



# CIRCULAR

## CIRPCA Members on the Loose in Elkhart!



### Upcoming Events:

Porsche Parade!

Meet in the Middle Breakfast!

New Harmony Kunstfest Weekend!

### Event Reports:

Midwest Museum of American Art

Pole Day at Putnam Park

Pole Day Dinner at The Speedway



Let Terry, Tim, and Brent put their 62 years of combined Porsche experience to work for you. This month, we'd like to introduce Terry Day. Terry has serviced Porsches throughout his entire 39 year career, the past 7 years devoted exclusively to servicing Porsches. Before that, he spent 15 years in Formula 1 and Indy Car racing with the Brabham, Penske, Patrick, and Menard Teams.

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## Upcoming 2010 Events

June 12 (Saturday)

**Second Saturday Tour - O' Daniel Porsche (Fort Wayne) to The Studebaker National Museum (South Bend)**

July 3 (Saturday)

**First Saturday Breakfast Fireworks, A2Z Italian Cafe, 96th & Grey Road - Indianapolis**

July 3 (Saturday)

**Drive together to Porsche Parade - St. Charles, IL, 2 meeting spots - Fort Wayne & Indianapolis, See [Website](#) for Details!**

July 3 thru 9 (Saturday - Friday)

**55th Porsche Parade - Saint Charles, IL**

July 10 (Saturday)

**Second Saturday Breakfast, Liberty Diner - Fort Wayne**

July 24 (Saturday) **NEW EVENT!!! Meet in the Middle**

**Breakfast, Eva's Breakfast Nook - Muncie**

July 30, 31 & August 1 (Friday, Saturday, Sunday)

**Porsches 2 Oxford - Oxford, OH**

**NEW EVENT!!!: 'Meet in the Middle' Breakfast**

Indy area members & Ft. Wayne area members & Muncie area members are invited to attend our new 'Meet in the Middle' breakfasts in Muncie. These breakfasts are being scheduled on the 4<sup>th</sup> Saturday of 5-week months. For 2010, we will be meeting in Muncie on July 24<sup>th</sup> & October 23<sup>rd</sup>. Make plans to join us in Muncie to meet even more Porsche enthusiasts! July 24<sup>th</sup> @ 9am - Eva's Breakfast Nook, 1617 N Wheeling Ave, Muncie, IN.

GO TO

[HTTP://WWW.CIRPCA.ORG/CALENDAR/](http://www.cirpca.org/calendar/)  
TO REGISTER FOR EVENTS AND GET UPDATES ON THE LATEST EVENT NEWS

## **The President's Message - Don Shuck, President CIRPCA**

CIRPCA President's Message

June 2010



Well, a lot of you are walking around with big smiles on your faces and I understand it may take quite awhile for those to subside. Those reactions seem to be directly linked to the enjoyment experienced recently at the "Pole Day at Putnam Park" track event. Many thanks for those of you who signed on and shared your weekend with several other helmeted corner embracing gravity defying enthusiasts. Spearheading your weekend of fun after countless hours of planning, preparation, organizing and budgeting was your club's DE Event Chairman Henry Riley. I know you will want to share your thoughts and thanks for all of his and the DE Committee's efforts to stage this event as well as inviting others you know to join you when CIRPCA transforms a future weekend into another cause célèbre.

We have been touting the Street Survival event coming up on June 5<sup>th</sup> and several of you have volunteered to help save the lives of teenage drivers. Thank you. We still have room for more and would encourage you to consider this important inaugural community service effort which your club has underwritten on behalf of the Street Survival program. Randy Faunce is organizing and chairing this event and could certainly use your enthusiasm and energy. Lunch will be provided and, as far as we know, it won't affect your taxes. So, before you log off the CIRPCA website after reading your favorite monthly newsletter, please register to help us out on Saturday the 5<sup>th</sup>.

Since the weather has decided to provide you with absolutely no excuse to get your Porsche ride out of the garage, be sure to check out the "Road Trip to South Bend" on June 12<sup>th</sup> starting with a continental breakfast at 8:15 AM at O'Daniel Porsche in Fort Wayne, IN. Lunch will be served at the historic Tippecanoe Place in South Bend, IN the former home of the Studebaker family followed by a chance to walk off all those calories at the Studebaker National Museum. Be sure to thank Dick and Becky Rutkowski for all their planning and effort to make your Saturday a better day.

