

MARCH 2016

First Quarter Update

# CIRCULAR

Central Indiana Region | Porsche Club of America

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POWERED BY EXCELLENCE

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March 2016

**President's Message**

I'd like to take this opportunity to update you on what's happening with the CIRPCA Board. We are fortunate to have two new "at large" members of the Board, who are bringing their unique perspectives to our decision making. Sima Sciopu comes to CIR as a transferee from the Northern New Jersey Region. He was an active member of NNJR and has been quickly "adopted" by his new Porsche friends. Sima and his wife Eleonora drive a really cool, special edition Boxster, and they've been joining us at many of our events. He is brimming with great ideas and has stepped up to become a member of the Driver's Education Committee.

We are also fortunate to have Jimmy Arata as a new member of the Board. Everyone in the Ft. Wayne area of the Club knows the Arata's well. Jimmy and his wife Maureen have been with the Club a long time and are currently doing a great job as the Activities Directors' for the Ft. Wayne members. They're also well known for their car, the "Green Bean," a beautiful green Porsche 912. And I am extremely pleased to have Jimmy representing our Ft. Wayne members. We have a lot of dedicated members in Northern Indiana, and it's important that they have a voice on the Board.

While on the topic of the CIR Board, we have been listening to all of you regarding the types of activities you enjoy. We've all seen that road tours are among our best attended events, so in 2016 we will be hosting at least 4 tours. Bob & Brigitta Snider will host the always popular Spring Color Tour to Cincinnati on the weekend of April 16-17. In addition, Bob has come up with a new tour this fall. On the weekend of September 17-18, he's set-up a weekend tour to New Harmony, IN! It is great to have Bob & Brigitta continuing in their leadership role in CIR.

The always creative Rob Fike, will be hosting the "Fikes' Mystery Tour" on Saturday, June 11. Last year's mystery tour was great fun and a big group of CIR folks joined in. If you aren't familiar with a mystery tour, the key point is that no one, except hopefully the tour leader, knows where we're headed, so you've got to stick close to the car in front of you.

And Larry Haskett will uphold our long tradition of touring to the Huber Winery on Saturday, Oct. 15. This tour probably needs no description as it's always been a mainstay of the CIR Calendar. October is a beautiful time of year, and Larry seems to have a connection to the weather gods, because we've had some spectacular days in Southern Indiana.



And by now you are probably aware that the Board has listened to your many requests to bring back our fall track day, the Pumpkin Run. So for 2016 we will return to Putnam Park on the weekend of October 8-9 for another exciting Driver's Education Event. And registration is now open, and going very well, for our Spring Brake DE Event at Putnam Park on April 23-24.

As a Club, CIR has always had a great calendar of events, and I hope you'll agree that 2016 is shaping up as one of our best. So the next time you see one of your Board members, be sure to thank them for their hard work, their willingness to listen to our members, and their commitment to keeping CIR an engaging Club with something for everyone.

Bruce Fleischmann

Email: [bvflei@gmail.com](mailto:bvflei@gmail.com)

Phone: 973-903-5858



## In Memory of Judy Robbins



Judy Robbins, former CIRcular Editor for many years in the 90's and wife of CIR founder Mike Robbins, passed away on January 27, 2016 after a long battle with cancer. Judy won a couple of PCA National Newsletter Awards at Porsche Parades, which she and Mike always attended in Mike's 1958 black Speedster – no matter where the Parades were located in the country. Those were the days!

She was a great lady and was always seeking Brigitta and me out at events, sitting down and talking to us.

She will be missed by everyone who knew her.

Bob Snider, Membership Chairman

## Grand Prix of Indianapolis



**CIR/PCA Race Tickets — \$62 Face Value**  
**Saturday, May 14, 2016 — Race Start: 3:30 PM**  
**Indianapolis Motor Speedway Road Course**

See all the regular IndyCar race drivers compete on the Indianapolis Motor Speedway Road Course and sit in the "Best Seats in the House" with all your CIR member friends up high in Stand H, directly above Road Course Turn 1 where all the braking action takes place at the end of the Main Straight!

More details to follow soon with registration is now open on Social [www.ClubRegistration.net](http://www.ClubRegistration.net)

Questions: Bob Snider at [bsniderjr1977@comcast.net](mailto:bsniderjr1977@comcast.net) or 765-282-7985



## 2015 Board of Directors & Chairpersons

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PCA National Teen Street Survival Chairperson,  
Overall CIR Driver Education Chairperson  
**Randy Faunce** (317) 861-0755

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**Bruce Fleischmann** (973) 903-5858

Chief of DE Tech

**Rob Fike** (317) 927-9333

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CruZionsville Chairperson

**Steve Tarr** (317) 733-1622

PCA Zone 4 Representative

**Michael Soriano**  
MSoriano.ZoneRep@gmail.com

cirpca.org



**GET INVOLVED!** The CIR Web Site is a fantastic resource for Central Indiana Region, Zone 4, and Porsche Club of America national news.

