and waiters. We had several new CIR members there as well. It's always nice to see new faces. Definitely a good time! Next month we meet in the Greenwood area.

If you want a real thrill, come out to the Second Annual Go-Kart event in New Whiteland (just south of Greenwood) on May 11th. Just rent and ride. It's safe and fun. Bring the whole family, because it is also fun to watch. Racers, this is a great way to sharpen your driving senses. Just ask Michael Schumacher and Paul Tracy!

For all you die hard Indy fans, join your Porsche friends at the Indianapolis Motor Speedway on the last day of qualifying, May 19th, for the CIR Bump Day Bash. The event returns by popular demand of our club members and should prove to be a great time. Hey, even if you don't like Tony anymore, come join us at the track for drinks, food and fun. See you on Turn 4!

Also mark your calendar and prepare your car for the Crawfordsville Strawberry Festival in June. We will again have

CLASSIFIEDS, continued from pg. 28 >>>

1983 944: Black/tan, A/C power steering, rear wiper. New since 1990: clutch, motor mounts, transmission mounts, timing belt, water pump, clutch cylinder, master cylinder, paint, rearhatch glass and other miscellaneous parts too numerous to mention and too painful to think about. Three sets of tires and wheels, including AKT C2 Turbo w/Yoko A008P, BBS RZ w/Dunlops, and cookie cutters w/cheap radials. Eibach front springs, Weltmeister sways, Koni Reds, and carbon metallic brake pads. Good track/autocross car or driver. \$7500. Dave Sanders, 219.289.7443. (11)

Other:

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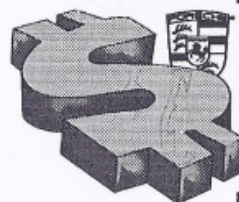
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1984 911 Targa. Red w/blk. lthr. interior. Pwr windows, A/C, 84K miles, Excellent condition, garaged, must see, \$17,500. 317.240.3536. Ask for Steve or leave message. (2)

1987 944 Race Car: #WPOAB094XHN470815. Red/Blk Int. Full roll cage, Recaro, TRW 5-point harness, Fitti E-3, hot-lap timer, PFC carbon metalics, new rotors, cool brake kit, stainless lines, Koni adjustables, Weltmeister front & rear adjustable swaybars, 250# front springs, 26mm rear torsion bars, lowered, Bursch header and test pipe (both Jet-Hot coated), Walker ultra-flow mufflers. 7 & 8x16 Porsche factory 5-spoke turbo wheels with Yokos, extra 7x15 rain wheels & tires, race align., fresh Mobil 1 every race, K&N, throttle cam. Extra tires, rotors, pads, etc. Immaculate maintenance & prep. Perfect condition; never wrecked. SCCA/MSCC Class ITS or PCA Class I. Incl. 1995 18-ft. open trailer with custom wheels. \$15,900 gets you racing. Gene Pish, 3 Palm Ct., Bloomington, IL 309.827.4795 (H), 800.766.4640 (W). (2)

1987 911 CARRERA Targa #WPOEB0912HS162000 Cassis red metallic/Burgundy. 59K. All options except 2. Books, records with maintenance. Nakamichi cassette with Amp PQ10. \$24,500. Cliff Fiscus. Evening or Leave message. 317.873.5582. (1)

One set C2 Porsche cup style alloy wheels (7x17 & 9x17) with 928 r/e caps silver/black. With 1,000 mile winter Pirelli 210 tires (205 50 17 & 225 45 17) \$1,800.00. Contact Chris or Gary Bartlett. 800.338.8034. (12)

1972 Porsche 916. The rare one is available, fully checked and serviced by Autocar. \$175,000 obo. Brian Stewart. 873.0863. (12)

1957 356 Cab. Bk/Tan, body and paint by Blackburn Daly, serviced by Autocar. In great condition. \$34,900. Summer is coming! Brian Stewart 873.0863. (12)

Go-kart runoffs.

Are you ready for the go-kart event at the track in Whiteland (just below Greenwood)?

They have two separate tracks!!! One is a NASCAR-style oval with mini-stock cars (with 9 HP engines). The other is a road-racing-style track with open body Grand Prix style cars (with 5.5 HP engines). As always, call Lee (535.6072) for more information.

Location Name: Putt-Putt Golf and Games Their Phone: 317.535.7600 **Date:** Saturday, May 11th **Time:** 10:00 AM (Opening time) **Cost:** \$ 6.00 per event card, giving you three punches. On the track, each punch gives you 5 minutes of track time.

★ Directions:

* **Get on I-65 South** until you come to exit 99 (this is the Greenwood Exit). Bear right at the end of the off-ramp (you are now going west on Main Street).

* **Turn Left at the second Light**, which is Emerson (you are now going South). Emerson bends to the right and begins to go west (it also changes name to Smith Valley Road).

* **When you get to the 3rd light**, turn Left (South on 31).

* **Go approx. 3.5 miles.** The Track will be on the left.

They don't reserve the track for groups, but the rate is discounted for ten or more from the same group. Therefore, please call Lee to confirm if you are planning on going. That way we'll have a better handle on attendance and to be sure we get the minimum for the discounted rates.



Bump Day Bash Details

Next page!

REDLINE, continued from pg. 4 >>>

a beautiful setting there, in the midst of their annual classic auto show, to concours our Porsche cars. We had a great time last year. I would like to welcome two new sponsors of the '96 Tweaks Hoosier Porsche Classic...Brian Stewart's, Autocar Sports and Classics and Northstar Motorsports from the Chicago area, owned by PCA member, Brian Allman. Both were fine sponsors of our '95 event. We hope you will support them again this year. Our other sponsors include: Tweaks, Farmer's Automotive, Profound Consulting, and Tom Wood Porsche.

