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CIRCULAR

October 2006

The Driver's Education Issue



Instructor Bob Dawson's Cayman S during Fall Brake DE 2006

Photo by Jim Legault





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<http://cirpca.org>**

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CIRCULAR

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



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Upcoming Events

Oct 7	Breakfast @ LePeep's
Oct 10	CIRPCA Club Meeting @ Sir Walter's
Oct 21	Winery Tour
Nov 4	Breakfast @ LePeep's
Nov 11	Annual Dinner, Easley Winery
Dec 10	Holiday Brunch, Brickyard Crossing

PRESIDENTS MESSAGE

October 2006

The Annual Dinner will be held on November 11, 2006 at the Easley Winery in downtown Indianapolis. The cost is \$45 per person.

This year's Annual Dinner will feature a special guest speaker, the election of club officers and we will celebrate a significant CIRPCA milestone. Come and celebrate with us. Watch the CIRPCA website for more details.

Last year's attendees enjoyed good food, good wine, and great company. Here are a few photos from last year's Annual Dinner.

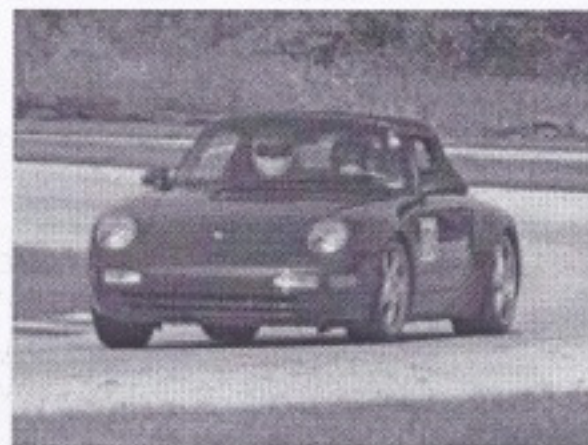


Fall Brake Driver's Education 2006

An absolutely perfect, late summer Indiana morning greeted well over 100 students and instructors on Saturday, September 16 as they assembled for Central Indiana Region's **Fall Brake Driver's Education** at Putnam Park Road Course in Mount Meridian, Indiana.

This event was CIR Vice President Jim

Scarborough's swan song as Driver's Ed Chairman after five very successful years. He had promised to go out with a bang and he certainly delivered!



While Jim can't take credit for the fine weather, he did bring us a very special guest instructor for Saturday's advanced student classroom sessions. Vic Elford, former Porsche factory driver and winner of numerous international races including the Targa Florio, was on hand to conduct three classroom sessions on Saturday. An author and founding instructor with the Porsche Owners Driving School for Porsche Cars North America, Vic was an inspired choice.

Vic thoroughly enjoyed the experience, his first as a PCA Driver's Education event classroom instructor. And if the enthusiastic applause that was heard coming from the classroom following one of his sessions was any indication, the students appreciated the unique insights that Vic was able to bring to the class. If you haven't done so already, check out Vic's website, www.vicelford.com.

An informal dinner Saturday evening on the deck at Coachman Restaurant in Plainfield, Indiana was the perfect way to end day one.

We were blessed with even better weather on Sunday, September 17. It was the appropriate compliment to a wonderful event. Central Indiana Region's DE events have earned a reputation for being safe, fun, and on schedule. Full credit to Jim Scarborough, the instructors, and all the volunteers that made it happen. Their efforts were well rewarded because smiles, laughter, and camaraderie were the order of the day.

Story and Photo by Jim Legault

A LETTER FROM THE EDITOR

Fall Brake was my first DE ever and while I know that it's not everyone's cup of tea, I still get a big smile on my face whenever I think about it.

Saturday proved to be a little humbling, though. I just couldn't get the hang of turns 1 & 2. On top of that, the 944 was having some front brake issues, in the form of a vibration, whenever the brakes got really hot. Paul Feigert, Pete's son and a certified mechanic, offered his opinion that it was due to pad build-up on the rotors. I was relieved that the rotors weren't warping but nonetheless, a little concerned going into Sunday.

The smartest thing I did all weekend was attend the track walk early Sunday morning, led by Randy Faunce. I learned I had been braking for turn 1 way too early and for way too long. The lightbulb came on! Perhaps if I used the brakes less, the pad buildup would be reduced and so too, the vibration. A master of the obvious, ain't I?

As for turn 2, I was told that if you can carry the right amount of speed through turn 1, setting up for turn 2 should almost take care of itself. Yeah, right! But I decided I would test both theories.

