

# The Circular - January 2001

## Porsche Club of America Incorporated

having considered the Petition presented in accordance  
with the requirements of the By-Laws, hereby issues this

### CHARTER

## PCA, Central Indiana Region

By this Charter, the Porsche Club of America, Incorporated and the above PCA Chapter, agree to provide and assist one another in the performance of the By-Laws of the PCA.

Return Information:  
Damon Beals - CIR/PCA Membership  
159 Justin Drive  
Mooresville, IN 46158-7686

FIRST CLASS MAIL



HISTORY ARCHIVE Active  
Robbins, Michael M.  
7533 Westfield Blvd.  
Indianapolis, IN 46240-2834

PORSCHE

46240-2834 37



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Front Cover: CIR's Charter: We Celebrate Our 40th Anniversary  
Photographer: Matt Nemcek

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CIR Webmaster:	Damon Beals	(317) 831-5624
	e-mail address: damon@porsche.it.iupui.edu	

## Porsche Mart, cont'd

**Misc. 928 parts.** Auto tranny, wheels, stereo/speakers, clutch, filters, lots more. Contact in Indy at (317)254-0977 or blomgren@anatomy.iupui.edu.

**FOR SALE:** 1999 Boxster - Stuttgart Built. Arena Red/Savannah Interior, Sport Suspension, Traction Control, 17" Wheels. CD Player/HiFi Stereo and Heated Seats. 16K miles, over 2 years left on warranty. Excellent condition, new "S" on the way. 45,000. Call Paul or Patti (317) 328-1733, e-mail: peisenberg@attglobal.net.

**1986 Porsche 911 Targa.** Rebuilt engine and racing suspension by Bob Farmer. 36K on new engine. Recaro seats, beautiful metallic gray with maroon interior. Absolutely impeccable condition. The car is a 5-speed, new Yokohama tires, whale tail, equipped with racing belts, etc. Power windows, hood and mirror bras, radio/cassette player. No winters, no wrecks; suitable for racing or street use. Asking price \$25,500.

Please call Dave at (317) 842-8505 or e-mail dksolotkin@aol.com.

**4-245-45 X 17" BFG R1 almost new track tires.** One is new-never mounted. \$300.00.

**Several used and almost new 205-55, 225-50, 245-45 X 16" and 225-45, 245-45, 255-40, 275-40, X 17" track and street tires.** Some 18" tires also. \$10.00 to \$75.00.

Buyer pays shipping from Indianapolis. Bob Young (317)590-3456 or bobyoun@let.com.

**1967 912.** Red. 65,800 miles. 3rd owner in 14 years - garaged. Restoration work completed professionally. New front fenders. Recent tune-up. \$6,800 OBO. Craig Gardner (765) 452-9380.

**Looking for 16 x 6 fuchs for 911.** Wheels to be used for track purposes. Reasonably priced only. Henry Riley phone (812)579-5673 after 5 or (812)377-9843 days.

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.



## Porsche Mart, cont'd

### FOR SALE:

**Undercarriage engine tray for a 964.** \$40 OBO

**1993 sound reducer muffler for a 964,** taken off for a by-pass pipe. \$40 OBO

Contact: Phil Chaney, (317) 823-2415 or email at [Porsch964@cs.com](mailto:Porsch964@cs.com).

### WANTED:

**Bird Automotive Armrest for 911.** Contact Phil C @ (317) 823-2415.

### PARTS FOR SALE:

**Leather seats** - 6-way power, very good with minor wear. From '86 turbo with 50K mi. \$600/pr.

**Door latch handles** - look like OEM but made from aluminum, stronger than OEM plastic, fit '74-'94 911 \$40/pr.

**Bursch test pipe,** euro spec pre-muffler design, replaces cat on '84-'89 911, cheap HP, not as noisy as test pipe, fitting for oxygen sensor, \$60.

**Muffler** - OEM from '84 911 with 70K mi. \$80.

**Tires** - 2 215/40-17 D40M2 8/32nds tread, \$40. Call Chris (317) 329-0131 or [CLStuchlik@Hotmail.com](mailto:CLStuchlik@Hotmail.com).

