



# CIRCULAR

## 50th Anniversary Wrap-up!



Rachel Whitson / Artful Conceptions

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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.

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Tim Hudson

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**HELP WANTED!**

Interested in a fun, challenging role within CIRPCA? Want to be in the know and in a position to help inform and guide CIRPCA?

After almost 5 years as Newsletter Editor, Jim Legault is stepping down after the December 2011 issue.

Central Indiana Region needs a new editor to take the reigns of this important Club position in 2012.

No experience is necessary. Software, training, and support will be provided. Additional support and guidance is also available through National PCA and their network of regional Newsletter Editors.

What are you waiting for? It's time to get involved!

Contact Jim at [jamesleg@comcast.net](mailto:jamesleg@comcast.net) or at (317) 443-4024. Do it today!

***Visit the New CIR Website!***

The New CIR Web Site is up and running! Because it's a completely new site, ***you first must register.*** Just follow the instructions found on the [home page](#).

After you have completed your CIR Web Site registration, explore the new site, and make a special effort to peruse the [Events Calendar](#).

Each event requires a separate sign-up. Some require payment and some are free. But you are certain to find something fun to do with your fellow Porsche enthusiasts!



## August 2011 CIRPCA President's Message



This is September folks and the 2011 Parade for PCA is now in the record books and well attended by several of your CIRPCA faithful road warriors. Of course, with the parade being over it also means we're gathering momentum for the Fall quarter of the Central Indiana Region calendar as we start talking about such things as the Pumpkin Run in October, the Carmel Artsmobilia on September 10<sup>th</sup>, Adopt-a-Highway on September 24<sup>th</sup> (a lot of trash talking goin' on there) along with the annual Chuck Langeskamp Memorial Press On Regardless Winery Tour on October 8<sup>th</sup>. You will find many weekends of activities by visiting the CIRPCA.org website or by reading further into this newsletter. If you have yet to join us but would like to find the perfect match for a destination point for that great looking car of yours, then you're invited to all the activities we have posted.

September 11, 2011 marks the 10<sup>th</sup> anniversary of the terrorist attacks on New York City and Washington, D. C. Just a couple of weeks ago I was in NY on a business trip meeting with a client on the 33<sup>rd</sup> floor of their office at 61<sup>st</sup> and Broadway. Standing in their office I could see Wall Street to the East with its barricaded streets, armored vehicles and security personnel with shouldered automatic weapons. Just to the North I had an unobstructed view of what once was an obstructed view – the blue sky that was the *background* between the Twin Towers of the World Trade Center. The eight-acre National September 11 Memorial and Museum will be dedicated on September 11<sup>th</sup> of this year. Two massive memorial pools, each an acre in size, fill the void where the towers once stood. Water continually pours over sidewalls into a blue basin and then disappears into a black hole, the bottom of which is not visible from any of the viewing locations. Trees add softness and dimension to the heated surfaces of the city, especially so in this location where so many replays of fading newsreels remind us of the unfolding events that changed our world forever. Flight 93 will be remembered with a National Memorial that will be dedicated near Shanksville, Pa. honoring the 40 passengers and crew members who will be remembered for taking control of a terrible situation and preventing something far worse. The Pentagon Memorial Consists of 184 illuminated benches inscribed with the name of a victim killed in the building or on Flight 77. It was opened on September 11, 2008.

I look back across the room to the South and I see another monument that symbolizes a totally different image and mindset that day. It's the Statue of Liberty sitting on the Hudson River viewed by millions of travelers, sightseers with their GPS set for that specific destination point and the hopeful foreigners who gave up all of their earthly possessions to rebuild a future, empower a dream and crossbreed a nation of immigrants into the most powerful nation on the face of this earth. Our country's future is still in the making but we shall pause on September 11<sup>th</sup> to remember a day that we will never again allow to be witnessed between the shorelines of this the United States of America.

Share breakfast with us on the First or Second Saturday of every month or find at least one opportunity to meet someone new that enjoys many of the same things you do.

In the meantime, be thankful we don't have tropical storms or hurricanes, be glad that someone thought to bring the Big Ten Network to your TV set and that you still have several months of run time in your favorite automobile.

Don Shuck  
President  
CIRPCA

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Robert Fike  
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## Adopt-a-Highway Cleanup September 24<sup>th</sup> by David Weaver

Join us September 24<sup>th</sup> for another CIR activity to make our community a better place in which to live. Help make the driving experience even better by providing a better environment in which to enjoy our incredible autos.

What could better than driving our P-cars on a beautiful Indiana highway?

We'll meet at the northwest corner of the 5th 3rd Bank parking lot to sign waivers and make assignments. The 5th 3rd Bank is located on the west side of Meridian street and on the south side of 116<sup>th</sup>.

Afterward, reward yourself with one of the best sandwiches in the city at Bellacinos Pizzas and Grinders.

Go to <http://cir.pca.org/Calendar.aspx> to register. Please watch the video when registering. It is a requirement of INDOT. It explains some very important highway cleanup safety features.

Please contact David Weaver if you have any questions.

See ya there!



CARMEL  
**ARTOMOBILIA**

Join other club members at the Carmel Artomobilia and the Carmel Arts & Design District as it stimulate the senses by celebrating the art and design of the automobile.

For 2011, Artomobilia will feature more than 200 enthusiast and collector cars across more than 20 classes, including Super Car, Exotic, Classic, Sports car, European, Domestic, Vintage and Racers, attracting nearly 15,000 visitors from Carmel and the surrounding areas.

For more information, visit the Artomobilia web site or read the 2011 Artomobilia Acceptance Instructions.

Please contact John Leonard with any questions.

## Carpool to Putnam Park from Fort Wayne

Is your spouse attending the DE October 28-30<sup>th</sup> and you'd like to visit, but not spend the whole weekend? Have you ever wanted to check out a DE, walk around the paddock, look at the cars, talk to your friends and meet other students and instructors? Do you want to join other CIR members for the Halloween Bash at the Eagles Lodge on October 29<sup>th</sup>? Well then, here is an opportunity for you!

Please join us as we form carpools Saturday morning from Ft. Wayne to Putnam Park in Plainfield, IN. We'll leave Ft. Wayne at 8:30am (location tba) and arrive at the track in plenty of time for lunch and the lunchtime tour, Taste of the Track. At the end of the day, we'll head to Cambria Suites to prepare for the evening festivities - the Halloween Buffet Dinner and Costume Party at the Eagles Lodge. The carpool will depart from the hotel Sunday morning after breakfast. Please register at [www.cirpca.org/calendar](http://www.cirpca.org/calendar) for the Carpool and for the Halloween Party. Contact the hotel directly Cambria Suites, 6014 Gateway Drive, Plainfield, IN 317-279-2394 and mention the Porsche Club for our special room rate. If you have any questions or would like to be an additional carpool driver if needed, contact Debbie Groulik at [irie1029@frontier.com](mailto:irie1029@frontier.com) or 260-436-9738

## Pumpkin Run Driver's Education October 28<sup>th</sup>, 29<sup>th</sup> & 30<sup>th</sup>

Beautiful fall weather has been ordered, instructors are changing tires and adding oil, students are washing and waxing their cars and we understand that the 7' Frankenstein and Bride will return for the Halloween Party!