Your club is interested in raising the activity level in the Lafayette and Bloomington areas and invites your suggestions and interest as those events are moved to a location on our calendar. The Porsche Parade will be getting underway in St. Charles, IL from July 3<sup>rd</sup> through the 9<sup>th</sup>. If you haven't seen 800 Porsches all in one place before then this is your chance. A good number of your fellow members will be finding all the paved two lane county roads between Indiana and Illinois as we journey to represent your club in colorful fashion.

Another big thank you goes out to Audrey Dworek for organizing and leading the Widows Program at Putnam Park. For those of you scratching your heads over that program title, it had nothing to do with any sort of mishap that you might have envisioned when you first read it. Audrey, thank you.

Meanwhile, have a great day, a better tomorrow and a clear safe road in front of you.

## **55th Porsche Parade in St. Charles, IL: July 3rd – July 9th, 2010**

It's not too late - registration is open until June 23rd! Please visit <http://parade2010.pca.org/> for registration and all Parade details.

*Advance registration is mandatory—there is no on-site registration during the Parade. Registrants should check-in for the Parade Saturday, July 3rd between the hours of 8 am and 5 pm. This is the only time all the event chairs will be together to answer all of your questions, and ensure you and your car are correctly classified for the competitive events.*

CIRPCA is hosting 2 events in conjunction with the Parade!

- A 'Drive Together' to St. Charles, IL on July 3<sup>rd</sup>. We will have 2 meeting spots (1 in the Indy area and 1 in the Ft. Wayne area) – these 2 groups will converge in Merrillville, IN to drive together to St. Charles, IL in plenty of time for Parade check-in and to visit the Welcome Tent before checking in to area hotels. Don't forget the Welcome Party hosted by Pirelli later that evening.
- A 'Family Event' on July 4<sup>th</sup> at Pottawatomie Park in St. Charles to enjoy a concert beginning at 6pm followed by the fireworks display when dark. Visit [www.stcparks.org](http://www.stcparks.org) for more details on the park's activities.

Please visit [www.cirpca.org/events](http://www.cirpca.org/events) to register for the activities and additional details.

## **CIR PCA Presents Pumpkin Run 2010 Performance Driver Education Putnam Park Road Course October 29-31**



## New Harmony Kunstfest Weekend - September 18 & 19, 2010 By Bob & Brigitta Snider

### For Immediate Release!

**New Harmony, Indiana.** Just announced today, Bob & Brigitta Snider have agreed to repeat their very popular Porsche Club New Harmony Weekend during the town's annual Kunstfest – German Arts, Crafts, Music and Food Festival this September 18 & 19. Started in 1995 and repeated in '97, '99 & '05, this auto tour "Escape Weekend" has been a favorite over the years of many members from all over the Midwest.

Kunstfest is Historic New Harmony's most popular annual festival, bringing together quilt makers, candle makers, potters, jewelry makers, artists, musicians and other traditional crafts and artisans from several states.

Local organizations have banded together for years to make their own personal contributions to this festival. Stands selling homemade ice cream, New England clam chowder, iron-kettle baked apple butter, chili, roasted corn-on-the-cob and the German Food Tent with live entertainment by the Rhine Valley Brass Band are just a few of the offerings designed to honor the heritage of New Harmony's original founders 200 years ago. Plus, there are many quality antique shops, a wonderful garden store, new ice cream and coffee shops, new restaurants, several art galleries and many other shops to visit: [www.newharmony.org](http://www.newharmony.org)

The Auto Tour leaves at 9 AM Saturday, just south of Mooresville and journeys down to New Harmony via Ind. 67 & 57 through some very small Indiana towns. Arriving in New Harmony around noon at the height of Kunstfest, we take lunch on our own at any of the many food stands provided. Our recommendation is the German Tent!

The afternoon is free to take a docent-guided Historic New Harmony Walking Tour of the many historic sites or partake of the many offerings during the Kunstfest. From 6 - 8 PM, dinner seating's are available for the Porsche Club in the famous gourmet Red Geranium Restaurant located adjacent to our overnight lodgings in the beautiful contemporary New Harmony Inn.