### FOR SALE:

**1992 Porsche 968.** 62,000 mi. All maint records for 5 years. All options (incl sunroof & heated seats) except M030 and 17" wheels. Offered at \$14,000. Contact Ala El-Malak at (812) 332-5361.

**FOR SALE** One pair Sabelt 4 point harness with shoulder pads. Red, \$100 includes hardware. Air conditioning compressor from 78 SC \$100. Muffler for a 3.0 good condition \$75.

Contact Mike Dworek (317) 839-8321

**1980 911SC,** 43,000 miles, excellent original condition. Leather interior, sunroof, dual mirrors, A/C, cruise, power windows, Yokohamas. Never wrecked or dinged, excellent original mocha black paint. \$15,500 or best offer. Mike Farr (317) 299-3643 or email [mfarr@jist.com](mailto:mfarr@jist.com)

**1971 Porsche 911T Targa** VIN 9111112677. Orig. silver with black interior. Appearance Group, Fuchs alloys, 5-spd. Runs, for restoration. \$3,500. Please call Scott @ (812)331-0302 or e-mail: [eu922@hotmail.com](mailto:eu922@hotmail.com). Thanks!

**911 Parts for Sale:** 1977 Hood and front bumper, front suspension pan kit complete with bolts and gas tank seal. All parts excellent condition. Best offer. Please call Scott @ (812)331-0302 or e-mail: [eu922@hotmail.com](mailto:eu922@hotmail.com). Thanks!

**1983 Porsche 911SC Coupe,** black/black (leather), 5-speed, sunroof, polished wheels, factory rear spoiler, recent alternator/tires/valve adjustment. CD Player. Never seen winter. EXCELLENT Original Condition. 59k Miles. \$19,700/OBO. Call Steve at (317)842-9379 or e-mail [sandj@indy.net](mailto:sandj@indy.net).

(Continued on next page)

## Upcoming Events Calendar 2001

### February

16-18 (Friday-Sunday): Chicago Auto Show

(See details on page 4)

20 (Tuesday at 7:00): Board Meeting at Union Jack Pub in Speedway (6225 West 25th Street)

25 (Sunday at 4:00): Chili Cookoff at Mike and Sandra Farr's (See details on page 5)

### March

20 (Tuesday at 7:00): Board Meeting at Oaken Barrel Brewing Company in Greenwood (50 Airport Parkway - 1 mile west of Greenwood/I-65 exit)

### April

17 (Tuesday at 7:00): Board Meeting (location to be announced)

21 (Saturday): O'Daniel's Tech Session

27-28 (Friday-Saturday): Porsche Weekend at the National Corvette Museum (See details on pages 15-17)

### May

15 (Tuesday at 7:00): Board Meeting (location to be announced)

### June

2 (Saturday): 40th Anniversary Celebration

19 (Tuesday at 7:00): Board Meeting (location to be announced)

22-24 (Friday-Sunday): Sprint Vintage Grand Prix at Mid-Ohio Sports Car Course (Porsche is the featured marque at Sunday's Concours d'Elegance)

### July

10 (Tuesday at 7:00): Board Meeting (location to be announced)

20-22 (Friday-Sunday): Porsche Thunder 2001 at Indianapolis Raceway Park (To volunteer, e-mail Debbie Wolfe at [IRP-Race@webtv.net](mailto:IRP-Race@webtv.net) or call her at (317) 241-5141)

### August

21 (Tuesday at 7:00): Board Meeting (location to be announced)

### September

18 (Tuesday at 7:00): Board Meeting (location to be announced)

### October

16 (Tuesday at 7:00): Board Meeting (location to be announced)

20 (Saturday): 18th Annual Winery Tour

\*\* All CIR members are welcome to attend Board Meetings. They are (usually) held the 3rd Tuesday of the month at 7:00.