We still need a volunteer to coordinate timing and scoring at the Hoosier Porsche Classic, July 12-14. It's in an air conditioned room and only involves organizing a few people and distributing lap time results, etc. Taker gets a free day on the track that Friday for a qualified family member.

See you next month. Have a great one!

what's
next?

was kommt am
nächsten?

kart racing



JUNE 9TH IS
THE DATE OF
THE
CRAWFORDSVILLE
STRAWBERRY
FESTIVAL
TOUR. READ
ALL ABOUT IT
ON PAGE 9.

what's
next?

was kommt am
nächsten?



By
LEE
FOLLANSBEE

Bump Day Bash Details

The 1996 Bump Day Bash is coming!!! This is an event where we can get together and watch the final qualifying session for this year's Indy 500. It is always a fine time and it is not nearly as well attended (read crowded) as the race itself. Cost to get in the gates is a mere \$5.00 per person (this is a real bargain, believe me). It will be held at the Indianapolis Motor Speedway on May 19th, just in time for everyone to decide who to root for at the race.

I must sincerely apologize for not getting this item in the April publication but Sue, Mason and I were extremely busy (moving into our new home) and I just plain got behind. Anyway there is still plenty of time to plan for this one, so come out and enjoy the drama, speeds and sunshine with other PCA'ers!

The track opens up at about 10:00 a.m., so if you like you can get there early and wander around - this is a good time to visit the museum, which is a treat in itself. Also, the Gift Shop will be open for you to purchase those souvenirs that you've been wanting.

We will officially congregate at the Northwest Vista at Noon, which is on the OUTSIDE OF TURN FOUR. Section 14 has been chosen and about 10 to 20 rows up will be the general area that we will sit. Just get in that general vicinity and look around, you'll see us. This is a GREAT spot, as you can see turn three, turn four AND the front straightaway.

The club will provide Popeye's fried chicken and all of the fixin's at no charge to you. All we ask is that you please call Don Roland at 317.577.9400 to RSVP. This is really important, so that he knows what quantities of the food to bring! Feel free to contact me if for some reason you can't seem to get ahold of Don, or if you have any questions (note that my new phone

number is
317.535.6072).

Each club member is responsible for their own beverages, so get your ice chests out and pack the beer, sodas or whatever.

Many folks buy the inexpensive styrofoam coolers and then just leave them behind at the end of the day, but the choice is entirely up to you.

Parking is easy to obtain for this event, generally at the north end of the track.....pricing varies, depending on where you end up. Some people even sell parking in their driveways and on their lawns.

Some things you might want to bring are umbrellas (for rain and shine), seat cushions, suntan oils, sunglasses, earplugs, binoculars, cameras (telephoto lenses are nice), etc.

SEE YOU THERE!!

The 1952 German sports-car championship is won by the Glockler-Porsche, a specially modified private entry. The Porsche factory takes notice and prepares a new car for the next racing season.

1953 Called the Type 550, the new racecar is entered at Le Mans. Unlike production Porsches, this car features a spaceframe design. Due to its light weight and high power-to-weight ratio, it competes against cars with much larger displacements. Throughout the year, Porsche racecars rack up class wins at Le Mans, the Mille Miglia, Avus and the Carrera Panamericana, as well as the European Touring Championship for rally cars.

On the Porsche stand at the Paris Salon in October, a prototype version of the Le Mans racecar called the 550/1500RS makes its debut. Rechristened the Spyder when it is finally produced for sale the next year, it is among the most aerodynamically researched designs of its day.

1954 The 5,000th Porsche rolls off the assembly line. The Type 356 is now in its sixth year of production, yet each successive example incorporates another improvement. Engine, transmission, braking and bodywork modifications are constantly introduced without waiting for the typical "model-year changeover."

A new production model, the Speedster, is launched for customers in the U.S. market.

Porsche racecars take class honors again at Le Mans, the Mille Miglia, Tour de France, Avus, Bahama Speed Week, the Sports Car Club of America (SCCA) F Production Championship and others. Though still a young, small entity, Porsche is quickly gaining fans and respect through its remarkable success in motorsports. One especially avid fan is actor James Dean — he soon buys a Porsche 550 Spyder and begins competing with it in amateur road races in California.

1955 Porsche fever hits America. Porsche clubs spring up everywhere and the U.S. becomes Porsche's leading export market. Racing success continues with class wins at Le Mans, the Buenos Aires 1,000 km, Swedish Rally, RAC Tourist Trophy and the Mille Miglia. Amateur sports-car drivers in the U.S. earn Porsche the Sports Car Club of America (SCCA) F Production championship.

1956 During the 25th anniversary of Porsche GmbH., the 10,000th Porsche is produced. Porsche racecars win their class at the Targa Florio, Le Mans, Monte Carlo Rally, Nü1,000 km, and Nassau Trophy races as well as SCCA championships in F Sports Racing, E, F and G Production class.

1957 Indicative of Porsche's advanced technology, a computer is used to design a high-lift camshaft for racing purposes. Class wins at the Mille Miglia, Spa GP, Le Mans, Watkins Glen, Nassau Trophy and Sports Car Club of America (SCCA) F Sports and F Production championships continue to enhance Porsche's reputation for high performance.

1958 The 25,000th Porsche leaves the factory. Racing victories include the Sebring 12 Hours, Targa Florio and the Nü1,000 km.

1959 Annual production reaches 7,055 cars. Porsches finish first, second, third and fourth at the Targa Florio and first in class at Sebring and Daytona.



1955 Porsche fever hits America.

cruisin' the net



The Early Years From Porsche No. 1

★ (Editor's Note:
Porsche Milestones
courtesy of the official
Porsche web page at
<http://www.porsche-usa.com>)

Porsche Milestones 1948-1959

What Porsche has achieved over the past half-century is hard to ignore. An astounding number of innovations have emerged from the engineering concepts of the original 356.

