



## The CIRcular - February 2000

### Return Information:

Peter J. Simpson - CIR/PCA Membership  
11505 East Lakeshore Drive  
Carmel, IN 46033

FIRST CLASS MAIL





## Contents

Upcoming Events Calendar 2000 .....	3
Winter Tour of Easley Winery .....	3
Pizza Party at Union Jack Pub .....	3
Activities and Events .....	4
Formula One Ticket Update .....	4
The Way it Was .....	6,7
Racin' With The Oldies .....	8,9
2000 Local Driver Ed Schedule .....	10
From the President .....	11
Membership News .....	12
New Members .....	13,14
Great Chatterin' LSDs .....	16
Porsche Mart .....	17
Boxster S Ranked Among 10 Best Cars for 2000 ....	18, 19

Front Cover: Brett Johnson's 1951 356 coupe (see article on page 8)

## CIR Board of Directors

President:	Debbie Wolfe	(317) 241-5141
	e-mail address: porsche-race@webtv.net	
Vice President:	Matt Nemcek	(317) 955-8802
Secretary:	Mike Dworek	(317) 839-8321
Treasurer:	Jack R. Campbell Jr.	(317) 271-8486
Membership:	Peter J. Simpson	(317) 581-1169
	e-mail address: pete@simpsons.org	
Activities:	David Barnes	(765) 449-2023
	e-mail address: dbarnes917@aol.com	
Steve Lynn:	Past President	(765) 342-2840
John Pendl:	Past Treasurer	(317) 254-8645

## Appointed Volunteers

CIRcular Editor	Susan Dolan	(317) 955-8802
and Advertising:	e-mail address: sedolan@earthlink.net	
	mailing address: 956 English Ave., Indianapolis, IN 46203-1028	
Circulation:	Steve Wendell	(317) 887-2590
Historian:	Michael Robbins	(317) 253-9041
Photographer:	Mike Dworek	(317) 839-8321
Safety:	Damon Bradtmueller	(317) 297-4080
Director of Racing:	Debbie Wolfe	(317) 241-5141
CIR Webmaster:	Damon Beals	(317) 831-5624
	e-mail address: dbeals@iupui.edu	

The CIR Website is at: <http://www.pca.org/cir/>



# What you want

**...professional service  
for your Porsche.**

Providing the high standards of technical service you expect while still giving the personal attention you crave.

**We are your  
Performance  
Professionals.**

- New state-of-the-art repair facility conveniently located just west of I-69 between 82nd and 96th Streets (near the Castleton Post Office)
- Personal attention from an owner who cares about your satisfaction
- Loaner cars available by request
- 5 full-time, factory trained, ASE Certified Technicians (106 years combined experience)
- Equipped and trained to service Porsche autos.

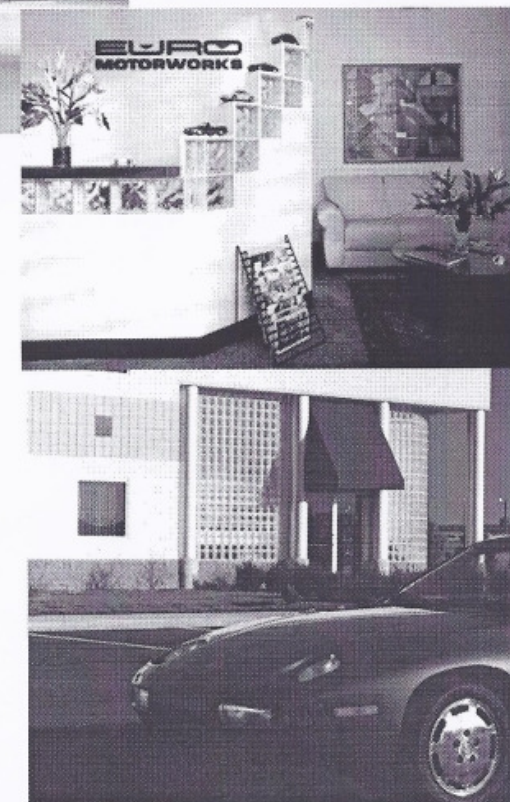
**Our new location:**

7314 East 90th Street

**Hours:**

Mon. - Fri. 7:30am to 5:30pm

**317.595.9272**



# EURO MOTORWORKS



## New Members, continued

### December 1999

#### **New Members**

Ronald Gill, Kokomo .....	2000/Boxster
Tom Ooley, Greenwood .....	1985/911
Jeff Watson, Brookston .....	1966/912

