

# CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

OCTOBER 2020

PRESIDENT'S MESSAGE  
PORSCHE AT INDY 500  
PORSCHE TRACK EXPERIENCE  
CIR/PCA SIM RACING LEAGUE  
LEMONADE 10,000  
AROUND THE ZONE  
2021 ELECTION BALLOT





# Pres Sez

*Everyone knows that it's been a really screwy year. So many people are impacted in so many bad ways.*

*Spending so much time quarantined at home, having to be a teacher when you have no training to be*

*one, teaching the kids and working a fulltime job. Just crazy!*

*Now depression, anxiety, sadness, and many other mental ailments are becoming rampant.*

*Judy and I are blessed that we're retired. But that doesn't mean we're immune to all of this.*

*So...in an effort to keep sane, and increase our enjoyment of life, we bought another car!*

*I know, crazy right?*

*Well here's the deal. I quit racing in 2011, and on-track instructing in 2016. Judy had a beautiful bright yellow MGB years ago that she loved. So, I found a 2002 Mazda Miata. Bright yellow. I can drive it on the track, and Judy can relive having her MG. WIN-WIN!*



*The point of this is finding a way to break away from all the badness and noise. Not everyone is going to go out and buy a car, but there are many ways to do more things that increase your happiness!*

*For me it's driving. For Judy it's having a way to relive something she had when she was much younger.*

*No matter what makes you happy, do it! We had a magnet on our refrigerator for years that said "Life is short, eat desert first."*

*Go find your desert!*

*Have a happy October everyone.*

*Rob*

ROB FIKE • CIRCPA, PRESIDENT



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Focus on Morgan/Larry Clarino

Back to Fun Driving Tour/Larry Clarino

Going to the Dogs/Randy Faunce

Around the Zone: Lori Schutz.

Ecurie Power/SVRA

Lemonade/Tow Wood & Larry Clarino

Porsche Pyramid/Porsche Cars NA

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## EDITOR'S NOTE

Going into our ninth month under COVID, a new normal, the CIR along with guidance of the PCA is figuring out how to do things. By the time you read this our Pumpkin Run at Putnam Park will have been about to be run or perhaps has been run. We will be one of the few High Performance Driver Education (HPDE) events able to have in-car instructors for our beginner students and we are doing a HPDE instructor training day to boot. Be assured we are doing all we can keep everyone safe while still trying to maintain some semblance of what we as a club, are all about.

We also, have had a few drives under very strict safety guidance. Keep checking the CIR website for upcoming events. <https://cirpca.org>

In this issue of the CIRcular we are announcing the Holiday party is being combined with the CIR's Annual meeting. That is where we will announce our new treasurer for 2021-22, the only open board position this year and also have the Annual White Elephant Gift Exchange. The big news; it will be held at the Tom Wood Aviation Hanger, at the Indianapolis Metropolitan Airport, in Fishers, Indiana, on Saturday, December 5th. That is going to be a great space to gather and be able to socially-distance. It is also home to some of the coolest vintage warbird aircraft in the country.



We hope to do some stories in future issues on the notable aircraft in the Tom Wood collection.

This issue of CIRcular sees Tom Beeler's second part of his Porsche's at the Indy 500 Series, as well as a story on the Porsche Motorsports Pyramid system from Tom Moore. Moore is consultant with Porsche Cars North America in Motorsport Public Relations. You may run into him at most any of the events Porsche Cars NA is involved with.

Another feature story is my piece on the Porsche Track Experience at Birmingham, Alabama. Porsche supports one of the best driving/racing schools anywhere.

One of our goals with the new CIRcular is to bring more general interest as well as local stories to your attention. Please send a note to us at [cirpca.newsletter@gmail.com](mailto:cirpca.newsletter@gmail.com) and let us know your thoughts and comments.

Better yet! How about let us know what you would like to see or even write an article for your newsletter. Contact us at; [cirpca.newsletter@gmail.com](mailto:cirpca.newsletter@gmail.com)

*Lang*

## Sponsor Reggie's Motorworks Expands

Reggie's Motorworks, your Noblesville Euro car/Porsche specialist, and CIR-PCA sponsor, has expanded and created a new facility to service the other cars that you, ahem...ah, "your neighbor"...has in their garage.

Reggie Stewart, says "This expansion with Noble Auto Service, is due to overwhelming requests from European car owners who either own other non-European vehicles, or have friends and family members who are looking for a higher level of service for their cars. This expansion has been in the planning stages for over two years."