Many of these first appeared on Porsche racecars, which throughout the company's history have been used to pursue not merely the glories of victory but the passion for excellence. And with each new development came an understanding of how best to achieve the ultimate prize: a still higher form of the Porsche driving experience.

1948 The first Porsche model, Type 356, is introduced. The aluminum body was designed by Erwin Komenda, who would be responsible for the styling of many future Porsche models.

Competing at Innsbruck, Austria, a 356 captures the first Porsche motorsports victory, a first in class.

1949 The Type 356 is shown at the Geneva Salon. Initially, 46 aluminum-bodied Type 356 coupes are built at Gmund.

The Porsche headquarters returns to Zuffenhausen, and the firm accepts outside contracts for design work, a policy that continues today.

1950 Porsche sets a series of new speed endurance records in the 1500cc class, running 124 to 129 kilometers per hour for distances of 4,000 to 10,000 kilometers.

Steel-bodied versions of the Type 356 are built at Gmund.

A convertible version is built in Zuffenhausen by Reutter, a coachbuilding firm adjacent to the Porsche facilities.

Ferdinand Porsche celebrates his 75th birthday.

1951 Ferdinand Porsche dies in Stuttgart. His son Ferry Porsche becomes head of the firm.

Porsche competes for first time at The 24 Hours of Le Mans, winning the 1100cc class with an aluminum-bodied 356 Coupe.

As further proof of the car's endurance, a Porsche 356 ran an average speed of 94.6 mph for 72 hours, a new world record. The record car is rushed to the Paris Salon, where, "still liberally smeared with dead flies and dirt," it draws a huge opening-day crowd to the Porsche stand.

First Porsches imported to the U.S. by Max Hoffman, an East Coast car dealer who did much to establish the sports-car craze in America. Hoffman is shown here with Ferry Porsche in N.Y.

1952 Needing more outside design projects to finance its growth, Porsche signs a contract worth nearly \$500,000 to design a new car for Studebaker. With the income, Porsche is able to build a modern factory on the Zuffenhausen site.

A ring synchronization gearbox developed by Porsche goes into production and will later be licensed for use by other auto manufacturers around the world.

Among many alterations made to the 356 is a new two-spoke steering wheel that carries, for the first time, the new company crest. Designed on the proverbial cocktail napkin by Ferry Porsche, the crest is a symbol of the Porsche family's affinity for Stuttgart.

A Porsche 356 SL 1.1-liter takes first in class at Le Mans and the Mille Miglia.

1996 CIR brickyard 400 tickets.

CIR has acquired 25 (8 already sold!) of its own tickets in the new NE Vista Stand outside Turn 3 for this year's Brickyard 400! This new stand combines the old M, L South, L & NE Vista stands into one huge stand (the largest at the Speedway) starting at the end of the Backstretch all the way through Turn 3. All rows are now 40 high. We don't know the exact location yet, but the price is right at \$65 each (\$55 face), including CIR service charge of \$10/ticket. Limit 6/member.

Contact: Bob Snider, P.O. Box 509116, Indianapolis, IN 46250-9116, 317.575.0504. Make Checks payable to CIR/PCA and mail to above by July 1. No cancellations!

the
races.

das Rennen.



ATTENTION!

New 1996 CIR Indy 500 Tickets!

CIR has just acquired 36 (26 left) of its own tickets to this year's Indy 500 Directly from the Speedway! Six of these seats are located inside Turn 2 in the Turn 2 Terrace. They are \$35 each (\$30 face). Great for kids!

30 (20 left) of the tickets are in the New NE Vista in Section 40 (out of 50) where the Old L South Stand was. (The end of the Backstretch & beginning of Turn 3 outside). Rows are M,N,P & Q. They are \$75 each (\$65 face).

No limit! Make checks payable to CIR/PCA and mail to: Bob Snider, P.O. Box 509116, Indianapolis, IN 46250-9116 NOW!

Questions: 317.575.0504. Must Sell!

PREMIUM! INDY 500/BRICKYARD 400 TICKETS



PAID ADVERTISEMENT

Indy 500, Sunday, May 26

18 Tower Terrace, \$75 face, Sec. 19, Rows N,P,Q — price \$120 ea.
Inside behind Pits between Pylon and S/F Line.

38 NW Vista, \$65 face, Sec. 20, Rows U,V,W,X,Y — price \$110 ea.
Outside Turn 4, end of N. Chute, beginning of 4.

Brickyard 400, Saturday, August 3

4 Paddock, \$65 face, Sec. 7, Row FF, high up -- \$130 ea.
between Pylon and S/F line, south end Main Straight Grandstands.

8 SE Vista, \$55 face, Rows Z, AA — price \$145 ea.
Outside Turn 2 -- excellent seats!

All Seats Are Excellent! No limit!

Make checks payable to Bob Snider and mail to: Tickets for PCA Members, P.O. Box 509116, Indianapolis, IN 46250-9116 NOW for Indy, July 1 for Brickyard.

All prices and locations are tentative. Tickets mailed approx. May 10th.
\$10/ticket service charge included, various PCA members & suppliers charge the rest. No cancellations! Questions: 317.575.0504.

the minutes.

das Protokoll.



CIR PCA Board Meeting

Minutes, April board meeting.

The social/board meeting was a delight. We had too many to list all the names. The food was excellent and the company even better.

Chuck Langsenkamp will handle the insurance for our July track event.

We were able to view the PCA racing ad to run soon in Pano. Laura Haab is not only good looking, but her art work is a "10." Thanks. Laura.

Lee Follansbee advised that due to a great turn out for the beer-making class, we have ten gallons to use. Look for a beer party on the calendar this year.