### January 2000

#### **New Members**

Fred Bokel, Fort Wayne .....	1997/986
Bill Daniels, Carmel .....	1998/993
William Ehlhardt, Indianapolis .....	2000/Boxster
Joseph Herr, Plainfield .....	1981/911
Jeremy Miller, Camby .....	1977/911
Tim Mulder, Martinsville .....	1987/911
Jason Voyles, Borden .....	1974/911
Timothy Woenker, Fort Wayne .....	1973/911

#### **Members Transferring in from Other Regions**

Brian Laedtke, New London .....	1986/944
F. Lee Wilson, Indianapolis .....	1974/911

### **Doc<sup>2</sup> & Cy's Restoration Parts** Restoration Parts 356 911 912 914 924 944

- Original and repro parts
- Sheet metal, rubber, exterior trim, interior kits
- Mechanical and Tune-up parts
- Large selection of used parts all models
- Expert technical and parts advice

**We know  
what we sell**

**FREE CATALOG 800 950 0356**

**317 634 5656**

**FAX 317 634 5662**

**1427 S. Meridian  
Indianapolis, IN 46225**

**www.docncys.com**



## Upcoming Events Calendar 2000

### February

13th (Sunday at 1:30): Easley Winery Tour/Wine and Cheese Party  
(see below for details)

17th (Thursday): Board Meeting

### March

5th (Sunday at 3:30): Pizza, Porsches and Pints at Union Jack Pub in Speedway  
(see below for details)

21st (Tuesday): Board Meeting

### April

TBA: Tech Session at O'Daniel Porsche in Fort Wayne

20th (Thursday): Board Meeting

### May

TBA: (Possible KART Race)

18th (Thursday): Board Meeting

### June

TBA: Brunch at the Garden on the Green Restaurant at Indy Museum of Art

20th (Tuesday): Board Meeting

### July

11th (Tuesday): Board Meeting

21st-23rd (Friday-Sunday): CIR's Porsche Thunder 2000 Race and Concours at IRP

### Winter Tour of Easley Winery

Be sure to reserve the afternoon of **Sunday, February 13th**, to join us for a behind-the-scenes tour of downtown's Easley Winery. The tour will be followed by a private party where 13 wines will be available for sampling, accompanied by cheese and hors d'oeuvres. Last year's speaker will again be our host, but will highlight different facets, so previous attendees can look forward to hearing new and interesting facts. This event will be capped by a prize drawing where bottles of Easley's champagne, labeled exclusively for the Porsche Club of America, will be given away.

Reserve your place now by calling Debbie Wolfe at 241-5141. The cost is only \$15 per person, which includes all beverages and food. The festivities begin at 1:30.

### Pizza Party at Union Jack Pub

Join us for an afternoon of Pizza, Porsches and Pints on **Sunday, March 5th at 3:30** at Union Jack Pub located at 6225 West 25th Street in Speedway. We will have our own section of the Pub, TVs, Pizza, and drinks. Come enjoy an good time and get to know your fellow members. New members are especially encouraged to stop by. RSVP to Dave Barnes at (765) 449-2023 or e-mail dbarnes917@aol.com.



## Activities and Events

by David Barnes

Well, here we go into the year 2000. This is my first official act for the Club as your new activities director. For me, the greatest challenge is going to be just getting to know my way around the area. As you may or may not know, I have only lived here about two and a half years. During that time I have been mostly in the Lafayette area working and getting adjusted to Indiana.

Events of note coming up are the **Easely Winery Tour on February 13th at 1:30**. This event is hosted by our President, Debbie Wolfe; see page 3 for details.

Next on the schedule will be an event that I hope new and old members alike will attend at the **Union Jack Pub** in Speedway at 6225 West 25th Street. The event will be **on Sunday, March 5th, at 3:30**. Please RSVP, as we will want to provide a head count for Union Jacks. Call David Barnes at (765) 449-2023 or e-mail dbarnes917@aol.com.