If you have wondered what Driver Education is all about come out to Putnam Park anytime between 8:00 am and 5:00 pm Friday, Saturday or Sunday and visit us. Walk around the paddock, look at the cars, have lunch with us, talk to your friends, meet other students and instructors. It's free!

On Sunday from 1:30 -2:00 we will have a Taste of the Track for visitors. This is a chance for you to ride with a Porsche Instructor around Putnam Park's race track at moderate speeds. This is for non driver education people only and there is no cost; however we will be soliciting donations. Folding money only! <http://cir.pca.org/Calendar.aspx>



WE ARE BACK AGAIN, BIGGER AND BETTER THAN EVER, THE LAST CIRPCA DRIVE OF THE YEAR.

- ♦ **Friday Oct. 28<sup>th</sup> open lapping 9:00 – 5:00 Instructors & approved A & B drivers**
- ♦ **Saturday Oct. 29<sup>th</sup> classes & driving 8:30 – 6:00**
- ♦ **Saturday Oct. 29<sup>th</sup> 6:30 – 10:00 Costume Halloween Party at American Legion Plainfield**
- ♦ **Sunday Oct. 30<sup>th</sup> classes & driving 9:00 – 5:00**

## Pumpkin Run Halloween Party! October 29<sup>th</sup>

Yes, you read correctly, we are having a Halloween buffet dinner and costume party at the American Legion in Plainfield after the track closes on Saturday night!



The dinner and party is for all CIRPCA members and their guests. DE students and instructors eat free because the cost was included in their DE registration fee.

All others pay a modest \$20.00 per person charge. There will be adult beverages at your expense. Again, this is a costume party, so dress up in your favorite drag outfit and join us.



**PUMPKIN RUN  
HALLOWEEN PARTY!**



## Fall Winery Tour - October 8

"The Chuck Langeskamp Memorial Press on Regardless Winery Tour" was formerly known as the Huber Winery Tour. It was renamed in honor of Chuck Langsenkamp, who organized and ran the tour for twenty years. This is the last road trip event of the year for CIR. Last year 30+ cars from our Region met at the winery with PCA members from the Kentucky and Southern Indiana Regions.

The tour will start with a breakfast brunch served at the **Story Inn** located approximately 15 miles south of Nashville, Indiana. After the meal the route continues south to the Huber Winery near Starlight, Indiana. Drivers will find the well paved State Road 135 both fun and challenging. Please plan on a full day for this event.

**Meeting Point:** This year, in a return to the earlier days of the Tour, the rally point will be at **Story Inn** (<http://www.storyinn.com/>) on South State Road 135, Story IN. Map and directions to the **Story Inn** are at the following link (<http://www.storyinn.com/maps-and-directions>).

**Sign-In and Drivers Meeting:** 9:30 AM in the **Story Inn** parking lot. Route instructions will be distributed at the driver's meeting, which will start at 9:45. You must sign the waiver and present your driver's license to receive them.

**Brunch at the Story Inn:** After the driver's meeting at approximately 10:00AM.

**Winery Visit:** Plan to arrive before 2:00 PM. All registrants will be entered into a drawing to win bottles of wine or gift certificates. The drawing will be held in the lawn parking area. You must be present to win.



## 3 MONTH CIRPCA CALENDAR



- September 10 (Sat) Second Saturday Breakfast - Spyro's Restaurant, Fort Wayne
- September 10 (Sat) Carmel Artomobilia, Carmel
- September 24 (Sat) Adopt-a-Highway - Meridian St. & 116th St., Indianapolis
- October 1 (Sat) First Saturday Breakfast - Flapjack's Restaurant, Avon
- October 8 (Sat) Chuck Langeskamp Memorial Press On Regardless Winery Tour - Huber Winery, Starlight
- October 8 (Sat) Second Saturday Breakfast - Cosmo's Restaurant, Fort Wayne and Cruise to Elkhart
- October 22 (Sat) Meet in the Middle Dinner - Bird's Smokehouse BBQ, Daleville
- October 28 - 30 (Fri - Sun) Pumpkin Run DE - Putnam Park Road Course, Mt. Meridian
- October 29 (Sat) Carpool to Putnam Park, Fort Wayne to Mt. Meridian
- October 29 (Sat) Pumpkin Run Halloween Party - American Legion Hall, Plainfield
- November 5 (Sat) First Saturday Breakfast - The Roost, Fishers
- November 12 (Sat) Second Saturday Breakfast - TBD



## CIR/PCA 50<sup>th</sup> Anniversary Weekend Wrap Up by Bob Snider

Every great once in awhile you get a chance to do a blockbuster three-day event and everything just falls into place and things seem to turn out right, maybe even perfect. That is my overall feeling now, after looking back on our Central Indiana Region's 50<sup>th</sup> Anniversary held June 17, 18 and 19<sup>th</sup>. A great number of people in our Region came together and made it all happen. At the 50<sup>th</sup> Anniversary Banquet held at the beautiful Columbia Club's 10<sup>th</sup> Floor Ballroom, our leader Don Shuck, presented Brigitta and me with a very nice engraved crystal commemorative bowl recognizing us for all the work we had done on the event in the past year. I felt this award should be shared with everyone that contributed on the weekend and tried to name everyone I could think of and have them stand to take recognition.



**Rachel Whitson / Artful Conceptions**

Uppermost in my thoughts were Don, Candy, Jennifer and David Shuck (our CIR first family) and all their efforts long before and during the entire weekend. Basically, Don came up with most of the ideas for the weekend (he even came up with our 50<sup>th</sup> logo) and I just tried to make everything happen to the best of my ability along with many others. Don came up with Keltie's Restaurant in Westfield for the Friday night Welcoming Dinner which was a big success with 34 members and guests attending and the food and service were top notch. Audrey Dworek made it all happen. That is where we met our brand new PCA National Treasurer, Tom Gorsuch, who came all the way from Merritt Island, Florida and the Space Coast Region to be with us. He was encouraged to come by our PCA Zone 4 Rep, Ron Carr, who also attended with his wife Constance from the Columbus, Ohio area. It was a great evening and what a way to start off the weekend.