The latest news on upcoming local, regional, and national events, Porsche related wire news, member photos, event photos, forum postings, site information and more is just a mouse click away!

Join other members and Like Us on Facebook!



Check out the Club Calendar for detailed information about upcoming events and links to register for events.

Visit the Gallery for all the latest event photos!



View the CIR Member's Car Photos for great Porsche car photos. If your car isn't there yet, contact the CIR Webmaster.

Peruse current and back issues of the CIRcular newsletters!

The CIR FORUMS are one of the most visited pages on the Website...

There are 19 individual forum topics, including General Information, Events, Driver Ed, Items for Sale, Items Wanted, Technical Forums for every Porsche model, Car Care, and more.

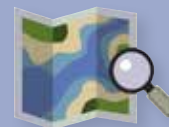
It's easy to contact any CIRPCA Board member. Simply go to the Contact Us page and click on the links to contact any board member!

Interested in learning more about what your Porsche car is capable of?

The CIR Driver Ed Links menu provides links to information about the next DE event, DE FAQs, Putnam Park Info, and DE videos.

Would you like to learn more about the Club itself?

The About CIR menu has links to the our Sponsors, the Club's History, a CIR FAQ, CIR Philanthropies, CIR By-laws, and more!



The PCA/Zone4 menu contains links to all Zone 4 events and all Zone 4 region websites.

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, PHOTOGRAPHER AND CIRCULAR.



# Spring Color Auto Tour Weekend CINCINNATI

April 16 & 17

by Bob & Brigitta Snider

Spring Color Auto Tour  
Weekend from  
Morristown to Cincinnati

**The Auto Tour starts at noon with registration in Morristown, IN, SE of Indianapolis (half hour or 19 miles east of I-465 via US 52 E) in the Morristown Post Office rear parking lot.**



Join us for an old CIR favorite — Montgomery Inn Boathouse on the Ohio River in downtown Cincinnati known for their famous BBQ Ribs and Chicken known as “The Rib King”! Optional accommodations available Saturday night at the Cincinnati Marriott at RiverCenter. On Sunday, after a hotel-included brunch and check out at 11 AM, we will take an auto tour of beautiful, historic Spring Grove Cemetery & Arboretum, north of downtown Cincinnati for a scenic auto tour you will not soon forget!

Spring Grove is one of the oldest and most famous cemeteries in the United States and is also considered an official arboretum with wonderful topography, winding roads, hundreds of flowering trees and several unique architectural chapels and mausoleums and it's all free!

Plan on a late lunch in the newly refurbished Over the Rhine German historic area, which is now the hot place to go with many new local restaurants and brewpubs, historic Opera House and plaza.

For Cincinnati Marriott at RiverCenter hotel reservations, click on the following link: <https://resweb.passkey.com/go/porscheclubapril2016> This will allow you to use our Porsche Club direct website to get our special discounted group rate of \$170 for a Deluxe King Bed Room with Ohio River View and included buffet breakfast at the hotel restaurant 10 West Sunday morning.

**Room Release Date: March 25**

To sign up for the Spring Color Auto Tour go to [www.cirpca.org](http://www.cirpca.org), log in and click on the April 16 date on the Calendar, then first change the “1” in the little window at the top to the number in your party, then click on “Enroll for this Event?” and then click on the blue “Purchase” button at the very bottom of the Event Page to be taken to our PayPal page where you can enter your credit card info. \$10/person.

More details to follow, but reserve your room now and Save the Dates on your calendar for a great weekend!

**Questions: Bob & Brigitta Snider at [bsniderjr1977@comcast.net](mailto:bsniderjr1977@comcast.net) or 765-282-7985**

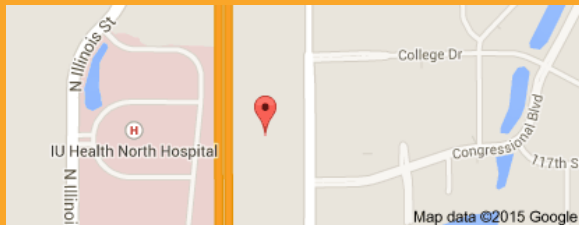
## FIRST SATURDAY BREAKFAST

MARCH 5, 9:00AM  
**SUNRISE CAFE**



Sunrise Cafe offers the best hotcakes in town — touting highly sought after thin, crispy edges! The Eggs Benedict, too, is a customer favorite — and you won't want to miss the homemade strawberry jam. Come in and set awhile. We'll see you at The Sunrise!