The **O'Daniel Porsche Tech Session will be in April**, but I will not have the date until after this CIRcular is published. I have spoken with Dave Heinbach at O'Daniel's and he said that they are thinking of having a social gathering at the dealership and then heading up to the Auburn/Dussenberg Museum for a tour. We will possibly be having dinner with the Michiana region afterwards. Information on this event will be in the next CIRcular or you may call or e-mail me if you need information before the next publication.

I would like to ask the members to give me input about the Porsche culture in the area. Being new to the Indiana region, I need some assistance to identify where members take their automobiles for service and care. This information will help me in making arrangements for tech sessions that members have requested.

I look forward to the coming year and hope that all members will think about the Club and how they may support the activities held for the members.

Remember, get involved in the Club, it is only as strong as the membership's participation. Participate; become involved; make the club stronger. If there is something that bothers you, let the board members know. That is what we are here for, to work for you.

**- See you on the highway!**

## News Flash: Formula One Tickets

(Editor's Note)

Bob Snider reports terrific news about the Club's order for Formula One tickets! We got our first choice in seating arrangements: all 267 seats are together in H Stand in the north end of the straightaway just before Turn 4, in Sections S-14 and S-15, Rows S - CC with 28 seats per row. See the March CIRcular for full details.

## New Members

by Peter J. Simpson

Many new members have joined us over the last few months, and I'd like to take a moment to welcome them to the Club. We hope everyone will join us at our upcoming events!

### October 1999

#### **New Members**

Jeffrey Bailey, Indianapolis .....	1974/914
Dimitrios Belavilas, Brownsburg .....	1991/911
Jack Borsos, Franklin .....	1986/944
Brad Erdmann, Fishers .....	1986/911
Stanley Feldman, Indianapolis .....	1991/911
Greg Gray, Rockville .....	1986/944
Matthew Harding, Fishers .....	1984/944
Norlito Kunz, Avon .....	1984/911
Dominic Merlina, Carmel .....	1980/911
Andy Yoder, Morgantown .....	1989/944

#### **Members Transferring in from Other Regions**

Stephen Priddy, Carmel .....	1993/911
------------------------------	----------

### November 1999

#### **New Members**

Kipp Barbar, Indianapolis .....	1989/930
Patricia Burchel, Avon .....	1994/968
Jeffrey Buttrum, Zionsville .....	1998/Boxster
Gregory Herbert, Indianapolis .....	1986/911
Terry Reiners, Indianapolis .....	1973/914
Steve Ronsheim, Columbus .....	1986/930
Dave Urbanski, Lafayette .....	2000/Boxster
Lynn Willis, Indianapolis .....	1978/928

(Continued on page 18)



## Membership News

by Peter J. Simpson

The New Year has come and gone and my family and I survived the Holidays again. Over Thanksgiving I dutifully packed away the 968 in the garage for winter.

As a reminder, please remember to send any change of address information to PCA National. I receive monthly updates from National and use this information to maintain the Club's records. Of course, you are free to inform me as well to speed up the process, but in the case of a discrepancy, National's records will prevail. Change of addresses should be sent to: PCA Membership, c/o Mrs. Ruth R. Harte, P.O. Box 30100, Alexandria, VA 22310-8100. Alternatively, you may go on-line and submit your changes via the Internet at <http://www.pca.org/pca/about/addrchange.cgi>

Also, membership renewals should be submitted promptly to prevent interruption in receiving either the CIRcular or Panorama. CIR/PCA provides a 90 day grace period after your renewal date during which you will still receive the CIRcular. After 90 days, members who have not renewed will be dropped from our mailing list. For 2000, annual dues have increased to \$42.00. This is the first dues increase in 10+ years. \$14.00 of the \$42.00 will be returned to our local chapter to help fund Club operations, an increase of \$2.00. Membership renewals may also be processed on-line via the Internet at <http://www.pca.org/pca/about/renewal.cgi>

Finally, for those people interested in the Porsche Club or obtaining a Porsche, PCA has introduced a new program. As you know, to become a member of PCA you must own a Porsche or be employed in a Porsche-related business. Unfortunately, many people want to join the club or receive Panorama in order to meet other Porsche-philes and to locate a car. PCA National has responded to this problem with the new Porsche Quest program. Porsche Quest is a 6-month subscription to Panorama and is being handled on a limited trial basis. I believe Porsche Quest subscriptions are \$40.00 for six months. The Porsche Quest program is being coordinated by Ruth Harte from the PCA Executive Office. Specific inquiries should be directed to the PCA Executive Office at (703) 922-9300. Office hours are Monday to Friday, 9:00 AM -4:30 PM EST.