## 2001 Chicago Auto Show Update

by Peter Simpson

I've received a limited response from members indicating there is some interest in attending the 2001 Chicago Auto Show as a group the weekend of February 16, 17, 18<sup>th</sup>. Here's the tentative plan:

- Drive to Chicago as a group leaving Friday afternoon, February 16<sup>th</sup>.
- Attend the Auto Show at your leisure on Saturday, February 17<sup>th</sup>.
- Dinner at the famous German restaurant, The Berghoff, at 7:30 pm, Saturday evening.
- Sunday is yours to sight see the City as you please and then head back to Indy.

I have made 5 room reservations at the Swissôtel, downtown Chicago. Swissôtel is one block off of Michigan Avenue with beautiful views of Grant Park, the river, and Lake Michigan. The rooms are booked under a special rate of \$109.00 per night as part of a promotion associated with the Auto Show. Rooms feature king sized beds. The first 4 responses get the rooms, because one is for me! Currently, there is plenty of room availability, so if others are interested we can reserve more – but please reply SOON!

I need a definite head for the dinner reservations, so please let me know if you would like to attend the dinner at The Berghoff.

Please reply with your intent / interest via e-mail to [pete@simpsons.org](mailto:pete@simpsons.org)



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## Nat'l Corvette Museum Hosts Porsche, cont'd

Walk the grassy fields of the NCM and enjoy the Celebrity -Judged Car Show, with invited celebrity judges such as Mike Yager of Tweeks, Jim Vance of Holley, Wil Cooksey (Corvette Assembly Plant Manager), Wendell Strode (NCM Executive Director), and Dennis Gage of My Classic Car television show, just to name a few.

The day's finale is a memorable catered banquet by one of the area's top shelf restaurateurs presented for your enjoyment \*IN\* the Skydome of the NMC! Recognition and awards to follow the dinner program. This is definitely a history making event, so please pre-register early!

Pre-registration is at the following URL: <http://www.corvettemuseum.com/registration/visit/agenda.htm>

\*\*Our "home base" hotel will be the Country Hearth Inn, 395 Corvette Drive, Bowling Green, KY 42101. Contact: Linda Johnson Reservations: 1(888)4-HEARTH Phone: 1(270)783-4443 Fax: 1(270)846-4379 Web: [www.contryhearth.com](http://www.contryhearth.com)

There are only 40 rooms available at this hotel, so please call and reserve your room now! Other available hotels are at the following link:

<http://bestlodging.com/cities/united-states-kentucky-bowling-green.shtml>

Please contact me at (812)464-8777 or [bebbmi@BuxtonMotorsports.com](mailto:bebbmi@BuxtonMotorsports.com) if you have questions! Hope to see you in April!

## Porsche Mart

### CIR RACE COMMITTEE VOLUNTEERS NEEDED:

Sponsorship Chair, Publicity Chair, Equipment/Supplies Manager, Computer Graphics / Printing, Volunteer Coordinator. GENERAL HELP is needed for a variety of advance tasks including: stuffing envelopes, research, shopping, transporting supplies, photo copies, trophies, etc. If you are also interested in becoming a Race Chair for 2002+, I am looking for dependable apprentices. Contact Debbie at [IRP-Race@webtv.net](mailto:IRP-Race@webtv.net) or phone (317) 241-5141.

### FOR SALE:

**2 new Recaro SPG racing seats** with seat rails and Brey-Krause fire extinguisher mount. \$1,750.00. Call Harry Crane @ (317) 770-0099.

### FOR SALE:

**2 Recaro seats;** black leather; from 911. \$725.00 OBO. Call Jeremy at (317) 821-0444.

(Continued on next page)



## Nat'l Corvette Museum Hosts Porsche, cont'd

Friday's event schedule kicks off with a VIP tour of the Holley Performance Plant. When one thinks of Holley, one knows carburetors. But unbeknownst to many, in its 98 years of existence, Holley has provided and accentuated performance in dragsters, race cars, motorcycles, and even watercraft. From today's sophisticated automobile engine management systems to marine and motorcycle applications. Marvel at the assembly process as you walk through the Holley Plant. Visit their research and development area. Talk with engineers and technicians, masters of their "go fast" trade.