### Sunrise Cafe



11711 North Meridian Street, Suite 140, Carmel

## FIRST SATURDAY BREAKFAST

APRIL 2, 9:00AM  
**MILANO INN**



The Milano Inn opened for business in 1934. Relying on Italian hospitality and good food, Milano Inn has stood watch as Indianapolis has evolved. It was founded during the Great Depression, flourished as manufacturers prospered during the 1940s and survived as subdivisions lured families to the suburbs starting in the 1950s. Join us for great dining at the Milano Inn!



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## Calendar of Events

March	<b>5 First Saturday Breakfast – Sunrise Café</b> – Carmel 9:00 AM Rebecca Pinto
	<b>12 Second Saturday Breakfast</b> – SweetCars Grand Re-Opening – Fort Wayne 9 AM - Noon Jimmy Arata
	<b>18–20 PCA Zone 4 President's &amp; DE Meetings</b> – Toledo, OH Michael Soriano
	<b>25 Hotel Release Date</b> – Cincinnati Marriott at RiverCenter – Spring Color Auto Tour Weekend Bob Snider
April	<b>2 First Saturday Breakfast – Milano Inn</b> – Downtown Indy 9 AM Mike Weeks
	<b>9 Second Saturday Breakfast &amp; Lunch Drive</b> – Dream Makers to Oakwood Resort, Fort Wayne north to Lake Wawasee 10 AM – 2 PM Jimmy Arata
	<b>16–17 Spring Color Auto Tour Weekend to Cincinnati</b> w/ Sunday Auto Tour of Historic Spring Grove Cemetery & Arboretum Bob & Brigitta Snider
	<b>16 New model 911 Launch</b> — Porsche Fort Wayne 4 – 6:30 PM Aaron Warner
	<b>23–24 Spring Brake Driver Education</b> at Putnam Park Road Course – Greencastle IN Bruce Fleischmann <a href="http://www.clubregistration.net">www.clubregistration.net</a>
May	<b>7 Tom Wood Porsche New Member Meet &amp; Greet</b> – Indianapolis 9 AM Bob Snider
	<b>14 Dream Makers Block Party</b> – Fort Wayne N. 9:30 AM – 4 PM Jimmy Arata Meet at Washington Center Road IHOP & caravan to Dream Makers
	<b>14 Grand Prix of Indianapolis</b> – CIR/PCA Race Tickets in Stand H – Indy Cars on IMS Road Course 3:30 PM Bob Snider <a href="http://www.clubregistration.net">www.clubregistration.net</a>
	<b>15 Teen Street Survival Car Control Clinic</b> – Franklin Township High School – SE Indy Randy Faunce <a href="http://www.streetsurvival.org">www.streetsurvival.org</a>
	<b>21 Cars 'n Coffee</b> – Abreu Motors Carmel 9 – 11 AM Rebecca Pinto
June	<b>4 CruZionsville all– Porsche Charity Car Show</b> 10 AM – 3 PM Steve Tarr
	<b>9 Porsche Fort Wayne Night at Germanfest</b> 6 – 10 PM Thursday Evening Aaron Warner
	<b>11 Second Saturday Breakfast</b> – SweetCars – Fort Wayne 9 AM - Noon Jimmy Arata
	<b>11 Mystery Drive</b> Rob & Judy Fike
	<b>19–25 National Porsche Parade</b> – Jay Peak, Vermont – <a href="http://www.pca.org">www.pca.org</a>
	<b>25 Freedom Festival Car Show</b> – Linton, IN 9 AM – 2 PM Bob Evans
July	<b>2 First Saturday Breakfast – The Aristocrat Pub &amp; Restaurant</b> – Indianapolis 9:00 AM Tech Session to follow at Pete's Service Center, 4902 North Pennsylvania Rebecca Pinto
	<b>4 Fourth of July Party</b> Bruce & Valerie Fleischmann – Geist Reservoir – Fireworks & Carry-In
	<b>9 Second Saturday Breakfast &amp; Drive</b> – Jim & Maureen Arata's to Past Time Café 9:00 AM – Noon New Haven, IN to Paulding, OH Jimmy Arata
August	<b>13 Red Brick Reunion Porsche Car Show</b> – Oxford, OH <a href="http://www.enjoyoxford.org">www.enjoyoxford.org</a>
	<b>26 Fort Wayne Tin Caps Baseball Game</b> 7:00 PM Jimmy Arata
September	<b>17–18 New Harmony Weekend &amp; Kunstfest</b> New Harmony IN Bob & Brigitta Snider
October	<b>8–9 Pumpkin Run Driver Education</b> at Putnam Park Road Course – Greencastle Bruce Fleischmann <a href="http://www.clubregistration.net">www.clubregistration.net</a>
	<b>8 Germanfest</b> — Athenaeum downtown Indianapolis
	<b>8 Bloomfield Apple Festival Car Show</b> — Bloomfield, IN 9:00 AM – 2:00 PM Bob Evans
	<b>15 Huber Winery Auto Tour</b> – Southern Indiana Larry & Louise Haskett
	<b>29 Halloween Bash</b> Rob & Judy Fike
November	<b>12 Annual Dinner &amp; Election</b> Dave & Cindy McDaniel
December	<b>10 Annual Holiday Gathering</b> Tom Wood Porsche

