



CIRCULAR

FOUND IN FLORA: 924 SCOWL VAGON



MENTOR (AND CIR MEMBER) MEETS PRESIDENT OBAMA
PORSCHE 911 GT3 RSR CLAIMS LE MANS CLASS WIN
THE WAY IT WAS



Let Terry, Tim, and Brent put their 62 years of combined Porsche experience to work for you. This month, we'd like to introduce Tim Hudson. Tim is a Porsche certified technician with over 12 years of experience exclusively servicing Porsche vehicles. At Rennsport Reunion III, Tim was honored as one of the top 20 Porsche technicians in North America.

Every year, our Porsche certified technicians must attend 80 hours of classroom training and monthly certification tests for the latest updates. We have the most up to date special tools, test equipment, and bulletins provided by the factory so that we can provide you with the best possible service for your Porsche.

Porsche Certified Service.



Tim Hudson

Tom Wood Porsche

317 845-5550

3473 East 96th Street

Indianapolis, IN 46240

www.tomwoodporsche.com

Hours Weeekdays 7:30AM to 6:00PM

Wednesdays Open Until 7:30 PM

Porsche recommends **Mobil 1**



PORSCHE

Central Indiana Region 2010 Board of Directors

President

Don Shuck - (317) 374 8772

PRESIDENT@CIRPCA.ORG

Vice-President

Rob Fike (317) - 244-1166

VICE-PRESIDENT@CIRPCA.ORG

Treasurer

Tom Reaney - (317) 709-3145

TREASURER@CIRPCA.ORG

Secretary

Bob Snider - (765) 282-7985

SECRETARY@CIRPCA.ORG

Membership

Geoffrey Kapke - (317) 440-7342

MEMBERSHIP@CIRPCA.ORG

Activities

Debbie Groulik - (260) 422-3417

ACTIVITIES@CIRPCA.ORG

Past President

Larry Haskett - (317) 396-1947

Members at Large

Randy Faunce - (317) 861-0755

George Barker - (260) 744-5886

Jim Legault - (317) 443-4024

EDITOR@CIRPCA.ORG

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**.

CIRCULAR IS AN EXCELLENT ADVERTISING VEHICLE TO REACH THE DESIGN SAVVY AND UPSCALE PORSCHE OWNER AND THE FRIENDS AND ASSOCIATES. IF YOU OWN A BUSINESS, PLEASE CONSIDER ADVERTISING IN CIRCULAR. AD RATES ARE AVAILABLE BY CONTACTING EDITOR@CIRPCA.ORG

Upcoming 2010 Events

July 3 (Saturday)

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

July 3 thru 9 (Saturday - Friday)

55th Porsche Parade - Saint Charles, IL

July 4 (Friday)

Family Fourth of July Celebration - Pottawatomie Park, St. Charles, IL

July 10 (Saturday)

Second Saturday Breakfast, Liberty Diner - Fort Wayne

July 18 (Sunday)

Deadline for Kunstfest Hotel Reservations!!!!

July 24 (Saturday) **NEW EVENT!!!** **Meet in the Middle Breakfast, Eva 's Pancake House - Muncie**

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

Porsches 2 Oxford - Oxford, OH

August 7 (Saturday)

First Saturday Breakfast, Dimitri 's - Columbus

August 14 (Saturday)

Second Saturday Breakfast, Spiro 's - Fort Wayne

September 18 & 19 (Saturday, Sunday)

Kunstfest - New Harmony

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 4th Saturday of 5-week months. For 2010, we will be meeting in Muncie on July 24th & October 23rd. Make plans to join us in Muncie to meet even more Porsche enthusiasts! July 24th @ 9am - Eva 's Pancake House, 1617 N Wheeling Ave, Muncie, IN.

