

The Circular February



2003

In This Issue...

Spring Brake 2003

Updated Event Calendar

CIR Website Launched

USGP Tickets Still Available



Central Indiana Region
Porsche Club Of America
Circulation Department
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Indianapolis, In 46241

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NEXT BOARD MEETING:

Wednesday, March 16th, 2003 @ 7:00 pm
Don Pablo's, West 38th Street & I-465

CLUB WEBSITE:

<http://cir.pca.org> Check Out the New Site!!

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.

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CIRCULAR ADVERTISING

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The CIRcular is usually published and sent to press the first week of every month. All submissions, including ads, articles, etc., must be received no later than the end of the month preceding each issue. All advertising must be pre-paid for a minimum of 3 months. Artwork & copy may be submitted in Photo (JPG), Microsoft Word 2000 (DOC), Microsoft Publisher 2000 (PUB), or Microsoft PhotoDraw 2000 (MIX) file formats. All ads will be printed in black-and-white or grayscale; no color advertising is available. Please contact the editor with any questions about formats.

Full Page ads will generally appear in the same place each month. Smaller ads may appear in different locations each month as space and layout requirements dictate. Editorial Staff reserves the right to make slight modifications in Porsche Mart ads to accommodate space constraints and conform to uniform layout standard.

Contact Chris Langsenkamp at (765) 528-2792 or email to editor@cirpca.org for more information.

Top Down

Pete Simpson, President

Ah, Winter. Don't you just love it? Ok, me neither. But at least the motor racing season has started and for me that's a sign that it is going to get warmer soon. Those that ventured to Florida for the Rolex 24 Hours at Daytona certainly enjoyed some nice weather. And they were treated to a heck of a race as well! Rules changes for this year made the various classes much more competitive. As proof positive, the #66 Porsche GT3 RS of The Racer's Group piloted by Kevin Buckler, Michael Schrom, Timo Bernhard and Jorg Bergmeister captured the overall victory at the Rolex 24. The win marks the 20th time a Porsche has taken the overall victory at the historic twice-around-the-clock event.

Speaking of racing, plans are starting to shape up for both our Club Race and events at the United States Grand Prix Formula 1 race. The Indianapolis Motor Speedway, Indianapolis Visitors and Convention Bureau, and various car clubs including BMW, Jaguar, Ferrari, and Porsche are planning several events to coincide with the F1 race. Current discussions are centering around a honest to goodness organized parking corral at the track this year -- not the mayhem we experienced last year. If you are a club member and bring your Porsche, you will have the opportunity to park in a Porsche only section on the golf course inside the track on Friday, Saturday and Sunday. A Police escort is being planned for Race Day into and out of the track to expedite our entry and exit. Also on the drawing board is a repeat performance of the Formula 1 dinner held the night before the race. The location and date are TBA as we're trying to coordinate the event with the Porsche SuperCup teams in hopes of having many of the drivers attend.

Again this year, the Indianapolis Motor Speedway will holding the USGP Track Tour event where you will get to tour the Formula 1 circuit in your Porsche. The date is Fathers Day, Sunday, June 15th. More information on this event is forthcoming next month.

Finally, CIRPCA's Spring Brake Drivers Education event is coming up in April. The various run groups are filling nicely, but there are still openings for everyone available. If you have ever wanted to learn how to drive your Porsche more efficiently in a safe and fun environment then this is the perfect opportunity. Enjoy a weekend with your friends, make some new ones, and stick your toe in the waters of performance driving -- or jump back in for another dip! If you don't want to drive but want to see and be part of the fun, please inquire about how you can assist. We need several volunteers for PA Announcements, Registration, Pit and Grid, etc. Even though it rained all day Saturday last year, I had a blast working the Pit & Grid area and am sure you would too. Please consider a volunteer position -- the club only succeeds when we all participate!

Think warm thoughts and keep the rubber down!

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CIRPCA Website Launched !!

Members Area

Expanded Calendar

Exchange

Galleries

Articles

Press Releases

CHECK IT OUT !!