From Holley, the event registrants will be treated with truly a unique experience as they tour the GM Corvette Assembly Plant. Home of the Corvette since 1981. A special tour is planned and is guaranteed to be the highlight of the day. Watch as craftsmen auto makers build America's Sports car. This is "Pure Kentucky" and living to its lineage as one Kentucky's premiere industries, this Plant tour is surely something not to be missed!

A memorable tour of the National Corvette Museum is planned later in the day. Relive Corvette's glory and look to what the future might offer for this unique, American automobile. See the Corvette Museum as you've never seen it before, including see the superb collection of cars including the only two factory built ZR-1 convertibles in existence, the only existing 1983 Corvette, the street legal 254 m.p.h. Callaway Sledgehammer, the first 1953 Corvette, the 1,000,000 the Corvette, and the last 1995 ZR-1, a V12 Corvette, and many others! A special display honoring Porsche's heritage will be the centerpiece at the NCM!

Wash the day away at a special BBQ Cookout hosted by and at the home of the Director of the NCM. Enjoy some bench racing and just plain, down home hospitality as only the National Corvette Museum can offer.

Saturday will begin bright and early. Highlights include:

- special presentations throughout the day at the 150 seat Chevrolet Theater
- scenic countryside road tours tailored for Porsches
- various scenic photo opportunities in the rolling hills and spectacular Kentucky scenery
- a fun rally later in the day, which will surely challenge even the best of us
- door prizes
- a 50/50 raffle
- an indoor display of a 1966 910, 1970 917K, and a 1985 926C
- vendor booths including displays by Tweeks.com, B&B exhaust systems, Speedlinterie, Stinger garage lifts, Panoz of Evansville, Mobil 1, Bridgestone, car care products companies, and many more!

(Continued on next page)

## Our Somewhat Annual Winter Chili Cookoff — Sunday, February 25, 2001

by Mike Farr

This is an informal winter event where you arrive 4:00ish and eat 5:00ish. Here's the deal: make up a big pot of your best chilli and enter it for judging by our professional tasters (which consists of everyone who shows up) to win a coveted award and bragging rights in several categories including Wild, Mild, No Beans, Meatless, and Most Interesting. We've even had chocolate chili in the past, so anything goes. Bring yours in a plug-in crock pot if possible. Also, or alternatively, consider bringing a salad, desert, or interesting bread instead. This is an informal and fun event, and a good way to visit old friends or meet new ones. Everyone is welcome. There is a pool table, hot tub (for those brave enough), TVs, and lots of good conversation — so plan on participating!

Mike and Sandra Farr are hosting this fun event, and are providing soft drinks and other stuff. Bring your own alcohol if you want it. Call them in advance at (317)299-3643 — or e-mail at [skf1128@aol.com](mailto:skf1128@aol.com) — if you can come, so they know how many to expect. They live on the NW side of Indy, by Eagle Creek Park, at 8661 Bay Colony Drive. Directions: We are off I-465 on the West side of Indianapolis. If coming North on I-465, exit onto 56th street and turn west (left). If southbound on I-465, exit 38th street and swing back on I-465 going North, then exit on 56th Street. If coming on I-65, exit Lafayette Street, go north to 56th Street and turn west (left). However you get to 56th Street, proceed WEST, and this will take you onto a bridge that goes across Eagle Creek Reservoir. IMMEDIATELY after you get across the reservoir, turn left into a hidden drive with a large metal gate. If the gate is not open, get out and call the Farris from the phone there (NOT from your cell phone) and they will open it. Go through to the stop sign and turn right. This road will wind around a bit to end at a circle — our drive is off this circle and the number is on the mail box. Come on down!

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## From the President

by Matt Nemcek

On behalf of the newly elected Board of Directors, I would like to welcome you to what promises to be a very special year for the Central Indiana Region of the Porsche Club of America. As many of you already know, the year 2001 will mark 40 years since the CIR received its charter from the PCA to act as an independent region. In honor of this significant anniversary, Mike Robbins and Chuck Langsenkamp have graciously volunteered to put together a very special event. As the details of this event become available, they will be provided to you through The CIRcular.

