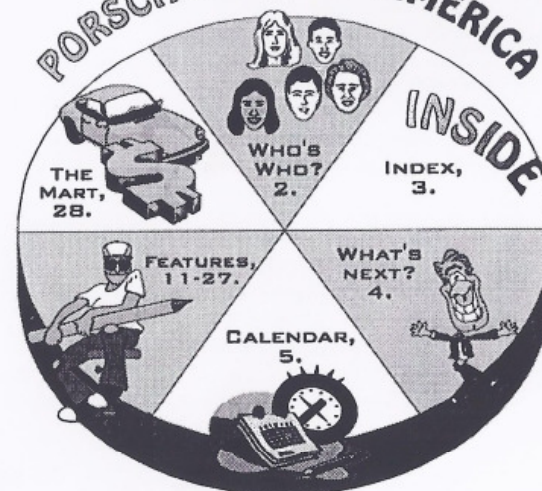


March  
1997

# CIRCULAR

CENTRAL  
INDIANA  
REGION

PORSCHE CLUB OF AMERICA



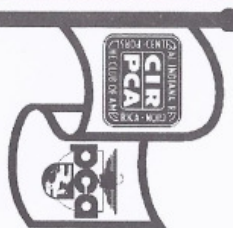
-- Photo by Jim Wolfe.



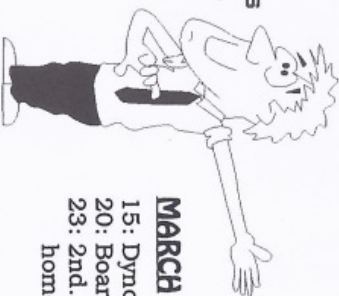
From left: Mike Dworek, Lee Follansbee, Jim Brillhart, Debbie Wolfe.

## Return Information

Steve Wendell  
8220 Topaz Drive  
Indianapolis, IN 46227



WHAT'S  
NEXT?



## MARCH

15: Dyno testing  
20: Board meeting  
23: 2nd. Annual  
homebrewing workshop

PORSCHE





# CIR central

der CIR  
Hauptverwaltung.



## Who's who & what they do.

### CIR Board of Directors

**President:** Harold Crane 317.875.0922  
6326 Harmon Ridge Ct., Indianapolis, IN 46278  
**Vice President:** Chuck Langsenkamp 317.251.3694  
801 E. 81st. Street, Indianapolis, IN 46240  
**Secretary:** Mike Robbins 317.253.9041  
7533 Westfield Blvd., Indianapolis, IN 46240  
**Treasurer:** Kate Cavell 317.824.9716  
8805 Springside Ln. W., Apt.C, Indianapolis, IN 46260  
**Membership:** Steven Wendell 317.887.2590  
8220 Topaz Drive, Indianapolis, IN 46227  
**Activities:** Lee Follansbee 317.535.6072  
3580 Tallwood Lane, Greenwood, IN 46143  
**Past President:** Jim Brillhart 317.841.0028  
**Past Memb. Chm:** Damon Bradtmueller 317.297.4080

### Appointed Volunteers:

**Historian:** Mike Robbins 317.253.9041  
**Safety:** Damon Bradtmueller 317.297.4080  
**Advertising:** Kevin & Linda Burkett 317.254.1498  
3007 Stamm Ave., Indianapolis, IN 46240  
e-mail: lvanburk@aol.com  
**Circulation:** Chuck Langsenkamp, Harold Crane,  
Mark Szalaiy  
**CIRcular Editor:** Judy Robbins 317.253.9041  
7533 Westfield Blvd., Indianapolis, IN 46240

You may e-mail your articles to:  
RobbinsRoost@worldnet.att.net



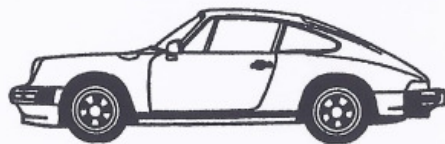
# AUTOCAR

## SPORTS & CLASSICS

(317) 750-4515 • Fax (317) 487-6364

Autocar Sports and Classics provides quality service, using quality parts,  
done in a timely fashion and at fair and reasonable prices.

10664 Andrade Drive • Zionsville, IN 46077



Mona Lisa

*Do you have a CIR name badge?*

Send us your order with a check for \$6.00 for the first badge plus \$5.00 for each additional badge. Make your check payable to Central Indiana Region PCA and clearly print the names for each badge. Send to Mike Robbins, 7533 Westfield Blvd., Indianapolis, IN 46240. Please note that there may be a delay in receiving your badge[s] while we wait for several orders.

The shopkeepers for the CIR/PCA goodie store are Jan and Michelle Heitink. You may contact them at: jbheitink@msn.com or 317.885.8075

PANORAMA 30th Ann. Issue	\$10
PANORAMA back issues	3
PANORAMA slip case	14
PCA car badge	18
PCA ball cap	15
PCA charm	3
PCA decal 3 1/2"	2
PCA decals 2"	1
PCA emblem 1"	4
PCA emblem 1/2"	3
PCA emblem patch 3"	4
PCA emblem patch 4"	6
PCA lapel pin	3
PCA tie tack	3
PCA decal 8"	7
PORSCHE FAMILY TREE	5
UP-FIXIN INDEX	5
UP-FIXIN Vol 1/2	18
UP-FIXIN Vol. 3	12
UP-FIXIN Vol. 4	12
UP-FIXIN Vol. 5	12
UP-FIXIN Vol. 6	15
UP-FIXIN Vol. 7	18
UP-FIXIN Vol. 8	18
UP-FIXIN Vol. 9	18
CIR patch	3
CIR car badge	5
CIR ceramic mug	6
CIR Hoosier Classic caps (white)	10
CIR Hoosier Classic caps (red)	10
CIR Porsche necklace	15
CIR 35th Anniversary glasses	10
Books -- Original Porsche 356	35
Books -- Porsche 924-928-944-968	30
Books -- Sports Car and Comp driving	16

goodie  
store.





INTRODUCING  
**PORSCHE PARTS EXPRESS**  
 OEM PARTS AT AFTERMARKET PRICES

Recently, Porsche Cars of North America began reducing prices on some of their most popular fast moving parts. The revised pricing structure is a significant savings over the old prices. In some cases, as much as 50%. Since this is an ongoing program, new prices on different items will be introduced periodically. Take advantage of these great prices on factory parts with 2 year unlimited mileage warranty.



**Tom Wood**  
 3300 E. 96th Street  
 848-7447

**PORSCHE**

Show your PCA membership card for an additional 10% discount on Porsche parts!

			OLD PRICE	NEW PRICE	SAVINGS
911 HOOD STRUT	91151133101	\$	36.37	\$ 17.00	53%
911 BRAKE DISC	477405083A		93.17	53.00	43%
911 CLUTH KIT	95011691100		1,186.30	833.00	30%
944 AC COND.	94457301105		821.72	383.00	38%
944/ 924 TIMING BELT	94410515704		23.40	18.00	23%

This is just a sampling of the prices for the new  
**PORSCHE PARTS EXPRESS** program.  
 Check out the new prices by calling us for  
 any of your Porsche parts needs.

FAX: 317-573-5533 • Telephone: 317-848-7447 or 1-800-521-4183

# INSIDE

## The CIRcular.

March Issue • 1997.

### Contents

Who's who & what they do .....	2.
Addresses & phone numbers of board members.	
Index to advertisers .....	3.
Please support our advertisers.	
Index .....	3.
The CIRcular contents.	
What's next? .....	4.
Dyno; O'Daniel; Beer Today, Lee Follansbee.	
Calendar .....	5.
Central Indiana Region Events, Lee Follansbee.	
From the president .....	6.
Message from the president, Harry Crane.	
Board meeting minutes .....	7.
January report, Mike Robbins.	
Region History. ....	9.
From the Club Historian, Mike Robbins.	
From the editor .....	10.
Editorial, Judy Robbins.	
Club Feature.....	11.
Trouble in twin turbo-land, Roger Frazier	
Willkommen .....	13.
New Members & Anniversaries	
Club Feature.....	14.
Racer's edge, Hank Feeser	
Last Month .....	17.
Boxster intro, Go-kart lapping session, Gisela's fantastic fare, Lee Follansbee	
Club Feature.....	20.
Karting krazee, Debbie Wolfe	
Club Feature.....	22.
Mark's moments, Mark Szalaiy	
Club Feature.....	24.
Off Camber, Hank Feeser	
Club Feature.....	25.
Porsche Sightings, Fred Kem	
Letters to the editor.....	26.
Stephen Kern, Steve Lynn	
The Mart.....	28.
Classified Advertisements	
Goodie Store.....	31.
Check out CIR's goodies!	