GO TO

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

The President's Message - Don Shuck, President CIRPCA

CIRPCA President's Message

July 2010



Happy July and especially Happy Birthday to the United States of America as we celebrate Independence Day and thank those "Founding Fathers" who not only had the capacity to verbalize the issues of the day, including taxation without representation, but were willing to risk death by hanging by declaring their convictions and setting aside the safety of themselves and their families in order to do what is right on behalf of those they represented. On July 3, 1776, John Adams had written to his wife Abigail:

"The second day of July, 1776, will be the most memorable epoch in the history of America. I am apt to believe that it will be celebrated by succeeding generations as the great anniversary festival. It ought to be commemorated as the day of deliverance, by solemn acts of devotion to God Almighty. It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires, and illuminations, from one end of this continent to the other, from this time forward forever more.

You will think me transported with enthusiasm, but I am not. I am well aware of the toil, and blood, and treasure, that it will cost us to maintain this declaration, and support and defend those States. Yet, through all the gloom, I can see the rays of ravishing light and glory. I can see that the end is more than worth all the means, and the posterity will triumph in that day's transaction, even though we should rue it, which I trust in God we shall not."

He missed it by two days but he certainly didn't underestimate the significance of what the Second Continental Congress had accomplished and set in motion. Not to overshadow the date or its historical significance but the Declaration was actually approved on July 4 and then signed by most of the delegates on August 2, 1776. Of course Thomas Jefferson as the noted literary craftsman of his day was the primary author of the Declaration of Independence supported and encouraged well by his committee of John Adams, Benjamin Franklin, Thomas Jefferson, Roger Sherman and Robert R. Livingston. (did you recall those last two?)

And it is all about beliefs, commitment, support and encouragement isn't it? I have been so blessed to have shared the talents, energy, enthusiasm and brain trust of so many dedicated board and committee members through the first half of my inaugural year that I cannot but share with all of you just how far your club has come this year. We're healing financially and will be in a strong position to celebrate our 50th anniversary in 2011 and will look forward to gathering those forward thinking and eloquent speaking founding fathers of your CIRPCA organization in the raising of guns, bells, bonfires and illuminations.

Several of your fellow members are about ready to journey off to St. Charles, IL for the annual Porsche Parade. You will be well represented as we park our colorful and oddly numbered (911, 356, 924, 944, 928, etc) automobilia throughout the complex, town and county hosting our national event. It will be over the July 4th weekend and will provide us ample opportunity to celebrate, rejoice, to share stories and memories with friends and families and to thank those present and past who not only carved out the outline of our declared freedoms and heritage but those who willingly placed the ultimate sacrifice of their lives and safety on the shores of the world's battlefields so that you and I can choose to celebrate with pomp and parade. For our members who served, thank you.

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

The Water Cooler - Jim Legault *CIRCULAR* Editor

People who serve. Echoing Don's comments on the preceding page, this month we feature two stories of people who serve. In different ways and to different ends, but their passion is the same.



I had the pleasure of meeting Tony Griffin last week. Tony is the proprietor of Griffin's Service Center up in Flora, Indiana. You might have attended his open house last year. A while back, we ran an article documenting the start of a 924 reclamation project that Tony had undertaken. Tony somehow found a non-running 924 in a yard. After paying the owner \$200, Tony took it home and began to nurse it back to life. The result of his labors is on display on the cover of this newsletter. Tony has been kind enough to keep me apprised of his progress and he's contributed an interesting piece to this month's issue which wraps up the story of the Scowl Vagon, as he calls it.

Then, a couple of weeks ago, Tony emailed me with an invitation to come up and drive der Scowl Vagon. How could I refuse?!?! So I drove up to Flora last week, met Tony and drove his reborn 924. All I can say is, "Wow!". If you are going to St. Charles for Parade, look for Tony and Scowl. And you'll say "WOW!", too. This is a guy that cares about Porsches.

Speaking of impressive accomplishments, we are very proud to share an article that first ran in the Fort Wayne Journal Gazette a few weeks ago. One of our own, CIR Activities Director and Board member Debbie Groulik, was recently honored by the Big Sisters organization as the 2009 Big Sister of the Year. With this came the opportunity to meet and be honored by President Obama himself, in the Oval Office.

Debbie and her Little Sister, Jocelyn Craig, met with the President on June 21st. Debbie has, and continues to serve others in a way that truly makes a positive impact on people. Thanks Debbie!