In addition to the 40<sup>th</sup> anniversary celebration, we will also be planning lots of other activities throughout the upcoming year. As always, the CIR really needs you to become involved. Through the enthusiastic involvement of our members, the CIR has come a long way in the last 40 years, and with the continued enthusiasm of our members the CIR will have a bright future. On a personal level, becoming involved brings with it the enjoyment and camaraderie of working closely with other Porsche owners. Once you experience the feeling of being in a line of 10 or 20 Porsches cruising down the highway during an event, you'll be hooked, I guarantee it! So please, if you haven't joined us for an event yet, check the calendar here in the CIRcular and find out when and where the next one is, and attend. We're easy to find, just look for all the people with big smiles on their faces. If you're one of our die-hards, I'd like to say thank you and that we're working hard to put together another fun year.

One particular area in which the Board really needs your immediate help is the IRP Porsche Thunder Race that has become part of the tradition of the CIR. This is by far the most widely attended event put on by the CIR. Over the course of that weekend, a very large percentage of our membership heads out to IRP to witness the truly impressive display of Porsches. This is also a very prestigious event and one where the CIR prides itself on being an innovator. As you can imagine though, it's also the region's most labor intensive event. Debbie Wolfe, who more than anybody else was responsible for last year's successful race, will stay on as Director of Racing for this year. While the Board is extremely appreciative of Debbie's tireless work on last year's race, it has decided that it can't ask that much of her again this year. To this end, the Board has decided that if we can't get enough help from the membership to spread the work equitably and protect the health and safety of the participants, then the Board would have to take the very unpleasant step of canceling this year's race. This is a drastic step that the Board does not want to take, so please consider volunteering some of your time to ensure that the CIR can remain among the regions that sponsor club racing. We are in a critical phase right now since much of the work for the race is in the initial planning. This may be the phase that determines whether or not we have the race. Among other volunteers, we are currently in need of some one to help with race sponsorships.

(Continued on next page)

## National Corvette Museum Hosts Porsche

by Brian E. Buxton, Southern Indiana Region

Subject: The Visit 2001

Where: The National Corvette Museum in Bowling Green, KY.

What: The National Corvette Museum announces a historical meeting of Americana and the Old World as it hosts Porsche for an exciting weekend celebrating the excellence of Porsche and the Corvette.

When: Friday April 27th to Saturday April 28th, 2001.

Who: The National Corvette Museum, Co-hosted by Kentucky Region Porsche Club of America ([www.pca.org/ky](http://www.pca.org/ky)); Southern Indiana Region Porsche Club of America ([www.pca.org/soi](http://www.pca.org/soi)); and Musik Stadt Region Porsche Club of America.

Cost: \$55.00 per person/car early registration, \$70.00 per person/car after April 1, 2001. Prices include weekend passes to NCM, Commemorative dash plaque and T-shirt, entry to the fun rally and car show, goodie bag, BBQ dinner Friday night and Banquet Saturday night.

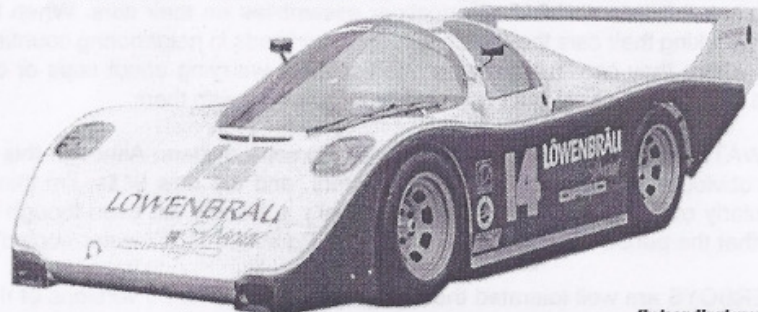
Further Event Info: Dedicated to preserving Corvette's past, present and future, the National Corvette Museum was conceived, built and is sustained independently by Corvette enthusiasts worldwide. The NCM is a nonprofit organization and stands alone as the only Museum in the world solely dedicated to one automotive marque - The Corvette! On April 27th and 28th 2001 the NCM welcomes Porsche to its grounds in Bowling Green, KY.