**CruZionsville was a Hit!**

again from Don, was for area members to congregate in their respective locales for breakfast and then caravan down to Indy for the "really big show". These caravans culminated in Zionsville with a Porsche Car Show on the new brick Main Street of Zionsville. This was our mini-version of the famous Porsches to Oxford event, held every year in late July in the college town of Oxford, Ohio. We had never done anything like this before and Steve Tarr of Zionsville took this event by the horns and took it to the max. He got the town involved, the merchants and the chamber and the event just took off. Almost 60 Porsches of every color, year, model and description showed up for what many felt will become an annual event every June in Zionsville. Weather forecasts were threatening thunderstorms with possible hail, high humidity and 90 degree temps. It turned out to be a beautiful cool day with gorgeous skies. We raised over \$350 for the Alzheimer's Association and the club raised that amount to donate \$500 to a very worthy cause. Our first charity event in a long while and what a success!

After the CruZionsville Car Show (catchy title, huh?), we all left for downtown or home to change clothes for the big event of the weekend: The 50<sup>th</sup> Anniversary Banquet at the historic 120 year old Columbia Club on Monument Circle in downtown Indy with member's cars parked on the blocked-off Monument Circle!



**Steve Tarr Presents \$500 to Fight Alzheimer's**





L-R: Don Shuck, Tom Gorsuch, Ron Carr

off as kind of like a Hollywood Premier with cars lined up waiting to get their pictures taken with their owners outside all dressed up. See her fabulous photos at: [www.rachelwhitson.shootproof.com/2011porscheclub](http://www.rachelwhitson.shootproof.com/2011porscheclub). Password: Porsche618.

We started things off with a Cash Bar that opened at 5 PM, during the car show, up in the 10<sup>th</sup> floor Foyer, so members could have some libation during the show down on the Circle. The Cocktail Reception started at 6 PM with assorted hors d'oeuvres in the Foyer and musical accompaniment on the baby grand piano in the Bar Room. Precisely at 7 PM the doors were opened to the 10<sup>th</sup> Floor Ballroom and the dinner chimes were rung. The 10<sup>th</sup> Floor Ballroom at the Columbia Club was recently remodeled and is a luxurious setting for a formal dinner of this scope. The menu consisted of a "Midwestern Buffet" that had something for everyone, including a selection of five desserts!

After dinner, Don - as Master of Ceremonies, kept the evening moving along with brief awards and historical comments. Yours truly named the two original Charter Members in attendance: Mike Robbins and James Sandifer and had them stand. I also had some historical notes of interest and had our Region's only racing Porsche Cup winners in 1974 stand: Tom Barrick, Dave Causey and Don "Moose" Parrish and told some funny stories about their early racing days. Finishing with our five Past CIR Presidents in attendance: Don (2010), Larry Haskett (2009, but down on the Circle for the Car Show only), Tom Brentlinger (2008 and '07), James Sandifer (1965) and finished with our founder and four-time Past President, Mike Robbins (1978, '71, '70 and '61) and our highlight of the evening.



Mike Robbins



The Circle After Midnight

Early on the CIR Board of Directors had expressed a desire to hold the 50<sup>th</sup> Anniversary Banquet downtown Indianapolis, in the center of the state and the city, hopefully on the Circle and at the Columbia Club – if we could get it. We had looked at several venues, namely the Indianapolis Motor Speedway, Indiana State Museum and many others, but the Columbia Club kept coming out on top, especially if we could get the city to let us park our cars on the Circle.

Well, we did it! And it came off grand! They gave us permission and we had to hire two off duty Indianapolis Police Officers to block off the Northeast Quadrant of Monument Circle and direct traffic. We needed a photographer to record this momentous occasion. Jim Legault found the perfect photographer in Rachel Whitson of West Lafayette to photograph members with their cars as they arrived on the Circle. Everyone was dressed "to the nines" and it came

Don then took over with a video on the big screen of Mike's interview at last year's Porsche Parade in St. Charles, IL, sitting in his iconic, 47 Porsche Parade attending, 1958 black 356 A Speedster with over 500,000 miles on the odometer by our National PCA President Manny Alban. If you have not seen this video, it is available at: <http://www.youtube.com/watch?v=SQN1pTnNt8>. See it and be proud for Mike.

Don finished his presentation by giving Mike a beautiful crystal and brass commemorative award for all his years in founding, supporting and shepherding Central Indiana Region through all its 50 years of existence. How lucky we are to still have our founder with us 50 years later.

Then it was time to dance! And dance we did to the music

## CIR/PCA 50<sup>th</sup> Anniversary Weekend Wrap Up, continued

of CIR's favorite dance band, "Five Easy Pieces".

They also accompanied our dinner with light dinner music. Something about this band just makes you want to get up and dance. At about 11:15 PM it was all over, but we still had another day to go! Many took advantage of over-night accommodations at the Columbia Club.

Sunday began with a brunch at Claddagh Irish Pub on East 96<sup>th</sup> Street on the north side of Indy at 11 AM. We finally had rain overnight and that morning, but it was all over by the time we left for Claddagh's. Who would have thought of a Sunday brunch at an Irish Pub? Don did. A great turnout and the large room was full. A different selection of brunch items greeted us on the buffet table (shepherd's pie, bbq ribs, etc.) and we even had a strolling Irish minstrel who regaled us with Irish tunes (He even knew the Notre Dame Victory March!).

Around 12:30 PM, the final event of our weekend commenced with Vice President Rob Fike's Gimmick Rally (another Don idea). Rob put together a simple gimmick rally which traversed through some north side office parks ("How many speed bumps were there?" None, they were called "Speed Humps" – caught us napping!), historic Meridian Street, Eagle Creek environs and ended at the Indianapolis Motor Speedway Hall of Fame. What more could you want? First Place was tied by three couples: Larry and Louise Haskett, Jon and Linda Silverberg and yours truly. Due to a mileage error typo at the end, a few cars got lost and did not make it to the finish or gave up. Rob allowed for this with a last resort sealed envelop with the rally's final destination inside. Well done, Rob!

They say hindsight results in more wisdom than Monday morning quarterbacking. Looking back now two months post hence, I have to say we did it right. We decided we would only get one chance to do this right and we did. We offered something for everyone – everyone could participate if they wanted to. We had free events to attend, very reasonable events to attend at \$10 each and go all out expensive events.

As Mike Robbins is oft to say at the end of his columns, what will the next 50 years be like? Will we still be driving Porsches? Will they run on gasoline? What will it be like? Can it be any better than the first 50 years? Hold on!



Rachel Whitson / Artful Conceptions

Fred Lawrence's Beautiful 1958 356 A Speedster on the Circle Sidewalk



## **Ferraris & Friends**

We have once again been invited to participate in the 2<sup>nd</sup> annual Ferraris & Friends Event – September 23 – 25. Last year CIRPCA showed 16 cars at the Friday night car show at Sycamore Hills Golf Club. We had the largest showing, next to Ferrari of course, of all the other car clubs invited!

Ferraris and Friends is a private weekend long celebration of special cars and the owners who are crazy about them. Ferrari is the featured marquee, but will involve multiple car clubs/groups and anyone with a unique/special vehicle. This year will feature cars manufactured in the State of Indiana.