Historic Harmonist Log Cabins



New Harmony Antheneum and Visitor ' s Center

A block of 15 discounted rooms are being held until **July 18** under the **Porsche Club** name.

Kunstfest is extremely popular with rooms at a premium and this is the only hotel in town with only 90 rooms – so reserve now. All rooms released to the public after July 18 : [www.newharmonyinn.com](http://www.newharmonyinn.com)



The Red Geranium Restaurant

Sunday morning starts with a continental breakfast which comes with your room, served in the Entry House where you check-in, and an informal Sunday morning Porsche Car Show in the Red Geranium parking lot with original pottery trophies awarded for the top 3 People's Choice cars along with a Long Distance Award, all made by the adjacent Harmony Pottery, which will also be hosting a continental breakfast in their shop filled with many nice gift ideas.

After lunch, we continue our journey east along the Ohio past the Newburgh Locks and Dam to our final destination, the spectacular Saint Meinrad Archabbey, nestled in the sprawling hills of southern Indiana for a monk-guided walking tour of the Abbey.

If you want to go, reserve your room at the New Harmony Inn **before July 18** by calling 800-782-8605 or 812-682-4431. Be sure and mention the **Porsche Club** to get our discounted rates and be included in our block of rooms. (Do not register online or you won't be able to get our discounted rates).

Porsche Club Room rates: **Rosebank Building:** Premium Rooms \$140 with king or queen bed and courtyard view, Shaker-style furnishings with hardwood floors (Upgrades available, some at extra cost: Lake views, balconies or walkout patios).

**Riverbend Building:** Standard Rooms \$112 for 1 queen bed or Deluxe Room with 2 double beds for \$127 (more contemporary building with carpeted floors). All rooms have recently been completely remodeled and updated, since our last visit in 2005, with all new furnishings and appointments. Full night's deposit required when making reservations.

Our recommendation: Go for the Rosebank Building with Lake View!

Weekend Auto Tour Registration will be available later on this summer on the club's website.

We hope to see everyone in New Harmony this September for a very special escape weekend in Utopia!



St. Meinrad Archabbey

## **Pole Day at Putnam Park – CIR DE Returns** By Curt DeVoe, CIR Chief Instructor, Driver Education

CIR returned to Putnam Park Road Course for a full three-day driver education ("DE") event on May 21-23. As with the pole day going on 45 miles to the east at the Indianapolis Motor Speedway that same weekend, weather was on everyone's radar but the rain mostly stayed away and speed and fun and lots of great Porsche people (and nice folks driving other marques) made the weekend a success.

The event began with the traditional "instructor day" on Friday – open lapping for CIR's DE instructors and other registered drivers with significant past experience driving on the track. Rain had soaked the area Thursday, and the skies were still leaking a few drops Friday morning, so the day began slowly, with just a few cars on the track. The rain stopped and as the track dried the speeds picked up and the Friday drivers began to roll in. In the late morning, the smell of food on the grill drifted over the paddock as Henry Riley and Rob Fike grilled burgers and hot dogs for everyone at the track. By the end of the day, we had about 15 -20 cars on track, and many more settled in their chosen spots in the paddock and ready to go for Saturday. In an unusual end to the day, a full size tractor trailer rig rolled through the paddock just before our on-track sessions ended at 5 and unloaded a Mustang race car in the pit area for an evening of testing and tuning for a race the next weekend at Lime Rock. Those of us with trailers said goodnight to our trusted P-cars and tucked them safely into bed as the wind picked up and lightning flashed and thunder rumbled in the distance. Those with bona fide street cars packed them up, we all headed to the Baymont Hotel in Plainfield for Friday night registration and technical inspections for those who had not made it to the track earlier in the day. Gathered over pulled pork barbeque, sodas, and beer, the Friday drivers relived and described their day's adventures while some of the other drivers, especially those looking forward to their very first experience driving their Porsches on a track, had just a touch of butterflies.

