



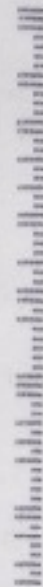
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CIRCULAR

June 2006

Spring Break DE 2006



Colin says, "It's the coolest"!



CIRCULAR

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



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Upcoming Events

- | | |
|-------------|---|
| June 2-4 | Taj Maj Garage Speedfest, Dayton OH |
| June 3 | CIRPCA Breakfast @ LePeep's |
| June 3 | Winged Warrior Performance Challenge, Anderson IN |
| June 7 | Michiana Region DE |
| June 13 | CIRPCA Club Meeting @ Sir Walter's |
| June 16-18 | KY Region DE @ Putnam Park |
| June 20 | Rally Sport Region Women's Only DE |
| July 1 | USGP Supercup Dinner |
| July 2 | USGP @ Indianapolis Motor Speedway |
| July 11 | CIRPCA Club Meeting @ Mickey's Irish Pub |
| July 23-23 | MORPCA DE @ Putnam Park |
| July 28-30 | Porsches to Oxford |
| August 3-6 | Strassenfest, Jasper IN |
| August 4-5 | 944 Fest, Nelson Ledges OH |
| August 6-11 | Porsche Parade, Portland OR |
| August 8 | CIRPCA Club Meeting @ Sir Walter's |



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2006
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Get all the last minute CIR event
information at your clubs website
<http://cirpca.org>

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PRESIDENTS MESSAGE

Has everyone's spring been as busy as mine? The month of May is over. Where did the time go? Your club has been busy with preparation for the upcoming USGP events. See the stories on pages 6, 7, & 8 for all the details of this great weekend. I would like to thank Bob Snider for all his time and effort on the Supercup Dinner, in addition to handling all the USGP tickets.

We are looking for sponsors and sponsorship for the dinner. If your business or company would like to help sponsor the Supercup Dinner please contact me, or any board member.

Your club has several positions that need to be filled:

Activities Chairman; this position helps plan and coordinate all the clubs events. It doesn't require many hours, so if you have some free time the club could really use your help.

Ad Chairman; we are looking at, once again, taking ads and collecting enough revenue to help recover cost of printing the CIRcular.

Board Members for 2007; We are seeking Board Members for 2007. Several Board Members terms expire at the end of 2006.

If interested in any of these positions, contact me or any board member.

There are several local events of interest: Taj-Maj-Garage Speedfest in Dayton, OH the week of June 2nd. The tWinged Warrior Autocross in Anderson, IN is June 3rd, with all the money going to Riley's Children Hospital.

The Kentucky region of PCA is hosting a Drivers Education event at Putnam Park, the 16-18th of June. You can find more information and register at www.kypca.org. Kentucky region has been a co-sponsor of our fall Driver Education events. This will their first DE event as the hosting region.

I still have CIR 45th anniversary stickers, see me at any upcoming event or drop me a SASE to the address below.

Damon Beals, CIR PCA President
2975 Country Club Ct.
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president@circpa.org

A LETTER FROM THE EDITOR

This issue of CIRcular marks my third as editor. Since it appears that I might keep this position for a while (it's amazing how tolerant folks are when you volunteer for a job no one else wants!), I thought it might be appropriate to introduce myself.

I'm Jim Legault. I've been married to Laura for 26 years. We have two grown sons, both great kids, neither of which I am pleased to say, is still living at home. We live on the northeast side of Indianapolis where I am a project manager at Roche Diagnostics. I've been a member of PCA since January 2005 when I bought a 1987 944: India Red and in great condition. I had always wanted a 944 and I could not be happier with it.

Besides books, music, and photography, my interests are mainly centered around cars, Porsche in particular, and racing. In fact, my interest in Porsche stems directly from the very first road racing event I ever attended, the 1967 CanAm at Road America. I was twelve years old at the time and it truly changed my life.

