

Central Indiana Region  
Porsche Club of America  
4700 Herbemont Road  
Martinsville, IN 46151



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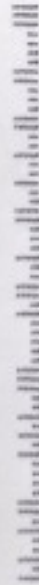
Oct 2005



**MICHAEL ROBBINS**  
7533 WESTFIELD BLVD  
INDIANAPOLIS IN 46240-2834

**Annual Dinner and Elections November 5th at 7:00PM, Easley Winery  
downtown Indianapolis**

46240+2834-33 C019



# CIRCULAR

October 2005



A Group of Happy DE students at Rennfest



Tom Brentlinger changing his third set of brake pads!



# CIRCULAR

Official Publication of the Central Indiana Region, Porsche Club of America



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"Press on Regardless" Winery  
Tour  
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## Upcoming Events

Oct 15th 9:00am-2:00pm:

Tech inspection at Tom Wood Porsche

Oct 22nd 8:30am:

"Press on Regardless" Winery Tour

Oct 28-30th:

Pumpkin Run II at Putnam Park

Nov 5th 7:00pm:

Annual Dinner and Elections at Easley Winery

Dec 11th 10:00am:

Christmas Brunch and Gift Exchange at  
Brickyard Crossing



Central Indiana Region  
2005  
Board of Directors



President:

Damon Beals (765)349.5684 president@cirpca.org

Vice-President:

Jim Scarbrough (812) 379-4813 vice-president@cirpca.org

Treasurer:

Larry Haskett (317) 257-4047 treasurer@cirpca.org

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Member at Large:

Randy Faunce

2004 President:

Pete Simpson (317) 580-1034

Newsletter Editor:

This could be you?

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Get all the last minute CIR event  
information at your clubs website  
<http://www.cirpca.org>

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## PRESIDENTS MESSAGE

Your club has had a busy summer, we just finished Rennfest with the Twin 45s, the racers enjoyed the format and the racing was second to none. I would like to thank Doug Livingston for being the race chairman this year. Also we owe a big thanks to Terry Heath at Euro Motor Works for his sponsorship. And also a huge thanks to the many club members who volunteered their time, without you it wouldn't have been a huge success.

The Board is proud to announce our annual dinner and elections of officials will be held at Easley Winery near downtown Indianapolis. Please see the article on the next page for more information.

We have received our refund check from Michelin for the 2005 USGP, if you ordered your tickets from the club you will soon be receiving your refund.

IMS has announced the date for the 2006 USGP, July 2nd 2006. Once again you can renew your tickets via the clubs website. Please note tickets will only be on-sale until January 30th, so don't delay, order your tickets ASAP! Also note your 2005 refund will not be applied to 2006 if you wish to renew your tickets you will need to do so via the clubs website.

Pumpkin Run II is SOLD OUT! We have 82 Porsches registered! Once again Jim Scarbrough has done a excellent job with the Drivers Education event. If you didn't sign up we still encourage you to come out to Putnam Park and see what all the fun is about. If your still unsure about what a Drivers Education event is all about, we still have openings for Intro to DE. You will attend all the classes as a regular DE student, but you don't drive your car on the track, you get to ride with an instructor. It's the perfect way to get your feet wet, the cost is only \$30. Sign up on the clubs website [www.cirpca.org](http://www.cirpca.org).

### Proposed 2006 Board of Directors

President: Damon Beals  
 Vice-President: James Scarbrough  
 Treasurer: Larry Haskett  
 Secretary: OPEN if interested please contact board  
 Activities: Tom Brentlinger  
 Membership: Chris Langsenkamp  
 Member at Large: Randy Faunce

## CIRPCA's Annual Dinner and Election of Officers

CIRPCA's Annual Dinner and Election of Officers will be held on the evening of November 5<sup>th</sup> beginning at 7:00 PM. The venue for the event will be the Easley Winery, Indy's only downtown winery, providing the perfect setting for this year's gathering. Built on property that was formerly owned by Noah Noble, the 5th Governor of the State of Indiana, Easley Winery is conveniently located at 205 N. College. As you enter the winery you'll receive a Champaign welcome and sample appetizers while live harp music invites you to enjoy the Wine Tasting that includes 24 different Wines and Champagnes or take a private "Grape to Glass" tour of winery with the Vintner.