The main event began early Saturday morning when a steady stream cars, trucks and trailers rolled into Putnam Park for the day. By the time of the instructor and driver meetings at 8, the paddock was humming and rumbling with 100 cars and drivers going through preparations. Dave Jankowski and Jason Collins completed tech checks of the remaining cars and got everyone on track on time. A light mist was falling early but stopped before the instructors, dutifully drying the track for the other drivers and reminding themselves of the limits of adhesion on a slippery track, made their first run. The beginning and intermediate drivers attended their first classroom sessions with our great classroom instructors, Chuck Tucker (a professor at University of Illinois) and CIR's Jim Scarbrough, and then nervously took their first runs on track with their instructors in the passenger seats. A few students came off the track after those first few sessions shaking their heads and wondering if they would make it through the day, but most were smiling broadly, many giddy, even a few jumping up and down and high-fiving. By the end of the day, all the students had smiles on their faces. Great runs in student and instructor groups alike were marked by thumbs up in the hot pits as the cars came off the track and by drivers high fiving each other after chasing each other around on track for 25 minutes. One student came up to me and George Barker with a huge smile on his face, made a few fist pumps in the air, and said over and over again, "That was SO much fun!" He was still saying that half an hour later.

We put a classy cap on Saturday with a police escort from 10<sup>th</sup> and Lynhurst through the heart of Speedway and up Georgetown Road in the shadow of the huge west grandstands and suites of IMS, followed by a hearty meal and beverages at the American Legion Post No. 500, compliments of Rob Fike.

During the escort to the dinner, the lead motorcycle policeman stood on his bike, just as he does in the 500 parade, as he rode up Lynhurst, again along Main Street in Speedway and yet again on Georgetown Road. That made for a much friendlier reception from the Harley dudes drinking beer and looking warily at the fleet of strange little foreign cars, including a bright orange Boxster and a bright orange Cayman S, pulling into the American Legion parking lot. At the dinner, two representatives from Firestone talked about IRL and other racing tires and answered questions. In the raffle after dinner, Dave Jankowski won a beautiful metal "Porsche Racing" sign provided by George Barker.

Sunday was more of the same, with clear skies, but hotter than Saturday. Even with the heat, we all made it through the day and the entire weekend without any notable on or off track incidents. Dave Jankowski broke the axle of his Toyota Corona "24 Hours of LeMons" car, but at least his throttle did not stick, and there were a few other minor and not so minor mechanical issues. But through them all, the incredible Porsche people pitched in, helping with brake and wheel changes, offering advice about tire pressures, loaning tools, and assisting with other repairs. Representatives from Tom Wood Porsche, which sponsored the weekend, added another touch of class when they parked a Panamera in the paddock with its four doors – I still can't get used to that – wide open. I climbed in the back seat while another instructor got in the driver seat. We thought about sneaking it out on the track, and I thought about how great it would be to instruct a student from the back seat. That car is a far cry from my 87 911.

As with every CIR event, board members and volunteers made the Pole Day weekend happen. Masterfully manning the PA system, Peter Feigert kept the five run groups on schedule and in the right place all weekend. Chris Langsenkamp, ably assisted by Andy Newman and his brother John, kept the grid organized, safe, and on schedule. Randy Faunce started us off with informative and entertaining driver meetings each day and led his famous track walk Sunday morning, exploring every elevation and camber and pavement change on the track and all the crucial visual markers off the track. Henry Riley manned the registration table with my daughter, Leslie, on Friday, and the entire Scarbrough family took over Saturday. Doug Livingston of International Autosport provided helmets for our introduction to driver education participants (for just \$25, they had unlimited rides in any instructor car of their choosing for the whole weekend). Damon Beals, who could not join us for the weekend, handled all the online registrations. Tom Reaney took care of payments and other finances, and did his usual great job of instructing his students and showing everyone how to drive a 968.

One of my favorite aspects of the weekend was seeing all the family involvement – at least four father/son and several husband/wife or boyfriend/girlfriend pairs driving together in the same run group or sharing a car in different groups; and husbands, wives, kids, even grandparents, hanging out together in the paddock or watching their family track driver from the grandstands or along the fence rail. We had a great weekend, and we came back to Putnam Park in style. Here's to the next one!