My sincere appreciation goes to The Journal Gazette for allowing us to reprint their original news story of Debbie and Jocelyn's White House meeting.

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



The Scowl to Now by griffinbilt

Well hello again readers of the Scowl Vagon project. It was a long winter in Flora, Indiana.

4/30/10: The chassis is ready for paint. I contacted some friends about using an hvlp (high volume, low pressure) spray gun, and was advised that if I'm unfamiliar with one, I should find someone with experience. So I did.



Jim has been a painter and body man for 20 years. So, Jim shows up Friday late afternoon to paint with his hvlp gun and I noticed first thing no hvlp?! As he showed me his old Snap-on primer gun, I question him and he informs me that he could not find it! Well, Jim and I chat some more and I noticed that he had a glow about him! He said that he had the day off and started partying early. He tests his gun and my new NAPA gun and he finds mine is better. Jimbo now starts the process of mixing the paint to a ratio of 8/4/1. As Jimbo mixes, I sit back nursing my sore back with a few beers. He stirs and stirs and stirs up a white thick paint. I question him on his ratio, but he assures me that all is good. I wet the old farm shop floor and misted all else in the shop. Hiss, Hiss goes the gun and AWAY we go. I sit back in the corner; fan a going in the west doorway: the intake to my makeshift paint booth.

Jimbo now starts spraying the goo. Too thick! The whole car turned into a white, rough, mass of paint with curtains and runs. I still sit back and let him continue on; what an ass I can be at times! Jimbo finishes up at 7:45. As we stepped outside, another buddy of mine stopped by to check it out. Jamie, my friend, painted a dump truck a few years back. The dump was a better paint job! But there was nothing that could be done for the night except clean up and shut down.

Saturday morning, coffeed up and out to the shop at 8 am. I started wet sanding at first with 400 grit and soon found out I needed to go to 320 grit! I had tunnel vision. I came to sand and sand I did, for 7 hours. Then I repainted the roof, right quarter panel, and the bumpers. DONE FOR THE DAY AND MY BACK HURTS EVEN WORSE! I spent the balance of the weekend and into the next week lazy- boy bound.

5/6/10: I sanded for the last time now. Up to 1000/1500 grit paper and now I can buff the car. And buff I did for another 4 evenings.

5/10/10: I put the car out into the sun. It still looked bad. I made the decision to repaint it myself. First, re-clean the shop. The car has to be super-clean to make sure any waxes that might be left from the buffing compounds are removed. Once painted and nibbed with 1000/1500 grit, I'll be back to buffing the Scowl to near factory texture.

5/15/10: I spent my 53rd birthday camping with my wife and having some cake. We went out for a cruise this morning to the Wabash Inn. We stopped at a bookstore for my wife, and I stumbled upon a vintage Porsche book from the 80's - Porsche: A Tradition of Greatness. I spent the afternoon reading almost this entire book. As a Porscheophile, I learned even more about Porsches and why I care so much about all of them.



In the last two months, the project has made leaps and bounds but also stalled in the paint area. After finally finishing re-painting, parts started to fly: R/S style Perlon carpets in gray to be glued in, R/S style racing seats, an MP-3/SD/CD player with an Infinity processor for 6 speakers; A 951 exhaust system along with the 4 into 1 header that was on the car will make the other tunes.

The front suspension was rebuilt using poly bushings and KYB shock inserts. Along with this, a 27mm 944 sway bar on the front and a 15mm at the rear. The engine gets a 924 Turbo oiling cooler assembly. When it comes to stopping I went to 924 Turbo spindles, rotors, calipers. All brake lines are in braided stainless steel. The rear drums were drilled for the 5 lug pattern, with all new brake hardware and 19mm wheel cylinders.

All of my lighting has been changed to L.E.D bulbs with H-4 headlights and 80/100 watt bulbs. The driving lights are 100 watts each. Night driving should be a pleasure on the back roads and safe, too.



The Scowl Vagon's front and back have also been altered a little. I have chosen a 928 seat pattern from the 70s called OP-ART for the stripe that will be down the side along with 911 6" Fuchs to finish off the car.