Details, enrollment and registration are available for any of the above events at [www.cirpca.org](http://www.cirpca.org).

CIR/PCA Board of Director's Meetings: First Wednesday of every month at the Skyline Club downtown Indianapolis. 6:00 PM optional dinner, 7:00 PM meeting. Members are welcome, but please enroll on the CIR website.





Redman 1974 Mid Ohio Can Am heat race



Redman and Donohue



Brian Redman

## Porsche's Can Am Encore

*Story and photos by Jim Hatfield*

The Canadian American Challenge Cup, better known as the Can-Am, was American road racing's BIG DEAL in the late 1960s and early 1970s. Big crowds watched unlimited sports racing cars battle it out at premier road courses in the U.S. and Canada. Unfortunately for the series, after the first year, it was dominated first by McLaren and then by Roger Penske's turbo Porsches, which made the actual racing less than compelling.

By the end of the 1973 season, with declining interest by both fans, promoters and competitors, the SCCA acted to rein in the dominant Porsche 917/30 by requiring fuel consumption of 3.0 miles per gallon for all cars. While the big stock block engines of the competition could cope with the increased fuel mileage requirements, it was thought the 12 cylinder turbo Porsche would be uncompetitive, so Penske sat out most of the 1974 season. However, in a complete surprise, the Penske Porsche did show up at the Mid-Ohio round of the Can Am. Some say the tight track suited the Porsche and allowed better gas mileage, others say Penske showed up as a favor to track owner Les Greibling, with the SCCA complicit by looking the other way. Whatever the reason, the appearance of the previous season's champion car incited a revived interest in the series.

Mark Donohue, Penske's star driver and 1973 Can Am champ, had by now gone into temporary retirement, so none other than Brian Redman was enlisted to drive the car that August weekend. Mark was there to give Redman tips on car set up and in general consult on strategy. The car proved more than competitive as Redman put the car on the pole for the preliminary heat race, besting both UOP Shadows of George Follmer and Jackie Oliver. Redman easily won the heat race and in the final, led a close fought duel with the Shadows until a bobble pushed him back to third, behind Oliver and Follmer.

Redman eventually finished second to Oliver after the Shadow twins battled for the lead, resulting in Follmer spinning off course and into eventual retirement. With that near great showing, the Porsche was loaded in the Penske transporter and disappeared from the series. The Can Am series also disappeared for good soon after, with a shortened season due to fan and promoter disinterest.

*Reference: Pete Lyons "Can Am," Motorbooks International, 1995 and my own sometimes faulty memory!*



Redman on the track in the Porsche 917





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

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Terry Day

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## Around The Zone

Greetings PCA Zone 4 Members,

2016 has already been a busy year, with one great event after another. The year kicked off with the Zone 4 Exclusive Preview at the North American International Auto Show, the location for the World Premiere of the new 911 Turbo and 911 Turbo S. This event has grown from 118 tickets, 7 hotel rooms, and 20 people for dinner, to 200 tickets, nearly 40 hotel rooms, and dinner both Friday and Saturday nights. It has become so popular that the event sold out in 31 minutes, while the welcome dinner sold out even before the event tickets went on sale. The weekend began with a Welcome Dinner in the private dining room at The Henry Autograph Hotel. We were joined by PCA Executive Director Vu Nguyen, Panorama's Executive Editor Amy Skogstrom, as well as several representatives from Porsche including the Manager of Porsche Clubs North America Paul Gregor, the Manager of Customer Relations Christian Heller, the Area After Sales Manager Kirt Shore, and interns Jessica Geist and Carina Mesnjak. The NAIAS Preview Event took place Saturday morning, with attendees receiving complete access to the Porsche display, detailed presentations on the newest models, as well as a catered breakfast. Saturday evening, a number of us had dinner at Muer's Big Fish Seafood Bistro in Dearborn.