<http://cir.pca.org>

The members area can be accessed using a login that has been pre-assigned to ALL members. Try your email address in the retrieval form to get your login information sent to you directly, or contact Chris Langsenkamp for assistance at (765) 528-2792.

Don't just visit once...keep coming back as things will be updated regularly as members contribute!



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The Way It Was

Mike Robbins, Historian

TEN YEARS AGO

The February 1993 CIRcular included an article giving the origin of the PorscheCrest. Also, Bob Snider did a build up for the Porsche Parade in Cincinnati that year.



TWENTY YEARS AGO

I wrote an article for the February 1983 Circular that was subtitled, "It's a small world". It told of me encountering friends while driving the Speedster near Barstow CA, Missoula MT and rural Idaho. I could have added one in Egg Harbor WI.

AND MORE . . .

Two of the most pleasant cars I've driven over the years were 356A Coupes. I sold the first one because I had a two car garage but three cars. The Coupe was the logical one to sit out and it was broken into one night. I decided that if I didn't have secure space for it I should let someone else enjoy it. That was in 1966 and I had owned the Coupe for five or six years and probably put 100,000 miles on it. The second one came along in 1977. It was a '58; hardly any different than the '59. Early on it went to a restoration shop to receive a new floor and other rust repair. That car was a real winner. I had a warmed over Super 90 engine in it, short 3rd and 4th gears in a later model transmission and disc brakes on 5 1/2" 911 steel wheels. What a ball to drive in the hills of southern Indiana. But the rust hadn't been totally repaired and before long it was obvious that new repairs were needed. But I got about 200,000 miles out of it. A friend had a '59 Coupe on which he had done some rust repairing but his health prevented his finishing the job. It seemed to me that his would be easier to fix than mine so in 1985 I bought his. A friend wanting to prepare a Coupe for vintage racing bought the '58. The new-to-me '59 went to a body shop to do minor repairs and repaint. I brought the bare car home for the reassembly work but little did I realize the length of time to complete that car. I worked at it for a little while and then it just sat until a few months ago. I did a little more work on it last spring but it still wasn't finished. I had made it somewhat of a mechanical twin to the previous Coupe with a later transmission, disc brakes and similar wheels. Then I entered a period of mixed emotions. Even though I'd looked forward to driving it for such a long time, I thought that since I'd lived without it for so long, did I really need it? Various circumstances dictated that I get the car completed and sell it. At this writing, in two days a truck and trailer are scheduled to show up and take the car to its new owner in Arizona. We talked by phone today and at the end of the conversation I said, "You know I'm going to hate you when you drive out of here with that car." Then he reminded me of a big 356 event in Taos NM this fall and we'll have the opportunity to share notes on the car when we see each other there.

Will these pages be cited in ten or twenty years? Will I have a third 356A Coupe to drive? Stick around . . .

Advanced Timing

Event Calendar 2003

March

- 19th Board Meeting 7pm @ Don Pablo's, West 38th & I-465
- 22nd Open Lapping and Advanced Drivers Ed @ Putnam Park
- 23rd IRL Racing @ Phoenix International Speedway

April

- 16th Board Meeting 7pm @ Mickey's Irish Pub, 136th & US31
- 19th O'Daniel Tech Session, Fort Wayne Indiana
- 25th-27th Spring Brake Drivers Ed @ Putnam Park Road Course

May

- 1st-3rd The Visit 3.0 @ National Corvette Museum
- 22nd Carburetion Day @ Indianapolis Motor Speedway
- 25th Indy 500 Race @ Indianapolis Motor Speedway

June

- TBA Axis Vs. Allies (MG vs. Porsche) Go-Cart Challenge
- TBA Metamora Road Trip
- TBA Vintage Cars Festival
- 20th-22nd PCA Ohio Valley Region @ Putnam Park Road Course
- 22nd-28th 2003 Porsche Parade @ Tampa Florida