But what about you? What are your interests? What would you like to see in your newsletter? If you have an area of interest that you'd like to see covered in the newsletter, let me know. Do you have a story to tell? Write it up and send it to me. Have an idea for a story but don't have time to write it yourself? No problem! Contact me with your idea and we can make it happen. I'd love to hear from you! Contact me at (317) 257-2826 or editor@circpa.org

Attention CIRPCA Members!!!

Haven't been receiving Club emails recently? Feeling a bit out of the loop??? Keep your membership information up to date! It's easy and convenient.

Click on the **Members** tab at the top of the CIRCPA homepage <http://circpa.org>, then click on **My Profile**.

Update all your member information in one easy location!

Formula 1 Weekend 2006!

by bob snider

If you got your F-1 tickets from the club, they will be mailed out in early June along with your packet containing all the information on all the events surrounding the exciting Formula One Weekend. At press time, several venues had not yet finalized their arrangements. We are waiting on those so we can make one mailing. The **3-day Car Corral hangtags** will be included with your tickets (1 per 2 tickets ordered). Please email me **now** and let me know if you don't need yours or how many you need. We have a limited number.

If you did not buy your race tickets from the Club and you want to park in the Car Corral on the Back Straight of the Indy 500 Track any of the 3 days, you must call the Speedway Ticket Office and tell them you are a member of the Porsche Club and have them mail you a Car Corral hangtag. We won't have any extras. The Car Corral is entered off 30th Street, Gate 10, **only**, all 3 days, except the Race Day Police Escorts which enter off 16th Street near the Brickyard Crossing Resort.

You can register on our website: www.cirpca.org (credit card required) for the **5th annual F-1 Porsche Supercup Dinner**, Sat. night, July 1, at the Indianapolis Zoo's new Dolphin Dome Gallery. The guest speaker is former Porsche factory race driver Vic Elford! www.vicelford.com.

The \$55/person cost includes the speaker, a nice buffet dinner from Crystal Catering with 2 meat choices, a veggie pasta dish, salad, all the extras, choice of dessert and 2 drink tickets. One of the two bars will be set up in the new Dolphin Dome where you can watch the dolphins play (They have 9)! Seating is limited to 200, so reserve early as this fun event always sells out and we have a great evening planned for you. Free reserved and secured parking at the Zoo. If you don't have a computer, you can call our webmaster, Chris Langsenkamp, toll free at: 888-528-2771 and give him your info over the phone to register for the dinner. The deadline for registration is June 26!

Reservations will open soon for the police-escorted **Porsche Grand Car Cruise** early Sat. eve. thru the streets of downtown Indy. Register at: www.theregistrationsystem.com (Click on "US Grand Prix Formula One 2006" and go to the "Car Club Cruises"). Limited slots at 5 & 5:45 PM (25-30 cars each max.). First come, first served. The starting point was yet to be determined at press time. Finish will be at the Indianapolis Zoo parking lot where you can walk to the Supercup Dinner. Free, but you must be driving a Porsche.

Register for the **Race Day Police Escorts** to the Car Corral at the track on the same website: www.theregistrationsystem.com Starting point is again not set at press time. Limited slots at: 7:30, 8 & 8:30. 25 cars each max., 75 total. Free, but you must be driving a Porsche, have a race ticket and a Car Corral hangtag to enter the Speedway Grounds.

On race morning, there is a special **\$10 Breakfast at the Track** with the Ferrari Club held at the American Legion Post on Georgetown Road across from Gate 6. You must ask for a Pass Out at the Car Corral Sun. morning in order to exit the track and get back in. 7 - 10 AM, cash only.

There's plenty to do before the Supercup Dinner on Saturday night and raceday Sunday, too! From 10 AM til 6 PM, Saturday, the spectacular fourth annual **Indianapolis Concours Grand Prix** will be held on the Monument Circle and radiating streets. See 300+ beautiful autos, from dragsters to Dusenbergs, with everything in between! It is quickly becoming one of the top 3 car shows in the country. Porsche and Cord are this year's featured marques. They are still looking for pristine, show quality Porsches and volunteers to work the event. Check out: www.indyconcoours.com or www.theregistrationsystem.com

On Thursday, June 29, the Speedway is once again repeating their highly successful **F-1 Pit Walkabout** from 8 AM - noon. F-1 Garage Tours, see F-1 drivers, watch Pit Stop Practice, concession stands open with live entertainment, car shows, etc. Free with F-1 Race Ticket. Free parking in the Infield. One of the best deals in auto racing!