A few days later, I was on my way to Atlanta to attend the Winter Board Meeting. Although I was in meetings for 2 entire days, including the Board of Directors meeting, I arrived early to take a beautiful new Porsche out at the Porsche Driving Experience. The facility consists of several modules including a track, a skidpad, a slalom course, an area to test launch control, and the only kickplate currently in North America. A reception was held Saturday evening at One Porsche Drive, Porsche Cars North America's Headquarters, where the evening began with a tour. This beautiful facility consists of the Porsche Driving Experience, a Human Performance Center, Driving Simulator Center, Porsche Exclusive – Personal Design Studio, as well as the Porsche Heritage Center and Classic Gallery with changing exhibits of artifacts and classic vehicles currently housing vehicles from the Ingram Collection. Other cars on display included the 918 prototype, and a 50th Anniversary Rolex 24 Pace Car. Following the tour, we enjoyed dinner in the 356 restaurant.

I was honored to be a part of a very special event, when I accompanied Vu to surprise Mark Garofoli and his wife Gretchen with the news that he won a 2017 911 Carrera and \$25,000 in PCA's Fall Raffle. Our thanks to Porsche of Beachwood for their assistance. I also had an enjoyable time when I joined a number of Eastern Buckeye Region members at Quaker Steak and Lube for some fellowship at the region's Rolex 24 viewing party.

As the weather continues to improve and events are added to the region calendars, please remember to check your local region's website and newsletter as well as the Zone 4 website <http://zone4pca.org> for the latest details on the many events close to you. Here are just some of the events taking place this month:

- March 1 is **Rally Sport Region's** Club Meeting at Karl's Cabin Restaurant in Plymouth, MI
- **Southeast Michigan Region's** Lingenfelter Collection Tour Charity Event is March 5
- Join the ladies of **Maumee Valley Region** on March 5 at the Toledo Artists Center
- On March 8 is **Motor-Stadt Region's** Board Meeting at Spagnoulo's in Okemos
- **Ohio Valley Region's** Monthly Board Meeting and Member Social at Firehouse Grill is March 8
- March 9 is **Michiana Region's** Member Meeting at Antonio's Italian Ristorante in Elkhart, IN
- **ARPCA's** Business Meeting is on March 10 is at Window Systems, Inc. in Gibsonia
- March 12 is **Central Indiana Region's** 2nd Saturday Breakfast at Sweet Cars in Fort Wayne, IN
- **Northern Ohio Region's** New Member Party is March 12 at Porsche of Beachwood
- March 13 is **Western Michigan Region's** Sunday Brunch at Cygnus
- **Mid-Ohio Region** is hosting a Bowling Party at Bosco Lanes in Columbus on March 26

I look forward to having the opportunity to meet each and every one of you at events throughout the upcoming year. If you have any questions or comments please feel free to contact me at [MSoriano.ZoneRep@gmail.com](mailto:MSoriano.ZoneRep@gmail.com)

Thanks, Michael





## DRIVER'S EDUCATION

**Track Days: April 23–24  
October 8–9**

### The Driver's Ed Committee is hosting 2 DE Events at Putnam Park Road Course

Based on the success of our Spring Brake DE Event in April, 2015, where we sold out all instructed run groups, and nearly sold out the other groups as well, the CIR Board authorized the DE Committee to host 2 events this year. For those of you who missed having a fall event in 2015 or who are anxious to put your Porsche to a more rigorous test than street driving will allow, 2016 will be your year for trackside FUN!

We are truly fortunate to have a dedicated group of instructors, headed by Curt DeVoe, who are ready to help you become a better driver, and to explore the performance capabilities of your Porsche (or other) automobile.

We are also fortunate to have a circuit like Putnam Park right in our backyard. It features technical compound turns, off-camber turns, a long straightaway and a wide-open view.

Being designed with safety in mind, Putnam Park has lots of run-off space, which is ideal for non-professional drivers.

Also, I hope to answer all the questions from drivers who have never done a track day, but think it sounds like a cool idea. Keep your eye on the CIRPCA calendar for details on these exciting events, and click on the website's DE icon for more information on what a track day is like.

We hope to see you at Putnam Park this year.