July

- TBA Tweaks Swap Meet
- 26th-27th PCA Mid-Ohio Region @ Putnam Park Road Course

August

- TBA New Harmony Road Trip
- 1st-3rd Porsches to Pinckney—A Super Gathering of 10 PCA clubs
- 3rd Brickyard 400 Race @ Indianapolis Motor Speedway
- 29th-31st PCA Ohio Valley Region @ Putnam Park Road Course

September

- 19th-21st CIR Club Racing @ Putnam Park Road Course
- 26th-28th SAP US Grand Prix Race @ Indianapolis Motor Speedway
- 27th CIR US Grand Prix Tour and Dinner—Tentative

October

- 18th 20th Annual Winery Tour

November

- 18th CIR Annual Dinner—Tentative

December

- 14th CIR Christmas Brunch—Tentative

More Events And Details at <http://cir.pca.org>

Spring Brake 2003 Driver Education Putnam Park April 26 & 27, 2003



Central Indiana Region is hosting its 2nd annual driver education event at Putnam Park Road Course in Mt. Meridian, Indiana. Putnam Park was built in 1991 and Central Indiana Region PCA was one of the first groups to utilize the excellent circuit for high performance driver's education and club racing. Putnam Park is 40 miles west of Indianapolis, just off I-70 near Cloverdale. Weather can be turn rapidly this time of year so please come prepared. This event hopes to prove to be great for driving and for sharing good times with old and new friends.

The track is a 1.8-mile long, ten turn road course with an excellent layout. The entire course can be seen from the pit area. Because the track is relatively flat, has high visibility with plenty of run off room, it makes a terrific place to begin your high performance driving experience. It's great for experienced drivers as well and offers positive and negative camber corners, several high speed corners and a down hill main straight.

All drivers will have an instructor riding with them on-track until the driver is comfortable with the course and the car. There will be four run groups and an instructor group to better match students of similar abilities in the same session: **Group A**—very experienced drivers in higher performance cars; **Group B**—experienced drivers new to Putnam Park or driving medium performance cars; **Group C**—student drivers with some experience; **Group D**—student drivers with little or no experience. There will also be scheduled classroom instruction/discussion sessions to discuss aspects of high performance driving. There will be plenty of time for questions and answers. This is an excellent time to learn more about your car and enhance your driving skills, and become comfortable driving your car near the limit, which will improve your overall driving ability both on and off the track.

Event headquarters:

Holiday Inn Express
1017 Main Street
Cloverdale, Indiana
Phone: (765) 795-5050.

Rooms are being held under the Porsche Club at a special rate of \$62.00 a night. This motel rate includes a paid security person for the parking lot.

Spring Brake 2003, continued...

Registration Information:

Entry Fee: \$250 per CIR member, \$255 per non-CIR member - fee includes weekend membership fee. Fill out the Registration Form on page 14 and mail with payment, payable to CIRPCA, to:

James Scarbrough
2525 Union Street
Columbus, IN 47201
Phone: (812) 379-4813
e-mail: driversed@cirpca.org

There is a \$20 cancellation fee for cancellation before March 14th. No refunds will be made for failing to follow the requirements listed below or for cancellation after March 14th, unless the spot can be filled. You will receive an information package containing a technical inspection form, medical form, track layout, and directions as confirmation of your registration.

General Requirements:

Helmets - 1995 or later Snell rating SA90. No M (motorcycle) rated helmets or non-Snell rated helmets will be allowed. Failure to have an approved helmet will lead to ejection from the event without refund.

Seatbelts - driver and passenger minimum 3-point (harness preferred).

Roll bar required in all convertibles; sunroofs must be fully closed, targa tops must be installed.

Minimum 3/32" tire depth or visible tread all the way across the tire.

Clothing - Long sleeve cotton shirt, long pants (or driving suit), and leather or canvas shoes.

Valid driver's license (must show at registration), 18 years or older.

No open exhausts.

Passenger seat and seatbelt must be comparable to driver's side.

Drivers are responsible for the preparation and safety of their cars.