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

# INTRODUCING THE DIASIO D962



(in 'sanding' gray finish)

## \$29,950 Complete

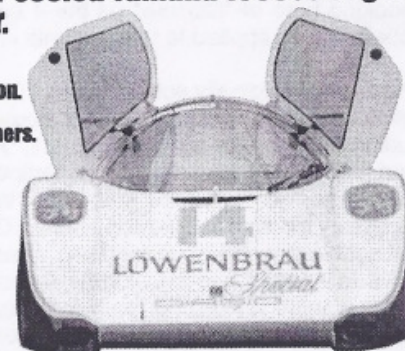
Reminiscent of the great GTP cars of the 80's and early 90's, the D962 has a tube frame chassis with fully integral roll cage and is powered by a new 150hp liquid-cooled Yamaha 1000cc engine with a 5-speed sequential shifter.

### Additional Features:

- Unequal length double wishbone front suspension.
- Coil-over springs and shocks.
- 4 piston disc brakes with 10 3/4" rotors all 4 corners.
- Quick-change rear-end with 4-bar and Watts link suspension.
- Adjustable front and rear anti-sway bars.
- Dual master cylinder brake pedal assembly with cockpit-adjustable bias control.
- Adjustable aluminum rear wing.
- FIA spec fuel cell in aluminum container.
- Adjustable aluminum driver's seat.
- 5 point 3" racing harness.
- 2 nozzle 5.5 lb Halon fire suppression system.
- 225 X 50 X 15 tires mounted on 8" wide light weight wheels.
- Provisions for passenger seat-optional seat and harness.
- Sealed racing battery with inside and outside controlled master switch.
- 1/4" Lexan anti-scratch coated windshield.
- Dual doors.
- 2 External mirrors.
- Windshield wiper.
- For race track use only.

### Dimensions:

64" wide  
161" overall length  
81" wheelbase  
39" high  
1223 lbs dry without driver.



For more information please contact:  
**DIASIO CAR COMPANY, LLC**  
470 E. Northfield Drive  
Brownsburg, IN 46112  
ph:(317)852-3110, fax:(317)852-6868  
e-mail: [csdiasio@lquest.net](mailto:csdiasio@lquest.net)  
website: [www.putnampark.com](http://www.putnampark.com)



## The Way It Was

by Mike Robbins, Region Historian

### TEN YEARS AGO

The biggie in the February 1990 CIRcular was an article by Dick Diasio re: proper attire when driving track events. Various sanctioning groups have differing requirements but personal safety is an area you shouldn't short cut.

### TWENTY FIVE YEARS AGO

The Feb. 1975 issue of the CIRcular included a report on the Super Bowl party and a note that any suggestions toward amending the Bylaws should be forwarded to the president. That still applies today.

### AND MORE...

Do you ever wonder if perhaps you're on an old fashioned party-line telephone with me? It seems that I frequently use recent telephone conversations as a basis for these monthly writings. Well, here we go again. A '63 Porsche Coupe recently changed hands in the Boston area and the new owner gave me a call because he had word that I was involved with the car in earlier times. So we come to the story of an unusual car with a more unusual history. First of all, this isn't a run-of-the-mill '63 Coupe. It was originally built as a Carrera 2 Coupe, the top-of-the-line Porsche street car of the period, unless you consider a Carrera 2 Cabriolet. And we're speaking here of "Carrera" as the 4 cyl, 4 cam engined cars, not the "Carrera" appellation as applied to 911 variants in later years.