#### Bruce Fleischmann

President and Putnam Park Track Chair  
973-903-5858

**Whether you are a seasoned track hound or a 1st time track driver, at a CIR sponsored DE Event, you are guaranteed to have a BLAST!**



### Welcome New Members

Richard Fine, Plainfield

Keith Konkoli, Carmel

Andrew Sellers, Indianapolis

David Shacklee, Kokomo

Gerard Troxell, Indianapolis

Dale Ashley, Indianapolis

Sandra Ashley, co-member

Michael Claprod, Brownsburg

Derek Huber, Greencastle

Greta Huber, co-member

Sean Kalman, Fishers

James Lantzy, Brazil

Don Lemen, Indianapolis

John Nichols, Noblesville

William Nichols, Zionsville

Glen Phillips, Fort Wayne

Michael Cole, Greenwood

Vellore Arun Kumar, Sai Prakash, Fishers

Michael Lowe, McCordsville

Stewart Witt, Indy

Kurt Brissing, Noblesville

Chad Alexander, Bloomington

Corey Shaffer, Danville



## NOW BOARDING GATE 2708

**On my way back to NYC** this past holiday season, I noticed a peculiar racing machine at the Indianapolis International Airport. At first glance, the blue, white and gold very much reminded me of Rothmans Porsche 959 colors. However, as I approached the car I quickly realized that this machine wore Foster's and Quaker State logos and, to my surprise, it sported a Porsche insignia. Well, as with most classic Porsche stories, "the chase" was on. Happily, we live in the information age. With my trusty search engine and the phrase "Porsche Formula," I was able to piece together the story of this particular car.



From 1981 through 1987 Team McLaren dominated Formula 1 racing with their MP4 chassis and Porsche built TAG turbocharged V6 engines. In the hands of Niki Lauda and Alain Prost the team captured 3 World Championships and 25 Grand Prix victories between 1984 and 1987. However, McLaren pulled away from Porsche to start a new era with Honda and Ayrton Senna.

In 1987 Peter Schultz, Porsche's CEO, agreed to bring back Al Holbert to lead Porsche Motorsport North America. Holbert then secured sponsorship from Quaker State and with Porsche, built an engine and chassis from the ground up for an Indy effort.

The resulting 2708 chassis as built using information obtained during their prior attempt at the Indy 500 in 1980 and was paired with a new Type 2708 engine, a 2.6 liter DOHC single turbo V8 with Motronic management. Unfortunately, the chassis ended up being bulky and outdated. Al Unser Sr. struggled to qualify in the 11th row. An anonymous driver stated that "We expected Porsche to come over with a bullet-proof car, ready to move right up with the front runners. I can't believe that they arrived so unprepared."

Porsche decided that the best course of action was to retain the 2708 engine but to use a more competitive chassis. In early 1988, they brought on a brand new March 88C tub. Teo Fabi was called upon to pilot this car but did not have an impressive showing. After qualifying 17th, a rear wheel which was not properly secured during a pit stop separated and caused the car to bottom, thus producing an unreparable oil leak.

In 1989 Derek Walker was hired in hopes of improving the car's performance. An improved version of the turbocharged V8 was fitted in the new March 89P chassis. Unfortunately, after qualifying 13th ignition problems sidelined the car after only 29 laps. However, the

car did well during the remainder of the season and netted 5 fourth place finishes, a third place finish and a pair of seconds. The high point of the campaign was the win at Mid-Ohio. Fabi finished fourth in the point standings.

For 1990 a new March 90P chassis was developed around cutting edge carbon fiber composite monocoque technology. The new



chassis was nicknamed "the pancake" as it was quite low to the ground and the sidepods swung out in a wide arch on either side, framing the driver and engine in a large circular body. John Andretti joined the team as a second driver.

Even though the chassis design had entered the production phase, CART would not allow the new carbon fiber chassis to run in the series in 1990. While CART cited concern for the safety of the drivers, it was said that the complaints were launched by Penske Racing and Lola cars. One journalist said that

"It is more than possible that USAC — like CART politics caused the 90P chassis to become ineligible, as later crash tests proved the chassis to be both lighter and safer than an aluminum tub." March then recreated the chassis using the honeycomb aluminum monocoque but had very little time to fine tune the car before the season began. Additionally, Porsche engineers had difficulty fitting the engine to this version of the chassis. The car was not ready for the first two races of the season and the 89C chassis had to be put back into service. Foster's came aboard as a sponsor for the Indy 500, but the team did very poorly during the month of May and failed to improve during the remainder of the 1990 season.

Porsche had hoped that the 1989 season was a harbinger of greater things in the future. After the disastrous 1990 season, Porsche pulled the plug on their Indy Car program and has not returned. In 2012 some hope that Porsche might return after the DW12 chassis was introduced, but this did not come to fruition.

The North American Market continues to play an important part in Porsche sales, so perhaps the day will come when Porsche finds value in returning to the Indianapolis Motor Speedway. I certainly hope so, especially now officially having become an Indianapolisian.