Sunday's first session began, and cautiously I tried braking later and later for turn 1. The less I braked, the better my front brakes liked it. And when I finally drove it into turn 1 way harder than I ever had (thinking all the while: !!!THERE'S NO FREAKING WAY I'M MAKING THIS TURN!!!), it stuck! And then like magic I found myself perfectly aligned for turn 2.

The whoops and hollers from my very fine instructor, Mark Lichtefeld, confirmed that I'd finally gotten it right. And the day just got better and better from there. There is a downside, however. Now I'm thinking about how I can afford a faster car. And how to tell my wife... Cya next month and at Spring Brake DE 2007.



Seen at Fall Brake DE 2006



POKER RUN RESULTS

On Saturday, September 30th, CIRPCA sponsored a Poker Run rally. The route began in Mooresville and ended in Plainfield at Tom and Marsha Brentlingers' house. The route included some of Indiana's better winding roads, State Roads 45 and 43. Although too early to afford viewing of the changing foliage, it was nonetheless a great opportunity to 'stretch the legs' of our cars before the winter hibernation season sets in.

The entry list included nine cars but only eight were able to make the trip. In large part, proceedings were uneventful. Larry Haskett reported some early morning dew provided a chance to test the all-wheel drive portion of his Carrera 4S and also some motorcycle traffic impeded his rapid progress for a while.



One esteemed member (who is closely associated with this publication) got an opportunity to chat with one of Morgan County's finest. It is rumored that while stopped he asked if this was an official card stop and if so, could he have the next card right away as he was trying to catch up with the rest of the group. Evidently the officer saw the humor in all this and issued only a warning, and requested the driver be a little less zealous in his efforts to rejoin the pack.

One of the stops along the route included Putnam Park. An event sponsored by WHEEL SOURCE was in progress. Although not a Porsche event, many were present including a Carrera GT. Also of some interest was a V8 powered Miata, which looked absolutely stock, and a Panoz which, unfortunately, appeared to cook a head gasket. The stop provided some time for everyone to stretch their legs and see some track action.

It was at this point that Tom Brentlinger called to say the burgers were on and if anyone wanted to eat something other than leather we had better get under way. Enough said and all were shooed from the track and on to the final stop.

Upon arrival at Tom and Marsha's house food and drink were consumed and the day's adventure recalled. About 3:30, it was show your cards time to determine the winning hand. The lucky winner of a free entry to the Spring Brake 2007 event was Kent Summers. Congratulations to Kent and to all the people who participated.

A special thanks to Judy Feigert who waited patiently at Spencer to hand out cards and to Tom and Marsha Brentlinger who provided both food and shelter at the end of the run. Tom also manned the card station in Bloomington. Without their help this event could not have taken place.

For those interested, efforts are underway to have a similar event this coming spring. If all goes well, it will end in French Lick with an opportunity to spend the night and gamble away your children's future inheritance.

Thanks again to all who participated.



Kent Summers draws the winning card!

Story by Peter Feiger Photos by Jim Legault

928's on the Autobahn

OK, OK, So it wasn't Watkins Glen or Charlotte Motor Speedway or Mid-Ohio or even Putnam Park - but the new Autobahn Country Club Road Course near Joliet, Illinois is a LOT of FUN.

We had just completed a GREAT three day weekend at Putnam Park ('we' being my home Porsche Club of America region) - got home, double checked the car, spent Monday catching up on some other stuff, left around dinner time for Joliet, Illinois. Upon arrival, poked in the evening 'chalk talk' session being held in a small conference room at the hotel, then grabbed a bite to eat, visited with some fellow 928 friends, got some rest for the next day.

As I'm used to being one of the only Porsche 928's on track (if not THE only one), imagine the smile when I arrived in the paddock that Tuesday morning to find a couple dozen 928's, preparing for the tech line and a day on track - in fact, there was only one car that wasn't a shark (a fellow instructor in a 944S2).



Prepped my car, double checked tire pressures, and headed out on track for a tour (having not been to the Autobahn before, might be a good idea to see it before trying to teach it) - stopped my car at each turn to walk the corners. The track is relatively flat, but a couple corners have a little camber kick (more off than on) - looks like patience will pay dividends on this course (mostly late apexes) - will know for sure when we get up to speed . . .

Format for the day was unique - 20 some odd students with little or no track experience (one was very surprised to find out that the paddock pavement was our storage facility for car 'stuff' while the car was on track), and just five instructors. The two run groups were quickly merged (not everyone went on track at the same time), so it was basically open track all day long (standard Performance Driver Education passing rules). Instructors would ride with or drive student cars as requested, or give rides in instructor cars.