The car was originally sold in Evansville, IN. After a few years the owner chose to sell the car but had trouble finding a buyer. In time he brought it to Kline Porsche-Audi in Indianapolis for consignment. Art Hoyt of Indy bought the car but had a hard time keeping the sometimes temperamental engine running right. He pulled the engine, welded some framework into the engine compartment, made other necessary modifications and installed a Chevrolet Corvair engine. Because it would bolt right into my 904, I bought the Carrera 2 engine from Art.. Later, Art decided to move to Arizona and considered the car excess baggage so sold it. The new owner wanted a Porsche push rod engine in the car and I happened to have a freshly rebuilt one for sale. I not only sold him the engine but inherited the project. It was necessary to rebuild the engine compartment so that part of the work was turned over to CIR's Jim O'Neil. The new owner wanted longer 3rd and 4th gears and 356C style disc brakes instead of the unusual Carrera 2 annular style brakes. These requirements plus the necessity of flopping the ring gear [Art had to flop the ring gear because the Corvair engines rotate opposite to Porsche engines...now we would have had to flip it back to original] led us to install a known good transaxle from another 356. The oil lines and nose-mounted coolers peculiar to the Carrera were removed by a local car dealer who was putting a Carrera engine into a Speedster. ["Golly, they're good people".] Before the conversion was finished [I think about 1975] the owner had been transferred overseas so when finished, I delivered it to a mutual friend for what turned out to be 20 or more years of storage.

## From the President

by Debbie Wolfe

Suffering from cabin fever? Don't panic. Pick up the phone. That's right. Now dial (317) 241-5141 and RSVP right away for the Winter Winery Tour. Join us at Easley Winery for a casual afternoon with good friends and good spirits. We have a great event planned for you which is guaranteed to melt the winter blahs. See the related article on page 3 in this issue for full details.

Spring can not come fast enough to the Midwest. Today I mailed entries for 2 track events in April to kick off the season. It looks like it's time to start preparing the cars. Third gear and brakes are on my shopping list for #78. Hopefully, car #425 will only need routine prep. If you haven't already prepared you car for spring, take my advice and get it into the shop soon. A busy club racing season is about to begin for this region which is always preceded by a mad dash to get in line at the mechanic. Shortly afterward, spring fever hits the rest of the driving public who also want their cars ready to roll. So get it in early and beat the crunch for your mechanic's time. While you're at it, remember to change your brake fluid at least annually. Part of going fast is exploiting those legendary Porsche brakes.

Speaking of going fast, Steve Lynn will be driving in the Rolex 24 hour race at Daytona this month. Several CIR members are making the trip to cheer him on. Steve is an excellent driver and we all wish him the best of luck. Stay tuned for an update.



**General Maintenance and Repair**  
*since 1971*

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

**Custom Engines & Suspensions for**  
**911 & 930**  
**Track Prep from Bumper to Bumper**

**Tel 317/894-8185**  
**800/213-6373**  
**Fax 317/891-2607**

**Bob Farmer**  
**2464 Buck Creek Rd**  
**Greenfield, IN 46140**



## 2000 Local Driver Ed Schedule

by Debbie Wolfe

DATE	TRACK	HOST REGION
April 8-9	Mid-Ohio	Alleghany
April 15-16	Mid-Ohio	Ohio Valley
* April 28-30	Putnam Park	Ohio Valley
* May 11-14	Mid-Ohio	Mid Ohio
May 19-21	Mid-Ohio	Potomoc
June 16-18	Mid-Ohio	N. New Jersey
June 24-25	Gingerman	Michiana
* July 21-23	IRP	Central Indiana
July 29-30	Mid-Ohio	N. Ohio
August 19-20	Mid-Ohio	Maumee Valley
* September 2-4	Road America	Chicago
September 16-17	Putnam Park	Mid Ohio
September 30 - October 1	Putnam Park	Ohio Valley
October 21-22	Mid-Ohio	Alleghany

Contact host regions 2-3 months in advance for applications.

### \* Driver Ed and PCA Race Weekend.

**Fantasy:** Imagine what it'd be like on Monday when co-workers respond to the usual "How was your weekend?" question by mumbling about yard work or a movie,..., to look them in the eye and say: "I took my Porsche on a racetrack and explored the limits."

**Fact:** Really doing it is such an awesome experience, you won't even be able to explain it to them.

Fast forward to a day about 3 years ago. I was barely out of Indpls, en route to Columbus OH., when I saw a 356 Coupe sitting at the edge of the road. I stopped, asked if I could help and kept thinking "I know this guy and car". Well, they had run out of gas and had cell phoned AAA for the help that was on its way. Yes, it was the subject car. The owner had only returned to pick it up a few days earlier after all this time overseas. He was enroute to his new job assignment in Boston. At the beginning of the conversion we only had two or three face to face meetings so neither of us had a lot of remembrance of the other. But how many orange colored, T-6 356B Coupes with sun roof, 356C disc brakes and Carrera logos are you going to see.