Sima Sciopu

*More information about Porsche's forays into the worlds of F1 and Indy Car can be found in the November 2015 issue of Excellence.*



# EVERYTHING YOU WANTED TO KNOW ABOUT REGISTRATION

*(But Were Afraid to Ask)*

by Rebecca Pinto, Activities Chair

**We've all faced it...**either lost a Login, keyed in a "1" instead of a "2" on the CIR website, or were just plain too tired to know what we did wrong. The guilt, the pressure, the not wanting to admit our mistakes! It's agonizing!

In an attempt to ease your weary mind, here's a glimpse behind the curtain to inform you about what's going on with the CIR/PCA websites. Just breathe deeply say OMMMMMMM, and keep reading...

**PCA National website:** [www.pca.org](http://www.pca.org)  
**CIR/PCA local Region website:** [www.cirpca.org](http://www.cirpca.org)  
**Club Registration national website:** [www.clubregistration.net](http://www.clubregistration.net)

All three of the above three websites are totally autonomous and have nothing to do with each other — *nothing!* Each one requires its own Login, User Name, and Password. One Login may not be used for either of the other two websites.

To save your sanity, you may choose to write down each of the separate Logins, User Names, and Passwords for all three of these web sites and keep them somewhere secure near the computer for future use. Snowbirds who are away from home for six months, rinse and repeat — so you'll have the info at hand for both addresses :) All three of these websites, upon responding to the Forget your login? Prompt, can email you either a User Name or Password or Login, if it slips your mind.



Your PCA website login came with your PCA Membership Card and must be obtained thru PCA National by calling or emailing them via the contact information in the back of the Porsche Panorama magazine. CIR members don't know what your PCA login is for privacy reasons. You cannot use your PCA login for CIR's website or Club Registration's website. When registering for the CIR website, please do not use a fictitious Display Name, **use your real name**, so we know who you are when you register for an event. This helps the Event Chairperson immensely (no, it's not always Rebecca – there are other event chairpersons throughout the year). Plus, don't you want other members to know you are coming to the event? Your Display Name is shown on the "Enrolled Users" Event Roster on the Event Page and this is what Event Chairpersons use to check off names when they arrive at events. If the Display Name you have chosen is fictitious (such as "Superman"), please go back into your registration and change your Display Name to your real name. In the event that you need to be contacted, the event chairperson who will have administrative "power" to access members contact info, can then make contact. Just making real name the Display Name will do it, no need to change anything else.

**Note:** Only PCA Primary Members and Co-Members, in good standing can register for the PCA National website and, from that website, register from PCA-sponsored events (like Porsche Parades held around the country). Anyone can register for our CIR local region website and its events; PCA membership is not required. Your friend, adult child (18 or older) can register for CIR events. Even your neighbor (though that may be less likely) ;) The same holds true for the Club Registration national website.

**Co-Members, spouses, adult children, friends, co-workers...** all can register for either the CIR or Club Registration websites. Just remember to write down the User Name and Password and keep it somewhere secure and handy for the next time you want to enroll or register for events.

This is particularly important for spouses, as a lot of times it is the spouse (typically named the Co-Member) who registers for events in the case that the Primary Member (or husband) is too busy to register and asks the Co-Member to register or



the wife really wants to go to the event and tires of waiting on her spouse to register! You can have a CIR or ClubReg website registration of your own! You don't have to depend on getting your husband's login info to register for an event, Ladies. Many of our Co-Members have their own website logins. **Every PCA Member is entitled to a free Co-Member, as long as they are 18 or older.** It can be a spouse, family member, friend (or neighbor).

**Free events** (like Breakfasts) are enrolled for on our **CIR web site**. First log in to and then enroll on the CIR website. This is true of all the websites.



On the CIR website, enrollment instructions only appear on the Calendar Event Page, if you have logged in, **First** you have to change the number "1" in the little box at the top of the Event Page to the number in your party **before** clicking on "Enroll for this Event?" to the left. Your Display Name and Qty will then appear in the "Enrolled Users" event roster at the bottom of the Event Page. Once you click on "Enroll for this Event?" you are committed to the number in the box ("1") and the only way to change it is to contact an officer of the club who is an Admin (Event Chair) to our website, who will then change it..

**Small-payment type events** require a second step on the CIR website. After clicking on "Enroll for this Event?," you have to go to the very bottom of the Event Page and click on the small blue "**Purchase**" button to be taken to the **PayPal page**, where you can enter your credit card info. Be sure to click "**Pay Now**" on the PayPal page to complete your payment. If your payment has been successful, you will receive both an email confirmation from PayPal and CIR and your Display Name will appear back in the "Enrolled Users" Event Roster at the bottom of the Calendar Event Page.