### **Friday**

Champagne reception at Sycamore Hills Country Club  
Entered cars will be parked strategically on the course for photo ops

### **Saturday**

Silent Auction with proceeds going to Kops for Kids  
Autocross sponsored by FWSCCA  
Planned drives  
Day long tech sessions for each of the featured marquees  
Evening dinner and live music

### **Sunday**

Morning drive  
Coffee & Cars

Event Fee - \$175/Weekend Couple or \$99/Weekend Individual

<http://www.ferrarisandfriends.com/Register.aspx>



## **CIR PCA Presents Pumpkin Run 2011 Performance Driver Education Putnam Park Road Course October 28 - 30**



## 2<sup>nd</sup> Saturday Breakfast and Drive on October 8<sup>th</sup>

The CIRPCA Second Saturday Breakfast on October 8<sup>th</sup> will feature a tasty breakfast at Cosmos Restaurant at 1425 West Washington Road on the North side of Fort Wayne. From there we will drive to Elkhart, Indiana where the women will shop at Stephenson's and the men will tour the New York Central Rail Museum. To make this a little more fun, and avoid my penchant for getting lost, as I did last year, the route there will be listed, but a final address will be given and we will have a gimmick rally en route.



The plan will be to have breakfast at 9 AM and at about 10 AM will leave Cosmos and follow a route to the Electric Brew in Goshen. Along the way to Goshen there will be some questions to answer about things seen on the route. In Goshen we will have a wonderful cup of coffee and snack and determine the rally winner. From there we will proceed to Elkhart and park behind Stephenson's. At that time the women can shop for some unique clothing at Stephenson's, (<http://stephensonsofelkhart.com/index.php>) a store with outstanding service.

Daniel Reynolds, a manager at Stephens has a 911 as a daily driver. He is a PCA member in the Michiana Region. To promote this event he has offered a \$25 Stephenson's gift certificate to the "winner" of the rally, as well as 15% off all purchases that day for all club members who present their PCA member card at point of purchase. While the women shop, the men can walk to the New York Central Rail museum. (<http://www.nycrrmuseum.org/>) and take a look at some machinery with some real horsepower, and a wrecker that can pull you out of any ditch!



After that, the Vine (<http://www.thevinesb.com/>) across the street from Stephenson's provides a great place for late lunch or early supper. The Vine is an old sandstone bank building that has been re-made into a great restaurant.

I hope you will join us on this fun and informative trip! (And give me a chance to make amends for last year ☺)



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### **Rain. Snow. Ice.**

### **All excellent conditions for silencing skeptics.**

72 and sunny is nice, but by no means necessary. From the Carrera 4 and Panamera 4, to every Cayenne on the road, you can expect pure Porsche performance all year round. And all thanks to something called Porsche Intelligent Performance, a philosophy grounded in the continuous innovation of forward-looking technology. Technology like Porsche Traction Management (PTM) that sends power to all four wheels individually for enhanced grip and control. Technology like Porsche Stability Management (PSM), which automatically delivers stability around tight corners. Technology that has always kept us a step ahead of everything, including the weather. Experience Porsche year-round drivability for yourself with a test drive. Porsche. There is no substitute.

**Experience Porsche performance all year round.**

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if you don't have a QR reader, visit  
[getscanlife.com](http://getscanlife.com) from your mobile browser.

## THE WAY IT WAS September 2011 by Mike Robbins

### TEN YEARS AGO

The Sept. 2001 *CIRcular* included an article by yours' truly re the first Rennsport Reunion at Lime Rock CT. This was the gathering of approximately 400 Porsche race cars from throughout the US and including several cars from the factory's collection of retired cars. On another go-fast subject was an article re a Drivers' Ed event at Roebling Road Raceway near Savannah GA.



There were two pages of ads with cars and parts for sale and for wanted parts. Also, a page listing new members who had joined in the previous three months.

### TWENTY FIVE YEARS AGO

The cover of the Sept. 1986 *CIRcular* had a 3/4 rear view of a 928. Quite a handsome car. Randy would be pleased.....even though he's moved on. Inside was an entry form for the Hoosier Auto Show, a humongous gathering of all types of motor vehicles on the infield of IMS. Also inside were reports on the region's 25<sup>th</sup> Anniversary party, the Porsche Parade in Portland ME, Tweeks' Swap Meet and more.

### AND MORE

A recent conversation with a friend included mention of his forthcoming trip to northern Michigan.....not the Upper Peninsula...but the main body of the state. This stimulated my memory circuits re some Porsche trips in the past. Two ongoing activities were involved: Detroit Region SCCA's Press On Regardless Rally and Chicago SCCA's Michigan Millia.