You will receive a technical inspection checklist, which must be completed and signed prior to the event. It is recommended that a competent mechanic perform the inspection. All vehicles will be inspected and must pass a basic safety check at the event prior to running.

Shake off those winter blues and pull your Porsche out of hibernation! Drive it near the limit to prepare you for the up coming season! Come to Central Indiana Region PCA for a great SPRING BRAKE weekend of high performance driving and camaraderie!

Spring Brake 2003 Registration Form

Make Extra Copies for Co-Drivers

DRIVER INFORMATION

Name

Address

City / State / Zip

Phone Number

Email Address

PCA Region (if PCA Member, non-members leave blank)

DMV Driver's Lic. #

State

Expires

DRIVER EXPERIENCE

Year

Track

Run Group

I believe I should be placed in Group (circle one):

A

B

C

D

CAR DATA

Year

Make

Model

Color

Performance / Safety Modifications

Co-Driver Name (if sharing a car, otherwise leave blank)

REGISTRATION

Registration fee of \$250 enclosed for CIRPCA member

Registration fee of \$255 enclosed for non CIRPCA member
includes weekend membership fee.

Signature

Date

**Send Spring Brake 2003
Registration Form To:**

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Include Registration Fee

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Chris Langsenkamp, President

PCNA National News

Press Release

Porsche. Announces Cayenne's First Cross-Country Trek at Chicago Auto Show

2003 Cayenne Crossing Drive for Hope to Showcase New SUV and Benefit the Hope Foundation

CHICAGO, Feb. 13, 2003 --- Porsche Cars North America (PCNA) today announced the details of its fundraiser to support The Hope Foundation, a leading cancer research organization. The 2003 Cayenne Crossing Drive for Hope will feature the Cayenne, Porsche's premiere sports utility vehicle.

This year's event will connect some of the projects associated with PCNA "Cayenne Crossing Initiative," a multi-year program dedicated to reclaiming America's paved and unpaved roads. Launched at the 2002 Chicago Auto Show, the Initiative includes a variety of U.S. road restoration and maintenance projects along a route that stretches from coast to coast. It also serves as the cornerstone of PCNA's commitment to preserving roads and trails, while advocating responsible outdoor recreation.

Coordinating the off-highway portion of the Cayenne Crossing Initiative under its "Restoration for Recreation" program is Tread Lightly! a non-profit organization dedicated to promoting ethical land and waterway use and educating the public on how to recreate with minimal impact to the environment. PCNA is a corporate sponsor of Tread Lightly!.

PCNA kicked-off the first project of the Initiative last May in California's San Bernardino National Forest. There, PCNA and a host of volunteers, including actor James Brolin, cleared and restored Clark's Grade, the historic trail leading up to Big Bear Lake, a treasured west coast tourist attraction.

A few months later, PCNA completed Phase Two of the Initiative on the east coast of the country in the George Washington National Forest. PCNA representatives and Porsche Club members joined volunteers from Tread Lightly! and the Forest Service to complete the construction of a crossing over Peter's Mill Creek, a historic trout stream that lies in the Chesapeake Bay Watershed. Due to PCNA's efforts, the stream is no longer threatened by vehicle travel.

The third Cayenne Crossing Initiative project will take place this spring on Route 66, where PCNA will work with San Bernardino County, California and the Bureau of Land Management office in Needles, California, to erect three information kiosks that will help to identify the road and convey the history of Route 66.

PCNA National News

Press Release

Beginning May 5, 2003, three Cayenne turbos will embark on a cross-country journey on behalf of The Hope Foundation. The cars and drivers will visit the restored trail ways created through the Cayenne Crossing Initiative and test the performance of Porsche's first SUV both on and off highway.

The Cayenne is an SUV built to create the perfect balance of performance and power. The latest photos are available on the Porsche press web site, <http://www.press.porsche.com>. Please call for web site password access.