So, why 2020? It doesn't seem like the ideal year to be starting a new venture. Well, for one, the ball was in motion well before COVID-19 hit. Secondly, the pandemic pushed a handful of other local shop owners into retirement.

Reggie found that this further expanded a gap in the Noblesville area auto service market. Dealerships and nationally branded chain stores facilitate the majority of auto repair in this area. There are only a select few independent garages, and within those, almost none that are on the cutting edge of technology and service. This is where Noble fits in. They combine old-fashioned ethics, customer convenience, technology, and training. They then back all of their work with a nationwide 3-year 36,000-mile warranty. Dealer-level service for ANY car, a better warranty, and a more client-focused, hometown feel.

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**VOTE**

## 2021 CIR Officer/Board Position Voting

This year we will be voting for only the CIR's treasurer position. The Nominating Committee has put forth Greg Brown as the nominee for the two-year term to begin in January of 2021.

Please vote and return your ballot as soon as possible.

Pete Walker: CIR; VP and Chair of the 2021 Nominating Committee.



### Central Indiana Region Porsche Club of America

**Ballot for Election of 2021 Officers and 2021 Election Notice** (Vote for only one candidate for each position)

**Treasurer:** *Greg Brown*

- Active or Associate Member's Vote (Primary Member): Yes \_\_\_\_\_ No \_\_\_\_\_
- Family-Active, Family-Associate or Affiliate Member's Vote: *(Co-Member)* Yes \_\_\_\_\_ No \_\_\_\_\_

**Write-in:**

Candidate name: \_\_\_\_\_

- Active or Associate Member's Name (Please Print): \_\_\_\_\_

*(Primary Member)*

Active or Associate Member's PCA Membership No.: \_\_\_\_\_  
(on PCA Membership Card)

Active or Associate Member's Signature: \_\_\_\_\_

- Family-Active, Family Associate or Affiliate Member's Name (Co-Member):

*(Please Print)* \_\_\_\_\_

Family-Active, Family Associate or Affiliate Member's PCA Membership No.:

\_\_\_\_\_ *(on PCA Membership Card)*

Family-Active, Family Associate or Affiliate Member's Signature:

\_\_\_\_\_

Please mail filled-out Election Ballot by November 1, 2019 to: James Legault  
6021 Wexford Rd  
Indianapolis, IN 46220

*Thank you for voting!*



## 2019 Honorable Mention Award



Thanks to the efforts of immediate Past President, Rebecca Pinto for submitting our Central Indiana Region's philanthropic program to the National Porsche Club of America. Our group has been recognized with an Honorable Mention Award for 2019.

This is no small matter, as it puts our club in the top seven in the nation. Some of the things our organization participated in were the shipping of 600 Christmas Stockings for Indiana National Guard troops on deployment in Kuwait, along with our charity support of Speedway (Indiana) Animal Rescue, the Peyton Manning Children's Hospital, and our support of the Alzheimer's Association through CruZionsville and Porsche Palooza. This year we have been contributing to several food banks in Indiana to help with the massive need due to the COVID virus. As always, a big thank you to each of you for supporting your club and all the work we do. The CIR is part of the community that is Central Indiana, something we are proud of.





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# CIRPCA.ORG



**Get INVOLVED! The CIR Website 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, members photos, classified ads, 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!

It's easy to contact any CIRPCA Board member. Simply go to the Contact Us page and click on the links to 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 Us menu has links to the Club's history, CIR By-laws, CIR Philanthropies, and more!



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

**DEADLINE FOR  
THE JANUARY  
2021 ISSUE OF  
CIRCULAR IS  
DECEMBER 10,  
2020.**

Do you have an article or photos that might be of interest to our other members? Please send any articles and photos of past or upcoming events to CIRcular Editor, Pam Clarino at [circpa.newsletter@gmail.com](mailto:circpa.newsletter@gmail.com). The next full issue will not be until January 2021.

Send photos as separate email attachments (highest resolution possible) and do not imbed them in your articles. We're always looking for good content. You too can be in CIRcular!

A heartfelt thanks to all of the contributors for this issue and past issues. A publication of this quality would not be possible without its members and contributors.

## LIST OF ADVERTISERS

*(in alphabetical order & page number)*

ClearBra Indy/16  
Euro Motorworks/20  
Lincoln Square Restaurant/24  
Pete's Service Center/34  
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# Events Calendar

Please Check website at [cirpca.org](http://cirpca.org), at the time of publication not all events were finalized and due to the Corona Virus events listed here may be canceled or rescheduled. Also, at this point we are not sure if all Club Meeting till thru January will be via zoom.