As we all know by now, the Scowl Vagon is a \$200.00 car that was saved from the crusher during the cash for clunker days. I'm sure that of many of these old hated rundown 924s went to the graveyard. But I saved one and



wish that many more Porsches would be saved. Porsches were built to last and be dependable, fun cars. So until St Charles and Parade, the finishing touches will be done. I'm looking forward to registering it for the Parade judging.

This car has been preserved by a trained factory mechanic with a lot of care and devotion to the marque. After St. Charles it will be handed over to my three children Tyler, Ryan, and Brenna Griffin so that they can also share in one of my loves.

Mentor meets Obama Sylvia A. Smith | Washington editor

Reprinted by permission of The Journal Gazette, Fort Wayne, Indiana. Copyright 2010.

2009 Big Sister winner won White House visit

WASHINGTON – Jocelyn Craig couldn't help it.

When the 19-year-old Fort Wayne native walked into the Oval Office on Monday afternoon and saw President Obama standing there, she just couldn't help her reaction: "Oh my God!"

But she recovered, answered his questions with poise, shook Obama's hand and recorded the moment in her mind's eye.

An essay Craig wrote about the woman who helped her grow from a timid little girl to a confident young woman was instrumental in Big Brothers Big Sisters of America selecting Debbie Groulik as 2009 Big Sister of the Year and the chance to meet Obama.

"Looking at pictures of us together, you do not see just another Big and Little match, you see two people that were meant for each other with a bond stronger than that of a mother and daughter, and that bond will last forever," Craig wrote.

Raised by her father and grandmother almost from birth, little Jocelyn was alone too much.

"Try as we might, there was a hole in her support that we alone could not satisfy," Frances Craig wrote about her granddaughter.

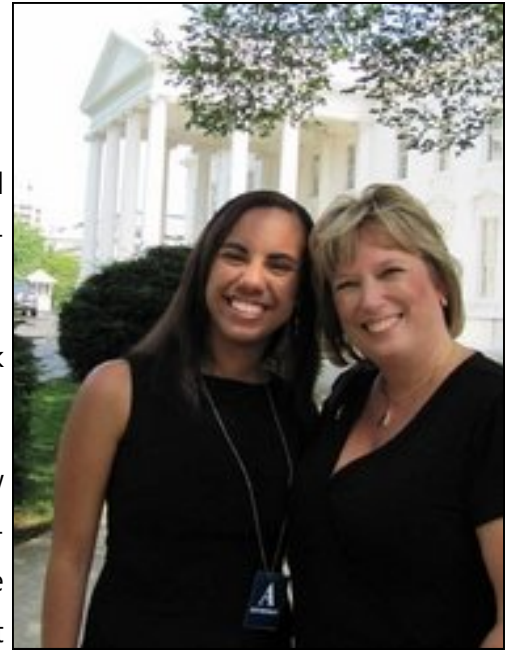
When Jocelyn saw an "Arthur" episode about the Big Brothers/Big Sisters program, she asked her dad to help her get a big sister.

That's when Groulick entered her life. Ten years later, they met with Obama.

Groulik said she was overwhelmed when Obama thanked her for becoming a Big Sister.

"I have to tell you, that was a little disconcerting because the president was thanking you, and you want to say back, 'No, thank you,' but the words don't come. You're just so amazed that the president is thanking you," she said a few minutes after leaving the Oval Office.

Earlier in the day in a Father's Day announcement, Obama said he knows what it's like to have a missing parent.



Sylvia A. Smith | The Journal Gazette

Jocelyn Craig, left, nominated her Big Sister Debbie Groulik for 2009 Big Sister of the Year. Groulik won and had the chance to meet President Obama.



Photo courtesy of the White House

President Obama meets with the 2009 Big Sister of the Year Debbie Groulik of Fort Wayne on Monday. Groulik was nominated by her Little Sister Jocelyn Craig, whom she has mentored for 10 years.

"We also know that what too many fathers being absent means: too many fathers missing from too many homes, missing from too many lives. ... And I say all this as someone who grew up without a father in my own life. He left my family when I was 2 years old. And while I was lucky to have a wonderful mother and loving grandparents who poured everything they had into me and my sister, I still felt the weight of that absence. It's something that leaves a hole in a child's life that no government can fill."