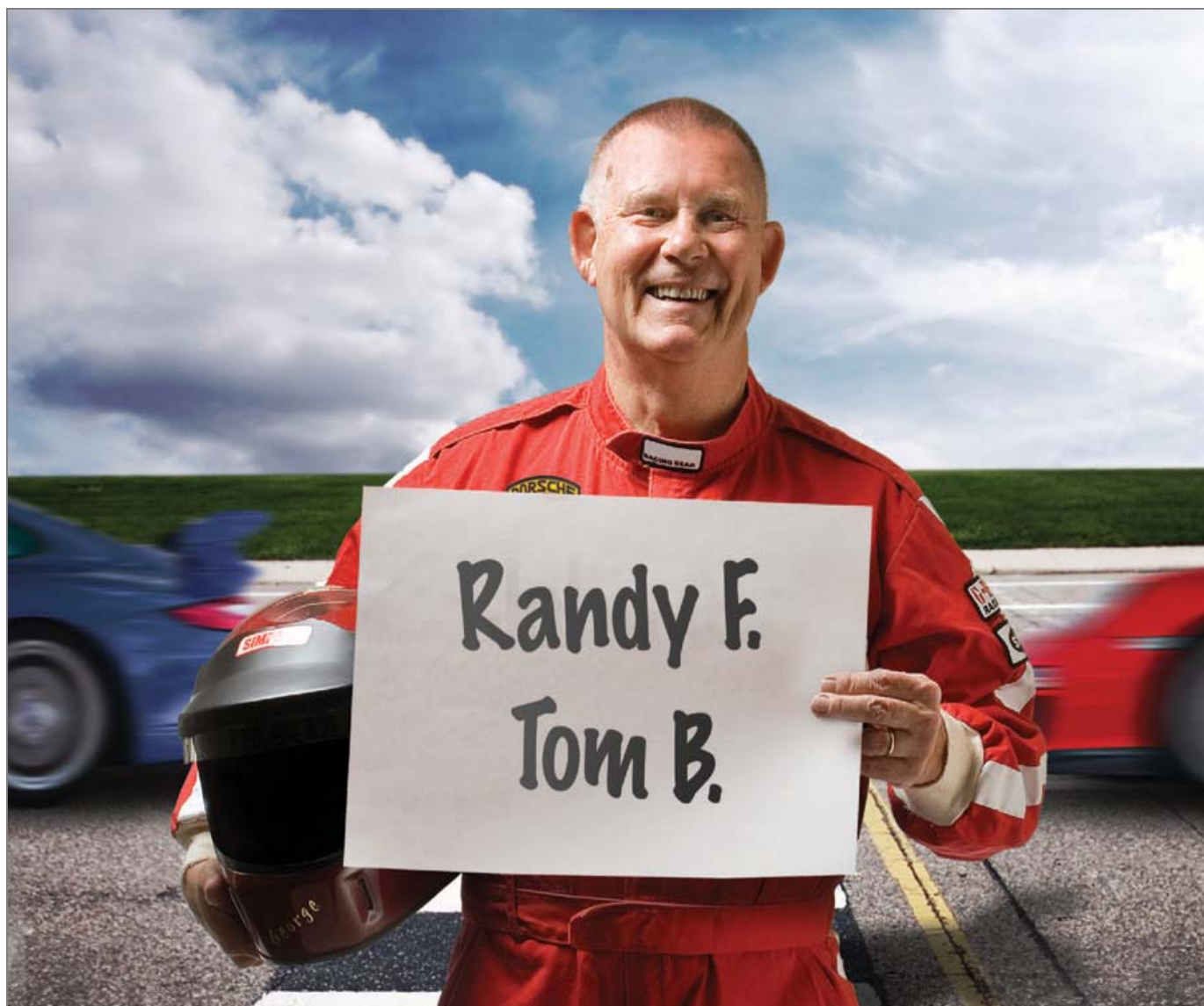
The POR Rally was on the SCCA schedule of National Championship rallies. I don't know if it is still being held. In a couple of years back in the '60s it was on the FIA calendar for their World Rally Championship. The FIA events were considered "performance" rallies and were more of a race than a TSD rally. Many automobile manufacturers had, and have, professional drivers driving highly modified cars over extremely rough roads as fast as they can go. The versions we ran were two days of the "stay-on-course, stay-on-time" TSD [time, speed, distance] events. Fred Lawrence Sr. and I competed twice.....once in my 356B Roadster with Fred navigating and once in his Lancia B20 Sport Coupe with me navigating. These were two day events with an overnite along the way. The first time we went we thought the Saturday run was a loop that brought us back to the starting point. Imagine our surprise when we found that the overnight stay was a couple of hundred miles north of Detroit. We had no change of clothes, toilet-ries or motel reservations. I don't remember how we placed in either event but it was probably not worth remembering. Was It Grantland Rice who said, "It isn't whether you win or lose but how you play the game".

The Michigan Millia was a circuit of Lake Michigan, starting and ending in Chicago. It alternated direction.....clockwise one year and counterclockwise the next. For purposes of this article I did some checking and found that it hasn't been run for twenty or more years. It was a mixture of TSD legs, gimmick legs and transit legs. It would include laps of Road America, a run through a twisty road in Michigan known as Nightmare Alley and other, less exciting routes. I think I ran it three times. One year a friend from Chicago was my navigator and we went in my Speedster. We didn't stay for the awards dinner on Sunday night because I had to drive back to Indianapolis that night. However, we left thinking we had won first place. After we left there was a protest that changed the scores so we ended up in a lower position. Drat! One year one of the gimmicks was to on foot, get the reading on a sign at the top of a giant sand dune along the lake. It was a real task to scale that humongous sand pile.....up a foot or so and slide back half of it. A rally worker timed your ascent and descent and of course, that entered into the scoring.

To keep your concentration for two days on unfamiliar roads was quite a task for both of these events.....but still a lot of fun.

Will these pages be cited ten or twenty five years from now? Stick around.





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## Cammack Station Meet in the Middle Dinner by Bob Snider

An even dozen CIR members convened at **Cammack Station** just west of Muncie for the July 23<sup>rd</sup> Meet in the Middle Dinner. Members came from Indy, Fort Wayne and Muncie areas to enjoy classic drive-in food and tasty desserts in this historically recreated 50's, 60's diner that used to be a country gas station and then was a local mom and pop grocery store. A favorite hangout for car clubs, the place must have on display dozens of restored gas pumps of every brand and description. There are historic gas station era signs, photos, memorabilia and a working jukebox to entertain. Outside is a replica of Andy Griffith's Mayberry Police Car (with Andy inside) made famous in the Andy Griffith show along with numerous historic farm tractors, a fire truck, gas truck and many more signs and gas pumps: [www.facebook.com/cammack.station](http://www.facebook.com/cammack.station)



After dinner and dessert, eight of us retired to Bob and Brigitta's home 2 miles away for beer, wine and munchies.

The next Meet in the Middle will be **Sat., Oct. 22 at 6 PM** with a dinner at **Bird's Smokehouse Barbecue in Daleville, IN** (just ½ mile east of Exit 34 on I-69 on Ind. 67). Genuine slow-cooked, hickory smoked-on-premises barbecued pork, beef brisket, chicken and ribs along with a whole slew of southern-style side dishes served in a log lodge-type building with a big fireplace. Mark your calendar and we'll see you there!  
[www.birdssmokehousebbq.com](http://www.birdssmokehousebbq.com)







## ***IN THE ZONE***

By Ron Carr

Zone 4 Representative



It was great to see several of you at this year's 56<sup>th</sup> annual Porsche Parade in Savannah! There were 51 registered members from Zone 4 and just under 100 Zone 4 members in attendance. Yes, it was hot!! But the events were great and the Porsche fellowship was irreplaceable. Next year, the Parade will be in Salt Lake City on July 8<sup>th</sup> through the 14<sup>th</sup>. Somewhat cooler and dryer we hope. Meanwhile, back *In the Zone*, the fall season has some great local events to help you enjoy your car and the company of your fellow PCA members. Always check your region's website and newsletter for the latest details on events close to you, and check the [Zone 4 Website](#) for other regions events. Some additional events organized by our several regions for your fall driving pleasure include:

- The Allegheny Region will host a Driver's Education Event at the Mid-Ohio Race Track on Saturday and Sunday, Sep 24 and 25. There will be a lapping day for experienced drivers on Friday, Sept 23<sup>th</sup>.
- On Saturday, October 8<sup>th</sup>, the Maumee Valley Region will sponsor a Dyno Clinic at [PureTuning](#). See their Website for details.
- Mid-Ohio Region is hosting an Autocross at the Columbus Motor Speedway on Sunday, September 11<sup>th</sup>. See the MORPCA website for details.
- Northern Ohio is hosting a DE at the Mid-Ohio Sports Car Course in Lexington, OH on September 30 through October 2<sup>nd</sup>. Friday the 30<sup>th</sup> is an Instructor/Advanced Student only Lapping Day.
- Northern Ohio Region is also hosting an Autocross at the Lakeland Community College on Sunday, October 9<sup>th</sup>. See the NORPCA website for details.
- Like to see clean cars? Join the Northern Ohio Region at the German Car Show in Olmstead Falls, OH on September 11<sup>th</sup>. See their website for details.
- Another great car show can be found at the GE Park in Cincinnati on September 25<sup>th</sup> from 10 AM until 3 PM. Join the Ohio Valley Region at the 20<sup>th</sup> Annual VW Porsche Reunion Car Show and Swap Meet. See the OVR website for directions and details.
- Saturday, September 24<sup>th</sup>, Southeast Michigan Region will be hosting a Driver's Education Day at Waterford Hills Race Track in Michigan. The event is open to all- see the website for details.
- If you are within driving range of the Western Michigan Region, consider the following dates and events:
  - September 3<sup>rd</sup> - IROC III Autocross, hosted by WMR, Ionia Fairgrounds. Contact Duane Weed,
  - September 3<sup>rd</sup> - Tech Session - Euro Autowerks, Rockford, MI - Hosts: Dan & Ren Phillips,
  - September 10-11 - Grand Prix of Grattan DE - Grattan Raceway, Grattan, MI,
- And, of course, for a great drive out west, there is the Porsche Escape on September 15<sup>th</sup> to the 18<sup>th</sup> in Flagstaff, AZ. A few spots are still available- check the PCA.org website for a link to the registration page.

If you have any questions or comments, please contact me at [zone4rep@embarqmail.com](mailto:zone4rep@embarqmail.com). Hope to see you at an event soon!

## 931 Preservation by Tony Griffin with Jim Legault

Well they say that all roads lead to Indiana, So then they must have led me and my Car to Savannah for a Parade. On July29th the car was packed and we headed off to the south and eventually to a Parade. Not just any Parade; it was the 2011 56th Porsche Parade and my objective was the Concours judging for a national title.

After registration Sunday it was off to clean the car after 1000 miles of driving. (How does 25mpg, at 80mph on the average, in a 30yr old Porsche that has been sitting for 10+ years sound?) 6 hours worth Sunday in 100 degree temps was a real work day one; on that this 54yr old man has not had in a while! What the hell was I thinking in doing this?



**Tony's 931 is For Sale!**

Monday at 5am: I'm coffee'd up and off to put the final touches on the car so we could be at the park at 7:00am. We arrived to find a field of freshly cut, and damp, grass. Then final, final cleaning to get the clippings of grass off of the car. Oh, it stuck to everything low! Did my best to get it off.

I had the only 924, and most had never seen a 1982 924 series II Turbo, but that could be because there are only 50 or less of them registered in the 924 registry. I think that the judges came loaded with a slight attitude that I put this car in the preservation class and not the restoration class. The judging had started. They had fifteen minutes.

First they asked how much paint work it had and then right away they asked questions in regards to metal work and were the work was. I told them of the extent of the work and explained it was all done per the shop manual.

- First demerit: Utilization. I only have owned it for 9months and approx 1500 miles.
- Second demerit: Exterior accident from the front shock tower forward. But they did not spot where I did the work. At first they thought the factory welds at the rear of the towers were mine, so I had to show them my work. There were two pea sized dents at the door edge that I did not remove because I did not to be painting on the door. Under wheels and tires they put, vinyl cracked?
- Third demerit: Radio not original, loose seat belts and brush marks on the dash. They must have seen my attempt to duplicate the dash pattern. Oh, and no original steering wheel, this one had been dealer installed.
- Forth demerit: Non-original battery, a Napa. And the under hood foam incorrect pattern and type.
- Fifth demerit: The 30 year old carpet on the rear deck was sun bleached and they said the deck was laminated. Now, that was just wrong but the black paint at the edges has flaked off at points.
- Sixth and final demerit: Road debris on the suspension. I had been power washed before trip and painted where needed prior to the drive. But what about the grass from the damp field stuck to the low slung chassis? Ok, you got me on that..

All in all the experience was good and we met some very nice people. Would I do it again? Maybe but it took a lot out of me doing this car in 9months plus the trip to Savannah. But some good might come out of this. The club may be looking at the way they judge the preservation class and restoration class. Maybe there could be a survivor class? And there might finally be a little more interest in the 924 series. If I could put 9months into this car and 3000 dollars and come out with a 5th place car then just about anyone with a little talent and time can fix up a cheap Porsche and go to a Parade. Now that is both utilization and preservation of a Porsche!

Thank you to all in the club for your support and interest in my Save-a-Porsche efforts. Belinda and I will be seeing ya around at events.



# MUSR 12



## Mid US Ramble 12

Oct. 13-16, 2011 • Eureka Springs AR

### Thursday - Oct 13

3:00pm til Late - Check-in and  
Meet & Greet; Pizza For All

### Friday - Oct 14

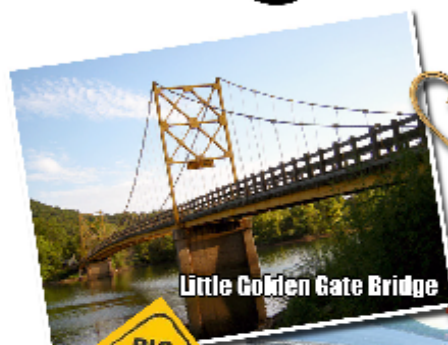
9:14 am - OARK RUN: All day drive to  
Oark General store for lunch and scenic  
drive back  
6:30 pm - Dinner

### Saturday - Oct 15

9:14 am - CAR SHOW followed by  
RIVER RUN POKER RALLY  
6:00 pm - TECH QUIZ and Drinks  
7:00 pm - Dinner & Awards Banquet with  
Door Prize Giveaways

### Sunday - Oct 16

9:14 am - Blind Autocross with Prizes  
Homeward Bound



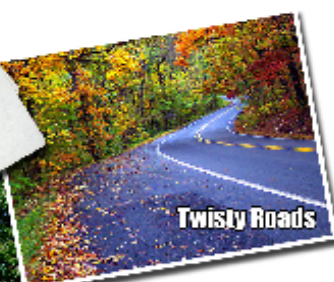
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## Porsche to Unveil All-New 2012 Porsche 911 Carrera

World Premiere at the 2011 Frankfurt Motor Show

ATLANTA -- August 23 2011 – At 48, the Porsche 911 Carrera is younger than ever. The completely redesigned seventh-generation sports car icon is stepping into the limelight with its sleek and stretched silhouette, exciting contours and precisely designed features. Yet from every angle it is unmistakably a 911, holding true to the Porsche 911 Carrera 'evolution, not revolution' design philosophy.

The 100 mm or 3.9 inch longer wheelbase and reduced overall height underpin the fresh, athletic yet elegant appearance. When viewed from the front, the eye is drawn to the 911's trademark wide-arched fenders, emphasizing the wider front track. The side mirrors are now mounted on the upper edge of the door, which also helps highlight the new design line and gives the visual impression of width.