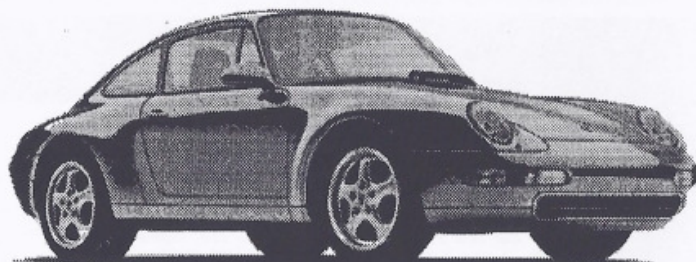
We are still looking for ideas for our 35th Anniversary. Any ideas or suggestions? Call a board member!

Our next meeting will also be a social board meeting. Drive your Porsche to the Oaken Barrel in Greenwood May 16th at 7 pm. Spring is here. Dust off the car and start coming to our events. Join in the fun. See you soon.

The Substitute,
Harry Crane

The June board/social meeting
will be held at the Oaken Barrel,
Greenwood, 7 pm.

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356/912 Engine Type Numbers

Here's a little Dissertation on 356/912 Engine Type Numbers and their significance. The Porsche Factory was so impressed with the Maestro's Data Base that they sent a Rep over to see how they could help. I asked the Rep if'n The Factory could supply the Engine and Chassis Number of the FIRST and the LAST engine in each series. And, y'know what? They DID — by providing the Data Base with all the Series "Splits." It's rather Important Info!

The Porsche Factory built their engines BASED on the "Type Number" stamped into the top of the Perimeter Bolt Casting Boss nearest the Fan Shroud. For example, Factory 356C's will always have a Type Number of 616/15. This Build-to-type Instinct even applied to Factory Rebuilt Engines — the ones with the "KD" before the Engine Number. Ergo, if'n the Type Number is 616/12, you can rest assured that what's inside will be as close to a '62/'63 Super as the Factory had available at the time! Which for the 616/12 would be a 50mm "B" crank, the "01" Rods, the "102" Super Cam, a 180mm Flywheel, Zenith 32NDIX carbs with 28mm venturis, and Double Flapper Heater Boxes.

What's important here is that with the Type Number — and the Case Casting Number (CC #) next to it — the Engine ID Number on the Third Piece can be PREDICTED, with astounding accuracy even if the Third Piece is MISSING! This could be important to YOU if'n you happen to have a mismatched Third Piece and would like to know what the Original engine number really was.

Here is a quick Synopsis of the Engine Type Numbers:

Type	Type Range & Comments (type # on case, next To CC #)
369	0,101 to 10,199 1100cc, oddball #'s, museum class antiques
506	20,000 -22,999 1300cc, Rare , Europe, Mostly VW Stroke Crank
527	30,000 to 30,750 First 1500cc Normal, Stroke Crank
528	40,000 to 41,999 1500cc Super, Roller Crank
546	30,751 to 35,790 1500cc Normal
1600	60,000 to 75,640 1600cc 356A Normal
1600S	80,000 to 86,078 1600cc 356A Super
616/1	600,000 to 610,XXX 1600cc 356B Normal
616/2	86,099 to 89,999 1600cc 356B Super, T-5 Body
616/3	00,XXX and 01,XXX Industrial Series
616/6	02,XXX to 04,XXX Industrial Series
616/7	800,001 to 807,XXX 1600cc 356B Super 90
616/11	04,094 Industrial
616/12	700,000 to 707,XXX 1600cc Super, T-6 Body
616/15	710,000 to 717,930 1600cc 356C
616/15	730,000 to 733,166 1600cc 356C Euro
616/16	810,000 to 813,884 1600cc 356SC
616/16	820,000 to 821,844 1600cc 356SC Euro
616/18	05,XXX and 06,XXX Industrial Series
616/20	03,380 Industrial
616/33-B	010,XXX Industrial Series
616/33-1	011,XXX and 48,XXX,XXX Late Industrial Series
616/36	740,000 to 748,252 & 830,000 to 833,242 1965-1966 912
616/36	750,000 to 756,197 & 836,000 to 837,009 1967 912
616/39	1,280,000 to 1,285,698 & 1,080 & 1,081 1968 912
616/40	4,093,000 to 4,096,921 & 4,091 to 4,092 1969 912
729/1	Marine Engine! Real Dumb Idea, An Air-Cooled Boat

guest feature.

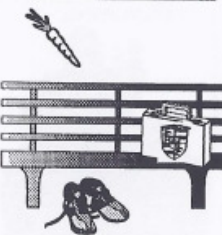
die Geschichte
unseres Gastes.



by
HARRY
"Keep the 356 Faith,"
PELLOW,
The Maestro

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as The Maestro,
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356/912 Engines and
Transmissions.)

caret
editor^s



by
JUDY ROBBINS,
CIRcular editor

Hot line, not always 'best' line.

Very often, I use the great articles from the PCA newsletter editors' e-mail hot line, which is maintained by National Newsletter Chairman Larry Wilson. It is full of interesting stories about some facet of Porsche life in other regions.

But, you know what? I think the articles written by the members of the Central Indiana Region are some of the best I have seen anywhere. Any article I receive from local members -- a short or long one -- is *always* better than something from outside our region, because it localizes the subject. Plus, many of them include photos to illustrate their stories.

If you have any good ideas for an article, just write one and send it to me -- send pictures or artwork, too, if you have them.

This month, I had a little space left over, so I am going to use it to publish two lifts from e-mail, one about my "heart of hearts" -- the 356 & 912 cars (adjacent page). NOTE: *this stuff is technical, but Mike and Brett (& others) will know how to use it.* The second is about Porsche Milestones. This is good hot stuff, but I hope that next month, we will have more of our own members' articles. I enjoy getting them.