It seemed much of my instructing was done on track in a little used multi lap lead-and-follow format (now THERE's a trick - drive the proper line on the entire course, while driving the rear view mirror, making sure the pace was quick enough to keep from holding the student(s) up, but not so quick that the student was left behind, AND that the student(s) were following the line being lead).



Then, when I'm comfortable the trailing students have seen the basic line, pull away and drive some fun hot laps, catching another student who could use a 'tour guide', complete a couple more lead-and-follow tour laps, then some more hot laps, take a break, do a ride along, pit, drive . . . well, you get the idea.

As to the Autobahn track itself (we used the north course), it is flat, like Black Hawk Farms, but 40' wide with rhythmic sweeping turns like Putnam Park.



Most corners were late apexes (the more patient you were on turn in, the faster you could go on corner exit).

Turn 2 was reminiscent of Gingerman's turn 2 (sharp right hander with no 'feel

good' line - just take it late, carousel style, staying on throttle at exit). Turns 3, 4 and 5 flowed from right to left to right, requiring no braking (in fact, no brakes from the turn in on 2 to the entry of 6.5 - feather the throttle here and there, but no brakes). Turn 6 was an illusion - a kink in the track just before the corner fooled most into turning in way too early - ignoring the kink and hitting the true turn with a very late apex reaped huge dividends on track out. Turn 7 was a setup for 8, which lead right into a full throttle turn 9 onto the main straight. Track was smooth, easy on tires, very easy on brakes, nice flow - yee haa!



Only lament is, much like Barber Motor Sports Park, there are no long straights to get into 4th gear (on my 5 speed) and catch that oh-so-important cooling air for a bit. As the weather for the day provided the necessary cooling, we encountered no problems (but could be an issue on a hot July day).

The Tuesday event on track was preceded by a Monday 928 concour / gathering, all organized by Carl Fausett, a Wisconsin area 928 guy and builder / installer of supercharger kits for the shark (among other things). Kudos Carl and crew!! For those interested, more event photos are here: <http://www.robbyquinn.com/928autobahn2006.html>

Randy Faunce

sharkfest@mac.com

http://homepage.mac.com/on_track

317-861-0755 '88 928 S4 5-speed LSD 353 k miles

P.S. ok, I know some of you guys are thinking 'whoa nellie' or 'holy shi1, Batman' - 'can you imagine? Faunce with a supercharger?' - just remember, guys - it's my year 'round daily driver

HEY! CIRPCA NEEDS YOU!!!

CIRPCA has lots of opportunities for you to become active in your club. We have opportunities in these areas:

- * Planning and organizing of upcoming events.
- * Newsletter contributions: articles, photos, and story ideas

If you would like to be a positive force in your club, contact any CIRPCA Board Member. Contact information is available on page 3 of this newsletter, or on the club website. We welcome your thoughts and ideas, and most of all **your participation!**

MEMBERS EXCHANGE

(Post your items on the clubs website and see them in the newsletter)



1989 911 Speedster

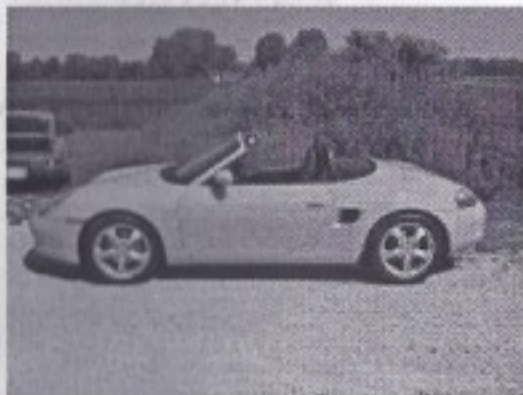
5100 miles says it ALL
"\$59500" Perfect condition.
NEW tires and AC re-
charged plus recent oil
change Email:
Porsch964@sbcglobal.net

J CHANEY
(317) 654-2415

2002 Boxster

11k miles.....Perfect
\$29500 Yellow and
black New condition
and ready for a new
owner. Email @
Porsch964@sbcglobal.net

J CHANEY
(317) 654-2415



1986 944 turbo

176k miles, runs strong
(\$5800 firm) newer paint job
(\$5k) Real turbo wheels
interior needs work email @
Porsch964@sbcglobal.net

J CHANEY
(317) 654-2415



1972 Porsche 914

Extremely nice condition. No rust
worries here! Repainted and
engine has been rebuilt twice.
The car has over 200k miles,
but is in good to great condi-
tion. \$6500 Email me @
Porsch964@sbcglobal.net

J CHANEY
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