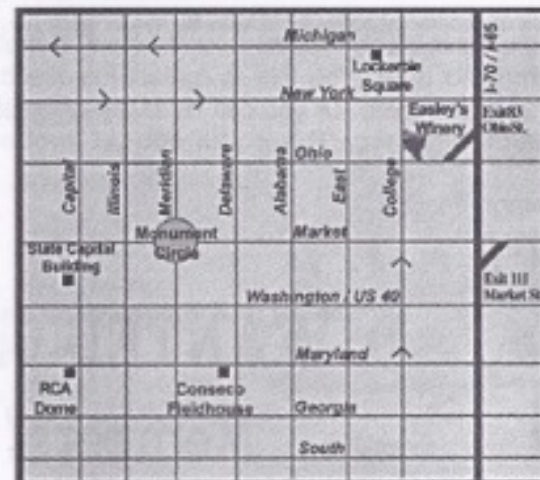
Our buffet-style dinner will include a delicious selection from one of Indy's finest caterers, a selection of wine from the winery (of course), dessert and, for a special "extra" touch, a souvenir wine glass.

Following dinner your club officers for 2006 will be presented for election and you'll be able to visit with all your Porsche Club friends and make new acquaintances as well. Visit [www.easleywine.com](http://www.easleywine.com) for more info.

The winery seating capacity is limited to 80 guests and we certainly hope that you will make plans to join us right away. This year's dinner will be \$40.<sup>00</sup> per person and you may register on line at [www.cirpca.org](http://www.cirpca.org). We will need to let the caterer know how many guests they'll be serving so please register now! Registration will close on November 1<sup>st</sup>.

Easley Winery is located at the Corner of Ohio & College Ave. In Downtown Indy

205 N College Ave  
 Indianapolis





# Your Club Needs You!

If you haven't noticed the look and format of your newsletter has changed, our current editor isn't able to produce the newsletter anymore. Sean did a excellent job and his services will be missed. The newsletter editor is a very important position in the club, without producing a timely monthly newsletter we are unable to reach a majority of our membership. The newsletter is the main method of informing you, our membership, of upcoming events and news. We need you! If you have a few hours a month you could spare, and know a little about desktop publishing, please contact the board.

We are living in the internet age and many members visit the clubs website for the latest information, but less than half of our membership has signed up for the clubs website. We will continue to grow the clubs website. A great example is Pumpkin Run, it totally sold out even before it was published in the CIRcular. Word got out via email and the website.

In addition to needing a newsletter editor your club is also in need of a club secretary. The Secretary functions are to keep notes at club meetings and produce letters as needed. We are also looking for members who would like to help co-chair some of our events for 2006.

If you have ever wondered why your club doesn't do certain event, the answer maybe because no one has stepped forward and offered.

If you have ideas for events or have any complaints, questions or comments please feel free to contact me directly at [president@cirpca.org](mailto:president@cirpca.org) or 765.349.5684. Or you can email the entire board at [board@cirpca.org](mailto:board@cirpca.org). This is your club get involved!

Damon Beals  
President

## WANTED Club Members!

### Huber Winery, Starlight Indiana

October 22, 2005

The fall winery tour has long been a highlighted event on the CIRPCA calendar and you'll want to reserve October 22, 2005 now! Formerly the Huber Winery Tour, the event has officially been renamed the "Press On Regardless" Winery Tour in honor of Chuck Langsenkamp who organized the tour for 20 years!

This is the last road event of the year for CIR. Last year there were 20+ cars from our Region meeting up with 20 more from the Kentucky and Southern Indiana Regions at the winery. That's over 40 of the finest in a special parking area representing almost every model Porsche ever made.

All registrants will be eligible for a drawing for bottles of wine with half of the entries taking home a remembrance of the day.

The mid-morning buffet brunch stop is at the Brown County Inn on Route 135/46 in Nashville, Indiana. Continuing south to the Huber Winery near Starlight, southeast of Salem, drivers will find the well paved Route 135 fun and challenging. Plan on a full day for this event.