If there is anything you would like to see included in the newsletter, let us know. We're always looking for ways to better the CIRcular :-).

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Even though sponsored by the Ohio Valley Region, **Designs In MOTION** will be in Indiana June 1-2 for the Driver's Education Event at Putnam Park. We look forward to finally meeting our Central Indiana Region friends to say "Thanks", and show you the Midwest's largest selection of Porsche diecast cars and the finest embroidered Porsche clothing.

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| | • Norman Todd Jackets w/Crest Front, Script Back, Blk w/Red Trim.....\$89 |
| | • Hats w/Embroidered "PORSCHE" Script - Black or Green w/Gold.....\$16 |
| Diecast Cars: | • NEW '96 Porsche Targas - New 1:43 from Minichamps.....\$27 |
| | • Formula 1 from Minichamps - Ferrari, McLaren, Williams, Benneton, 1:18.....\$45 |
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Crawfordsville Strawberry Fest.

Annual Strawberry Festival Car Show

Every June, the city of Crawfordsville, Indiana, hosts a street festival that includes Arts and Crafts, live entertainment, all types of food and of course the traditional car show. This year, the festival starts on Friday night June 7th and run through Sunday afternoon June 9th. The car show will be held on Sunday June 9th from noon to 4:30 pm.

In the past, Chevys, Fords, and Mopars dominated this event. The only thing foreign was an occasional MG. Last year, 7 Porsche faithfully arrived on the scene, and forever changed the face of what was once a Motor City only event. Anyone who did not participate in last years event missed showcasing their car at SHOW CENTER !!

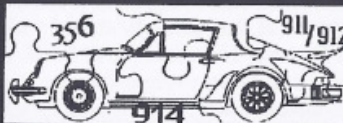
The Strawberry Festival car show is held on the grounds of General Lee Wallace's estate, in the center of town. General Wallace was a Civil War Major General, and the author of the story Ben Hur. The General's estate is a perfect place to hold a car show, ask anyone who attended last years show.

★ For this years Event:

Registration starts at 9:00 am through noon.
Show is from 12:00 pm to 4:30 pm
Entry fees for the Show only will be around \$7.00
Fees for competing for "Best of Class" will be around \$10.00

Participants will meet at Mc Donald's in Crawfordsville at I-74 and 231 South, Sunday at 10:00 am the day of the show. For inf., contact Joe Monaco, 3 Del Mar Drive Crawfordsville, In 47933. Work Phone: 800.428.0960 or home - 317.362.1579.

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next
month.

Monat
nächsten?



by
JOE
MONACO
Central Indiana
Region.

club feature.

die
Clubgeschichte.



by
HANK
FEESER
Central Indiana Region

Racer's edge

Four racers represented CIR at the April 13-14 PCA Club Race weekend at Road Atlanta. Everyone had their share of challenges. Jim Brillhart blew the dust cover off his right front wheel. It took him three tries and several trips to obtain the correct replacement. Turns out this is a common problem on track cars. The hub gets hot and the heat vaporizes enough grease and pop goes the weak link, the dust cover. Several experienced racers suggested drilling a small hole in the dust cover to allow gas to escape — it works for them. Jim also suffered broken brake lines, probably from vibration in the front calipers. In the end he did run the race. Good job Jim!

Mark first experienced an alternator failure. The alternator he obtained had an internal regulator, and Mark's car uses an external regulator. As luck would have it, Norm Goldrich from OVR had a spare and got Mark back on the track. Next Mark experienced bad vibrations in the rear. Turns out either a balance weight flew off or a wheel/wheels were incorrectly balanced from the git-go. Mark had the Hoosier rep mount a new set which cured the problem. In gridding for the race. Mark didn't have his gloves on when the cars were sent out on the track for the pace lap and as a result started well back from where he qualified. There's a lesson here for all of us. But Mark raced. Good job Mark.

Scott Holley experienced an extreme engine malfunction during his first practice session which put him "in the trailer."

The Hoosier DOT race radials arrived in time from me to run them at Atlanta. Put a total of 160 track miles on them. My first impression is that they stick better than R1s to a point. At "the point" they feel "squirrely", like they are about to let go, but don't. Scott Holley and Bob Farmer have experienced this and say you can actually push them beyond this point. I'm going to have to take another turn in my pucker string to be able to do that! The Hoosiers are light in weight, and appear to be WIDE.

"Old racer's story — I would have gotten him next lap.."

On the downside, Hoosier's quality control is behind that of the R1s; one of my wheels had 12 1/4 oz balance weights, one 11, one 8 and one 1. Scott is of the opinion you have a choice, potentially more weights and faster times, or less weights and slower times. Tire wear is also an unknown at this time. With only 160 track miles, I am of the OPINION that the Hoosiers MAY NOT wear as well as the R1s. Time will tell. For a comprehensive comparison of racing tires including the Hoosier radial, see May 96 Grassroots Motorsports article "Combat Rubber" pp 61-.

Hoosiers aside, I finished fourth, about a car and a half behind the third place finisher, whose life I was making miserable. Old racer's story — I would have gotten him next lap.

Several of us have been corner balancing our race cars on a set of Ruggles scales I recently purchased. Next month we'll delve into corner balancing along with the results of our next race at Mid Ohio May 17/18.

New Members!

The members of CIR/PCA extend a warm welcome to you!

David D. Glover, Indianapolis, IN	87 911
James D. McCabe, Markle, IN	87 944
Edward A. West, Indianapolis, IN	90 911C2
John Pendl, Indianapolis, IN	87 911
Terrence & Mary Clancy, Ft. Wayne, IN	87 944S
Ronald G. & Karyl Wolf, Hartford City, IN	86 911
Bob & Chrys Kurtz, Leo, IN	83 911SC
Robert & Shelia Atherton, Martinsville, IN	81 911
Lynn Leonard, Greenfield, IN	94 911
Paul E. & Phyllis Wiese, Anderson, IN	94 928GTS

May

Anniversaries with P.C.A.