Like Porsche, the Corvette shares the passion for excellence and true performance in over five decades of production. Both world-class automobile share an intertwined history in the international racing arena. Having survived the ravages of time through their dedicated owners and enthusiasts, the Porsche and Corvette are respected and appreciated by automobile enthusiasts worldwide. Many of the Corvette's pioneering, world renowned race car drivers shared seat time in Porsche competition cars. Names such as this year's Corvette Hall of Fame Inductees - Dr. Dick "The Flying Dentist" Thompson and LeMans racing legend, John Fitch. Racing team's such as Cunningham and Penske. Even the "Godfather" of the Corvette, Zora Arkus-Duntov had close relations with the Porsche family before his career at General Motors as Corvette's First Chief Engineer. The list goes on and on! And now, another chapter is about to be written in the kindred spirit of camaraderie and competition. We hope that you and your Club will be able to attend this history making "Visit."

(Continued on next page)



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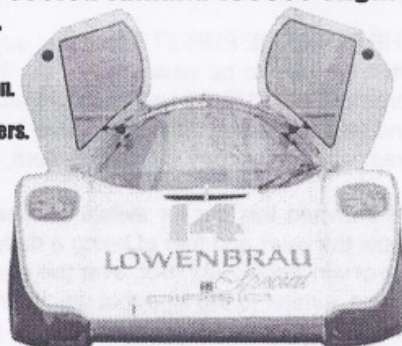
- Unequal length double wishbone front suspension.
- Coil-over springs and shocks.
- 4 piston disc brakes with 10 3/4" rotors all 4 corners.
- Quick-change rear-end with 4-bar and Watts link suspension.
- Adjustable front and rear anti-sway bars.
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- FIA spec fuel cell in aluminum container.
- Adjustable aluminum driver's seat.
- 5 point 3" racing harness.
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- Dual doors.
- 2 External mirrors.
- Windshield wiper.
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### Dimensions:

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



For more information please contact:  
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ph:(317)852-3110, fax:(317)852-6868  
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website:www.putnampark.com



## From the President, cont'd

This would entail working with our past sponsors and perhaps finding some new sponsors. If this doesn't interest you, there are many other volunteer opportunities available, most of which do not require any experience, so please contact Debbie soon. (Phone:(317) 241-5141 or e-mail IRP-Race@webtv.net) Time is quickly running out.

Finally, I would be remiss if I didn't take this opportunity to thank the outgoing Board and Appointed Volunteers and greet the incoming Board and Appointed Volunteers. A special thanks to Steve Wendell who will serve as Vice President this year and to Chuck Langsenkamp returning to the Board as Secretary. Pete Simpson has filled the vacant Treasurers seat and Damon Beals will take over on Membership as well as continuing as the region's Webmaster. David Barnes encores as Activities Director. Debbie Wolfe will remain on the Board as Past President and will also serve as Director of Racing. The last Board position is filled by Mike Dworek, as Past Secretary. Mike Robbins serves as the Region Historian and Pete Paskins is the Region Safety Director. And in order to get The CIRcular to you each month, Susan Dolan will stay on as Editor and Doris and Neal Thomsen will take care of Circulation. Thanks to each of you, I know that we're going to have a great year!



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## From the (Past) President

by Debbie Wolfe

CIR has enjoyed a wonderful year of growth. Our events were many and included dinners, concours, tech, tours, Driver Ed and racing. I would personally like to thank all our members who made 2000 a fun and successful year. Your confidence and participation has helped our club meet our dreams and goals. We grew in membership and hosted events not even some of the biggest regions can boast. We are known nationally in PCA as movers and shakers. 2001 promises to be even better. If you have any ideas for 2001 please let us know.

Due to club racing, membership growth and the number of events, the challenge to serve you is greater than ever. A special thanks to the 2000 officers, board members and appointed volunteers: Pete Simpson, Matt Nemcek, Mike Dworek, David Barnes, Neal Thomsen, Doris Dunn, Peter Paskins, Damon Beals and Susan Dolan. They were certainly dedicated.