### Index to Advertisers:

Autocar Sports & Classics .....	2.
O'DanielPorsche .....	4.
Doc & Cy's Restroration Parts .....	6.
Ooley & Blackburn Imports .....	9.
EURO Motorworks .....	12.
Tweeks .....	13.
Farmer's Automotive .....	16.
Yard Scene .....	23.
Tom Wood .....	30.

## Index.



### Some Web Addresses:

**CIR/PCA**  
[www.cirpca.org](http://www.cirpca.org)  
**PCNA**  
[www.porsche.com](http://www.porsche.com)  
**PCA**  
[www.pca.org](http://www.pca.org)  
**PCA**  
 (Club Racing)  
[www.mhv.net/  
georgeb](http://www.mhv.net/georgeb)

**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.



## what's next?

was kommt am nächsten?



Lee Follansbee  
Activities Chairman

317.535.6072  
3580 Tallwood  
Ln., Greenwood,  
IN 46143

coming soon!

**O'DANIEL  
PORSCHE**

**A GOOD DEAL BETTER!**



(219) 432-7058  
5611 Illinois Rd. • Ft. Wayne • I-69 to Exit 105A

## If the truth be told -- March 15

Ever wonder if those advertisements about "substantial performance gains" are true? Got a new chip that you want to put in? Want to really know if you are getting your money's worth? A special session of Dyno Testing for your prized possession will be available Mar. 15 at 9 a.m. at the Kenny Brown Performance Shop, 57 Gasoline Alley, Indpls, IN 46222 Ph. 317.247.5320

Harry and Brian Stewart have collaborated to arrange for members of CIR to see what horsepower they really are pulling from their P-cars, at a reduced price of only \$75 per car. This dynamometer will handle cars with up to 1,000 h.p. and speeds up to 200 m.p.h.

The runs are approx. 20 minutes long, which includes installing the car on the Dyno, running a base test procedure, then removing the car from the Dyno. The base run will have 2-3 pulls to establish repeatability, then two top-gear full-on pulls, followed by a coast-down test (called a negative h.p. test) and color printout of the results. You set the max r.p.m. that they can use, and they cannot test the car at speeds higher than the speed rating of the tires.

Brian will provide coffee, juice and doughnuts. At least two cars are signed up now (both are 911s), one is an older model with carburetors and the other is a newer model that is a Euro-Spec car. It should be an informative session about "older" vs. "newer" technology. It would be nice to see some other models and how they stack up.

We would like an idea of all those that might attend, so give Lee or Harry a call the first week in March.

## O'Daniel tech session - April 19.

We are set to have a tech session on April 19 at O'Daniel Porsche. They have an impressive professional facility. The address is 5611 Illinois Rd., Ft. Wayne; Phone 219.432.7058

As with last year, we will caravan up. The meeting place is McDonald's at the 116th St. and I-69 exit (Fishers Exit).

Departure is 8 am (from McDonald's), so show up prior to that time (especially if you want to eat there). The drive is close to two hours and they are expecting us at 10 am. There is no limit on the number of cars going and there is no cost for the session.

As an added bonus, we are meeting the Michigan/Indiana Region there. It should be an especially fun event. Greg O'Daniel said there will be a drawing of three lucky attendees to test-drive the new Boxster!

1973 1/2 911T: excellent condition, no rust, gold, new interior and engine rebuild, A/C, CIS, MOMO, Recaros, \$9,000 obo. Mike Farr 317.299.3643. (11)

Four (4) Yokohama A-403 205-55VR-16 tires. Like new, \$225; 944 Turbo/S2 front bumper cover, excellent condition, \$285; Factory side molding kit, \$80. Robert Servenack 317.578.7010. (11)

1978 911, 60,000 on dial, new clutch and work on transmission. \$14,000. Owner, Paul (works Cummins in Columbus), Nashville, IN. Call Charlotte at 812.988.6741. (11)

Leather RS door panels with handle and strap for 911SC, \$290; new RS style carpet set, \$175; two Fuchs 8x16 with outer rim polished, \$900. Call Harry Crane 317.875.0922. (12)

930 Euro Turbo non-cat muffler and wastegate pipe. Great flow but not loud. Good condition. \$300. David S. Cole, 816 Ohio Ave., Auburn, IN 46706, 219.925.0219. (11)

Porsche wheels: [2] Drum brake-Carrera [alum. rim]- 4 1/2 Jx15 644.68.110.1 KPZ; dated 10/58, greater offset than standard welded wheel USED GOOD 650.00 ea; [4] Drum brake centers welded into 6" rims USED 200.00/set; Assorted 4 1/2 Jx15 drum brake as follows: [condition varies]: Lemerz 2/57,2/57,3/60,8/61, KPZ 10/57,9/58, Sudrad 7/56,7/56,7/57. Mike Robbins, 7533 Westfield Blvd., Indpls. IN 46240-2834, 317/253-9041. (8)

### Wanted

Parts 930: large aftermarket intercooler, 2-bar boost gauge (replaces clock), adjustable boost regulator, SS header system, 23 & 33 mm torsion bars, rear deck speaker enclosure. David S. Cole, 816 Ohio Ave., Auburn, IN 46706, 219.925.0219. (9)

### NOTICE!

## CIR Region Members

### Did you know ...

- ... that you can advertise in the CIRcular?
- ... that your ad could reach 400 individuals & businesses?
- ... that advertising may increase your business?
- ... that most people do business with those they know?
- ... that a business card ad costs **ONLY** \$15 a month?

Let other CIR/PCA members know what you do!

For more information, contact Kevin or Linda Burkett, 317.254.1498, or e-mail us at [Ivanburk@aol.com](mailto:Ivanburk@aol.com).

## CIRcular ad rates

Kevin & Linda Burkett:  
Advertising  
Chairman  
e-mail:

[Ivanburk@aol.com](mailto:Ivanburk@aol.com)  
317.254.1498  
3007 Stamm  
Ave., Indianapolis,  
IN 46240

### BUSINESS CARD

3 1/2" w x 2" h  
Iss./ \$Rate /\$Total  
1 / 15 / 15  
6 / 13.50 / 81  
12 / 12 / 144

### 1/4 PAGE

2 3/8" w x 3 3/4" h  
4 7/8" w x 1 7/8" h  
Iss./ \$Rate /\$Total  
1 / 24 / 24  
6 / 22.50 / 135  
12 / 21 / 252

### 1/3 PAGE

4 7/8" w x 2 1/2" h  
Iss./ \$Rate /\$Total  
1 / 32 / 32  
6 / 30.50 / 183  
12 / 29 / 348

### 1/2 PAGE

4 7/8" w x 3 3/4" h  
Iss./ \$Rate /\$Total  
1 / 40 / 40  
6 / 38.50 / 231  
12 / 37 / 444

### FULL PAGE

4 7/8" w x 7.5" h  
Iss./ \$Rate /\$Total  
1 / 66 / 66  
6 / 64.50 / 387  
12 / 63 / 756

Circulation: 400  
Distribution:  
16 PCA Regions  
in 7 States



the  
mart.

zum Verkauf.



**Advertising  
Guidelines:**

**CIR  
region  
member:  
3 ads/issue  
for 6 months**

**Non-  
member:  
1 ad/issue  
for 3 months  
(Limit 10  
lines.)**

**Please notify  
us if you sell  
your item.**

## Classified Advertisements

### For Sale

**1983 944:** meticulously maintained, just serviced, exc. cond., all records since new, platinum, only \$5500, Jim Bredle, 317.834.1432. (3)

**993/C2/C4 Parts:** 17" Cup whls from 993, excellent condition, with 2-205/50ZR17 and 2-255/40ZR17 Comp T/A tires, 5K miles, \$1300/set. Two Michelin MXX3 Pilots, 205/50ZR17, low miles, \$100 ea. Lowering springs for 993, drop 1.5", in box, \$250/set. 993 take off mufflers \$200 pr. C2/C4/993 Deck mat, Black w/Red embroidered "Porsche" logo, new, \$35, C2/C4 Whl. center caps, painted crest, lock ring, \$150/set. Call Ken Camp. 812.934.3513. (3-5)

**1985 RUF 930:** Coupe s/n WPOZZZ93ZFS000499, GT-1s club racer - 3.4 liter, twin plug, crankfire, Garrettson Intercollier, oversize K-27, B&B Headers with 4" twin outlet muffler. RUF 5-spd, Quaife, S4 brakes, Racetec Cage, More! Call for spec. sheet. Asking \$35,000 obo. Marc James, 10823 Morse Rd., SW, Pataskala, OH 43062. 1.614.927.3053, Compuserve 72012.123. (3-5)