	(years)		(years)
Dr. Charles Carter	32	Paul T. Wright	6
Charles Henzie	32	Donald Arbogast	3
J.M. Smith	27	Erney G. Nikou	2
Jerry Delp	12	Phillip M. Faris	2
Tim Hunter	10	Brian R. Stewart	2
Kevin Russell	8	James K. Hintz	2
Mark Simpson	8	James M. Schaller	1



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welcome
to CIR.

Willkommen.



club feature.

die Clubgeschichte.

**OLD
CIRCULARS**

by
MIKE
ROBBINS
Central Indiana Region

Other years ...

Items culled from old CIRCulars & expanded

Ten years ago.

The May, 1986 issue of CIRCular included an article by Jim Farmer, Service Mgr. at Giganti Porsche-Audi, on brake maintenance. The primary thrust was to change your brake fluid periodically. In the do-it-yourself vein, Dan Hartill instructed on the installation of a headliner. Scott Holley continued his series on suspension modifications to 911s.

There were events to cover a broad range of interests beyond just doing something with other Porsche owners. There was the Braille Rally, an SCCA Solo event and a CIR gathering at "bump day" for the 500.

President Chuck Langsenkamp told of enjoying his 924 on the Blue Ridge Parkway and also reported on a number of news items from PCA headquarters.

Among the new members introduced to the readers was Dick Diasio. Dick has gone on to be the kingpin in building Putnam Park, a race facility now known to PCAers nationwide.

Twenty-five years ago.

The CIRCular for May, 1971, devoted quite a bit of space to reporting on race preparations that CIR members had made during the previous months. One of the funny parts was the editor's spelling of "transmission" in several places. On another page she atoned for the error by composing a poem using many words ending in "ition" and "ission".

The event for the month was a party and dinner at Erwin Dollinger's.

A feature article was titled "Carreras I Have Known" and covered many of the 4-cam engined cars in the Indy area in the previous fifteen years. I'm not aware of any such cars in the area since I sold my 904 in 1986. An "its-a-small-world" story comes from one of the cars mentioned. About twenty years ago I did quite a bit of work on a '63 Carrera-2 Coupe that was immediately put into long term storage while the owner was working overseas. Last July I encountered the car parked along I70 east of Indianapolis, out of gas. The owner had just retrieved it from that long storage a couple of days earlier and was on his way to his new home in the Boston area.



WILL THE ACCOMPANYING PAGES BE CITED
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club feature.

die
Clubgeschichte.

OFF CAMBER

by
HANK
FEESER
Central Indiana Region

Off Camber - May 1996

I managed to extricate the RS from the body shop in April. It really looks great - that's the good news. It was in the shop 25% longer than agreed and cost more than twice the going in estimate. Body shops are what caused the phrase caveat emptor to come into being.

I have a lengthy list of screw ups to relate to you, on my part, since I started putting the RS back together. Here goes....

1. One of the first things I decided to do was put the Konig seats back in. Eight metric M6 machine screws per seat - simple job. I started with the driver's seat. Things went smoothly until I got to the right rear screw - it only wanted to go in half way. Okay, threads probably messed up. Got out a tap, and about four turns in the tap turned a little hard, but with a grunt went on in. Turned the tap out and looked in the threaded hole for debris. No debris, but something liquid which smelled like gasoline appeared before my surprised eyes. Got out of the car to dispose of the tools I had been using, turned around, and there was a six foot diameter pool of wet stuff under the car. It's oh shit time. Backed the car out of the shop onto the gravel, and over a half tank of gas poured out of the drain holes in the tunnel onto the ground.

The next day I pushed the RS back into the shop. In the meantime, I talked to the proprietor of Farmer's Automotive. After a few laughs and sea stories where Bob had drilled into fuel lines, we decided it was best to open the tunnel "like a sardine can" and go from there. I drilled four holes in a four inch square pattern, used a saber saw with a metal blade to cut three edges of

"After a few laughs and sea stories...we decided it was best to open the tunnel "like a sardine can" and go from there."

the square open, and peeled it open. Using a single edge hack saw blade, I cut out the fuel line around my "tap hole." See photo 1. The Porsche fuel line is a 10mm line which is close to 3/8". I jumped in

some 3/8" rubber fuel line, clamped it down with hose clamps, bent the tunnel metal back into place, and bolted it down with bolts with double washers. I then used black silicon to seal the three sides, put the carpet back in, and was back in business. The job took six hours of worry and one hour of action.

What does this all mean to you? The fuel line runs down the left side of the center tunnel. In some Porsches it is welded in. The fuel line is snug up against the alignment of the driver's seat rear mounting holes. On top of that, the bolts used are self taping. It is a disaster waiting to happen!!! BE CAREFUL!!! Think before you screw :).

2. Photos 2 and 3 are shots of the RS. Take a good look at photo 3. Notice how the rear BBS (the front is a Fuch) sticks out about 1 1/4". The offsets on all four wheels are too much!!! Screw up #2. I'm presently in contact with BBS attempting to purchase wheel halves of the correct offset for the RS. I must have measured the present wheels a dozen times, but they're still wrong :(.

Off camber, continued on pg. 16 >>>

Porsche sightings.

As we prep our cars and get them on the road for summer fun, others are showing up in some unexpected places.