Wednesday, June 28, is the annual **Formula One Press Kick Off Party**, 10 AM - 1 PM, with the Press Conference (local TV stations invited) at 11 AM, downtown on Monument Circle. Sports Car Parade with 30 cars from local clubs. They are looking for 5 pristine Porsches from our club for the Parade! Now is your chance to have you and your car on TV! Contact: Michele Fahey, Coordinator, at Simply Hospitality @ 317-294-9284 cell or email: mfahey@simplyhospitality.org

Did I forget anything? If you have any questions that I have not answered about the F-1 Weekend events, you can call me at: 765-282-7985 H/W/ Fax/VM or you can email your questions to: bsniderjr1977@comcast.net.

Be a part of this great weekend, one of the best weekends in all of PCAI! This could be the last year (they are still in negotiations for next year). Good seats are still available at: www.indianapolismotorspeedway.com We have sold out our allotment.

See you at Indy!

Vic Elford to Speak at F-1 Supercup Dinner

Central Indiana Region is pleased to announce former Porsche factory driver, **Vic Elford**, as the featured speaker at the fifth annual Porsche Supercup Dinner to be held at the Indianapolis Zoo's new Dolphin Dome Pavilion Saturday evening, July 1, during the Formula One weekend. Englishman Elford is the only driver ever to win Daytona, Sebring, Nurburgring, the Targa Florio and the Monte Carlo Rally, all in a Porsche!

Winner of the the European GT Rally Championship in 1967 and the 1968 Monte Carlo Rally in a 911, the 1968 24 Hours of Daytona in a 907, the 1968 Targa Florio, and the 1968 Nurburgring 1000 kms (the first of three!) in a



908, Mr. Elford also made his F1 debut that year at the French Grand Prix, driving a Cooper. With no testing and little practice, Elford started last in the field. However the race was run in the rain and he cemented his status as an acknowledged rainmeister by driving through the field to finish fourth.

In 1969, Mr. Elford finished eleventh in the Daytona 500, one of the first non-Americans to run NASCAR. He also became the only driver to have won the Monte Carlo Rally AND finish the Monaco GP when he came seventh in that classic GP.

1970 saw Elford racing in the American Trans-Am series and the Can-Am series in Jim Hall's Chaparral 2J, the (in)famous "fan" car.

Elford joined an exclusive club in 1971. By winning the 12 Hours of Sebring in the iconic 917, he became one of the few to win both of America's premier road racing events.



Awarded the **Chevalier de l'Ordre National du Mérite** by French President Georges Pompidou for courage and heroism when he stopped his own car to rescue a fellow driver from a burning Ferrari at Le Mans, CIRPCA proudly welcomes Vic Elford back to Indianapolis!

Photos used by permission of Vic Elford

Other Events of Interest!

The Winged Warrior Performance Challenge 2006, Saturday, June 3rd 2006 at Darlington Field just north of Anderson, IN! All proceeds, and they are emphatic about it as in 100%!, go to benefit the **Riley Hospital for Children Cheer Guild**. Registration and additional information is available at the Winged Warrior website: <http://www.wingedwarrior.net/index.html>. Geoff Kapke is the CIRPCA contact for this event: gkapke@yahoo.com.

Taj Kruezers' Speedfest, aka **Taj Maj Garage**, May 26-June 4, Many events of interest. Dayton, Ohio. Benefits the Ronald McDonald House. <http://www.tajmagaraj.com/speedfest.php>

Michiana Region is hosting a **DE at Autobahn CC** June 7th (Wednesday), only \$195 for the day. email bbent2@beanstalk.net for more info.