**1982 928S:** metallic sand, good condition, \$8900 obo. Call 317.852.2754, leave message if unavailable. (3-3)

**1970 914:** running 1.7 engine, extra set of tires & aluminum rims. \$600. Keith Weller, 353-6281, M-F, 8-5. (2)

**1988 944:** White/black leather, 71K miles, 5 spd. (new tires & 4 wheel alignment 12-3-96), Alpine C.D., timing & counter balance belts, changed 61K. \$8,500. Jim Hintz, 317.452.9361. (2)

**1973 911T Targa:** Mechanical Injection, S options, repainted, no rust, good top, good driver car, must sell. Jay (317) 931-9454 evenings, or (317) 251-2498 days (1)

**Road & Track issues for FREE.** From late 1960s to present. Many of the years are in Road & Track binders. Judy & John Boles. 317.463.4556. (12)

**1979 911SC EURO 3.0 coupe:** Turbo tail, tinted power windows, dolby stereo cassette, gd heat, AC, sport exhaust, Fuchs, 93k, copper brown metallic, gorgeous light brown interior w/black accents, power sunroof mechanism could use work. Beautiful car, runs great. Hasn't been on the track. Painfully parting with this one to get a track car. \$14,500. Debbie Wolfe, 317.241.5141 (anytime)(12)

**1983 Porsche 911SC coupe.** 4000 miles since professional engine and transmission rebuild, lightweight clutch, Carrera tensioners, Raceware head studs, 74 exhaust with Bursch muffler, original SS exhaust included, sunroof, AC, cruise, 16-inch Fuchs alloys, no rust, new carpet, good Bridgestone SO2's, Carrera tail, red over dark brown, not autocrossed, runs like a scalded ape. Move forces reluctant sale, \$18,000/offer. Joe Ek, 219.422.3589 days, 219.471.3228 evenings. Ft. Wayne. (11)

**1973 1/2 911T:** excellent condition, no rust, gold, new interior and engine rebuild, A/C, CIS, MOMO, Recaros, \$9,000 obo. Mike Farr 317.299.3643. (11)

## CIR events.

### MARCH

15: Dyno testing, Kenny Brown Performance  
20: Board meeting  
23: 2nd. Annual Homebrewing Workshop

### APRIL

17: Board meeting  
19: Tech session at O'Daniel's Porsche

### MAY

3-4: Autocross (subject to weather)  
10: Homebrewing bottling/kegging workshop  
11: SCCA points event Autocross  
15: Board meeting  
18: Indy 500 "Bump Day Bash"

### JUNE

12: SCCA Autocross  
19: Board meeting  
29: \* 2nd annual Hare-and-Hound Rally

### JULY

11-13: PCA Club Race at Putnam Park  
17: Board meeting  
20: Twecks Swap Meet

### AUGUST

14: SCCA Autocross  
16: Top-side concours/2nd Annual Follansbee Gathering  
21: Board meeting  
24: SCCA Autocross  
30: HPC Workers Party, for HPC helpers

### SEPTEMBER

14: SCCA Autocross  
18: Board meeting  
20-21: 2nd. New Harmony Weekend  
26-28: CIR Club Race -- IRP

### OCTOBER

4: Huber Winery Tour  
16: Board mtg.  
25: Brian Stewart brake tech session

### NOVEMBER

9: Annual Dinner/elections  
20: Board meeting  
22: Oliver Winery tour

### DECEMBER

18: Board meeting  
20: Holiday brunch

the  
calendar

der Kalender.



**Lee Follansbee**  
Activities Chairman

**317.535.6072**  
3580 Tallwood Ln.  
Greenwood, IN  
46143



## BEER TODAY, GONE TOMORROW.

**O.K. troops**, the time has come to make your own joyous elixir and amaze your friends. This is an update for the brewing school. There are no entrants so far, so if you plan to come, please call me early in March, as I will cancel this event if there are no entrants. I will give you information to be ready for the session. This is limited to a eight people. As I said last month, the brewing process requires two sessions, one to brew and one to bottle.

**Cost is \$15 per person**, which covers the cost of all the supplies necessary to make the beer. I will supply the equipment to do the brewing and the facility, but you will be doing the brewing.

**For the second session** you supply your own bottles, regular-style recappable bottles, not twist-offs. Either empty them yourself or get them from a local tavern or liquor store (pay them the deposit amount or ask them to save 'em for you).

**We will be brewing India Pale Ale.** This is a good light-body beer with nice flavor and aroma. It tastes smooth and is as easy to drink as it is to make. Feel free to give me a call with any questions. 317.535.6072



# from Z leader.

vom Präsident



**Harold Crane**  
CIR president

317.875.0922  
6326 Harmon  
Ridge Ct.  
Indianapolis, IN  
46278

## A tune-up from Harry . . .

On Feb. 15, Chuck Langsenkamp and myself attended our Zone 4 meeting. Did you know that Zone 4 is the second largest zone in PCA? PCA membership is about 37,000 plus spouse or other for a total of 74,000 people.

Paul Jones, Zone 4 rep., started the meeting with a review of the national board meeting. Tire diameter measurements, concours rules changes, region rebates, region problems and an open discussion were on the agenda.

We were honored by the presence of Judy Boles, our National PCA President, and her husband, John. Judy always seems to bring that special enthusiasm and a message on something new.

The San Antonio Parade registration to date is above 300. This is going to be an excellent Parade and a lot of FUN. A drag race has been added again this year. Can you say Jim Brillhart? Jim won the national PCA drag race in his 911-C2 when the Parade was in Cincinnati. I would appreciate our members who are going to contact me. We might be able to caravan down together or at least set some time aside in Texas to PARTY.

The Colorado Parade dates were changed to July 19-26, 1998, to avoid conflict with the Monterey Historics. In 1998, the Porsche factory will bring one of every production car ever built and one of every race car ever built -- all in running condition. Incredible!

Our Porsche Web Site is [www.pca.org](http://www.pca.org). Give it a try. It will include graphics and format for regional web pages. You should see the Boxster wall paper.

New auto insurance is available for limited mileage cars but includes drivers education events. If you are interested, call Chase & Heckman, Inc., 215.248.4445.

Brillhart and Feaser are in the process of putting together two exciting PCA races this year for July and September. WOW! A first for any PCA region. We are going to need some additional help. This would be a great opportunity for all, especially new members. Please call me so we can put your name on our help list. Our club will

only be as good as those of you who are willing to contribute. Join the fun and excitement.

We, especially this year, invite you and your family to come out and enjoy the exciting and various events Lee and others are work hard on. 1997 is going to be a year to remember, so . . .

**Buckle up and hang on!**  
**Harry**

# DOC & CY's

## STUTTGART GARAGE

Restoration Parts

800.950.0356 317.634.5656

317.634.5662 FAX

50 East Morris St., Indianapolis 46225

rating; but when I look at the race results over the 1996 season, I find that of 21 individual classes, the 914 and 944 only placed in the top three positions more often than did the 911 in only four classes. These classes were GT5-R, GT5-S, I, J. My math tells me that this is only 19% of the time. Classes GT-6R, GT6-S and K seem to be owned by the 356. So, I'm not sure that I agree that a 914 or 944 is the best place to start your racing. I am also of the opinion that a well-setup 911 does not put any more demand on the driver than does a 914 or 944. The car may be more difficult to initially setup and will certainly drive a different line on the track, but I don't believe it is more difficult to drive once it is right for that particular driver's style. The articles continues to say that the 944 dominates "T" and "G" classes and also hints of controlling "F" and "E." I raced a "G" class car last year. I did seven races and not one time did a 944 finish in the top three in "G" class. The facts also show that a 911 has finished in the top three more than the 944 in "F" class and as far as "E" class is concerned, a 911 has won more times in that class than any other model (ie. Ronnie Savinor's 911). I do agree that in the lower classes such as "J" the 911s do not do as well statistically. But keep in mind only the 68 & 69 911 Ts are eligible for "J" class. With the new wing rule for 1997, I believe the early 911s will be at a huge disadvantage because the 944s have an integrated wing and the 911s did not. This will now make "T" class more of a 944 class than even last year.

Figures from Porsche state that even the early "ducktail" (circa 1973) can reduce rear end lift from 276 pounds to only 68 pounds on the back of the 911, making it more stable and much quicker through the corners. Hank says that a 911SC running with carbs and having to move up two classes, in his words, is "definitely not a smart move!" Well, no one has ever accused me of doing anything smart; so — you guessed it — that's just what I have done for the 1997 season. I have taken my former "G" class 3.0 liter 911 and will be running it as a prepared "E" class car with carburetors. Hank said he will be running prepared with his 914-4 moving up one class to "J" which, as he states, "might be a smart move." I guess we will have to see how we each do this year to decide if either of us know what we are doing. Wish us both luck, we may need it.