**CIR PCA Presents**  
**Pumpkin Run 2010**  
**Performance Driver Education**  
**Putnam Park Road Course**  
**October 29-31**



## Putnam Park Pole Day Dinner at the Speedway by Bob Snider

Around 50 members and guests enjoyed a great dinner and two top echelon guest speakers from Bridgestone-Firestone Racing at the American Legion Post in Speedway on Georgetown Road, under the shadows of the Main Grandstand and just a couple hours after a very climatic Pole Day ended at the Indianapolis Motor Speedway, directly across the street. The venue could not have been better, coming after a fully scheduled day of Driver's Education at our local Putnam Park Road Course out by Greencastle, IN.

The evening got started with a Police Escort, provided by many members of the Speedway Police Department from the Marsh parking lot at Rockville Road and Lynhurst Drive. It was impressive to say the least. I lost count of how many red lights and 90 degree turns we negotiated at above posted speed limits while uniformed police officers with lights flashing stopped everyone else to watch us pass by in amazement. "Wow, look at the Porsches!" When we pulled into the American Legion Post at dusk with the gigantic Main Grandstands looming over us, it was a real adrenalin rush. One of the participants even said to me, "Whatever that cost, it was well worth it!"



Richard Myers had arranged for the top two men at Bridgestone-Firestone Racing to give all of us a very interesting insight into what goes on behind the scenes at Indy and how their Indy 500 Race Tires are made and disposed of (they're not recycled). "5600 tires were brought to Indy this year, I know, because I paid the bill!" said Al Speyer, Executive Director of Bridgestone Americas Motorsports. After their presentations, Al and Page Mader, Engineering Director, opened it up to a very informative question and answer period and boy did we have some great questions!

Those who went now know what actually happened in 2005 at the Great Michelin F1 Tire Fiasco and why the Bridgestone Tires didn't fail. "What's the difference between an Indy 500 Race Tire and what we run on the track?" "What happened to the Goodyear Race Tires at the Brickyard 400 a few years ago?" "What pressures do the Indy Race Tires run at?" These were just a few of the questions asked that we got answers to.

The evening ended with a very nice commissioned artistic Porsche Racing wall sign, donated by George Barker and won by Dave Jankowski of CIR. Thanks, George and thanks to Rob Fike for putting this very interesting Pole Day Dinner together for us and thanks go out to Richard Myers for getting these great guest speakers. Great job, guys!



## Why the Heck DE? By John Groulik



First off I am not a gear head, grease monkey, nor was I "interested" in cars until a few years ago when I saw an F1 race in Indy. I bought a pristine 3.2 after researching and hunting with the help of George Barker. I immediately joined PCA. I did my first DE weeks after buying that car. I was nervous and intimidated... Until I arrived at the event! The minute I got out of my car I felt at ease.

I must say that there is no better bunch of people than the ones putting on and participating in the CIRPCA events. Randy Faunce, Curt DeVoe, John Danzig, Geoff Kapke, Tom Reany, Rob Fike, George Barker, Grid Meister Chris Langsencamp, Chuck Weaver, the Tech Inspector Dave, the famous 24 hour of Lemons driver piloting "Fiery Death"....

Honestly all the instructors and participants are friendly, and very willing to help and give advice. Last weekend was once again an awesome event. I am truly amazed what a class act these CIRPCA DE events are. I urge each and every one of you who have a car (does not even need to be a Porsche) to come out and enjoy the performance of your auto in a safe friendly atmosphere. Don't be intimidated!!!! You will be so glad you took that step.



## May's 2<sup>nd</sup> Saturday in Fort Wayne

Over twenty Porsche fans enjoyed breakfast and eight Porsches, all mid-engined, took Merritt Webb's tour from Norma's Pancake House in Fort Wayne to the Midwest Museum of American Art in Elkhart on a wet and windy May 8<sup>th</sup>. The museum is unique from its home in a 1920's bank building to its diverse collection of American art.



A unique display of Dichroic Glass art works by Ray Howlett was a highlight for many. Here, one sculpture looks dramatically different when viewed from slightly different angles.



CIRPCA members and guests explore art pieces displayed in the bank's vault.



Checking out the large collection of Norman Rockwell prints are Becky Rutkowski, Bonnie Manning, Bob and Brigitta Snider and Jeff Armstrong, a Porsche mechanic at Fort Wayne's O'Daniel Porsche.