Craig's 600-mile journey from Fort Wayne to the world's center of power took 10 years and a relationship that helped a shy, nervous, frequently bullied 9-year-old girl become a self-assured, adventurous, pre-law student at Indiana University who won't take "no" from the world.

For a decade she and Groulik met weekly, talked often, volunteered in Girl Scouts and other Fort Wayne programs, traveled and became the closest of friends.

"She inspired me," Craig said.

Craig "matured out" of the Big Sister-Little Sister relationship when she turned 18 last fall, and Groulik soon became a Big Sister to another Fort Wayne girl, one of about 1,900 matches the local organization oversees.

Craig – who doesn't have a car, meaning she can't become a Big Sister herself yet – said she and her boyfriend plan to mentor a child.

As for Groulik, she still blinks back tears when she recounts one of the most tender moments of her mentoring relationship.

When she was just a little girl, Jocelyn told her dad that she wanted her Big Sister to help plan her wedding someday.

"We will be lifetime friends," she said.

sylviasmith@jg.net

Copyright © 2010 The Journal Gazette. All rights reserved. News service copy is used with permission. The information contained in the report may not be published, broadcast, rewritten or redistributed without the prior written authority of The Journal Gazette or granting news service.

PORSCHE FACTORY DRIVERS TOP PODIUM AT 78TH LE MANS AS RELIABILITY AGAIN TRIUMPHS OVER SPEED; 911 GT3 STREET-BASED RACER SCORES NINTH WIN IN GT2



Stuttgart/Atlanta - June 13 -- The success story of the 2010 Porsche 911 GT3 RSR race continues at the 78 running of the 24 Hours of Le Mans as factory drivers Marc Lieb (Germany), Richard Lietz (Austria) and Wolf Henzler (Germany) piloted their German Felbermayr-Proton Porsche to a two-lap GT2 win over the second-place Ferrari earlier today.

Two other Porsche factory drivers Timo Bernhard (Germany) and Romain Dumas (France) - on loan from Porsche to Audi's factory prototype effort - helped lead Audi's sweep of the overall podium. They drove with former Porsche factory pilot Mike Rockenfeller

(Germany) to a one-lap victory in their Audi R15 TDI. All six LMP1 and GT2-winning drivers have either victories or championships in the American Le Mans Series as well.

As for the worldwide performance of the Porsche 911 GT3 RSR so far this year, the car that won the 24 hour race in Dubai and holds the championship lead of the Le Mans Series (Europe) and the American Le Mans Series, and was the most successful GT race car of 2009 has now won the GT2 class of the Le Mans 24 hour race.

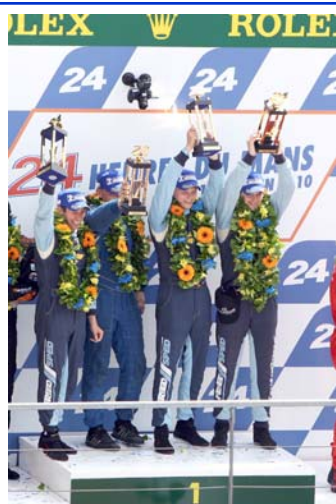
This victory at Le Mans marks the 98th win (class and overall) for Porsche at the prestigious long distance classic. For the ninth time, a race car based on the street legal 911 GT3 prevailed over its rivals. Positions three, five, seven and eight also went to drivers of the 450 hp Porsche. Moreover, the winning 911 also clinched the environmental "Michelin Green X Challenge" award as the GT car with the best efficiency.

The basis for Porsche's success was this year again the reliability of the 911 GT3 RSR. Refueling, new tires, driver changes - the team mechanics of had nothing more to do from start to finish.

"Pivotal for victory was that we had no technical problems and spent the least amount of time in the pits. This win was a team effort," said Marc Lieb, who celebrated his third Porsche GT2 win in Le Mans, finishing first in 2005 and 2006. Richard Lietz took home the coveted winners' trophy for the second time his victory in 2007.