The whole point to this article is that before anyone decides to go racing and spend their own hard-earned dollars on a car to race in a particular class: DO YOUR OWN HOMEWORK. Look at the facts of what each car has done and can do with you behind the wheel. Do not take other people's opinions as fact. I have found out that to be competitive in PCA racing takes a high degree of dedication to hard work on your own car and loads of hot laps testing and testing to see actually what really makes you and your car go fast. For me there is nothing I have ever done that gives me the thrills, exhilaration and satisfaction of racing a really well-prepared Porsche. I just happen to think the 911s are better than the rest of the models (just another opinion). If you are thinking about going PCA Racing, I say Go For It. But do it intelligently.



★ Since 1973, I have owned, driven or raced a 914-1.7, 914-2.0, 912, 911SC, 911 Carrera, 928, 930, 944 Turbo, 911 Turbo "S."

**Life is short,  
drive fast.**





## Letters to the editor.

Dear Porsche Club Members,

As the General Manager of Tom Wood Porsche, I would like to bring to your attention a few inaccuracies that appeared in your November, 1996 Newsletter.

1. The new Boxster will begin arriving in our dealership in January, 1997. All the various road tests that you have been reading about the car are correct. The Boxster is Fantastic! We are eagerly awaiting its arrival.
2. Currently, Tom Wood Porsche is still accepting orders for the Boxster. The number of Boxsters we will receive is tied to production capability. As expected, the world wide demand for the Boxster is unprecedented.
3. With regard to your statement of some Boxsters being "tested" in Arizona and being promised to a company for resale. This is not true. The Boxsters in question were used as Porsche dealer training vehicles and were all non-US spec cars. All of those Boxsters were returned to Germany for further use and evaluation. None of those Boxsters were legal for sale in the US and therefore could not have been promised to any retailer. As always, the only way to purchase a new Porsche is through an authorized Porsche dealer.

I am requesting that this letter be printed in its entirety in the next newsletter to set the record straight.

Please stop by Tom Wood Porsche for service and parts specials, as well as to view our current selection of new and pre-owned Porsches. Thank you for your continued support.

Sincerely, *Stephen E. Kern,*

### Racer's Edge: do your own homework

I have, over this past year, read with particular interest the Racer's Edge section of our CIR. The accounts of the PCA races and the goings on surrounding them are to say the least entertaining. However; my concern is that some of the readers might confuse fictional accounts and opinions with cold hard fact. It comes to mind one occurrence when Hank Feeser and Scott Holley cussed and discussed the availability, or the lack thereof, for Hoosier Tires, and were the Hoosiers as fast as the B.F. Goodrich T.A.'s. After only one phone call to Bruce Foss, head of Hoosier's Racing Division, I was able to get the Hoosiers I needed with absolutely no difficulty, and they proved to be the faster tire (at least on my car). By the way: great article on Hoosier Tires and Bruce Foss in January edition of Grass Roots Motorsports entitled "Bruce Knows."

In the February CIR, the Racer's Edge delves into PCA racing with statements on car choices and what car dominates what class. I must take issue with what Hank's observations and internet reports have led him to conclude and ask, "Has he been attending and racing at the same PCA races that I have?" The article states that the 914 or 944 is the best car of choice over the 911 if a person wants to get started in PCA

## February 20 board minutes.

The following Board members were in attendance: Harry Crane, Mike Robbins, Jim Brillhart, Steve Wendell, Chuck Langsenkamp, Kate Cavell and Damon Bradtmueller. Other Region members also attended for Pizza, videos and socializing following the business meeting.

Harry opened the meeting by reporting on the Zone meeting held in Ft. Wayne the previous weekend. He and Chuck represented CIR. Highlights included:

- The Parade has only approx. 300 entrants
- The '98 Parade will be July 19-26 in Steamboat Springs, CO. Date change.
- The regular dues rebates were recently sent to the regions.
- Many big plans being made by PCNA and the factory for the '98 Monterey Vintage Races.
- The PCA Web site is now in operation; [www.pca.org](http://www.pca.org) - A new insurer will cover Drivers' Ed events.
- Regions warned not to overemphasize racing.
- There is to be no timing of cars by officials at Drivers' Ed events.
- Separate insurance forms are to be filed for races and Drivers' Ed events.
- There are several Parade bids for 2000 and 2001.
- Proposed revisions to PCRs were reviewed.
- Reviewed procedures for reporting incidents to club insurers.
- Drivers' Ed instructors list distributed.
- Newsletter info distributed.

MINUTES, continued on page 8>>>

## the minutes

das Protokoll.



The next board meeting, will be at 7 pm, at 1040 Clearvista Pky. Suite 490 Indianapolis

Mike Robbins  
CIR Secretary

317.253.9041  
7533 Westfield  
Blvd., Indianapolis,  
IN 46240  
E-mail Address:  
RobbinsRoost@  
worldnet.att.net

Mar. 20



From left: Lisa & Mark Hupfer, Mike Dworek, Harry Crane. -- Photo by Debbie Wolfe.

by  
**Stephen E. Kern.**

General Manager,  
Tom Wood  
Porsche

by  
**STEVE LYNN**

CIR member &  
club racer.





## >>> MINUTES, continued from page 4

• **Mid-Ohio Region Concours** for Arthritis Foundation announced.

**Mike gave Harry a letter** from Jim Sandifer re Region's Indiana Sales Tax position.

**The Strawberry Festival** event in June will be replaced by another event.

**Jim explained that the July date** at Putnam Park would be used for a club race. There isn't enough draw to support a separate Drivers' Ed event but both races will include Drivers' Ed sessions. The proposed Advanced Drivers' Ed may get better acceptance in the future. He explained the budgetary requirements for the two races [second at IRP Sept. 26-28]. Board approval was given to allow expenditure of up to \$46,000 for each race.

**Approval was made to cover** Harry and Chuck's expenses of \$58.27 in attending the Zone meeting.

**Chuck reported a date change** for the Winery Tour—Oct. 4. Kentucky and Lincoln Trail Regions will participate.

**The date for the O'Daniel** event in Ft. Wayne was changed to Apr. 19. Michigan-Indiana Region will participate.

**Some discussion re publishing** of event dates before they are definite.

**The discrepancy between** advertising billings and receipts was discussed. Kate has received additional checks that have yet to be deposited or entered into the

books. Kevin plans to bill advertisers in advance rather than afterward as has been done in the past. Kate also has other checks to be deposited that may explain un-cleared checks for Nov. dinner.

**Mike reported that** the August and Nov. '96 Circulars had been entered in the newsletter contest. A subsequent report from Larry Wilson, Nat'l. Newsletter Comm. Chm., indicates that our class has the most entrants. [Classes are based on no. of members in region.]

**After resolving** what kinds of Pizza to order the meeting was adjourned.

## Death and Taxes

**We can't do much about the first** and maybe not a lot about the second. Over the years there have been investigations into CIR/PCA's position relative to the IRS and Indiana Dept. of Revenue. There are many intertwining factors yet something that applies with the IRS may not apply with the State of Indiana. There are at least three primary areas of concern: state income taxes, federal income taxes and state sales tax on purchases.

**We would like to know** if one of our members is qualified to give assurance that CIR/PCA is properly registered with both the state and federal tax agencies, is satisfying all requirements on reporting and is eligible for exemption from the Indiana Sales Tax. If you work in these areas or are otherwise knowledgeable of the current tax laws and regulations, we would appreciate your help in obtaining clarification of the situation. If you can help, please call Harold Crane at 875-0922. Thanks.

S  
I  
D  
E  
B  
A  
R

## Porsche sightings.

**The Comedy Channel rerun of Cadillac Man** features Robin Williams as a used car salesman. At one point, he tries to sell an over-sized man an under-sized 944. Home Improvement has once again provided us with a sighting. All eyes on the table behind the couch for "sightings" this time: two 911 speedsters displayed for your enjoyment. It was reported that Jerry Seinfeld has parted with one of his favorite cars, a silver speedster went for \$87 grand. Brett Johnson of Indianapolis (a fortunate one who gets Speedvision) notes that *James Dean at High Speed* last aired Jan. 25. Hopefully, it will run again in February. Brett also notes fellow member Dick Naze's speedster.

**In Autoweek's review of the Viper GTS**, the new turbo shows up in the "others considered" column. Others considered? Some people still have not seen the light. Michelin chose to introduce its new pilot series tire by putting a C2 on a pullout page. It's not the centerfold, but just as good. February's *Automobile* nabs the next 911. Check page 19 for some of the best spy photos yet. Later in the same issue the current 911 is voted an all-star for '97. *European Car's* front cover features a square off of a Ferrari Dino vs a Carrera RS. I don't think there is any question in our minds, but then again, we need competition to give Stuttgart something to strive for.