Thanks are also due to our sponsors and those who advertise in the CIRcular: Tweeks, Euro Motorworks, Farmer's Automotive, Autocar Sports and Classics, Ooley & Blackburn Imports, O'Daniel Porsche, Doc & Cy's Restoration Parts, Diasio Car Company, Racer Parts Wholesale, Designs in Motion, Central Indiana Construction, Unfair Advantage. Thanks again for your support in 2000.

Now for 2001. Welcome and congratulations to the fine individuals the membership elected to lead CIR into the new year: President- Matt Nemcek, VP- Steve Wendell, Secretary- Chuck Langsenkamp, Treasurer- Pete Simpson, Membership- Damon Beals, Activities- David Barnes. Also remaining on the board for the year will be Mike Dworek.

It has been an honor and a pleasure to serve as President during the past year. Thank you for your support and friendship. Drive Safely,

Debbie



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T. KEITH TAYLOR

## Porsche People - Part II, cont'd

when they grabbed fourth gear at 120 miles per hour. The cars are immaculate, GEARHEADS usually don't show up for many of the Club events because they are too busy doing things like having their pistons ceramic-coated or installing 962 water-cooled heads and 917 rotor/caliper assemblies on their cars. When they aren't tweaking their cars they relax by looking for roads in neighboring counties or states where they can "run her up to 180" without worrying about cops or other drivers. I like these guys, but I don't really want to ride with them.

**THE WATERBOYS** These are water-cooled Porsche owners. Although this category obviously includes 928s, 924s, Boxsters, and the new 911s, I'm thinking particularly of 944s, and 968s. They are usually a friendly lot, even though they know that the purists are always thinking, "real Porsches aren't water-cooled".

**WATERBOYS** are well tolerated these days because the turbo versions of these cars are so fast and viceless on the track. If you are an air-cooled owner and you persist in tormenting a WATERBOY, he's likely to get fed up and challenge you to a lap or two at Heartland Park. Personally, I like WATERBOYS, because they really seem to enjoy their cars and they drive them "as they were intended". Besides, the new water-cooled Porsches are the best Porsches yet in terms of performance, and like it or not, they represent the future of the marque.

**THE PORSCHE PURIST** This is the guy that would make Dr. Porsche proud. He is what I aspire to be when I grow up. He owns any model of Porsche. First and foremost, the PURIST knows that Porsches are made to be driven. His car is clean and well maintained and may have been mildly modified with upgrades such as tires, wheels, a raspy exhaust system, etc.

He's owned this car for awhile and he drives it regularly. His car will inevitably show the wear and tear of being a daily driver. It means that this car will probably never win a concours. But, over the years, his car will begin to acquire a well-worn patina, similar to the kind that you would find on that jack knife that your grandfather carried around in his pocket for 40 years. Unless you are also a PURIST, he is having more fun with his Porsche than you are - no matter what you are doing with yours.

Editor's note: this saga will conclude in the next issue. Look for THE OLD GUARD MEMBER, CAUTIONS AND WARNINGS and THE OTHER GUYS.

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



## Porsche People - Part II

### A tongue-in-cheek look at our fellow Porsche Pushers

by Hans Deutschmann, Club Analyst, Kansas City Region,

Reprinted From Der Sportwagen Mr. Deutschmann continues his treatise on owners. Part I was published in the March 2000 issue of Der Sportwagen.

**THE GARAGE QUEENS** These are the guys that will only drive their Porsches if they are going to a Concours - and only if they absolutely have to. Even if a concours requires that a car be driven rather than trailered, a QUEEN will try to figure how he can trailer it surreptitiously within a few blocks of the show, then push it to the event (so he doesn't stir up any dirt in the engine compartment). If you are unlucky enough to have a car that he perceives as competition, be forewarned.