#### MEETING POINT

The Kentucky Fried Chicken parking lot next to the Signature Inn at I-65 and exit 103 (Southport Road) south of Indianapolis

#### CONVOY START

Sign-in at 8:30. Route instructions will be given out. You must sign the waiver and present your drivers license to receive them.

Departure 9:00, however you may leave at any time after you've signed in.

#### BRUNCH AT THE BROWN COUNTY INN.

Plan to arrive between 10:00 and 10:30

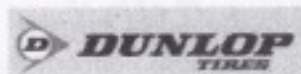
#### WINERY VISIT

Plan to arrive before 2:00. The drawing for the bottles of wine will be held then in the parking area. YOU MUST BE PRESENT TO WIN.

#### QUESTIONS?

Contact Tom Brentlinger





**Pumpkin Run II  
Putnam Park Road Course  
October 28-30, 2005**

Sponsored by Dunlop Tires, Central Indiana Region and Kentucky Region are joining forces for the 2nd annual Pumpkin Run 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 this excellent circuit for high performance driver education and club racing events.

**Sold Out - Waiting List Open Now!**

Event headquarters will be the EconoLodge Hotel in Cloverdale (765) 795-3500. A block of rooms at a special Central Indiana Porsche Club rate will be held until October 15, 2005. Additional rooms are also being held next door at the Days Inn (765) 795-6400.

Event check-in will be Friday evening, October 28th, at the EconoLodge from 6 - 9pm.

Please plan to attend the informal dinner on Saturday evening, October 29, 2005, to meet and greet your fellow students, instructors, and share your experiences from the day!

Friday is open lapping for instructors, and students are encouraged to come out to the track and get familiar with the facilities. There may be opportunities for rides with instructors, so bring your helmet, just in case!

Tom Wood Porsche is sponsoring a FREE Tech Inspection Day on October 15 at 9am for all registered drivers.

Less experienced drivers will have an instructor riding with them on-track until the driver is comfortable with the course and the car. There will also be scheduled classroom instruction and discus-

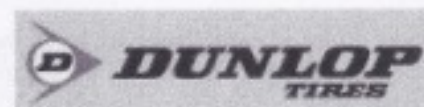
sion sessions on various aspects of high performance driving with plenty of time for questions and answers.

There will be five run groups for the weekend, consisting of two groups of advanced drivers and instructors, one intermediate group, and two novice groups for student drivers with little or no experience who will enjoy a personal instructor for the weekend. Some instructors will be made available for the intermediate group for drivers seeking to perfect specific skills. This is an excellent time to learn more about your car's capabilities and enhance your driving skills. Join us for another weekend of "unwipable" smiles and become a better driver on and off the track.

**Intro-DE Program Spots still OPEN**

Additionally, CIRPCA is pleased to once again offer our signature Intro DE Program. This is a one-day deal (offered on both Saturday and Sunday) where participants will attend the same classes as the driving students, plus get full-speed rides in instructor cars throughout the day (instructor will be driving). You won't need your car, and we even provide loaner helmets! What a deal! Intro DE is designed for those who aren't sure if DE track events are right for them...a great way to get a taste for a super low price! Click Here!

On Sunday morning, October 30th, a Christian worship service will be offered in the DE classroom (top of the tower). Last year we had a great time of fellowship, prayer and Bible study. We expect more of the same this year! The 45 minute service will be led by Matthew Franklin (Red 1985 Porsche 944). If you have questions, or would like to help with the service contact Matthew at [mjfranklin@yahoo.com](mailto:mjfranklin@yahoo.com)





## **RennFest'05 Porsche Club Racing at Putnam Park** **by Randy Faunce**

There's a thrill, excitement, even a 'rush' to automobile racing, whether driving, working on the pit crew, managing events in the tower, or simply watching the spectacle of it all. It doesn't matter whether it's the grandeur of multi million dollar events at Indianapolis or local heroes in car club competitions at regional tracks - racing is racing and it's fun to be a part of the exhilaration.