**The Chicago Auto Show is Feb. 8-16.** Last year, Porsche was just inside the front door. I'm sure they will be in attendance again. Finally with Daytona upon us, keep a look out for the Porsches in the front of the pack.

**Mike Robbins** reported that the February issue of *Skinned Nuckles* magazine has a picture of a Porsche 930 drag racing against a 1929 Model A Ford. There wasn't any data given for the 930 but the Model A did the quarter mile in 23.380 seconds at 55.62 mph. There's no mention of a handicap. I have to think the 930 won. I guess this was truly a "run what you brung" event.

## >>> OFF CAMBER, continued from pg. 24.

Annual Hoosier Porsche Classic and the club race at IRP. Yard Scene has a large facility at 11612 Jaycee St. in Fishers, just off I-69 and 116th, which should turn into a Porsche hot spot.

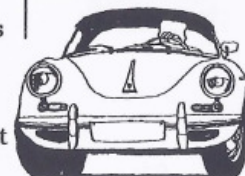
## For the Bible Tells Me So

**The next time** your SO, or comrade at the track chews on you about your aggressive tendencies, throw 1 Corinthians 9:24 down on them. This verse states from Paul, "Do you not know that in a race all the runners (drivers) run but only one gets the prize? Run in such a way as to get the prize." Go for it!

Ciao

the  
marque.

die Marke.



by  
**FRED**  
"keep those sightings  
coming"  
**KEM**  
CIR Feature Writer.

600 S. College  
Rensselaer, IN  
47978



# club feature.

dir Clubgeschichte.

## OFF CAMBER

By  
**HANK FEESER**

CIR Feature  
writer.

## Off Camber

### Rolex 24 Hours AT Daytona

Well, all I can say is that it was totally incredible. The roar of 911s at top rpm, the whistle of turbos spinning at tens of thousands of rpms, the smell of gasoline, the downshifting in turns.

As usual, Porsches outlasted the competition, winning 2 of 3 entered classes, losing only to a BMW M3 in the GTS-3 Class. As the race began, cars such as the Viper, Lister Jaguar, Acura NSX, and Callaway Corvettes sprinted ahead of the 911s, leading the race as if they would never be caught. The Viper flew around the track, lap after lap — the Lister on its heels. The Callaways were hauling, too, as the Porsches seemed to be lost behind the charging herd. As usual, night fell, and so did the leaders. By sunrise the next day, all of them were gone, and the track held basically nothing but 911s. Once again, Porsche triumphed over the competition.

BMW ran a flawless race, having its M3 come in an amazing 10th overall and 1st in the GTS-3 category. Two 911s, including Hurley Haywood's, followed it in. In the GTS-1, the 01 Porsche 911 Turbo came in 1st, and 5th overall. Perhaps the most glorious win was the 99 GTS-2 Porsche 911 Turbo, finishing 4th overall and 1st in class. Entered and driven by a group of Germans, who included a lady driver, it ran like it was on rails. The overall winner of the race, as well as the WSC class, was a Ford Mk III co-piloted by John Paul, Jr., who finally made it to the winners circle after a drought of 15 years. You could say he did his time.

Behind the scenes is where the real action at Daytona really is. Jim Brillhart and Mark Hupfer worked as crew members as reported last month. Their car, 98, was pitted between the Saleen Mustang crew which included Tim Allen and the 30 Ferrari. Jim observed Hans Stuck coming into 98's pit in the middle of the night. Seems Hans, probably tired, forgot where his pit was. 98's garage area was shared with the 3 Ferrari, which changed an entire wiring harness during the race. This car had as one of its drivers D. Bell. Good weather, huge crowds, and lots of Porsches, including Boxsters and turbos. You really ought to plan on attending next year. You can do it on the cheap. A little over \$150 for plane fare on Delta. If you don't mind walking and get in early, you can get a flop pad across the street from the track and literally walk from the airport to the motel/track.

### Profound Consulting & Yard Scene

Profound Consulting, among others sponsored the first two Hoosier Porsche Classics. Profound is starting several new businesses, one of which is Yard Scene, a Fishers-based full line lawn service business. Two advertisements for them are included elsewhere in this CIRcular. This year Yard Scene is doing the registration etc. for the Third

OFF CAMBER, continued on pg. 25 >>>

## From the club historian.

### Ten Years Ago

The weather must have been milder in the winter of 1987 than at this writing. A tech session covering preparation for summer was scheduled at Bob Farmer's shop. It's hard for me to think of summer when the streets were so icy this morning that Judy didn't go to work. But then I'm writing this in late Jan.

That March '87 CIRcular included a press release about the Porsche Indy car that was scheduled to see action later in the year. There was an artist's rendering of the car and a photograph of the engine. Seeing the engine reminds me of one of my cherished Tech Quiz awards... a connecting rod from a Porsche Indy engine mounted on a wood plaque.

### Twenty five Years Ago

The March 1972 CIRcular had a listing of Porsche prices over the years from 1953 thru 1970. The unusual aspect was that these were prices per pound. They varied from \$1.94 for both a 1959 Convertible D and a 1970 914 to \$5.50 for a 904. These numbers are a far cry from the cost of the current cars.

### Forty Years Ago.

That's right ... March 1957. We're talking about that issue of the Porsche factory magazine "Christophorus". Inside we find an article about an intrepid German couple's trip across the North African desert in their 1953 356 Cabriolet. Although not stated, maybe they wanted to complete the trip General Rommel's Afrika Korps was unable to finish during WWII. These Porsche Pushers began their desert trek at Tripoli and went east to Cairo, south to Aswan, east to the Red Sea then back north to Alexandria. It took seven weeks. My several trips in the Speedster through deserts in the western US seem rather puny by comparison.

Also in this issue of "Christophorus" is a picture of Lady Greta Oakes sitting in a Speedster while her husband, Sir Sidney, leans against the car. The picture was taken at a race in the Bahamas; a Spyder sits in the background. Was Sir Sidney the son of multi-millionaire Sir Harry Oakes, the victim of an unsolved murder in the Bahamas in 1943? That murder was the "O. J. Simpson case" of its day. The suspect who was brought to trial was acquitted. Sound familiar?

## region history

...and more.



**Mike Robbins**  
Region Historian:

E-mail Address:  
RobbinsRoost@  
worldnet.att.net  
317.253.9041  
7533 Westfield  
Blvd., Indianapolis,  
IN 46240



STEVE OOLEY

31 3RD STREET S.W. • CARMEL IN 46032  
317/575.8686 • FAX: 317/575.0072

WWW.OOLEY-BLACKBURN.COM



## editorial



**Judy Robbins**  
CIRcular Editor

317.253.9041  
7533 Westfield  
Blvd.,  
Indianapolis, IN  
46240  
E-mail Address:  
RobbinsRoost@  
worldnet.att.net



Please  
see two letters to  
the editor on page  
26.

## Down the road with me . . .

### Travel Experiences -- now and then.

**As I drive down the road on my hour commute** to and from work, I think about a lot of things — the things I see along the way, my years of traveling in a Porsche, and stories about times gone by.

**The other evening, I came upon** the site of a terrible accident. A semi had crossed the median from northbound I-65 into the oncoming southbound traffic. By the time he came to a halt, he was on his side facing south in their lane. Beneath him was a truck in which two people were trapped and dead. Another truck was sticking out the back of his trailer, hood first. The woman who had been driving it was critically injured and taken by helicopter to the hospital. I could see the semi driver lying on the ground against a retaining fence with a lot of firemen and police gathered around him. It turned out that he was not badly injured but had suffered some medical emergency that caused him to lose control of his vehicle.

**It was a sobering scene.** For a couple of days I followed the newscasts about the accident and was sure that every semi approaching me was going out of control. But the biggest reality check was the fact that the two vehicles the semi hit were good-sized trucks. Not cars. One would expect to come out of a highway accident a little better in a larger vehicle. Not true. Perhaps it's no more dangerous to travel in a Speedster than in a van. Something to think about ... in the course of which, I began to reminisce about a transportation story my Dad recently told me.

**Seventy years ago,** when he drove a borrowed team of horses or Model T truck to deliver ice on his route, there were no interstates, no semi tractor trailers and no high-speed, killer drivers. Although Daddy has lived in the North for more than sixty years, he still remembers a time when there was little to distract one from "experiencing" his surroundings. He remembers a lot about his early life along the Ohio River bottoms in Henderson County, Kentucky. Only train whistles and blasts from the riverboat fog horns disturbed the quiet of the countryside.