KY Region will hold a **DE at Putnam Park** June 16-18th. Contact Jeremy Miller at (502) 396-9111 or check out the website, <http://kypca.org/>

The Rally Sport Region is having a **Women's Only Day Driver's Education** at Waterford Hill Race Course on June 20, 2006. Please contact gary.starlin@delphi.com

The Mid-Ohio Region is hosting a DE at Putnam Park, July 22-23. Info at www.morpca.org

Porsches to Oxford, "a casual Porsche Party", July 28-30. Oxford, Ohio <http://porsches2oxford.com>

The **944 Fest** at Nelson Ledges, Aug 4-5th. It's a gathering of all the waterpumpers, with a DE and other events. <http://www.944fest.com/>

"928s on the Autobahn" September 19th, a National Porsche 928 Car Show and Performance Driving School in September at the Autobahn Racetrack near Chicago IL. <http://www.928motorsports.com/>

Expanding Horizons - What's After Driver Ed?

by Randy Faunce

OK - so you joined us for a great weekend at Putnam Park last month (perfect weather, great track, no incidents, everyone drove home happy...), and this may have been your second or third visit. So what's next?

Several answers, any of which may be correct for you, falling under these headings:

- ⇒ just more seat time (can never get enough)
- ⇒ set goal of club racing / instructing
- ⇒ expand the experience (travel to other road courses)
- ⇒ upgrade the car (tires, brake pads, suspension, drive train...)

DE seat time - there have been occasions while on the track that, even after a couple years, made me wonder "What the hell I am doing here"! (A few more properly run corners with the subsequent grin would usually answer that question, though).



Feeling your car through a series of turns, over and over again, under varying conditions (dry, cool, dew, hot sun, adjusted tire pressures, etc.) and we're always learning something about the car and the track (thousands of miles at Putnam alone and I'm still learning/trying new things most every time out). Improved car control, enhanced recovery skills, better understanding of the car's (or driver's) limits - seat time is wonderful, and if you have no desire to run anywhere but Putnam Park, their web site is full of opportunities (car club weekends) for you to do just that.



Want to proceed to the next level? You can choose club racing or instructing or both, though not all good race drivers make good instructors (or as in my case, not all terrific instructors are terrific drivers!).

Club Racing requires a minimum number of track events, a 'check-out' ride with one of us experienced track hounds, and plenty of cash for required car safety upgrades, performance enhancements, transport (as most club race cars are no longer

'street-able'). Also check your auto and life insurance policies for necessary rider policies (once you enter competition, standard policies no longer apply - one of the reasons competition is strictly prohibited in driver ed).



Instructing, on the other hand, demands no such upgrades, but you must be willing to sit in the passenger seat of a car you don't know, with a driver you've never met, traveling at speed. Queasy stomachs needn't apply! You need a willingness to share, lots of patience, and a big mouth (plenty of talking to do). The PCA National Instructor School held here last

month was a wonderful step forward in guiding instructor hopefuls and refreshing the experienced instructors on the do's and don'ts of teaching performance driving. Most other regions host an instructor school, too.

Maybe you have no desire to do either (teach or race) - you just want to try what you've learned about your car in another environment. **You're ready for a different track.** One of the neat things about Putnam Park is that it's relatively easy for new drivers to learn, but, once up to speed, there's enough elevation changes and camber switches to keep the experienced drivers on their toes.



Much of that experience translates well to other tracks - turn 1 here is a lot faster than you first gave it credit for, much like most turn 1's at many other tracks. Understand turn 4 here and you're ready for turn 9 at Gingerman, or 13 at Mid-Ohio. Learned the dance around turn 9 here and you'll do that in 'Canada Corner at Road America, or 2-3 at Beaver Run, or turn 4 at Black Hawk.