## October

- 2 Artomobilia Horsepower on the GreenCharity Polo Match-Whitestown (Not a CIR/PCA event)
- 2-4 Pumpkin Run DE & PCA Instructor School
- 5 Club Meeting
- 10 Michiana Autocross #4 of 4. Artomobilia Pumpkin 10,000 Charity event (Not a CIR/PCA event)
- 17 Brunch at the Whistle Stop/Monon Train Resturant & Museum Drive-Monon, Indiana
- 24 Huber Winery tour — Martinsville to Brownstown.

## November

- 2 Club Meeting.
- 7 Breakfast at Lincoln Square in Westfield. (tentative because corona virus/check website).

## December

- 5 Holiday Party at Tom Wood Aviation Hangar in Fishers.
- 7 Club Meeting.

## January

- 4 Club Meeting.



## October

17

## Whistle Stop/ Monon Train Museum Drive

Take a wonderful fall drive to Monon, Indiana and relive an era when the railroad was the king of the transportation industry at the Monon Connection Museum. Adjacent to the museum is an nostalgic restaurant where we will have brunch.





## *Welcome New Members*

### **June — August CIR/PCA New Members**

From Bob Snider, Membership Chairman

**David Adams**/Fishers/'13 Panamera S Blue

**Donald Anderson**/Carmel/'14 Cayenne GTS Meteor Grey Metallic

**Will Anthony**/Michigan City•Transfer from Michiana Region/'08 Cayman S Blue & '00 Boxster White

**Doug Beck**/Carmel/'04 Boxster S GT Silver

**Brian Black**/Indy/'12 911 Carrera S Dark Blue Metallic

**Jason Bunch**/Noblesville/'05 911 Carrera 4S Seal Grey

**Hector Clavijo**/Indy/'15 Panamera GTS Gray

**John Engler**/Monticello/'98 Boxster Black

**Ben Evans**/Indy/'97 911 Turbo Black

**Andrew Flittner**/Indy/'16 Cayenne Diesel

**Alex Guy**/Bloomington/'00 Boxster

**Steven Hatlem**/Fort Wayne/'20 911 Carrera 4S Cabriolet Blue

**Brian Henry**/Zionsville/'06 Cayman S

**Andrew House**/Indy/'14 Cayenne Black

**Larry Hubler**/Richmond/'05 Boxster S Black

**Chris Hughes**/Roanoke/'13 911 Carrera 4S Cabriolet Red

**Lisa Krebs**/Anderson/'03 Boxster Blue

**Shekhar Kubal**/Carmel/'18 911 Carrera S Black

**Greg Maynard**/Zionsville/'12 911 Turbo Cabriolet Black

**Brian Moore**/Muncie/'00 Boxster Black

**Chinubhai Patel**/Fort Wayne/'20 Cayenne Moonlight Blue

**Lee Perkinson**/Indy/'89 911 Carrera Cabriolet Silver

**Jason Powell**/Indy/'15 Cayenne Diesel Silver

**Ryan Ramsey**/New Palestine/'16 Cayman GT4 Guards Red

**Ahad Sadiq**/Fort Wayne/'20 911 Carrera S

**Michael Semon**/Indy/'98 911 Carrera Cabriolet Black

**Kenneth Smith**/Carmel/'14 Panamera Turbo Executive Black

**Matthew Stephenson**/Carmel/'88 944 Guards Red

**Todd Tsiguloff**/Fort Wayne/'01 911 Carrera Black

**Bradley Tucker**/Muncie/'16 Cayenne GTS Silver

**Mark Webb**/Huntertown/'16 911 Targa 4S Silver

**Dallas White**/Columbus/'06 Cayman S Black

**Jason Fowler**/Fortville/PCA Test Drive Prospective Member

**Aaron Kuroiwa**/Carmel/PCA Test Drive Prospective Member

### **Co-Members Added**

**Barb Dunn**/Co-Member of James Dunn

**Jim Fewell**/Affiliate Member of Paul Shafer

**Tyler Murtlow**/Co-Member of Jim Murtlow

**Membership Tip:** Every PCA Membership comes with a free Co-Member that can be your spouse, 18 yr. or older son or daughter, friend or neighbor. They receive a PCA Membership Card and have the same club rights as yourself. The easiest way to add a Co-Member is to call the PCA National Office at 410-381-0911 MF 9-5 or add them when you renew your membership. Make their membership card a surprise gift. They will appreciate it!