Such was the case at Putnam Park when the Central Indiana Region Porsche Club hosted their annual club race. It was a comfortable Fall weekend, with air temps friendly to engines, brakes and participants alike. While a persistent overcast threatened to moisten the track during open lapping on Friday, the sun/cloud mix on Saturday and Sunday was, well, near perfect for the weekend's racing schedule. That schedule included plenty of track time for the racers to fine tune their car's set-up, or tweak their line through a troublesome corner. There were also timed practice sessions, time trials, and three different races - the optional Fun Run (required for rookie race drivers), an Enduro (an hour and a half of racing with a built-in group pit stop in the middle), and a 30 minute Sprint Race.

### **DRIVER ED, TOO**

Since racers often need time in the paddock to do a little wrenching on their cars between runs, event organizer Doug Livingston sprinkled in some track time for drivers who genuinely relish driving their cars, but aren't currently interested in competing on track - the 'drivers education' run group. Among these driving enthusiasts was Mr. Bob Young, the man with more miles logged at Putnam Park than ANY other driver. It was quite obvious to this volunteer corner worker that Bob was truly enjoying himself out there, maybe due to the rare treat of running on brand new track tires, or maybe it was simply the 7+ hours of track time he enjoyed over the weekend (more than double the typical compliment of track time scheduled for a Drive Ed weekend). Whatever it was, Bob had as big an 'unwipeable smile' as any in the D.E. group.



While most driver ed participants are local, the vast majority of club racers were visiting from other regions. As we see many of them on area tracks on a regular basis, they feel like local drivers - it's like one big family reunion - Gary Grigsby in his white 968, Cal Sharp in his black 944, Nikki King in her black/green 993, and the list goes on. The real fun is rooting for your local

favorite, and we had quite the compliment of CIR drivers on hand: John Buhler motoring in his H class 911; Mark Hupfer with #79 no longer pasted to the side of the ever-familiar silver 911, but now on the doors of his recently acquired white GT2 Cup car; Steve Junken was there with teammate Steve Lynn piloting the familiar white/purple 911; Jack Henricks in his trusty black 911; and Terry Heath, not satisfied to drive just the white 944 S2 that he won in at Sears Point (his virgin run there), but he also drove the red/yellow 911 turbo that was formerly Big Bill Klienman's racer (add to that the black 928 GT he brought from his stable for brother Randy to drive in D.E., and it's obvious Terry was definitely 'into' this weekend).

### **WARMING UP**

During the open lapping practice runs on Friday, Mark Hupfer was climbing up the learning curve on his new cup car. So accustomed to being able to perform seemingly unlimited adjustments to his old silver 911, Mark was frustrated by the prohibition of similar tweaks to the factory settings on the GT2 - about all he could do was play

with tire pressures and basic sway bar adjustments. So his driving skills had to make up the difference between his machine and the two shop prepped racers he had in his sights when on track - driving skills which served him well, running right with those two in the 1:11+ range (best lap times) during Sunday's Sprint Race.



Jack Henricks reported his 911 was running great right up until his throttle stuck when on track (Friday afternoon). He safely managed the car back into the paddock for a fortunate simple repair and ran fine the rest of the weekend. Gary Grigsby in his 968 was the obvious best in class and group with his traditional attention to detail - his paddock complete with corner scales, laptop for downloading performance data, alignment gear, etc., etc. Gary also happens to be an extremely smooth driver with a surgeon's precision. Those driving attributes also apply to John Buhler, who reported his car was running as well as it has in a long time (just like it did two weeks prior at Road America), though he's curious about his alignment relating to the scrubbed tread on the outside of his right rear tire.

Discussions about drive line, corner speed, brake and shifting points were helpful to those who hadn't raced at Putnam often. Dan Davis noted he was still learning just how much momentum turn one could carry - a common attribute for Putnam neophytes. Brad Waite said he was learning the track, but having fun preparing for his rookie run at club racing. Nikki King said her



'Mad Dog' 911 was running well, but seemed a bit loose in a couple corners, though she admitted, that she, too, was relatively new to this track. She later noted that the discussion regarding a later entry into turn 2 for a better setup into 4 definitely helped alleviate the loose feel through turn 4.