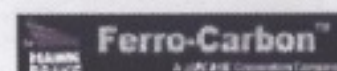
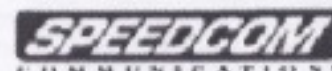
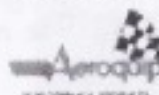
Porsche Cars North America, Inc., based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 200 people who provide Porsche vehicles, parts, marketing and training for its 203 dealers in North America. They, in turn, provide Porsche owners with best-in-class service.

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PCNA National News

Press Release

Unveiled in Paris as a Concept in 2000, the German Automaker's Production Version Carries Pure Racing Genes and Showcases Future Porsche Technology

ATLANTA, FEBRUARY 4, 2003 --- Stuttgart, Germany-based Dr. Ing. h.c. F. Porsche AG will unveil its V10-powered Carrera GT high-performance roadster in March at the Geneva International Motor Show. With more than 600 horsepower and racing-inspired technology, Porsche's top-of-the-line sports car delivers pure performance.

The Carrera GT has a pure racing engine. Its 10-cylinder powerplant with dry-sump lubrication is based on Porsche's 5.5-liter V10 naturally aspirated engine developed especially for racing. For production, technicians at the Development Center in Weissach, Germany, have increased the displacement to 5.7 liters. Maximum output is 612 horsepower (DIN*) at 8,000 rpm, with peak torque rated at 437 pound-feet. The Carrera GT has a top test-track speed of 205 miles per hour (330 k/h) and accelerates from zero to 62 mph (100 km/h) in 3.9 seconds. Its specially developed six-speed manual gearbox allows it to go from zero to 124 mph (200 km/h) in 9.9 seconds.

The specifications demanded a consistent lightweight construction and sports car dimensions. With a length of 15.12 feet (4.61 meters), a width of 6.3 feet (1.92 meters), a height of 3.81 feet (1.16 meters) and a wheelbase of 8.96 feet (2.73 meters), the roadster weighs 3,042 pounds (1,380 kilograms).

Porsche developed a new construction concept for road and racing vehicles. The Carrera GT's monocoque and entire sub-frame are made of carbon-fiber-reinforced plastic (CFRP), and Porsche has applied to patent this technology. Carbon is the only material that, after complex processing, can meet the requirements needed to combine top-class driving performance and driving dynamics with minimum weight at maximum rigidity.

With attainable speeds of more than 186 mph (300 km/h), aerodynamics plays a crucial role. To achieve as high output co-efficients as possible (so-called "downforce"), the Carrera GT has an underbody geometry that can only be found in similar form in pure racing sports cars. The underbody is completely cased in carbon fiber and provides an additional suction effect thanks to its rear diffuser and flow channels.

The Carrera GT also features the Porsche Ceramic Composite Brake

PCNA National News

Press Release

(PCCB) system. Porsche has supplied this component since 2001 and is the first manufacturer to include it in a mass-produced vehicle (the 911 Carrera GT2). A global innovation - the PCCC (Porsche Ceramic Composite Clutch) - transmits power to the drivetrain.

The Carrera GT's extremely light magnesium wheels are produced with a special forging process and are offered for the first time on a mass-produced vehicle. The tires were specially developed for the Carrera GT (265/35 ZR 19 in the front, and 335/30 ZR 20 in the rear).

The new Porsche roadster possesses a simple-operation roof system. It consists of two individual carbon fiber lightweight shells, each weighing only 5.3 pounds (2.4 kilograms). These shells can be stored in the front luggage compartment.


The first Carrera GT models produced at the Porsche plant in Leipzig, Germany, will be delivered to customers at the end of 2003.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 200 people who provide Porsche vehicles, parts, marketing and training for its 203 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

*DIN represents European horsepower ratings, SAE (North American) numbers are not yet available.

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In The Zone

Regional News

F1 TICKETS FOR SALE

We have over 90 tickets for sale to the 2003 F1 race on September 28th. Please contact Pete Simpson (317) 580-1034 as soon as possible to reserve your seats. Available seats must be paid for in advance to reserve them, first-come first-pay basis. If you decide next year you can't attend, the club website will have a place for you to advertise them to other members.

More details about this event at <http://cir.pca.org>



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