# Porsche at the Indianapolis 500

## Part 2: But For The Six Inches Of Mercury

Article by Tom Beeler

### Second in a series on Porsche Indy car history

*Tom Beeler is a long time CIR member and has been a motorsports journalist for over 30 years. His extensive car collection includes a couple of Porsche's, several Indy 500 pace cars, an E-Type Jag, a McLaren (that's for sale) and even an AMC Gremlin.*

Porsche will compete in the 1980 Indianapolis 500, in partnership with the California-based Interscope racing team, as part of a three-year program to win the Memorial Day Race. In addition, the Interscope Porsche will be entered in all United States Auto Club sanctioned Indy car events.

"Competing at Indianapolis fulfills an old dream of Porsche's," said Manfred Jantke, director of racing for the German car manufacturer, ending years of speculation about Porsche entering the Indy event."

So read the story on Page 10 of the New York Times' Sports section on December 16, 1979. But the final story would wind up being more complicated than that.

IMSA veteran and team owner Ted Field approached Porsche chairman Ernst Fuhrman about acquiring an Indy car-ready (new heads and turbo, running methanol rather than gasoline) version of the race-proven Porsche 935 turbo-sixes for an exploratory Indy car effort, with Interscope sponsorship and driving duties assigned to three-time Indy 500 veteran Danny "The Flyin' Hawaiian" Ongais.

There was little support within Porsche for an Indy car program. Following Porsche's Formula One success in 1962, Ferry Porsche — never a fan of open-wheel racing — moved all of the marque's racing focus to sports cars, starting with the 904. By 1979, Porsche's 935 and 936 programs were performing consistently well.

Porsche's head of motorsports, Huschke Von Hanstein, was reluctant to join Indy car with Field's Interscope program, preferring Dan Gurney's All-American Racers. Gurney had a previous relationship with Porsche, having raced the Porsche 804 through the 1962 F1 season, winning the French Grand Prix.

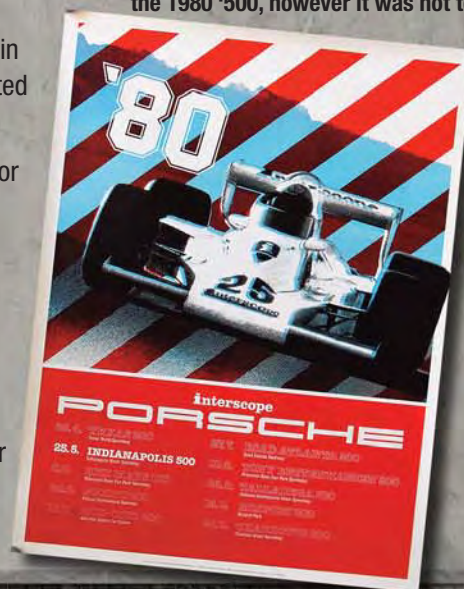
Nevertheless, Fuhrman and Field won out, and Porsche began its Indy car engine development.

The chassis would be a Roman Slobodysnj-designed Parnelli, an evolution of the Lotus 72. Slobodysnj was no stranger to successful



Interscope Parnelli/Porsche as it looked in 1980  
(Photos courtesy of Champion Porsche).

A Porsche poster that was done in anticipation of the 1980 '500, however it was not to be.



Danny "The Flyin' Hawaiian" Ongais at tested the Interscope Parnelli/Porsche at Ontario Motor Speedway.



Indy cars, having designed the All-American Racers Eagle chassis — winner at Indy in 1973 and 1975.

Engines had been stressed members of the total Indy car package for several years, meaning the engine itself was bolted to the chassis, and the rear suspension was connected directly to the gearbox. The Porsche 2.65 turbo flat six engine could not handle this structural stress, so a tube-frame engine cradle was designed onto the chassis to accommodate the powerplant.