As I learned last week, the car has changed hands again and the new owner wants to restore it to its original Carrera 2 configuration. He's searching for an engine, the oil lines and other parts. I was able to provide the name of the fellow who I last knew to own the original engine plus another owner of a Carrera 2 engine. I'll be following this saga as it continues.

Will these pages be cited ten or twenty years from now? Will a particular 1963 Carrera 2 Coupe be running around New England? Stick around.

**AUTOCAR**  
SPORTS & CLASSICS

Your Local Connection for Service  
on Most European Car Lines



*Specializing in:*  
•Porsche •Ferrari  
•Range Rover  
•Audi

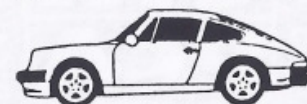


**AUTOCAR**  
SPORTS & CLASSICS

(317) 776-0164 • Fax: (317) 776-0184

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

2008 Cherry Street • Noblesville, IN 46060





## Great Chatterin' LSDs

by Hank Feeser

My current Porsche ride, a 1973 911E silver hard top coupe, was delivered with the factory ZF limited slip differential (LSD) option, for the grand sum of an additional \$229.00. The car was intended from the get-go to be used as a track/autocross vehicle, another story. With the LSD, the car had a definite tendency to want to go straight; it lunged, chattered, and in general resisted medium to sharp turns. I changed out the shop-grade Hypoid SAE 90 to Swepco 201. My mind (and pocket book) wanted this to solve the problem, but it didn't. She still chattered and side stepped through turns, maybe a little less, but certainly not as should be.

A review of Porsche factory manuals revealed that Porsche acknowledged the ZF LSD as an option, but there was no mention of any special lubricating requirement. The Porsche Workshop Manual Section M (Maintenance and Lubrication) suggests using Hypoid SAE 90 and that the oil be changed every 10K miles. Volume IV, Assembly Group 3 (Transmission) is completely mute concerning the type of lubricant to use in any application. While having my RV transmission serviced at Guaranteed Transmission in Lafayette (765-447-6012) a discussion with the "dirt in his finger nails guy" revealed they routinely use an additive in all the LSDs they rebuild to cure the very problem documented above.

For about 9 bucks, out of the shop I go with a 4 oz. tube of International Lubricants Inc. (ILI) (800-333-LUBE) Limited Slip Supplement. ILI states in the small print on the tube that "LUBEGARD Limited Slip supplement is specifically formulated to be added to gear oil in all limited slip differentials to: Eliminate chatter, protect clutch surfaces and to reduce temperature." Things are lookin' up!

Off comes the top plug on the transaxle, off comes the drain plug, out comes a little Swepco stuff, and in goes the ILI product. Top off with fresh Swepco till it runs out (messy job on your back, gets on everything), button it up, and it's off to road test it. After 40 miles there's no chattering around corners, shifting SEEMS a little smoother, and I'm a happy Porsche owner once again. Well, that's stretching it; while doing this I noticed that the right front red factory option Koni is leaking big time, another story in the making! BTW, ILI has a web page at <http://www.LUBEGARD.COM> and has a full additive line all made from natural ingredients.



## Porsche Mart

**1988 Porsche 944 Coupe**, black/black, leather int., 5-spd, Florida care, no winters, LSD, Koni adj. shocks, K&N, four 16" 7-spoke (Design90) with Dunlop SP8000, eight 15" phone dials with Kumho V700, clutch and water pump replaced, recent tune-up and O2 sensor, new timing belt, fastest SCCA Solo II C-stock 944 in the country, 127,000 miles, \$8,450/OBO. Call Clemens at (765) 643-0470 or email: [burgerc@iquest.net](mailto:burgerc@iquest.net)

**Wanted:** Orange/Red Koni usable condition front shocks to fit 1973 911. Rears would be nice also. Hank Feeser (765) 296-2994 or email: [hank@feeser.net](mailto:hank@feeser.net)