Sure, each track is unique, and many have characteristics that no other track has: the 27' banking at Charlotte, 'Madness' at Mid-Ohio, the short shifting, steep downhill, blind, off-camber turn 12 at Road Atlanta (though there's something of a mini version of it at Barber), the full tilt, on-camber runs at the Glen, the carousel and 'Kink' at Road America, the main straight (drag strip) at IRP. But mostly you'll find more similarities than

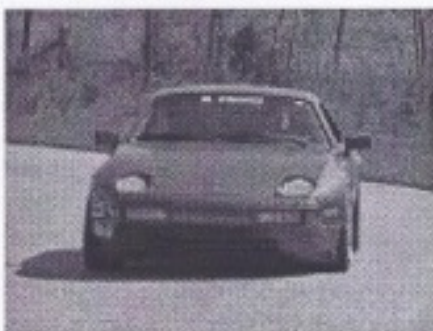
differences - similarities that will, indeed, let you transfer the experience from one track to another. Add to that the bonus that, here in central Indiana, we're just a half day's drive from a fistful of those other tracks. you couldn't say that if you lived in Wichita!

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Perhaps you want to **upgrade your car?** Initially, you found yourself laying off the brakes a bit going into the corners as you learned how to comfortably maintain the car's momentum. Then, as you really got up to speed, you noticed you had to hit the brakes a bit harder because you're driving faster through and out of the corners and your subsequent straightaway speed goes

up, requiring more braking for the next turn. So your first upgrades will be your brake pads (go ahead and up the brake fluid to a higher boiling point, too). Do you need ceramic pads or frozen rotors for DE? No, not really - a good, fade resistant carbon metallic pad works well. There's actually a number of materials and brands that cover the whole spectrum between OEM street and strictly race performance. For driver ed, one of those in-between pads does the trick nicely. Personally, I was quite fond of the Performance Friction products, until they stopped production for the 928's - decent grip, almost no fade, minimal dusting, only some noise on street, and readily available at popular prices.



So you've upped the ante on your brakes and now you're tired of hearing your tires scream at you on nearly every corner along with the front push or loose tail that comes with it. Then upgrade the tires to a more track-able option. Again, there are a number of choices from performance/street to track only (nothing corners like a Hoosier!). If you like the idea of a dedicated track tire, do you have a set of rims

to mount them on? How about a way to get them to the track (since you won't drive them on the highway)?

If you're looking at another set of rims, how much bigger can the rims be and still fit your car (both in diameter and tread width)? Not sure? The folks at the Tire Rack will likely know. So might your local shop guy.

Even if you decide not to run on a dedicated track tire, but choose instead a street-able track tire or track-able street tire (Bridgestone Pole Positions, Michelin Pilot Sport Cups, Yoko AO32's), does your suspension need some work? It most definitely will for track-only tires. Least intrusive is a good 4-wheel alignment.

Reducing the front toe a bit (leave the rear), and adding some negative camber all around enhances cornering at speed but is still very street-able. Considering better sway links (the steel/poly ball and socket instead of the OEM rubber bushings)? How about bigger sway bars? Sway upgrades do well on track

without hurting road ride. Are your springs and shocks are starting to sag (they will)? What about an upgrade on those at replacement time? Again, a number of 'stiffness' options here (stiffer is better for track corners but harsher on street bumps).



Then there's the money you can throw at the drive train - performance control chips, hotter ignitions, superchargers, fat exhausts, tweaked transmissions, etc. Some guys want to jump into this right away - most experienced track hounds or instructors will suggest you learn to drive what you have *first* (adding the above brake / tire / suspension upgrades as you go) *THEN* beef up the dyno results.



So, what comes after Driver Ed? Whatever you want, including more Driver Ed!

All photos from CIRPCA Website Gallery by Pete Simpson, Kerry Dorsey, Michael Dworek, Jim Scarbrough, and Jim Legault

MEMBERS EXCHANGE

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

1985 911 Cabriolet Low, light and lean. 3.2L that has been tweaked. B & B 2 in 2 out exhaust, chipped, lowered, RUF 17 in wheels, custom interior, rollbar, truss brace, 5 points and stock harnesses, good top with cover, excellent street/DE car set up for hardcore play time. \$18,000
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