**Big payment events**, such as our Annual Dinner Gala, Holiday Gathering and all track events are registered thru the separate **Club Registration website** and you either have to already have a Club Reg account or Create an Account in order to register for an event there. Social Registrations are now much simpler than track events on ClubReg. Since there is no connection between Club Reg and the CIR website, Event Chairs have to

periodically manually update our CIR website Calendar Event Page Event Rosters after manually checking the Event Rosters on Club Reg for new registrants. If your payment was successful thru their separate PayPal page (you must click on "Pay Now" to complete), your name and number of registrants in parenthesis will appear on their Event Roster. Within a few days you will receive a ClubReg email confirmation after the Event Chair manually confirms and checks your registration.

And there you have it! Now you don't have to weed through tons of CIR e-mails in your CIR-PCA folder to fish out the one with this information. Here's your cheat sheet!

Take care, everyone, and stay tuned to the CIR website's calendar for the very latest in fun events in 2016!

Note: Periodically check the calendar page prior to event for the latest information. As the year progresses, more information may appear for a given event so it pays to check back and see if updated information has been provide a few weeks prior.



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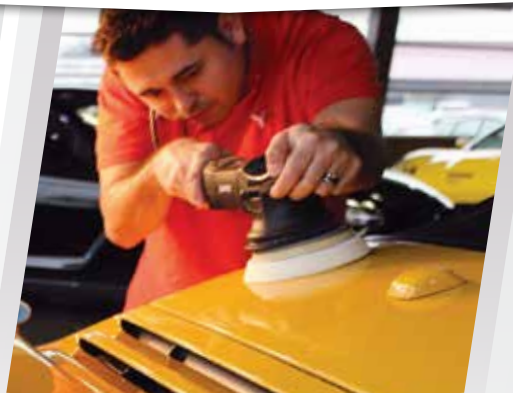


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Brian Stewart bought his first Porsche in 1975 (a 1967 911S) but has worked on Porsche cars since 1972. It is no surprise that in 1992 Brian brought his love for the Porsche marque to Central Indiana by opening Autocar Sports & Classics. CIRPCA members have received service and support via technical sessions and pre-event checks ever since.

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## TECH TIP DEPARTMENT

### Modified 914-6 *by Dick Fell*

**I have always admired the engineering and layout of the 914, though I was not a fan of the exterior styling, especially the angle of the front windshield.** When the Ferrari F-40 was introduced (one of my all time favorite cars), I noticed there were quite a few engineering design similarities to the 914.

My 1975 914 was an excellent candidate for an exterior redesign and a six conversion. It was a rust free model that was being converted to a race car and had a lot of bits and pieces to convert it to a 914-6.

■ After removing the interior and stripping the paint, a Chalon body kit was used as the basis of the body redesign. ■ The front fenders were tapered to form a wheel well outlet similar to the RSR Porsches and the F-40. Because the car was to be painted Ferrari Fly Yellow, the headlight blinds were welded to the headlights to eliminate the seam and in like manner the fenders were welded to the cowl to eliminate those seams. ■ To clean up the front bumper the rub strip and bellows were removed and the parking and side marker lights were moved out to the surface of the bumper. ■ The roof was lowered 2" by notching and welding the A pillars while keeping a stock height, but re?? angled, stock windshield. ■ The cowl vent which feeds the ventilation system was removed and filled in, being replaced with NACA ducts in the hood, similar to the F-40, and a fabricated air box to feed the ventilation system was installed. ■ The NACA ducts interfered with the gas tank so it was removed and replaced with a fuel cell. ■ The sail panels of the lowered roof were modified to suit the curve of the rear louver panel, and contain blanked off quarter windows, again similar to the F-40. That louver is hinged at the rear of the roof which is now fixed in place. ■ The quarter panels were modified to accomodate NACA ducts which feed air to the brakes, again similar to the F-40. ■ The stock 914 taillights were retained, and the rear deck release button was removed, and is now operated by a pull cable similar to the engine lid, which was modified to accept a second engine grille. ■ The rear wing which is fastened to the rear deck, contains a third brake light and is set at a roof height similar to the F-40. ■ The engine is a stock 1970 914-6 2L with Weber carburetors, stainless steel headers/heater boxes, and a dual outlet muffler. ■ The transmission is a 1975 side shifter while the front suspension is from a 911 with alloy calipers and vented rotors in front, and 914 spaced calipers with vented rotors in the rear. ■ The interior has a 5 instrument dash with 911 instruments, new seats and carpets. ■ Wheels consist of Fuchs centers welded to aluminum wheel halves with 225/45-17 front and 255/40-17 rear Yokohama tires.



Overall I'm pleased with my project and the way it turned out — especially with its appearance comparing it to the Ferrari F-40. It drives and handles like a new 914-6, and is a pleasure to drive!





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