519 Industrial Drive  
Carmel, Indiana 46032  
317-575-8686

<http://www.ooley-blackburn.com/>



mid-pack contender. On the other hand my only class win was at Sebring in 1996 with HSR (1954 and earlier, up to 3 liters), where I was my class. The other cars in the race group were much faster, due to larger displacement classification in their particular race groups. VSCDA is similarly putting all production based cars in two race groups based on age with 1963 being the cut off year. Last year at VSCDA's Brian Redman International Challenge (formerly the Chicago Historics) at Road America in July, I was second in class, but 60th overall. E-type Jaguars, Corvettes and SWB Ferraris that are about 40 to 50 mph faster on the straights are a bit intimidating. I don't find this type of speed differential comforting, an opinion apparently shared by most small bore drivers, who stay home for this, the largest vintage race in the country.

Aside from the June event at Mid-Ohio and a choice of 3 annual dates at Road America, vintage racing close to home is limited to IRP. Due to the F1 race this VSCDA race weekend is tentatively scheduled for October 20 - 22 this year, which will make the weather really iffy. Last year's event had two days of rain, despite the earlier October date. It was also the only time in the past couple of years that I did not take the checkered flag for the Sunday race.

Early on I changed my goals from winning to finishing. The first couple years were incredibly frustrating as we tried to develop the original type two piece VW-based 1300 cc engine. Mechanical problems are not only irritating, but generally expensive, as well. More often than not trouble doesn't have the courtesy to wait until Sunday, like the Friday at Grattan when one of the pinion gear teeth decided to leave via a freshly made hole in the bell housing. Since we don't have a spare gearbox, we went home.

Last year's event at IRP, though wet, was fairly uneventful. During Friday's late practice session, when the track was not dry though it had stopped raining, I had a significant first. I ran an entire 25 minute session and was not passed by a single car! For the Sunday race I had settled into a nice dice with a Healey 3000, when the flag stand displayed the dreaded meatball flag (black with a red ball in the middle) my way for dropping oil. About that time the gearshift lever broke, so I was done anyway.

Probably the most fun is the low key attitude of most of the competitors and the spectacular variety of machinery. When it wasn't raining, if you strolled through the paddock at IRP this year, you could have seen a Morgan 3-Wheeler, a Jaguar XKSS, some NASCAR Lumina's, in addition to the Corvettes, Mustangs, Alfas, Minis,Sprites and Porsches.

This year should be an interesting one with a new sanctioning body VDCA and a new, old race track. Virginia International Raceway is supposed to re-open next spring and one vintage group has a date booked already. There is also supposed to be another new track around Savannah, Georgia.

**- Editor's Note: See page 11 to view Brett's car in "as purchased" condition.**

## Racin' with the Oldies

by Brett Johnson

There are a number of things you can do with a \$150 1951 356 coupe parts car. Restoring it, however, seemed to be a bad idea; a \$40,000 investment with the finished car worth about \$25,000. Racing it might be fun. After all there is only one Porsche older than this still actively racing anywhere in the world, Chuck Forge's ex-John von Neumann 1949 Gmünd roadster.

A number of different race series are out there and after reviewing them, I reached the following conclusions. SCCA seemed to be a good alternative until the prevalent paint trading and class consolidation/elimination were taken into account. PCA racing does not even have a listing for 1300 cc 356s and driving around in last place, well, maybe ahead of the odd 924, didn't seem like much fun. Drag racing and land speed record attempts didn't appeal, due to lack of corners. This left vintage racing.

The biggest problem with vintage racing is the number of sanctioning bodies and the differences in rules and race groups.

Since I started doing this in 1995, I have run in events sanctioned by HSR, PCA, SCCA, SVRA and VSCDA. While the rules do differ in these groups, my car is legal in all of them, though I'd need a waiver to run the more period authentic VSCCA out East. The roll cage and front mounted oil cooler are the problem areas. It's been said that there are two types of sanctioning bodies in vintage racing: those that don't enforce their rules and those that selectively enforce their rules. In most cases, unless you are really fast, nobody cares.

What they do care about is on track behavior. Having "incidents" is decidedly frowned upon. An incident involving another car (not just an off track excursion) generally puts you on -- or in most cases in -- the trailer. Do it again in the following year and they tell you to stay home for a year. A recent televised example occurred at Monterey this year when Stirling Moss driving the 1959 Le Mans winning Aston Martin tried a bit too hard in turn two on the first lap and damaged his and a couple of other cars. He won't be there next year.