**He was only fourteen or so,** but he says he can still hear the far-off sounds of the men singing "work" songs while they worked the corn down in the fields along the Ohio River. (It was a good memory because it brought a smile.)

**In my mind,** those songs must have been far better to hear than the ones on a car radio. In fact, sometimes, when I'm traveling to work, to avoid the rat race on the radio waves, I put in one of those stress-relief tapes. That doesn't always pay, either, because the day of the big crash I mentioned above, I was listening to "Sounds of the Loon" and missed the radio travel report that advised drivers to take the Greenwood exit to avoid a long delay . . . ugh. I must have been born a generation too late ...

## YARD SCENE



Introducing a new lawn service that combines over 15 years experience with a customer driven management team. We are currently building our client-base and would love to make a quote on your requirements.

Services provided for 1997 include:

- Residential & Commercial Mowing
- Leaf Mulching/Removal
- Yard Cleanup/Debris Removal
- Lawn Aeration
- Top Soil & Mulch Delivery & Placement
- Snow Removal



Call Dave Denton  
579-5100





## club feature.

dir Clubgeschichte.



by  
**MARK SZALATY**

CIR Feature writer.

## Jack of all trades. Art

Here's a pretty neat story about one of our members, Art Boulianne, who owns International Imports. Art's shop transformed my normally aspirated 944 into turbo-look. Most of the work was done by Art's son, Marc, who is a Jack-of-all-trades when it comes to working on Porsches!

A turbo front bumper cover made especially for a standard 944 was purchased (a real 944 turbo front won't fit a standard 944 because they have different fenders) but had to be custom fitted. The manufacturer of the piece said it would just bolt right on — but you know how that goes. Anyway, the finished product looks great! Along with the new front, a lower rear spoiler and lower body side faring (taken from a wrecked turbo) were added. All of the prices on the parts were extremely kind to the checkbook, when compared to some of the same stuff in Pano. Marc shot me a price to put a 968 motor and running gear in my 944; but, a natural human desire to keep living and stay married overshadowed the huge grin I had on my face at the time!

The last time I visited Art's shop, there was a transformation taking place. Half of the garage was turned into a clean room and upon a chassis rig was an IRL Indy Car. No

wonder I haven't seen Art in a while; he's been racing with the Big Boys, and Marc is turning the wrenches.

This was the first time I've had a close look at an Indy Car. The engineering is unbelievable. In the "I apparently don't know very much department," I didn't realize there is no frame to the car. The engine is bolted directly to the back of the Tub, held on by just four bolts. The suspension is bolted to the transmission and bell housing. I asked Marc if it was strong enough to stay together at speed?! His reply, "You've never seen one come apart at the track

without first hitting a wall or another car have you?" 'nuf said. Art's team won the hard-charger award at the Indy 500 last year, which clearly shows his dedication to the sport.

Another really unique item is Art's home, which was originally owned by flying ace Roscoe Turner. Some of the pre-baby boomers in the club may recognize his name. I've heard that he is the one who started the commercialization of the airlines. Art has tons of memorabilia and Roscoe's personal belongings, some of which were purchased at an estate auction, where he outbid a couple of museums! You know, this club is made up of a lot of very interesting members. I guess that's what makes it so much fun to belong to the PCA/CIR.



**Mark's 944.**

(Photo by Mark Szalaty.)

## Trouble in twin turbo-land . . .

I recently drove my twin turbo to Florida for the holidays (and a Porsche meet at Moroso, but that is another story), when I could have flown, but who would trade a chance to drive a Porsche for a trip in a worn out old Jet? The Friday before Christmas everyone who owned a van was on the road filled to the roof with luggage, yard-apes and porch monkeys.

The best I could do was to enjoy frequent shifts between 5th and 6th gears and to pick my spots to make time.

A lady in a Buick Roadmaster decided to use my expertise in driving ability and follow me into every hole between vans at 10 feet behind my rear bumper, at 70-85 miles per hour. After 20 to 30 miles of this she had me fearful for my safety. She was going to kill both of us! When I-75 widened to 3 lanes I saw my chance. I down shifted, accelerated to a 3 digit rate of speed and left her behind so far she was not in sight.

The timing was perfect — for the 6-car Kentucky Highway Patrol rat pack over the crest of the hill.

The officer wrote me up at 89 m.p.h. while the lady in the world's ugliest car sped by probably laughing.

### The rest of the story:

Two days before the Porsche Club meet at Moroso I went to the track. Of course, I wasn't allowed to take my car out but I used that opportunity to walk the 2.2 miles. The main purpose was to estimate the apex of each turn and the gear to be in for proper exiting and maximum acceleration. However, my attention was focusing on the track surface. The asphalt was worn away and the only contact my tires would make would be on the tops of smooth and worn stones that were imbedded in the pavement. How different from my experience in May at Elkhart Lake where the new asphalt provided excellent traction even in the rain.

I went out to the track anyway on Saturday morning and attended the driver's meeting. After watching several of the entries that had been driven to the track on street tires, I observed that the drivers were coming in to adjust inflation pressures. They seemed frustrated when I asked them about their cornering in that they all expressed the same common complaint. "I'm sliding a lot in the corners". I think it was the track surface and not inflation problems.

However, none of that mattered anyway as the next day I picked up something similar to a railroad spike in the left rear tire and the dealer where I purchased the car (Braman Motorcars) couldn't find a replacement. The next week when two new tires were mounted on the rear, it was discovered the wheel was not true and a new one was placed on order. The car is still in West Palm Beach. I don't suppose I could find anyone to drive it back could I? (Just Kidding)

## club feature.

dir Clubgeschichte.



by  
**Roger Frazier**

Central Indiana  
Region



# PORSCHE

*It's important to you  
You're important to us*



## EURO MOTORWORKS

ASE Master Certified Technicians  
Specialists in Porsche, Audi, Volkswagen, BMW and Volvo repair.

**performance professionals**

7716 East 89th St., Indianapolis, IN 46256 ■ **317.595.9272**  
Monday-Friday 7:30am to 5:30pm

just too excited and drove with my heart instead of my head for a lap average of 25.89. Mike drove some impressively hot laps having absolutely no prior experience, achieving a 26.16. It was great fun vying with him for 3rd place. Good job, Mike. After the first race we all compared notes on the best techniques for each turn. As a result, in the second race we each had a faster "best lap" time.

**Despite being humbled** in the final standings, I had an unreasonably good time in this festival of oversteer. Judging by the flushed and grinning faces, I was not the only one. We were so wrapped up in racing each other, I didn't realize until I read the score sheet that we had defeated "real" go-kart guys who regularly compete on the go-kart circuit. That's the cool thing about Johansson's. In racing they call rain "the great equalizer" because it makes the track slick. A slippery polished concrete track is exactly what makes Johansson's so much fun. Not only does it give you a more or less equal shot against the "big guys," it's still plenty thrilling and just plain a slip-slidin' hilarious good time. That must be why everyone from Indy car drivers to formerly reluctant housewives find Johansson's to be such a hoot. Break down and try it with us one time. As they say, it's more fun than humans should be allowed to have.

GO-  
KART



**Winner's Circle. Left: Debbie Wolfe, Lee Follansbee, Jim Brillhart, Mike Dworek. (Photo provided by Debbie Wolfe).**



## club feature.

dir Clubgeschichte.

# GO- KART

By  
**DEBBIE WOLFE**

CIR Feature  
writer.

## Karting krazee.

In February, CIR descended upon Stefan Johansson's indoor go-kart track. If you weren't there, you missed a fantastic time. Our cheering section included Jim Wolfe, Julia and Ross Brillhart.

The grid of daunting driving talent included the intrepid Mike Dworck, the fearless Lee Follansbee, the blindingly fast Jim Brillhart, and your humble author. Before the race, I was so excited about getting a shot at these guys, I couldn't sleep. Since I was awake, I devised a plan.

### Phase 1: Psychological Warfare

Counting on the guys to show up toting big egos, I planned to parlay it to my advantage. Upon arrival, I asked the guys if they were going to give me a one-second handicap "since I'm a girl." "What's the matter? Are you afraid I'd beat you if I had just one second?" I pressed. Nope, it didn't work. They countered that there was some disparity in our weights which might be considered an unfair advantage. When asked by weight, I knew I had been outmaneuvered and quickly changed the subject.