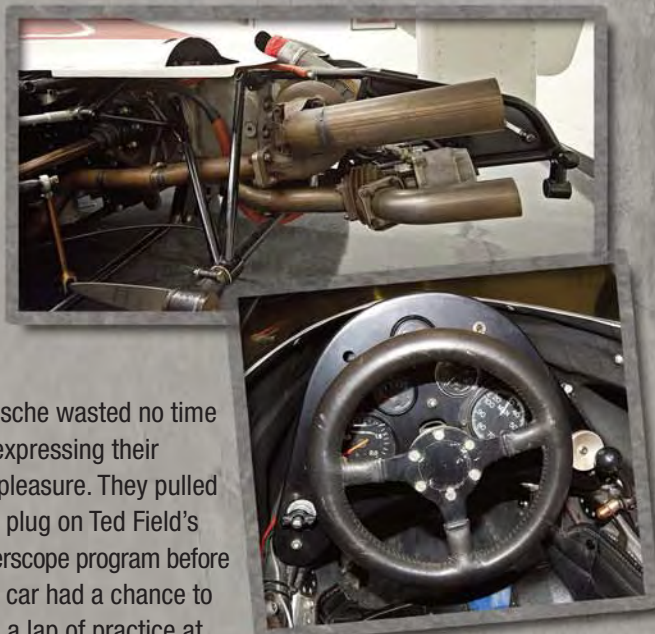
Time for a brief history lesson. By the end of the 1970s, a majority of Indy car team owners, at the instigation of Dan Gurney, had splintered off from the traditional Indy car sanctioning body, USAC, to create the rival Championship Auto Racing Teams (CART) in pursuit of more money. While most of the 1979 Indy car season races were sanctioned by CART, the Indianapolis 500 remained sanctioned by USAC. This would be the case in 1980, as well.

The Interscope Parnelli/Porsche tested in the spring of 1980, and reportedly broke the Indy car track record at Ontario Motor Speedway.

News travels quickly in the Indy car paddock. It's said that the leading figure in USAC's Indy car series, A.J. Foyt, Jr., lobbied USAC to reduce the turbo boost Porsche had initially been given, the stock block engine-based 54 inches of mercury, to 48 inches - the same boost given the Cosworth DFXs engines being run by the major teams in both USAC and CART.

One other mitigating factor was USAC's hope that Porsche's arrival in USAC Indy car racing would see them become a customer engine manufacturer. Porsche is believed to have expressed no interest in making customer engines.

Rules-making is a fickle process in motorsports, and this situation was no different. Possibly bowing to pressure by Foyt, or possibly in response to Porsche's unwillingness to build customer equipment, as they did in other series, or possibly both, USAC altered the rules a month before the 1980 Indianapolis 500 and cut the boost available to the Porsche's KKK turbo to 48 inches.



Porsche wasted no time in expressing their displeasure. They pulled the plug on Ted Field's Interscope program before the car had a chance to run a lap of practice at Indy. They packed up their estimated 630 hp (some say 800 hp) flat six, and went home to Stuttgart.

The engine was believed to have laid the engineering groundwork for the highly successful 956/962 series IMSA sports cars.

Ted Field lobbied Porsche to allow him to run the car with the mandated lower boost, feeling that, though the car wouldn't be as dominant, it would certainly be competitive. A firm "Nein, danke!" from Porsche came in response.

The three Parnelli/Porsches built for Indy were never run in combat, either at Indy or in CART, and were eventually sold to Vasek Polak.

At Polak's death, the one complete car (USAC 0031) was purchased by noted collector Matthew Drendel. The noted Porsche specialist restoration shop, Gunnar Racing, brought the #25 Interscope car back to its 1980 glorious potential.

After Drendel passed away, his family listed the cars in his collection in Gooding & Company's 2012 Amelia Island auction. Bidding on the Interscope Porsche failed to meet reserve following a pre-auction estimate of \$350,000-\$550,000.

G&W Motorwerks purchased the car from the Drendels, and in 2016, they listed the Interscope Porsche on eBay with a Buy-It-Now of \$599,000. No takers at that price. The car eventually resided with the folks at Champion Porsche.

Step One: In 1966, the Al Stein privateer twin-Porsche failed to make the Indy 500.

Step Two: Factory Porsche engines might have made the show fourteen years later, but Porsche didn't take the chance.

It would take an Indy and Porsche veteran driver and a full-on Porsche factory push seven years after the 1980 Ted Field effort to realize the Indy 500 dream — albeit awkwardly.





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2020 FALL CIRCULAR



# Porsche Track Experience

Article by Larry Clarino

## BRIMINGHAM

**L**eeds Alabama — Porsche has always been a different sort of car builder. Founder Ferdinand Porsche was always interested in getting performance out of his cars, but also believed in getting drivers to perform in them also. Motor racing was in their DNA from the beginning.

Porsche AG began running factory backed driving schools starting in Switzerland, back in 1954. In 1956, with American Porsche importer and dealer, Max Hoffman the first Porsche factory school was held at tiny Thompson Speedway in Connecticut, in conjunction with the Porsche Club of America.