The new lightweight body is an aluminum-steel composite construction and contributes greatly to the 45 kg or about 100 lbs weight reduction when compared to the previous 911 body. When combined with the greater structural rigidity and optimized aerodynamics – including a wider, variably extending rear spoiler – the new 911 Carrera's front and rear lift has been reduced to near zero while retaining the Cd value of 0.29.

To complement the modern exterior design, Porsche designers created an interior reminiscent of the Carrera GT. The driver is now even more closely integrated within the cockpit thanks to the rising center console and high-mounted shift lever or gear selector located close to the steering wheel. As with the exterior, classic Porsche elements abound inside. Present is the instrument cluster with five round gauges – one of them a high resolution multi-function screen, and of course the central tachometer and the ignition lock to the left of the steering wheel.

Setting the standard in its class, as it has for generations, the new 911 Carrera and 911 Carrera S raise the performance and efficiency bar yet another notch. All versions get by with significantly less than 10 liters of fuel per 100 kilometers (official U.S. EPA fuel mileage estimates are TBD) and fuel consumption and emissions are up to 16 percent lower in the New European Driving Cycle (NEDC) when compared with the predecessor. This is achieved through systems such as the Automatic







Start Stop function, engine and transmission thermal management, electrical system recuperation, the world's first seven-speed manual transmission and – in conjunction with the Porsche Doppelkupplungsgetriebe (PDK) – the ability to 'sail' or coast. The new electro-mechanical power steering offers not only Porsche's typical precision and feedback but also helps increase efficiency and reduce fuel-consumption.

For example, the 911 Carrera with the new 350 hp, 3.4-liter boxer engine and optional PDK consumes 8.2 l/100 km based on the NEDC – 1.6 l/100 km less than its predecessor.

The 911 Carrera S with its 400 hp, 3.8-liter boxer engine – 15 hp more than before – achieves 8.7 l/100 km in the NEDC when paired with the optional PDK transmission. This represents a fuel consumption decrease of 14 percent or 1.5 l/100 km.

At the same time there are performance improvements in both models. The 911 Carrera S with PDK accelerates from 0 to 60 in 4.1 seconds. Using the Launch Control function of the optional Sport Chrono Package cuts that to 3.9 seconds. The 911 Carrera with PDK needs only 4.4 seconds to sprint from a standing start to 60 mph (4.2 seconds when using the optional Sport Chrono Package's Launch Control function). Top-track speed for the 911 Carrera S and 911 Carrera is 188 mph and 179 mph, respectively.

The new 911 offers both better longitudinal dynamics and unprecedented top performance in terms of transverse dynamics. In addition to the longer wheelbase, the greater agility, precision and driving stability are based, among other things, on the wider front track, the new rear axle and new electro-mechanical power steering. Depending on the model, there are other standard or optional active control systems available that can help further enhance the overall driving dynamics. That is especially true for the Porsche Dynamic Chassis Control (PDCC) active roll stabilization system, available for the first time on the 911 Carrera S. The system helps reduce lateral roll when cornering and helps keep the tires in the optimal position relative to the road surface.

The new 911 further extends the span of seemingly contradictory attributes such as performance and efficiency, sportiness and every day practicality that have always typified the Porsche 911. That makes the 911 Carrera more of a 911 than ever. The new Porsche 911 Carrera celebrates its world premiere at the 2011 IAA Frankfurt Motor Show in September.



The first new 911 models will arrive in U.S. dealerships beginning in February of 2012. The new 911 Carrera Coupe will have a base MSRP of \$82,100, while the 911 Carrera S Coupe's base MSRP will be \$96,400 (excluding destination). Both models will include substantial additional equipment when compared to the previous models.

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## Porsche Celebrates 911 Motorsport Heritage at Pebble Beach

ATLANTA, August 17 2011 — By the late 1950s it was obvious to Porsche that the Type 356, the company's sole product line since its inception in 1948, needed to be updated, but replacing it, while necessary, was perilous. Who knew that the eventual replacement for the venerable 356, the 911, would surpass its predecessor in sales, longevity and glory? Or that it would be so fanatically cherished by its owners that Porsche hasn't been able to replace it.

And, with Porsche Motorsport concentrating on its early prototype development for Le Mans and elsewhere, there wasn't much initial effort by the factory for racing the 911. By the late 1960's however, interest in competing with the new car grew and it went on to become the most successful race car in history, and the 911 story isn't over yet. Five significant 911 racing models are on display this weekend at Pebble Beach, and will be located on Peter Hay Hill starting Thursday, August 18.



This display on Peter Hay Hill will feature several historic 911 race cars, including the 1979 935 from the Brumos Collection, believed to be the last remaining unmodified 935 in existence, as well as the 911 S that carried Hurley Haywood to 10 Camel GT race wins and his first IMSA championship in 1972. Other cars to be on display include a 2011 911 GT3 Cup Car from the Porsche Sport Driving School, the Gunnar Racing 911 GT1 fashioned after the car that won Le Mans overall in 1998 as well as the 2011 911 GT3 RS 4.0, shown publicly for the first time on US soil.

It wasn't too long after the 911 went into production, however, that buyers were using the new, rear-engined sports car in hill climbs and autocrosses and Porsche itself started to produce lightweight and enhanced performance vehicles for their motorsports customers. In 1967, Porsche built 20 911 "R" models with stripped interiors (no carpet, for instance), thin-skinned aluminum doors, fiberglass deck lids, taillights swiped from a Fiat, oversize carburetors, a magnesium engine case, dual spark plug cylinder heads and much more. With about 210 horsepower on board, these race-ready, lightweight rockets were the start of the 911 racing legend.

Vic Elford, one of the most famous Porsche drivers in history, was one of the first to compete in the Porsche 911 at a high level, winning in the mid-'60s in England winning a race with the very first demo model imported by the factory distributor, and later driving to victory in 1968 at the Monte Carlo Rally.



The Porsche 911 race car started to make noise in the U.S. when IMSA's Camel GT series started in 1970. Brumos Racing and Hurley Haywood took their 1970 Porsche 911 S to its first championship in the 1972 season. This car, the only Brumos championship car not clad in the traditional white with red and blue trim (it's orange) will be on display this weekend, still owned by Brumos Motors.

After Porsche 911 Carrera RS and RSR models won IMSA and Trans-Am championships in the mid-70s, the company introduced the radical Porsche 934 and 935 race cars – 911 silhouette bodied cars with big, twin-turbocharged en-



gines. After being banned for a season from the Camel GT, they came back with a roar to become the car to beat in the late '70s and early '80s. The 1979 Brumos Racing Porsche 935, driven by multi-time champion Peter Gregg, is also on display this weekend, and is a prime example of this iconic 911 racer.