Steve Junken reported that while his #10 car was running just fine, they (he, Steve Lynn and Bob Farmer) were trying to get rid of some 'push' the car had acquired - a task which was complicated for them by the mounting of Hoosier S05's instead of the S04's they had ordered. Joe Toussaint was also fighting a push in his cup car. Terry Heath had his hands full with the old 911, running just one second faster per lap as a D class car than his well set up 944 S2 running in F class (that difference in classes should translate to a much larger differential in lap times). Changing tire pressures and sway settings, the 911 worked best for him when the rear sway was disconnected (go figure), but still not as quick as he'd like.



### RACE TIME

With all those drivers, a few dozen in all, working on set up and drive lines, it was time to put that all preparation to a little test, the Saturday afternoon Twin 45 Enduro race. This was the highlight of day's activities - a 45 minute non-stop race followed by a fuel and water break (and anything else appropriate for an extended 'pit stop' in the

paddock) finishing with another 45 minutes of non-stop racing. 33 drivers followed CIR member Larry Haskett in his GT3 pace car around the circuit, then hit the gas when the pace car pitted and the green flag was thrown. What an absolute thrill to see these guys (and gal) navigating the corners with skill, two and sometimes three cars wide, working any edge they could to gain even a modest advantage over their competition.

It only took a couple laps to stretch things out a bit and begin watching individual pairs of drivers duel each other. Three race leaders pitted early due to a misunderstanding of the Twin 45 format (not their fault), leaving the race wide open for Mark Hupfer and his race partner, pro driver and event guest Craig Stanton, to take command of the field. While they may not have had the fastest CAR on the track, no one in the field could touch their driving. The Steve Junken / Lynn team in their GT5S class car had their hands full for several laps with two other higher classed cars (a 4S and 3S), though with some great moves in turns 5 and 7, did indeed manage to get around them. Jack

Henricks in his G car had a similar issue for quite some time with Minnesota's Greg Peterson in an E car - Jack prevailed and pulled away after several laps. And Nikki King (D class) was doing quite well dueling with Phil Blackstone in his higher classed C car until she went sideways in turn 4 with the best save we'd seen in that turn all weekend.

But there was nothing like the entertaining show Terry Heath put on for us piloting his 944 S2 (an F car) doing his best to reel in Gary Grigsby (also F) and his 968. Terry would go into turn 1 behind someone, and come into 2 ahead of them - he passed three different cars on the outside of turn 9, a dicey, off camber, over-the-crest corner, three laps in a row - he somehow kept the car under control while flying through the air off the exit of turn 8 (when Joe Toussaint did his clown move after a spin off in 8 - he drove back on the track facing the wrong way) - it was just flat out FUN to watch Terry go. How many times was it heard, "how'd he DO that?"? Then, just about the time he was finally getting close to Gary, Terry missed the full course yellow flags that were posted by the corner workers, passing when he shouldn't, and suffered a penalty stop-and-go in the pits. Then it was even MORE fun watching him work to make up lost time, though it was never enough to catch the smooth performance Grigsby posted.

After an hour and a half, Hupfer earned the overall and class wins; Grigsby first in F, was fifth overall, finishing ahead of a dozen higher classed cars; Heath, even with his penalty, was just behind Gary, and was also ahead of a dozen higher classed cars; Cal Sharp was first in E; Jack Henricks right behind with a first in G; rookie Brad Waite finished in the top half of the field; Dan Davis right behind him first in I class; Nikki and Rob King earned a first in D class and Junken / Lynn were first in GT5S.

### SUNDAY SPRINT

While Sunday's Sprint Race was only a third as long as Saturday's Enduro, it was no less thrilling to watch. Early in the race, John Wade's 924 lost the front left wheel coming out of turn 2 (broken spindle) and he did a superb job stopping the car under control in the grass with only three tires. Greg Peterson went for a spectacular ride deep into the grass off turn 4. And there were the exciting pairs of drivers dueling lap after lap as the race proceeded: Grigsby (again, an F car) was giving Mike Corrao and his heavily modified 914 running in GT4S all he could handle - Gary eventually passed Mike and was looking to catch Terry Heath, this time driving the 911 (D class car). While never catching Terry, after half an hour of racing, Gary was just 13+ seconds back. They both finished first in their respective classes AND ahead of all the GT3,4,5S's that were racing. Nikki King and Cal Sharp were nose-to-tail for several laps before Cal got a great jump on a race restart to overtake her and three other cars (he also finished first in class).