The movie *Body Language* gives us not one but two of Stuttgart's best. A red 911 provides more than adequate transportation. This 911 shares the garage with a 356 under restoration. I'll bet one of the producers or directors is a Porsche fanatic. If you get a chance, rent *No Man's Land*. It has lots of Porsches, but in places they should not be, a chop shop. In *Caroline in the City*, when one needs to impress a certain someone, it doesn't hurt to borrow a nice black 911. USA network's *Silk Stalkings* has provided us with another sighting. In this episode, Mr. high-school-rich kid shows off his red 911. On the commercial side, American Express gave us a quick glimpse of a silver Spider. Kevin and Linda Burkett of Indianapolis gave us a great sighting: *Wild About Wheels* on the new Speedvision Network (A ten-minute feature on the PCA Northeast Region Concours.) Kevin recommends Speedvision for all PCAers.

Racer magazine reviews the 24 Hours of Daytona. Once again, we get to see the GTS-2 winning Porsche. It has appeared lots of places, but it's still good to see such a fine piece of machinery. *Autoweek*, April 15, 1996: the new 911 GTI is billed as the ultimate grocery getter. I don't think we will see one at Kroger soon but, hopefully, on top of the podium at LeMans. *Autoweek*, April 8, 1996, Porsche debuts in second place in J.D. Power and Associates' survey of five-year-old cars for owner's satisfaction. No surprise for us; PCA people there. *Autoweek*, April 23, 1996, so you don't like the new Boxster, you can check out new spy photos of the next generation 911.

the marque.

die Marke



by
FRED
"Keep those sightings
coming." KEM

Central Indiana Region

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Carrera 2 Turbo	1981-On	944.107.201.90	6.25
912	1965-69	546.07.827	4.95
912B	1970	021.115.351A	4.95
914/4	1970-76	021.115.351A	4.95
914/6	1970-72	901.107.203.09	6.25
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924S	1987-88	944.107.201.90	6.25
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930	1976-89	930.107.764.00	6.25
944 All	1983-91	944.107.201.90	6.25
968	1992-95	944.107.201.90	6.25
983	1995-On	983.207.999.00*	34.50

*Package includes primary and auxiliary oil filters

— OFF CAMBER —

3. The RS has Sway-A-Way adjustable spring plates on the rear. While adjusting the rear ride height, the adjuster bolt slipped down between the two plate halves, making sparks and stuff fly, some of which struck my right eye on the outside, making it bleed and look ugly. Luckily the "stuff" missed anything critical. I'm making up a set of keeper bars out of 1"X1/4" steel that will prevent the plate halves from spreading. Why Me????

4. None of the lights worked properly upon return from the body shop, nor the horn. I worked through all of the lights with new bulbs where appropriate, and liberal use of silicon dielectric grease. Everyone should have this stuff. A trick to use on older loose light sockets is to force, with a small pen knife, aluminum foil down between the bulb base and socket. This will tighten up the contact and usually make a flaky bulb/socket work. The headlights worked except the low beam on the left side. Porsche's have separate fuses for upper/lower, and right/left headlights (four fuses). From 928 experience, I knew the fuse contacts often oxidize to the point of opening the circuit. Rotating the fuses by hand several times usually rids the contact surfaces of oxidation. It worked on the RS.

The horns were a different matter. Horns operate on a very simple dc circuit. The horn button in the center of the steering wheel actually makes a ground when pushed. The ground in

"slipped ... making sparks and stuff fly, some of which struck my right eye on the outside, making it bleed and look ugly. Luckily the "stuff" missed anything critical ... Why Me????"

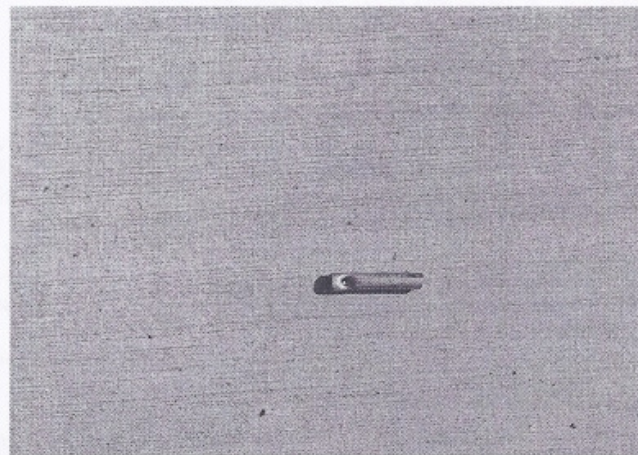
turn picks up a relay, which in turn applies voltage to the horns. Simple enough, right? In order of problems, my horns were wasted, the body shop had switched the ground and hot leads on the horns so that the relay put 12V to ground, in turn the relay was shot, and the

pin that makes contact with the stationary slip ring in the steering wheel hub was not making contact. Took the better part of four evenings to figure this all out. If I go by and honk at you it's because I'm proud to have horns that work at all. By the way, the steering wheel nut takes a 27mm socket which is available at Sears for \$6.98.

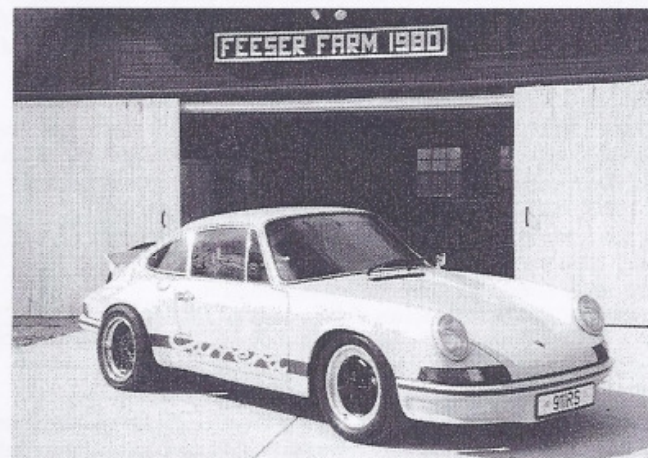
One thing to date has turned out well. I soaked the heat exchangers with knockers off several times over a 24 hour period, and managed to get them off without breaking any studs. I installed the HDC/Jet-Coated SSIs and AJ Sports Muffler. You can see the muffler well in photo 3. They really look nice! So far I can see no indications of heat spots on them anywhere. It cost about \$130 per piece to have them plated.