## The Way It Was by Mike Robbins

### Hershey Swap Meet

In the last issue of the CIRcular we told of the trip to the big Porsche weekend in the Los Angeles area in March. The activities were built around the Literature and Memorabilia Swap Meet which is probably the largest of its type in the world. In April is the counterpart that relates to the sale of Porsche parts and cars and has been held in Hershey PA for several years. It was formerly held in the parking area of a ski lift area about twenty miles southwest of Harrisburg PA. The event outgrew the facility and moved to one of the large parking lots at Hershey Park.....the amusement park that adjoins the main Hershey's candy factory. The pre-event drill consists of reserving the desired number of spaces. Not being an early riser, I would customarily arrive an hour or so after the gates were opened. It seemed routine that I would find "claim jumpers" in my reserved space[s]. This year was worse! I arrived to find that one of my two spaces was also assigned to friends from Cincinnati. That meant scurrying to Registration and getting two new spaces. Thus, even with a couple of helpers to assist in erecting my tent, set up tables and unload boxes from the Suburban we weren't ready for business until a couple of hours after the gates had opened. It all tuned out well with the sale of a lot of parts and tools that I've accumulated over the last fifty years. Those years of stripping wrecked cars purchased from insurance companies, parts and tools from dealers who relinquished the Porsche franchise in the early '70s, parts and tools from independent shops that had gone out of business ,etc. The funny thing is that at the end of a swap meet I might feel that I'd sold a lot of stuff but upon unloading the unsold items after returning home the shelves seem just as full. Do you suppose these parts are somehow reproducing. One for Ripley's "Believe It Or Not". The next Swap Meet is at Stoddard's on June 11 &12.



### Sebring 1960

Every so often something comes along that takes me back to relive something out of the past. It is a lot of fun to reminisce. The May issue of Porsche Panorama arrived a couple of days ago. Included was an interesting article about Hans Hermann, former Porsche factory driver. Considerable space was given to the 1960 Sebring race that Hermann and Olivier Gendebien won in a Porsche RS60. Included in the article is a "Retrospectroscope of that race. Quite a bit of copy is given to the Birdcage Maseratis. Here we have a situation of divided loyalties. While rooting for the Porsches I was on the crew of no. 24 Birdcage driven by Dave Causey and Luke Stear. I rationalized the situation by holding that the Porsches had engines under 2L while the Masers were over 2L, thus different classes. Who'd have thought the little Porsches would end up vying for the overall win. The Pano article mentions that the Moss/Gurney Birdcage lost its transmission in the ninth hour. That moved "our" Birdcage into second place, behind the Hermann/ Gendebien Porsche. Let me tell you we were all very excited. The excitement was short lived as a couple of laps later the transmission in "our" car failed. I've never known if the subsequent repair by Maser mechanics in New York indicated the same failure as the Moss/Gurney car. Coincidence, design problem, metallurgy problem.....who knows? New cars frequently come down with bugs. The Causey car was repaired and Dave and Luke won the Road America 500 in September. To get back to Porsche involvement, in the RA 500 Dean Causey and Chuck Rickert drove Dean's 550 Porsche to a first in class and 7<sup>th</sup> or 8<sup>th</sup> overall.. Rain began to fall in the waning laps of the race and Chuck spun and crossed the finish line going backwards.

A couple of years ago some photos of the '60 Sebring race made the rounds on the Internet. There were some errors in captions. One showed Birdcage no 25 and the caption read that the driver was Dave's brother Dean. Dean was back home in Indianapolis!

One of the interesting aspects of the race was the presence of Count Carel DeBeaufort in a 1959 Porsche 356A GT Carrera Coupe. The Count was a fun loving guy who frequently talked the factory into letting him drive 2<sup>nd</sup> echelon cars. When his co-driver was on the track he would stroll the pits in business suit and wearing a "Kaiser" spiked helmet. As his turn to drive approached he would doff the business jacket, pull a loose fitting drivers' suit over the rest, trade the spiked helmet for a racing helmet and wait for the car to come into the pits. I've always had a soft spot for those '59 GT Carrera Coupes. At one time I considered buying a used one that had a push-rod engine installed. The GT aspects of the car turned me away from it. I would have used the car in daily driving and would have been concerned about the aluminum doors, aluminum rims, sliding windows and other weight saving measures. In recent years some of these cars have been selling for half a million dollars and more. Makes me wonder if I was foolish in not buying the one I had considered. But then there was the \$1500 550 and a later 550A with 2 extra engines [blown]for \$5000. I wish I'd had a well polished crystal ball. I could go on about cars I didn't buy and cars I sold too soon but that's a whole other subject.