The QUEEN will carefully scrutinize your car while wearing a facial expression like he is examining a turd. The QUEEN often has very good knowledge of the historical details of his car because that knowledge relates directly to how the car can be scored in a concours. This knowledge also allows him to lose first place with dignity: "I guess John deserved to win first place, although I am surprised that the judges ignored the fact that he didn't have original tread-pattern Continentals on his car".

**GARAGE QUEENS** wouldn't think of driving their cars "hard" because they didn't buy them to drive, they bought them to collect trophies. The best thing about QUEENS is that you probably won't see them at any events other than concours or shows unless they also own a "driver" Porsche (see "Cautions and Warnings"). The only exception to all of this drivel is the QUEEN that owns and shows a truly classic Porsche (904, 959, Speedster, etc.). Usually you will find that this type of QUEEN will actually drive his car (even the Porsche factory pulls out the 917s once in awhile so they can flog them on a race track).

**WILD-ASS GEAR HEADS** These are basically hot rodders who have chosen Porsches instead of Hemi-Cudas. The car sitting at the top of the GEARHEAD pyramid is the air-cooled Turbo. Most serious GEARHEAD cars are faster than their track-car counterparts. These cars are so highly modified that they even scare their owners. As a matter of fact, this is the ultimate goal. GEARHEADS won't stop tweaking until their cars have taken on a "you'd better watch your ass with me" attitude.

When you get close to a serious GEARHEAD car you can feel all the little hairs on your body stand on end kind of like you were part of a static electricity exhibit at Science City. If you talk to one of these guys, they invariably have a tremendous amount of respect for their cars (the ones that don't are already dead). GEARHEADS like to talk about the time that their cars jumped up in the air and changed lanes

(Continued on next page)



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## MOTORWORKS



## The Way It Was

by Mike Robbins, Region Historian

### TEN YEARS AGO

As I type this I'm growling to myself. The Jan 1991 CIRcular told of a "Christmas Picnic" as the previous month's event. This was a social gathering at Chuck Langsenkamp's house. I quote: "It was a balmy day with temperatures well into the 60s". With the temperature last night predicted to be zero or below, all I can say is "GRRR!".

### TWENTY FIVE YEARS AGO

The January 1976 CIRcular included a "For Sale" ad by Werner Kunack for his 1959 Convertible D. The price was \$1700. Those cars [approx 1300 built] have become collector's items. This car bounced around between 2 or 3 other CIR members for a few years but I lost track of it some time ago. Mention of it makes me want to do a little searching. On a sad note, Werner passed away this past October.

That CIRcular also made mention of Jerry Leonard's purchase of a 550. I had a little extra space in my garage at the time while my 904 was being mended from a wreck. Jerry brought the 550 over for me to do some suspension work on it. I reworked the front but before getting to the rear the 904 was ready to come home and I no longer had room for Jerry's car. I don't remember if he got the rear done before reselling the car. Several CIRers got to drive the car while Jerry owned it...a real hoot!

### THIRTY YEARS AGO

The Jan 1971 CIRcular gave a rundown on the Indpls Region SCCA's year end banquet. Why would a PCA newsletter give space to another group's affair? Because many of the year end awards in racing, rallying and autocrossing went to CIR/PCAs.

Will these pages be cited ten or twenty years from now? Stick around!

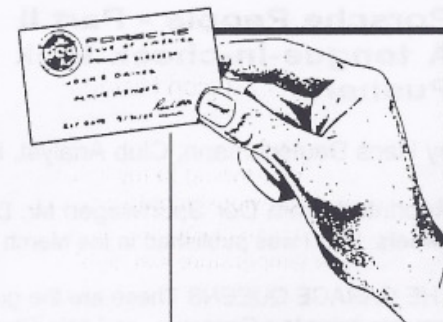


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## Membership Update

by Peter J. Simpson



Please join me in welcoming these new CIR/PCA members....

### November

Paul Anderson, Indianapolis .....	1977/911
Scott Eicher, Zionsville .....	1992/968
Tom Hotwagner, Indianapolis .....	1985/911
Richard Michaelis, Indianapolis .....	1986/911
Craig Shields, Indianapolis .....	1987/944
John Wall, Columbus .....	1998/993

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