Porsche's success is even more credible due to the fact that the 78th edition of the 24 hour race was one of the toughest in the history of the classic. The GT2 class in particular was excellently supported and fiercely contested with seven manufacturers and 18 race vehicles. With this victory, Porsche bested strong opponents Ferrari, BMW, Chevrolet Corvette, Jaguar and Spyker.





"We experienced an incredibly exciting race this weekend, especially in the GT2 class. I'm delighted that the Felbermayr-Proton squad won both the GT2 class as well as the 'Michelin Green X Challenge.' This shows that we're on the right path with our philosophy of Porsche Intelligent Performance. I'm also thrilled with the results of the other Porsche customer teams. They put up a great fight and earned their good positions. I'm proud as well of the three drivers in the winning Audi. Congratulations to them and the entire Audi team," said Hartmut Kristen, head of Porsche Motorsport.

Porsche Junior Marco Holzer (Germany) and his teammates in the BMS Scuderia Italia Porsche 911 GT3 RSR team, Richard Westbrook (Great Britain) and Timo Scheider (Germany), were also pleased with their third in class. All three drivers contested the Le Mans 24 Hours for the first time. For the two-time DTM champion Scheider, this was his first outing with a Porsche 911 GT3 RSR.

"For us, it's a dream come true," said 21-year-old Holzer. "Le Mans is the most important long distance race in the world - and we climbed the podium at our debut. That's sensational."

The crew of the French IMSA Performance Matmut team had mixed feelings about their fifth position. Works drivers Patrick Pilet (France) and Patrick Long (USA) with teammate Raymond Narac (France) had kept up with the winning Porsche trio until the morning hours only to be held up by a clutch problem.

"Today is a great day for Porsche and I'm pleased about that," said Pilet. "But of course we're a little disappointed not to celebrate a podium result at our home race."

Elation also permeated the driver squads of both 911 GT3 RSR that finished seventh and eighth as well: Both 911 were manned by gentlemen drivers. Finishing seventh were Dutchmen Paul van Splunteren and Niek Hommerson as well as Belgian Louis Machiels for the ProSpeed Competition team, followed by the second Felbermayr 911 with drivers Horst Felbermayr Senior and Junior (both Austria) and Slovakia's Miroslav Konopka in eighth.

The only American-based Porsche entry, the Flying Lizard Motorsports Porsche 911 GT3 RSR of Joerg Bergmeister (Germany), Darren Law (USA) and Seth Neiman (USA) was retired from the race due to mechanical issues. After starting ninth on the grid, all three drivers cycled uneventfully through their stints until halfway through hour four, when an incident damaged the right radiator. The crew replaced the radiator and front under-tray and repaired some minor body damage. Unfortunately, after one out-lap, the car had to return to the garage again and was retired due to its accident-related mechanical issues.

"Le Mans once again bites us very hard. It's not easy to accept being out of the race this early, but that's racing. I know our crew will examine every part of this experience and do what it takes to make us even stronger in the future," said team principal Seth Neiman.



The Way It Was by Mike Robbins

STODDARD'S SWAP MEET

Perhaps I'm in a rut. This is the third month in succession that I've reported on swap meets. Maybe some of you don't know what a swap meet is. The title is a little misleading in that parts or other merchandise is not literally "swapped". It's really a buy and sell situation that is probably best exemplified by "flea markets".

For quite a few years, Stoddard Imported Cars has held a parts swap meet in June. After a few of these, a pair of enthusiasts held a literature and memorabilia swap meet on the previous evening at a nearby hotel. This made for a nice Friday evening-Saturday dose of Porsche doings. The guys holding the Friday night gathering burnt out after a while so Stoddard's picked it up.



Maybe some of you are unfamiliar with Stoddard's. It is located in Willoughby OH just east of Cleveland. It is one of the oldest Porsche dealerships in the country. Some forty years ago, founder and then owner, Chuck Stoddard, saw that many dealers were not all that interested in servicing the early Porsches and were reducing their parts inventories. Chuck bought all he could find. Since then Stoddard's has had unavailable parts reproduced. Today they provide parts that are unavailable elsewhere.....even at the factory. The swap meets seemed to be an opportunity to host Porscheniks and publicize their [Stoddard's] wares.