### Phase 2: Be the Only One Familiar With the Course (having sneaked in to practice before race day).

I drew a centering breath and focused on the opponent positioned ahead of me on the starting grid. Rechecking the feel of the throttle, I made a mental note that he would pay dearly for such impertinence. Engines muttered and growled their threats as the pace lap began. Our fans were on their feet. The first lap, I knew, would be vital to the rest of the race. Tensing, I watched every move of the flagman. He bent to pick up the unfurled flag. He cocked his head to his earpiece. He began to raise his arm and ... and ... GREEN! Bursting from the line, I was gratified that I had the foresight to wear an SA-rated helmet, for surely the very air could crackle into combustion as I sizzled through it to light up the track. Finely honed winning strategies were imprinted in my mind. Round the second turn ... AAAUGH!!! The track had been changed! They rearranged the turns!

What to do? My mind raced. Best just to get on the throttle and mind not to scuff my shoes. Just before the race, Dad had carefully instructed me not to scuff my shiny new driving shoes in case, after this race, I decided to return my driving gear (moral support from the bosom of my family). Dad also was the one who coached me not to use the brakes at any point on the roadcourse, not for any reason. The results of this strategy proved to be quite "thrilling." Let's just say I kept the corner workers awake.

Numerous lead changes between Jim and Lee kept the leader board jumping with exciting close racing. Jim emerged victorious in the first race with a lofty lap average of 25.02 seconds. Awesome driving, Jim! In the second race, Lee grabbed the checker with a lap average of 25.12. Way to go, Lee! In practice before the race, my single lap time was down to 25.05; however, being a typical rookie on race day, I was

## New CIR members!

The members of the Central Indiana Region of the Porsche Club of America welcome you and look forward to working and playing with you! See an updated listing in the April Issue of CIRcular.

## March PCA anniversaries.

Carl Shipp	28	Michael Chaney	5
Richard Naze	26	Paul Ross	5
James Sterrett	20	Scott Holley	5
James O'Neil	19	James Shea III	3
John Kissling	18	Jeff Krause	3
John Sparks	16	Joseph Jakubowski	3
Jeffrey Armstrong	14	Joseph Messer	3
Roger Eiteljorg	14	Terry Heath	3
Karl Koons	11	Brady Meek	2
Michael Crowley	10	Damon Beals	2
Joe Swope, Jr	7	Gregory Somerville	2
Scott Kuntz	7	Antony Barr	1
Alan Davis	6	Clyde Lee, Jr.	1
Charles Wills	5	Donald Gehlert	1
Jack Henricks	5	Guy Brouillard	1
Thomas March	5	R.J. Howard	1

## welcome to CIR.

Willkommen



## TWEEKS

The Largest Selection of Porsche Parts and Accessories Since 1976

CALIFORNIA	INDIANAPOLIS
Locally (310) 494-4777	Locally (317) 875-0076
FAX (310) 494-9084	FAX (317) 875-0181
3301 E. Hill St. Unit 408	8148 Woodland Dr.
Long Beach, CA 90804-1232	Indianapolis, IN 46278-1347
Call California	Call Indiana
Toll Free! (800) 421-3776	Toll Free! (800) 428-2200



Tecnocar is an OE supplier to Porsche®

See us at: [www.tweweeks.com](http://www.tweweeks.com)

10% off to all members on  
non sale items.

Call for a 1996 catalog  
Call Toll FREE!  
Everyday Low Prices!

### Oil Filters

Model	Year	Part #	Price
356A/B/C	All	546.07.827	\$4.95
911	1965-71	901.107.203.09	6.25
	1972-89	930.107.764.00	6.25
Carrera 2/4	1989-On	930.107.764.00	6.25
Carrera 2 Turbo	1991-On	944.107.201.90	6.25
912	1965-69	546.07.827	4.95
912E	1976	021.115.351A	4.95
914/4	1970-76	021.115.351A	4.95
914/6	1970-72	901.107.203.09	6.25
924/924 Turbo	1977-82	931.107.701.00	4.95
924S	1987-88	944.107.201.90	6.25
928 All	1978-On	928.107.201.05	12.50
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
993	1995-On	993.207.999.00*	34.50

\*Package includes primary and auxiliary oil filters



## club feature.

dir Clubgeschichte.



By  
**HANK FEESER**  
CIR Feature writer.

## Racer's Edge.

### Third Annual Hoosier Porsche Classic

Yes, there will be a race at Putnam Park July 11-13, 1997, hosted by CIR. For their own reasons, OVR opted to cancel their race scheduled for Putnam in June 1997. Rather than run a driver's ed weekend with potential uncertain success, it was decided, in concert with Alan Friedman, the czar of PCA Club racing, and Harry Crane, club president, to conduct a race at Putnam, and one at IRP in September. Our thanks to those who have volunteered to make this happen.

What Snell Rated Helmet Required for 97 Racing?

There seems to be some confusion over what Snell rated helmet is required for the 1997 PCA racing season. I emailed the tech head and received the following reply (in my email I stated I thought Snell 90 was valid for 97):

**"From: Harrison Hall <hhall@UDel.Edu>  
To: Hank Feeser <hfeeser@profound-consulting.com>  
Subject: Re: Helmets**

**You are right. We're on a 5-year cycle just like most racing organizations, and we are well short of 5 years since our update to Snell 90. Harry"**

So Harry says it's Snell 90. Interestingly, he also states that PCA Club Racing is on a 5-year cycle which I wasn't aware of, and implies that PCA Club Racing will be using Snell 90 helmets for a couple of more years.

A Couple of Blurbs on Racing Pads

The Racing@PorscheFans thread on the Internet has had several comments about Cool Carbon going out of the race pad business, for what it's worth. The fast running IMSA cars, Porsche and otherwise, seemed to lean toward Padgid pads. Porterfield is turning up more and more, and in fact, I have a set of Porterfield's for the 914 I hope to race in my lifetime. Here's what a racer had to say about them:

**"From: teresa vickery <twv@MktgByDesign.com>  
Subject: brake pads**

Hi all! From my personal experience: Using Porterfield pads on my '87 911, R-4 compound front and rear. Stock rotors, Holbert cool-brake kit up front.

No (and I'd capitalize that but I don't want to shout) problems with rotor wear or brake fade. My little car can do an hour of track time (race for a half-hour, driver switch and race for another half-hour) with no problems.

Some pad "gassing" when you are bedding them in and then, you've got brakes for ever. When pad compound gets a bit low, you will encounter a "longer pedal" - no fade, just a longer stroke on the pedal. Can't recommend them strongly enough. And, Andy Porterfield is a great guy to deal with."

## Gisela's fantastic fare.

### Gisela's was a fantastic festival of fine teutonic cuisine!

Wow, what a spread they can provide... Spicy Knachtwurst... Mild Bratwurst... Gisela's special spicy, German-style Stroganoff... Pork Schnitzel that would knock your socks off... Sauerkraut... Red Cabbage that was cooked to perfection... other tasty vegetables... and a bevy of scrumptious desserts. All of these good German specialties were served to us in a buffet-style spread, and believe me no-one was afraid to return for second helpings. Bet you are all wishing that you had gone now... And on top of that, they have an incredible array of specialty German beers, including a special selection of both Green and Gold Berliner Beer. This is a beer style that is normally ONLY SEEN in the restaurants and bars of Berlin. It is a pale lager with flavoring added. Harry Crane was a bit skeptical when I ordered one, until he tried one himself!

The party totalled 19 PCA people, down a bit from the previous years, but the camaraderie was high and the discussions of cars was rampant. It even included the discussion about Mike Farr's new car, a Straightley (the opposite of a Bentley). As always the atmosphere was perfect. The accordion player got a surprise as we all pooled our tips and gave them to him all at once. After the dinner, the majority of PCAers adjourned to the Friendly Inn (just down the street from Gisela's) for a final nightcap and festivity. It was a good time for all. Be sure to mark it on your calendar for next year as a MUST ATTEND!

### >>>GO-KART, continued from page 18.

did not expect a large turn-out, I think that there was at least one member (whose name starts with "M") that just plain chickened out on a dare from Brillhart. As it was, Jim had plenty of competition, but the bottom-line was that we all had a lot of fun. All four of us ran very competitive times, proving that Porsche drivers have the edge when it counts!

Passing is pretty easily accomplished, so that if you encounter a slower driver, or if you are one, it is relatively painless to either get by or let the faster guy by. That makes it really nice if you are still learning the track or if you are running with a group of faster drivers. It is not intimidating in the least, so if you have hesitated to go to this type of event in the past, worry no more!!

We are tentatively planning on doing this again, so whoever is on the original list can plan on getting another call from Debbie Wolf. And anyone that didn't sign up for the first one, go to the next one 'cause I GUARANTEE that you will not regret it!!

Don't let this fun event pass you by the second time...to get on THE LIST (or for more information), call Debbie Wolfe at 317.241.5141.

## last month.

letzter Monat.