The year 2000 saw the start of the first Porsche Sport Driving School in the United States. However, way before that, in the early 1970's, a couple of young drivers and businessmen, Peter Gregg and Hurley Haywood, took over Brumos Porsche, a dealership in Jacksonville FL.

Because of their racing background, they saw a need to teach their customers the finer points of driving the high-performance machines Porsche so meticulously built and they sold. That was the start of the Brumos Porsche Driving School at Sebring and Road Atlanta. It was a huge success getting rave reviews from Brumos customers and creating a nice little revenue stream for the dealership.

Then in 1999 George Barber, a New Orleans milk man, a very successful milk man, who loved motorcycles, wanted to build himself a place to play with his bikes. Haywood, a friend of Barber, introduced Porsche AG to George, with the intention of pushing the car builder to start a permanent driving school in the US, based at Barber's new track, Barber Motorsports Park, just outside of Birmingham, Alabama. All this, just as track construction got underway.

Thus, the Porsche Sports Diving School became the first tenant of the magnificent park, now known as the Augusta National of Motorsports. To say Barber got carried away with his "place to play with his bikes" would be a gross understatement. This magnificent facility also houses the Barber Vintage Motorsports Museum, with the world's largest motorcycle collection as well as hundreds of race cars from dirt track midgets to F1 cars.

In 2001, Haywood cajoled, Jeff Purner, IMSA driver and head instructor with the Panoz Racing School, at Road Atlanta, to lead the effort to create the new Porsche backed operation at Birmingham.

A few of the 60-plus new Porsche's in the PDX fleet.



A new 992 on one of the world's largest and slipperiest, skid-pads.



The Barber pit lane at PDX all 2020's; Turbo, red, white 992's and a yellow 718 GT4.





Part of the PDX garage facility at Barber Motorsports Park.



Practice race starts to qualify for a SCCA Comp license.

"Porsche gave us a bunch of cars to use, we wanted a serious school, not a brand-demo but to teach real world performance driving. We went out and found the best instructors from the best schools around the world. That is what we have today," said Purner. "We now use Barber Motorsports Park an average of 140 days a year. We have around 60 Porsche's in our fleet at any given time. From 911 GT3's, Turbos, 992 Carrera S's, GT2's, GT4's, now even Taycan's, and Cayenne's. The whole Porsche lineup." That's approximately \$8 Million dollars in brand new Porsches!

Now called the Porsche Track Experience (PTX) the classes cover everything from beginner, folks that have never seen a racetrack before, to experienced professional, world-class drivers. Jeff Purner Associates, operates the program for Porsche North America; Cass Whithead is the head instructor, along with a team that includes Pippa Mann from Indy Car racing, Doug Van Den Brink, a winner in everything from dirt ovals to formula cars and drifting, and Brit Chris Hall, with 70 feature wins and 150 podium finishes in formula cars in Europe and the US.

Purner said, "We look for great drivers but also, instructors that are great teachers. They need to read the students, know when to push, know how to read the personality of our clients. People pay a lot to come here, we want to give them the best experience we can. We now have around 50 instructors we use as needed, all with great experience."

Some people think this is like a club High Performance Driver Education (HPDE) track day, there is absolutely no comparison between PTX and an HPDE. The curriculum is built as a ladder, starting with the two-day Performance School, a requirement to qualify for the advanced Master Classes, you start with lead/follow in 911's, getting faster and faster by the lap.

In the advanced Master levels, you jump right into open lapping cars like 911 GT3 RS's, and Cayman GT4's. Really the top of the Porsche line at any given time. Having fun is important, but you are truly pushed to be the best you can be, while still being safe. This is advanced track driving in every way. Drivers with a strong and safe resume of experience, several HPDE's or other racing schools, can get a waiver and be accepted right into the Advanced Master programs.

*Since 2014 I have attended seven Porsche Track Experience schools starting with the basic two-day Performance program and culminating with a Master RS three-day racing certification school, in July of this year. Having done a number of driving and racing schools, including Skip Barber (No relation to George Barber by the way.) at Lime Rock Park, I will say, all PTX Master classes are like grad school is to first year at collage.*

*Each class starts with breakfast and a short classroom briefing, followed by a specific curriculum for that particular class. You get a huge amount of track time in every class.*

*The Master RS starts day-one with a 35-minute session on the big track in a new 911 Carrera S (992). All level PTX track sessions are done solo with instructors watching from every corner. This was followed by a short 15-minute feedback from instructors, then another track session. That is around 70 track-miles and it is not even 10:30! We*