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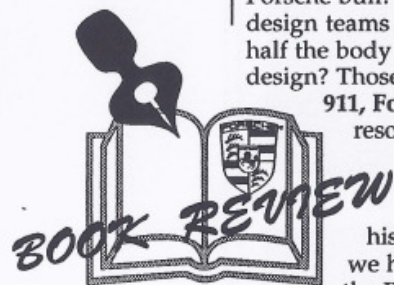
<Photo 2>



<Photo 3>

club
feature.

die
Clubgeschichte.



by
MARK
HAAB
Central Indiana
Region

Book Review & Pop quiz:

Porsche 911, Forever Young, by Tobias Aichele

What numbers were used to identify the first 911s? The answer is 901 of course. That's not too difficult considering even through the 1980s many parts still carried 901 part numbers. But do you know why the 901 numbers were chosen? Next question: Who is credited with the 911's design? Again, the answer Ferdinand "Butzi" Porsche is fairly easy even for the amateur Porsche buff. But did you know that there were two competing design teams and several full-size mockups were created with half the body one design and the other half the competing design? Those are prime examples why I think the book *Porsche 911, Forever Young* is not only a valuable Porsche resource but also an entertaining book.

To say this is a book of trivia would be a great disservice. It does answer the questions mentioned above, but also goes deeper in the 911 history. It goes beyond repeating the same information we have all read in the *Reader's Digest* style history of the Porsche family and their cars. It is not a book of facts, but more a book of stories. Some of the information included in these stories is very trivial, almost bordering on the Star Trek variety. For instance there is almost an entire page on how the model makers made the plasticine compound. I did not really want to know that much about the process, but someone might. I did find the pictures of the early model designs very fascinating. It was interesting to see these early scale and full-size models evolve.

Most of the information does not read like trivia and it is very easy for the reader to pick and choose the information and not get tangled up. One of the most interesting parts of the book for me was the early chapters on the test cars after they had decided on the basic design. Each of the test cars had a nickname and the history and current whereabouts are listed. The story of Dieter Lenz using one of the pre-production cars to sell the 911 to dealers makes one finally appreciate the skills of a car salesman, if

that's possible. It wasn't easy selling a car to replace the popular 356 when that replacement was still a prototype and prone to frequent breakdowns during demonstrations.

The book weighs heavy on the 911's beginnings, but it does follow details through 1994 and even mentions the 1995 Twin Turbo. Special models, Turbos, racing 911s, Targas, and Cabriolets are all covered, not with the same depth as the car's early development, but well enough so you know where the model came from and why. And it does not cover just the body styles. There are chapters on development of the engine and transmission and even on suppliers like Fuchs.

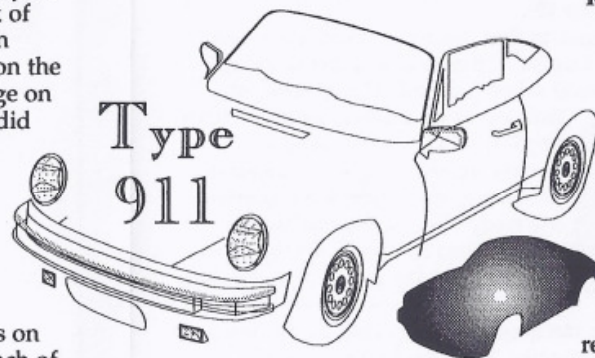
Like any good Porsche book, it ends with lots of charts and

lists. There is a technical specification chart for every model year that is the best and easiest to understand that I have seen. All of the data is there. Although I may not want to know all of the details, I was impressed that they were there and that the writer had done his homework. There is a saying that you can't be all things to all people. This book does not follow that rule; it is as close as I have seen to being an "all" book about 911s for "all" enthusiasts.

In addition to all of the stories and trivia, the book looks good. The pictures are interesting, very good quality, and not just the same you have already seen over and over. The pictures and their captions alone would keep the casual coffee-table book reader very happy.

The printing of this book has its own little story. It was originally printed in German and distributed through Porsche dealers for about \$90. Brett Johnson, publisher, author, and local PCA member, bought the rights to translate and print it in English. His company TPR is now distributing the book for less than it was originally offered printed in German.

"The printing of this book has its own little story. It was originally printed in German and distributed through Porsche dealers for about \$90."



Remembering what I went through researching my book, *Porsche 911, 930 & 912 1974-1989 a Guide to Authenticity*, and sweating to make sure details like matching the cigarette lighter symbols to the correct years (the secret is in the smoke design), I am truly impressed with the research Tobias Aichele did. *Porsche 911, Forever Young*

by Tobias Aichele, translated by

Peter Albrecht 392 pages, 108 illustrations, 412 photos (286 in color) Published by Beeman Jorgensen \$69.95 plus \$5 shipping and 5% for Indiana residents Contact TPR, (317) 841-7677 or (800) 553-5319, Fax (317) 849-2001

"One of the most interesting parts of the book for me was the early chapters on the test cars after they had decided on the basic design."

On a personal note about my book, I am proud to say that it has sold out and is being re-printed after only one year. It has been seen in Media Play, Barnes and Noble, and several other big-time book stores. There are still a few copies available through TPR at the number listed with the *Forever Young* book. I have a lot of other information about 911s from 1974-1989 like price lists that were not part of the book and will be glad to answer any questions if I can through e-mail at mhaab@iquest.net.

Haab A Day



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