With that history behind us, lets move on to this years' events. A friend from near St. Louis came into Indpls on Thursday evening. We met for dinner and made plans for Friday's trip. I already had the Suburban loaded with three of those stackable plastic tubs, 4 or 5 milk crates, several corrugated boxes and some larger loose items. With 5 large folding tables and a pop-up tent we had a full load. I could barely see out the rear window.

If you're used to Interstate travel in the summer you know that construction zones are the bane of driving. Although we passed through several construction zones, none were a problem. We arrived pretty much on schedule and after a few minutes of relaxing in the motel room we hit the couple of miles over to Stoddard's. The Friday evening event is mostly for literature, posters and other memorabilia but some small, clean parts are also to be seen. We unloaded our stuff and fortunately our reserved tables were just inside the building. After opening containers and spreading on the tables we were ready for business. In between talking with potential buyers, visiting with other acquaintances in attendance, etc, time flew right along. Our hosts provide a buffet with finger food, sandwich makings, salads and beverages. Quite hospitable. As with most any Porsche gathering, just seeing old friends and comparing recent experiences occupy a lot of the time. I know people who go to a lot of swap meets with no intent to but or sell anything.....it's just to see the people. Remember the PCA byline, "it isn't the cars, it's the people"? A swap meet illustrates that to perfection.

My biggest coup of the evening was the sale of my collection of all English editions of the Porsche factory magazine *Christophorus*. These date back to May 1956.....343 issues I didn't have the mags with me but had a sign saying they were available. I hope I don't later regret selling them. I had made an effort to sell them a few years ago but had no takers. I wonder if anyone has considered digitizing them.

After a few hours it was time to pack up the unsold goodies and head back to the motel. Next morning we went back to Stoddard's, arriving about an hour later than the early birds. Judicious loading of the Suburban back home allowed us to unload the heavy duty stuff without rehandling the items we had unloaded the night before. Some of the parts had been sold via e-mail in the weeks leading up to the trip and we were merely delivering them to save the buyers' shipping costs. Some interesting discussions develop in vending NOS and good, used parts. Sometimes the buyer isn't sure what he wants, sometimes I'm not sure if a part fits a different year car than what I'm more familiar with, etc. Occasionally we have to rely on other attendees to help determine if a sale is going to be consummated. One interesting buyer characteristic is liberal use of the phrase, "would you take...." after the seller quotes a price.

Swap meets generally slow down in the late mornings and by noon some vendors call it a day and begin packing their unsold merchandise. I think it was about 1:30 when we decided we'd done about all of the business we were going to do. We were successful in converting some things I'll never need into cash and in the process, emptying some space in the basement and garage. But there's still a long way to go. For example, the shelves hold about a dozen 356 and 912 engine cases. The big job is in establishing their condition. Main bearing bores, camshaft bores, tappet bores, oil cooler platforms and oil pipes must all be checked to see if they are in usable condition. Then a decision must be made to advertise "as-is" or have them repaired. In some situations they may end up being scrapped. Apply all of these steps to other engine parts, transmission and suspension, brakes, instruments, electrical components and all other parts of a car. Oh well, some guys collect stamps and others play golf. An old Latin expression goes, "Sua cuique voluptas"..... "everyone has his own pleasure".



IF ONLY *EVERYTHING* IN YOUR HOUSE PERFORMED LIKE THESE TWO

The TV is never big enough, the computer is never fast enough, and your kids won't clean their rooms. At least your heating and cooling system can perform like your Porsche. A WaterFurnace geothermal heating and cooling system is **the most efficient unit on Earth**. Underneath the metallic finish and blue accents lies a performance machine that taps into the **free energy in your backyard** to provide **savings up to 70% on utility costs**. That means spending less on monthly bills and more on things like CIRPCA events. Call your local WaterFurnace dealer and kick that underachieving furnace to the curb.