*Instructor feedback from each corner.*



*Yours truly in a new 718 GT4.*



*The driving force behind PTX, Hurley Haywood.*



*Instructor Larry Parmele, gives student feedback.*

*had around 170 miles on the big track each day, over 500 miles on the roller-coaster of Barber.*

*The Master RS is serious, concentrating on advanced trail-braking and throttle-control. The key words for this school; "Brakes are not for slowing down, that's secondary, but much more for making a car turn." You will learn brake and throttle rotation thru simply, lots of practice.*

*All three days there is a lot of wet and dry skid pad and trail braking exercises to build technique. This school is all about braking, weight management, and throttle control.*

*The two-day Master class, a requirement for the RS school, concentrates on The Racing Line, and looking where you want to go, while this school is all about technique.*

*RS days two and three, also include a few hours of data analysis. All of the cars are equipped with full data recording systems. It is really riveting to see not only when you brake but what percentage you are pushing the pedals. You can't cheat the computer. It knows exactly what you are doing and when. Very humbling I might add.*

*Instructor feedback is the real critical and most important part of the schools. At this level don't expect a nice pat on the back, they are super critical. The biggest compliment you get is maybe, "That was fine, keep doing it." In reality you will be going fast enough and hard enough for bad things to happen. You better be paying attention. That said, there is absolutely nothing better than getting a corner right. You know it instantly!*

*On day three, we did practice racing starts with a pace car as well as on-track race passing, so completion of the RS, gets you qualified for an SCCA completion license. At my age, 71, not my intention, I am doing this for fun and to be a better HPDE driver.*

*While at first glance the PTX schools seem a bit pricey, keep in mind you will fully use up a set of Pirelli tires, say \$1600, and Porsche brake pads, a few of hundred bucks, about \$350 worth of gas, and you will be driving someone else's, \$250,000 Porsche Turbo and GT3RS, as hard as you possibly can, under the eyes of some of the best teachers in the world. Think about that. Not a bad deal at all.*

*A little-known fact; as a PCA member you get a 10% discount on all programs, but you need to ask for it. For more information on PTX programs go to <https://www.porschedriving.com/track-experience/>*

*[With the COVID virus PTX is maintaining standards set far above the local government's requirements. They are meeting the regulations set by Porsche AG and Germany. Masks at all times when you are outside the cars. When you do change a car, it is disinfected with power foggers, including all the AC duct work. Meals and classroom sessions are held in the huge open spaces in the Barber control tower building. I personally was very impressed with the way they handled the operations of the PTX schools.]*

*Like everything we expect from Porsche, it is first class. From the food at the included breakfasts and dinners, to the way each student and family are treated. This is Porsche at its best.*



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# FOCUS ON KEITH MORGAN

Article and Photography by Larry Clarino



Keith Morgan is one of our Central Indiana Region's newest members, but he has really jumped in with

both feet in our clubs activities.

Two years ago Keith along with his wife Jo Anna moved here from Charleston West Virginia, for Keith's job. He is an IT specialist with a financial company in Carmel. Right about the time of the move he bought his first Porsche, a 718 Cayman GTS. He wanted to get it on the track so he joined our club, and started getting involved with several of our activities.

As time went on, the 718 needed a service visit to Tom Wood Porsche in Indianapolis. With a little time to kill while the techs worked on his car, he prowled the showroom floor with an eye toward an ever elusive 911 GT3.

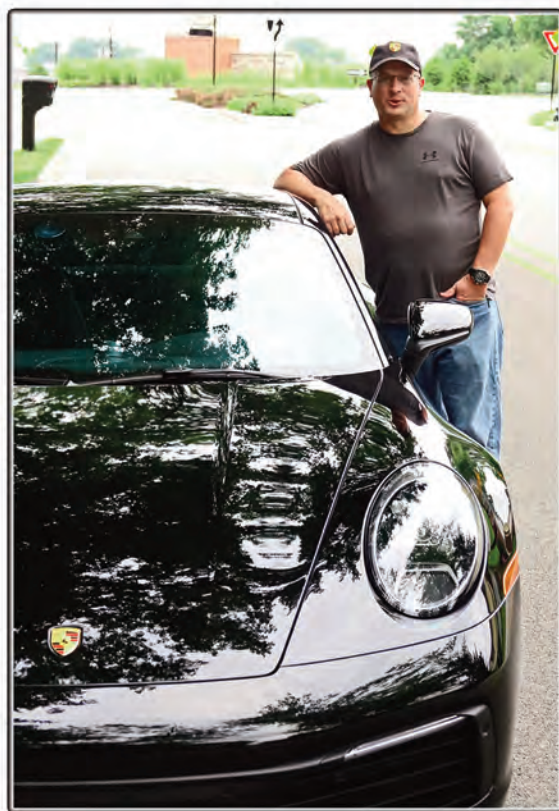
Keith told us, "Of course they didn't have one on the floor, but a customer returned a 2020 911 Carrera S, that very morning, with just a 1000 miles on it. Guess he just didn't like it. Since someone else was kind enough to take the hit for the initial depreciation, I said to myself, 'I just may need to buy this.'" The black 992 now lives in his garage.