The 1980s and early 90s were prime time for Porsche Motorsport's 956 and 962 prototype race cars, and the 911 took a bit of a back seat on the GT side to Porsche 924 and 944-based models.

Then, in 1996, Porsche introduced the GT class 911 GT2 R at Le Mans where this 911-based water-cooled coupe promptly won its class, followed by the famous Porsche 911 GT1 which gave Porsche its last overall victory at Le Mans (1998). It was this victory that inspired race car builder and collector Kevin Jeannette, owner of Gunnar Racing, to build his own GT1 in 1999, and this car is also on display this weekend at Peter Hay Hill. The car, which raced from 1999 – 2003, had Paul Newman, Gunnar Jeannette, Kyle Petty, Milt Minter and Chad McQueen all pilot it to top finishes before the rules eliminated it from competition.

The next generation of 911 race cars were initiated by the introduction of the Porsche 911 GT3 R in 1999, and promptly driven to the 1999 American Le Mans Series GT championship by Cort Wagner. The pinnacle of this family was the Porsche 911 GT3 RSR, and the 2004 version on display at Peter Hay Hill is the McKenna Porsche sponsored example driven to the American Le Mans Series Championship by factory drivers Romain Dumas and Marc Lieb. The car, now owned by California collector Jeff Lewis, was prepared by Alex Job Racing, as was that first Cort Wagner car in 1999.

The other family of 911 race cars represented is the 911 GT3 Cup, which was developed for the Porsche Supercup and Carrera Cup one-marque series which takes place around the globe. The latest version, the 2011 Porsche 911 GT3 Cup, which now competes in the American Le Mans Series, SCCA World Challenge, and Rolex Grand-Am Sports Car Series, rounds out the 911 race car display at Peter Hay Hill.

This 911 race car display is designed to bring attention to the upcoming Porsche Rennsport Reunion IV, scheduled for October 14 – 16, 2011 at Mazda Raceway Laguna Seca in Monterey, where the Porsche 911 will be the featured race car.

#### **About Porsche Rennsport Reunion IV**

Porsche Rennsport Reunion IV will be the world's greatest gathering of Porsche race cars and the drivers that drove them to victory, held at Mazda Raceway Laguna Seca from October 14 to 16, 2011. Hosted by Porsche Cars North America, it will assemble the wide variety of Porsche's most historic racing models from the nimble 550 Spyder of the mid-Fifties through the mighty 917 and 956/962 of the Seventies and Eighties to the highly successful RS Spyder of the last decade.

Special tribute will be paid to the numerous racing versions of the Porsche 911 and their countless victories on the dawn of what will become another milestone of this iconic sports car. Additional details of the Porsche Rennsport Reunion IV are published on [www.porsche.com/usa/rennsport-reunion-iv/](http://www.porsche.com/usa/rennsport-reunion-iv/), and Mazda Raceway Laguna Seca's web site ([http:// www.mazdaraceway.com](http://www.mazdaraceway.com)). Ticket information is available by contacting 800-327-7322 or online at [www.mazdaraceway.com](http://www.mazdaraceway.com).

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## **Fort Wayne 2nd Saturday Breakfast at Sweet Cars, August 13**



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**The Girls Check Out Jim Arata's Brother's Auburn**



**All Electric Tesla**



**Mint Condition '57 Chevy Bel Air Convertible**





*Park-in-the-Paddock includes genuine German biergarten, real turf, and lots of opportunities to relax and enjoy the magic*

## Rennsport Reunion IV Will Feature Porsche Park

**W**ith the rolling landscape and park benches on a perfectly-groomed lawn, you might think you were in Bavaria, which is exactly what Porsche Cars North America intends with its Porsche Park-in-the-Paddock—located amongst the vintage race cars at Mazda Raceway Laguna Seca for Porsche Rennsport Reunion IV, October 14-16. This area, located behind the media center (where the tire companies usually set up for a race weekend), will feature an authentic German biergarten as well as German food and a park atmosphere so Rennsport attendees can take a break from the on-track activity and absorb the experience. But Rennsport fans will still know that they are at a Porsche event, as the Park-in-the-Paddock will have plenty of sports car activity as well, according to Bernd Harling, Porsche's Principal Communications Counsel and coordinator for Rennsport.

"Besides the food and drink, our Park-in-the-Paddock will include a center stage where driver introductions and all the autograph sessions will take place and live music will be played, as well as the very popular model car display, photo opportunities with the CARS movie star Sally Carrera—maybe our most famous 911—and a Porsche Sport Driving School activity center," said Harling.

"We also hope to have a sneak showing of a future Porsche model in the Park, but it's a little too early to be able to confirm its appearance," Harling teased.

Other activities around the paddock are taking shape as well for the October event. "Porsche Motorsports North America, headquartered in Santa Ana, will have a display not only to show its modern and vintage race car parts and service capabilities, but to encourage the many Porsche race car owners to take advantage of the company's free technical advice offered to anyone who asks," said Harling.

With the Porsche 911 being the featured race car of Rennsport IV, fans will also be able to view two 911

displays which help capture the history of this iconic sports car. The first is a special collection of the most significant 15 race cars in 911 history. The other 911 display is being assembled by the Porsche Club of America, and proved to be very popular at Porsche Rennsport III at Daytona in 2007. In order to show the progression of the Porsche 911 model, the club has assembled 40 examples representing significant models across time.

PCA will assist Rennsport Reunion IV with several activities: History of the Porsche 911 Display, Porsche Model-Specific Parking Corrals with Parade laps of the track, PCA Hospitality and Membership Center, two race groups: Rennsport Reunion Cup for Porsche Cup Cars and PCA Club Racing for PCA race cars, and PCA Volunteer Pool—workers to assist with the club's involvement. Enhancing the Rennsport Reunion Cup race, Michelin Tire Company comes on board as the spec tire manufacturer for that exciting contest.

The assembly of exceptional examples of 911 production models for the History of the Porsche 911 Display is well underway, representing the 911 model throughout its generational life. *To apply to participate in the display, please contact Tom Provani for information and registration at [tprovani@netgate.net](mailto:tprovani@netgate.net) or 408/947-0880.*

Many PCA workers have volunteered to assist with our activities at the Rennsport Reunion IV. *If you are interested in supporting the effort, please contact Sharon Neidel with the PCA Volunteer Pool at [sharon.neidel@yahoo.com](mailto:sharon.neidel@yahoo.com) or 650/508-1308. We will have a very special event memento for the volunteer workers.*

Additional details of the Porsche Rennsport Reunion IV are published on the following Porsche web site: [www.porsche.com/usa/rennsport-reunion-iv/](http://www.porsche.com/usa/rennsport-reunion-iv/). For additional information and event tickets please visit the Mazda Raceway Laguna Seca web site at [www.mazdaraceway.com](http://www.mazdaraceway.com) or 800/327-7322. ☐



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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.

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