find a local dealer at waterfurnace.com

WaterFurnace is a registered trademark of WaterFurnace International, Inc.
30 EER 5 COP - ARI13256-1 (GLHP - Part Load Ratings)

Harrison Mobile Home Park

Robert Fike
President

4923 Rockville Road
Indianapolis, IN 46224

317-244-5995



Done Right The First Time!
Avon, IN 317.289.3672

G. L. Barker Inc.
Consulting & Project Management
1600 Wabash Ave
Fort Wayne, IN 46803
Office: 260-423-4570
Cell: 260-417-6034
www.glbarker.com

O'Daniel Porsche
5611 Illinois Road
Fort Wayne, IN
46804

PH: 260-435-5351
Fax: 260-435-5468

www.ODaniel.PorscheDealer.com



Fox & Fox
512 Van Buren St.
Fort Wayne, IN
46802
p. 260.424.1630
f. 260.422.7573

[The one stop shop for all your automotive needs](#)

You're Invited to

Porscheplatz

(Porsche owners corral) and PCA Membership Station!

August 6-7, 2010

at Mid Ohio Sports Car Challenge

Join us for this exclusive PCA member opportunity! Display your Porsche in the Porscheplatz corral, watch the Porsche racing action, and take part in the following Special Events:

- Scheduled Appearances by Porsche Race Drivers
- "Hot Pit" Escorted Tour Raffle
- Supervised Parade Laps of the Track
- Michelin Tires "Long Distance"

For information please contact: Ron Carr, Z4 Rep - zone4rep@embarqmail.com



For the latest schedule information please visit the IMSA website at 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.

IN A WORLD OF COMPROMISE, WHY SHOULD YOU?

Your Porsche is the epitome of exclusivity. You didn't compromise when you purchased it, why compromise when it comes to service? We are the Midwest's premier independent Porsche Service Center. We have 32 years of experience repairing, maintaining, enhancing and racing Porsche cars. Whether you're a Sunday driver or a Porsche Club Racer, we have what it takes to provide an unparalleled service experience. **We know Porsche!**



Owned and operated by Terry Heath, Porsche Club Racer, Professional Driver in the Grand-Am Konig Challenge Series and ASE Master Certified Porsche Technician with 32 years of experience maintaining and enhancing Porsche cars.

- ▶ Unparalleled Client Service
- ▶ Winner of the 2007 Angie's List Super Service Award®
- ▶ Winner of Indianapolis Monthly's "Best of Indy" Award

EURO MOTORWORKS.

We also have technicians specializing in:

Audi • BMW • Land Rover • Lexus • Mercedes • Volvo • Volkswagen

Drive your favorite Porsche on our **Behind the Wheel Videos** page at www.euromotorworks.com

7314 E. 90th Street, Indianapolis, IN 46256 • 317.595.9272

These days, having the right financial expertise in your corner is essential. Help from a one-on-one relationship with an advocate who knows you and knows where you want to go. And help from tailor-made advice for this new financial landscape from two of the leading financial companies in the world. A Merrill Lynch Financial Advisor, now with access to the resources of Bank of America, can help you plan, imagine, diversify, rebalance and believe. Learn more at ml.com/help2.



help²achieve



Don K. Shuck
Senior Vice President - Investments
Associate Resident Director
Portfolio Manager PIA Program
(800) 465-5316
320 West 8th Street • Suite 103
Bloomington, IN 47404

 **Merrill Lynch**
Wells Fargo **Wealth Management**
Bank of America Corporation

Investing involves risk. Diversification and rebalancing do not assure a profit or protect against loss in declining markets. Merrill Lynch Wealth Management makes available products and services offered by Merrill Lynch, Pierce, Fenner & Smith Incorporated (MLPF&S) and other subsidiaries of Bank of America Corporation. MLPF&S is a registered broker-dealer and member SIPC. Banking products are provided by Bank of America, N.A. and affiliated banks. Member FDIC and wholly owned subsidiaries of Bank of America Corporation.

Investment products:

Are Not FDIC Insured

Are Not Bank Guaranteed

May Lose Value

© 2009 Bank of America Corporation. All rights reserved.