**Lee Follansbee**  
Activities Chairman

317.535.6072  
3580 Tallwood Ln.,  
Greenwood, IN  
46143



P.S:  
I enjoyed it so much that I went over again on the 22nd and improved on my best time from this PCA session (I got down to 23:42, after running in three run groups).



last  
month.

letzter Monat.

GO-  
KART

Lee Follansbee  
Activities Chairman

317.535.6072  
3580 Tallwood Ln.,  
Greenwood, IN  
46143

## Go-kart lapping session report.

Well, four inquisitive and adventurous Porsche Club members experienced the Stefan Johansson Go Kart track on Saturday the 15th. Debbie Wolf, Mike Dworek, Jim Brillhart and myself arrived at about 5:00 p.m. and gathered as a group while Debbie Wolf explained how the operation worked. It is a well run facility with top-notch Karts and a lightly oiled track surface. Let me tell you, if you were planning on going and didn't then it was YOUR LOSS! You missed one of the most FUN TIMES you can have in Indianapolis and still not do anything illegal....

The karts are responsive, with good power and excellent, predictable handling. They are comfortable, and respond well to your inputs. The process starts when you sign up, and they assign you to a run-group based on when you sign up. So, we all waited until we were sure that no one else was going to show up, then all four of us signed up together. We then went in and got a drivers suit and helmet (or you can bring your own helmet if you like, which some of us did).

When they call you up to enter the "pit" and get into your car, they make sure that you are in the proper order so that they can assign the times to the correct individual.

Then they send you out onto the track in a staggered manner so that you are not bunched up.

The sessions were 10 minutes in length and the cost was only \$15.00 per session. In 10 minutes you can really get familiar with the Karts, consistently throwing the tails of the Karts out in an over-steering posture and then powering on with the throttle (just like driving a 356 or 911!!!). Just the action of getting sideways slows you down, so you don't really even need to use the brakes much (only two corners really require the use of the brakes). Let me tell you, by the time ten minutes is up you have exerted yourself!

As far as safety goes, there are corner workers there who watch carefully to be sure there are no major on track infractions, no bumping, etc. If you do bump intentionally, they warn you once or twice and then black flag you. You then must pull into a special black-flag area for a couple of laps (we saw several people get pulled in to this area, but none of us were). An occasional light bump or tap is unavoidable, but the Karts have a protective steel frame-work around the wheels to keep you safe and unharmed. They also have a safety barrier all around the track to catch you and keep you safe from harm should you get out of shape enough to get severely off line. Mike had the opportunity to test this barrier and he is still safe and alive to tell about it.

Discussions after our runs were all positive, with everyone agreeing that those who did not attend missed a great time. While this was a "short-notice" event and we

GO-KART, continued bottom next page >>>

## The Demise of the Track Nazi May Be Here

There may not be a Road America (RA) Club Race in 1997. Whether it happens or not largely depends on how successful the efforts of Chicago Region PCA are in convincing the RA track management that the problems of last year (primarily involving paddock control) are not repeated. Right now RA management is torqued even more because the event was put on the schedule before they had even agreed to let Chicago Region have the event there this year. The final outcome at this time is uncertain, but stay tuned. There is a RA stockholders meeting this weekend (first of March) which may or may not produce a final resolution.

Incidentally, PCA Club Racing is not the only entity having problems with RA management. The Chicago Historics are in somewhat the same situation, at least as far as Joe Marchetti's involvement is concerned. (paraphrased from Racing@PorscheFans.com)

### Here's Skinny on Sebring from Monte

From: PORSTURBO@aol.com  
To: Racing@porsche.com  
Subject: Sebring PCA Club Race Feb 14-16

The Sebring PCA Club Race was one of the most enjoyable events I've ever attended. Charlie Morganthaler and Jim Hayes organized an incredible three day race weekend with lots of social doings and everything went off without a hitch. Corner workers were good, grid people were organized, timing/scoring was incredible and the feeling of comradeship was every where.

The weather went from cloudy to damp to wet to damp but it didn't seem to affect those in attendance. And, better still, even with those kind of track conditions the number of incidents were less than would be expected. Three incidents with mostly modest body damage.

Of the 197 people who raced at the event, 18 were first time rookies and 13 were first time PCA club racers; that's 31 new people.

If anyone is wondering if the program is healthy, that should be an indication.

On Saturday, during a practice session we threw the black flag at Tony Murphy who acknowledged the flag and came into the pits. When she arrived, Harry Hall, chief scrutineer, told her to cut her engine and remove her helmet.

Then Tom McGlynn appeared from behind the wall, went to bended knee (how else do you talk to someone in a race car) and proposed. He soon stood with thumbs up -- she had accepted. There are rumors that the wedding might take place at the Brainerd race this summer. How's that for a race weekend.

Qualifying sessions were damp to wet and many decided not to run. By race time it was mostly damp with a couple of puddles in strategic places. Still, in every run group there was a great deal of

Sebring quote continued >>>





close racing and many finishes were decided on the last lap. Racers who finished ahead of the competition in their respective classes are:


GT1R - Mike Schrom 2:22.949	GT6S - Paul Swanson 3:13.315
GT1S - Julian Allan 2:50.121	C - Grady Willingham 2:58.999
GT2R - Peter Kitchak 2:32.958	D - William Toonen 2:53.452
GT2S - Jeremiah Kelly 2:43.073	E - Chris Musante 2:47.731
GT3R - Jim Scott 2:45.506	F - Ross Bleustein 3:08.240
GT3S - George Balbach 2:48.256	G - Erik Johnson 3:16.356
GT4R - Tom King 3:12.576	H - John Crosby 3:05.558
GT4S - Brian Canfield 2:58.381	I - Ty Hamill 3:03.298
GT5R - Kevin Wheeler 3:14.202	J - Nancy Lowe 3:29.867
GT5S - Mark Eskuche 2:57.194	K - Steve Gaglione 3:25.197

In PCA Club Racing we define winning as doing the very best you can and having fun while doing it and at Sebring 1997 we had at least 197 real winners. You should have been there! Oh, and Vince, we missed you -- what happened? -- Monte"

### Hank's Comments:

Monte runs Eagle View publishing, is a PCA racer and IMSA also, and acts from time to time as the PCA's National rep at races. Those who follow club racing should ask themselves what's going on with Erik Johnson, the same Erik Johnson of Johnson Motorsports who ran me off the track at Road America last year. Why did he run 11 seconds slower than the winning H class car, and 13 seconds slower than the winning I class car, at Sebring, a horsepower track? John Crosby drives a 944 and is aggressive, but good. We crossed the finish line together last year, John about half a car length ahead of me. We also tangled at Memphis where he was about 300 feet ahead of me at the finish by managing to escape the oil. Father Johnson must have "detuned" their G-class car. Note also that the GT-5s car ran faster than the GT-5r car; hummmm? Same with J and K; Nancy should have been faster than Steve. Lot's of racers for the season's opening event, 197. And what a neat way to propose!





**farmer's automotive**

Since 1971

**944 914 912**  
Audi VW (water cooled)

**911 & 930**  
Custom Engines & Suspensions  
Track Prep - Bumper to Bumper

**General  
Maintenance  
&  
Repair**

---

**Bob Farmer**  
2416 Buck Creek Rd.  
Greenfield, IN 46140  
FAX 317.891.2607  
317.894.8185  
800.213.6373

## Boxster intro was a big success

I arrived at Tom Wood Porsche at approximately 5:00 p.m., fully expecting to be the first one there. Not on your life!! A good number of our members were there already, drooling over the various cars that were on display for us. The Boxster was the centerpiece, a Silver one with the sport suspension package and black interior.

They also had a couple 993's and a 968 (really a nice used example, its a shame they didn't catch on). There was a couple there that came in while we were there and they appeared, to be in the process of purchasing the 968.

Tom Wood Porsche supplied us with refreshments as well, a nice selection of tortilla chips, salsa, fruit plate, sodas, etc. Tom Wood General Manager Steve Kern did a great job of putting the finer details of this together. Also, Mr. Steve Krysil (the PCNA Regional Manager for this territory) was also in attendance to answer questions.

They had a video area set up showing several different films about the various Porsche models currently available, and we all intently took our turn checking those out. Then they brought out a whole box of free promotional tapes called "Are You Listening?" and everyone got one. They also had free brochures for anyone that wanted one. It was relaxing and exciting at the same time.

We all agreed that the Boxster is a smash hit, with lots of discussion and speculation.



LeeFollansbee tries Boxster on for size. (Photo provided by Debbie Wolfe)

## last month.

letzter Monat.



**Lee Follansbee**  
Activities Chairman

317.535.6072  
3580 Tallwood Ln.,  
Greenwood, IN  
46143