This philosophy has given many folks the mistaken impression that actual racing is not occurring. Suggesting this to the people who are driving in vintage races will probably get you an earful. When a number of area vintage drivers were asked to help the local SCCA help celebrate their 50th anniversary a couple years ago, the driver's meeting was somewhat humorous. The official conducting it wanted to make sure we knew what the flags meant and asked if we passed in the corners. We do. This was also the only time that I witnessed corner workers emerge from their stations with cameras in hand during hot laps.

As far as performance goes, my car fits best in SVRA (1963 and earlier, up to 1300 cc) though they have started mixing race groups recently. The 356 is several hundred pounds heavier than most cars in the group and is handicapped by four wheel drum brakes and evil Solex 40 PBIC carburetors, but it is still good enough to be a

(Continued on page 12)



## Car and Driver Ranks Porsche Boxster S Among the 10 Best Cars for 2000

*Roadster Appears on Car and Driver List for Third Consecutive Year and Earns Three Other Important Auto Awards to Close Out the Millennium*

ATLANTA, Jan. 20 /PRNewswire/ -- The 3.2-liter, 250-horsepower Porsche Boxster S was named one of Car and Driver's 10 Best Cars for 2000, marking the mid-engine roadster's third consecutive year on the magazine's 10 Best list. In addition, the Boxster S also recently received awards from three other automotive publications: American Woman Motorscene magazine, Ward's AutoWorld, and Le Guide de l'Auto.

Car and Driver Editor-in-Chief Csaba Csere traveled to Porsche Cars North America's (PCNA) Atlanta headquarters to present the award to PCNA President and CEO Frederick J. Schwab and the PCNA employees. During the presentation, Csere said that while the Boxster S is reminiscent of past Porsches such as the RS, RSK and Type 550 Spyders, it successfully combines high-performance sports car qualities with everyday driving conveniences. "For example, the Boxster S's convertible top allows owners to easily drop the top for a quick jaunt to the corner store," Csere said.

"We are extremely proud to make the 10 Best list for the third year running," Schwab added. "Since customers read magazines like Car and Driver when making vehicle purchasing decisions, the value of this award is immeasurable."

Fifteen judges -- Car and Driver editorial staff members and U.S and European correspondents -- evaluated 63 cars meeting some basic criteria: All vehicles must be regular production vehicles ready for sale by the end of January 2000, and they must not exceed the purchase price cap of \$61,000.

The Boxster S also was honored by two publications at the 2000 North American International Auto Show (NAIAS) in Detroit.

As part of its "Top 10 Most Likely to Succeed 2000 Automotive Awards" celebration at NAIAS, American Woman Motorscene magazine presented the "Most Sex Appeal (Exotic)" award to the Boxster S.

American Woman Motorscene honors auto manufacturers in 10 categories based on new model entries or existing models with significant change in design or technology. The publication's awards board selects winners based on their ability to meet at least eight out of 12 judging criteria. The criteria list includes appealing to both men and women, head turning ability, style, performance, grocery getting potential, fun factor, affordable, safe and dependable, proud to be seen in, practical, ergonomically friendly and very cool.

(Continued on page 11)

Ward's AutoWorld selected the Boxster S 3.2-liter, DOHC, horizontally opposed six-cylinder engine as one of its 10 Best Engines for 2000. During a two-month test period, six editors from Ward's Communications evaluated the engines of 33 cars, trucks and SUVs nominated by the Ward's staff. Scoring encompassed the crucial engine characteristics of power, torque, noise, vibration and harshness (NVH), technical relevance and basic comparative numbers. All engines nominated and tested were in vehicles with a base MSRP under \$50,000.

Finally, Le Guide de l'Auto, a French-language automotive publication, selected the Boxster S as its 2000 Car of the Year -- Sports Convertible Category.

"These awards not only recognize the technological excellence that goes into each Boxster S," Schwab said, "they also celebrate the driving excitement and pleasure that defines Porsche."

SOURCE Porsche Cars North America



Brett Johnson's 1951 356 coupe prior to restoration (see front cover and pages 9 & 12)