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For information please contact: Ron Carr, Z4 Rep - [zone4rep@embarqmail.com](mailto:zone4rep@embarqmail.com)



For the latest schedule information please visit the IMSA website at [www.imsaracing.net](http://www.imsaracing.net)

Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.

Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of the IMSA and ALMS.

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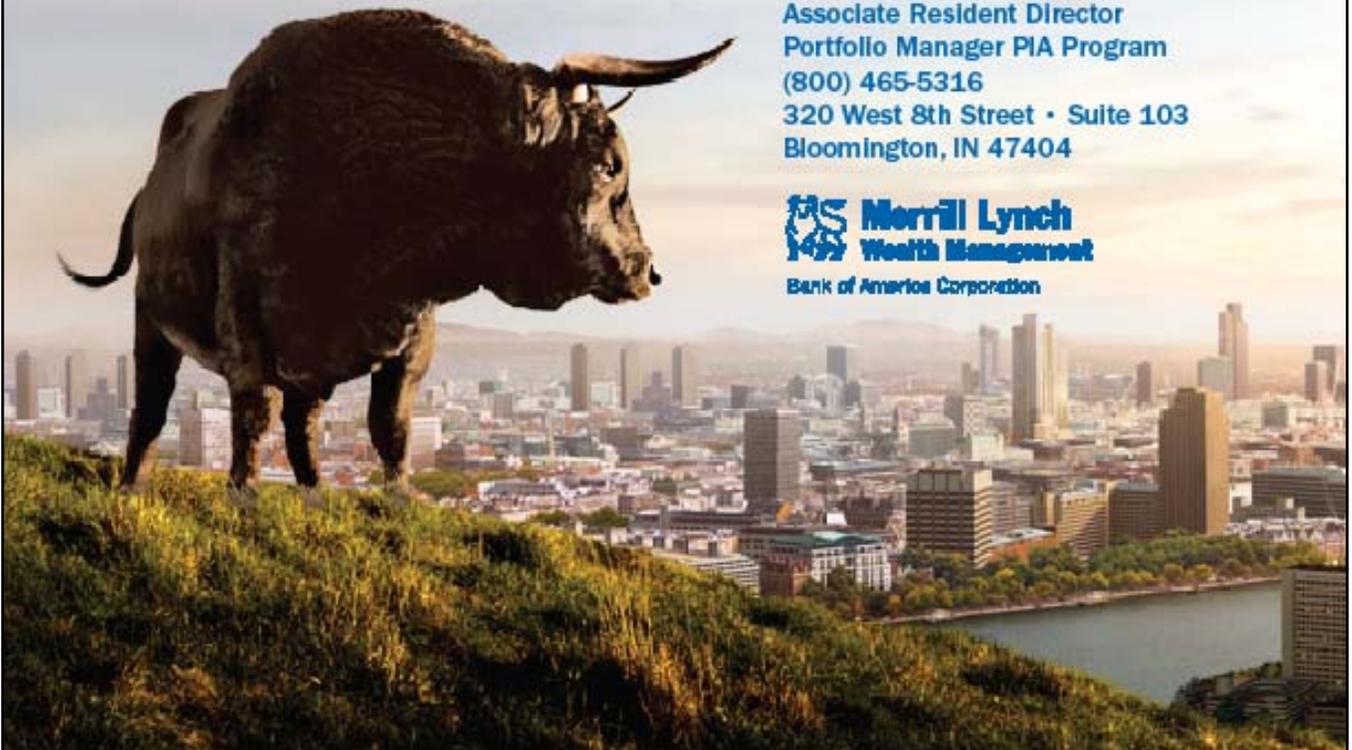
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