The former motorcycle racer and "Track Rat," has already had it on-track at The Glen. "It is fast and handles a lot like the 718," said Keith. "I had driven other 911's and was not crazy about the feel, but this is a whole different ball game. It is like a 718 on steroids"

Like many new CIR members, driving was what brought him to our club, but the people and variety of activities is what keeps him hooked.

After racing Super Sport bikes on road courses all over the Eastern seaboard the 49-year old, decided on something a little slower and safer, and got total hooked on Sim Racing. He is one of the growing handful of CIR'ers that have become dedicated Sim Racing competition drivers. "The realism of sims actually helps at track days. I had never been to The Glen, but probably had at least a 1000 laps on iRace sims there. I knew every turn and bump in the first session out in the 911."

Keith attends most of the club monthly meetings, currently via Zoom, adding comments and advice to the board as club business is discussed. It is really great to have newer members taking such an active roll in club activities.





## Thoughts on

# "The Perfect Lap"

by Keith Morgan

*I*n a relatively brief scene in *Ford Versus Ferrari*, Ken Miles takes his son for a ride in the monstrous GT40. He stops on track and they get out of the car. Ken attempts to describe a driver's vision to his son. He references tiny, minute cracks in the pavement while describing how a driver 'sees' everything in the entirety of his vision. Medieval Japanese Samurai might have referred to Ken's concept as "the other mind." The Samurai were taught to learn the use of their "other mind" for understanding of situational awareness. It went beyond focus on an enemy's position and movements. What obstacles exist to my left, right, and rear. What obstacles exist to my enemy's left, right and rear. How can I use those to my advantage? And all of that analysis, to a trained warrior, must occur in perpetual flashes of thought, as death is but a tenth of a second away if one makes the wrong move. Drivers, in their own way, not only push themselves towards this mindset, but, for reasons most of us do not understand, crave it. It is life distilled. It is life extraordinarily simplified. Never once have I considered the contents of my checkbook at the five board (my braking reference) for turn one at Indianapolis Motor Speedway.

Back in the day, when I was road racing motorcycles, I came to an observation. "This is oddly similar to combat." It provided me all of the rush, with barely one tenth the fear. And I realized that I loved it. I could not get enough of it. And, for so many years, I thought, "This is what life is about. I am an adrenaline junkie, For many years, this was how I understood high performance driving. I was facing death, and I was beating the reaper. Having had close calls many times in my life, I understood that rush. I craved it. What in combat boiled down mostly to pure luck, on the track, was relegated to skill. I was defeating the reaper, straight by straight, braking zone by braking zone, corner by corner, and opponent by opponent. I was, and am to this day, at heart, a warrior. And this was a way of plying that trade, even though I was barely ever good at it by objective standards.

Now, older, and somewhat wiser (depending on who you ask), I've come to understand something far different. I have come to understand the art of it all. I have come to understand that the Samurai, while having enormous pride in their swordsmanship, had equal pride in their skills in calligraphy. If one is a warrior, but not an artist, one is out of balance. And as a veteran, I understood that I was absolutely, without question, out of balance. And as I brought my life and my world back into balance, I suddenly understood the track as a metaphor for that balance. And I understood the art. I understood that the track is the center of warfare and art. On the racetrack, both happen simultaneously.

The track is both the sword and the calligraphy brush. Drawing the perfect character must require incredible mastery over mind, body, and brush, to deliver utter perfection of character on paper. Equally, delivering the perfect lap, requires the absolute pinnacle in mastery over mind, body, and machine. The only difference in this equation is the machine. Is it the sword, the brush, or the car?

And the perfect lap requires the mastery of all. Mind. Body. Tool.

This is now what I seek. It is no longer warfare for me. I seek art. I want the perfect lap. I want the latest braking point, providing me the best entry, to the tightest apex, with the most power on track-out, setting me up for the perfect entry to the next corner. And doing that, requires absolute mastery of mind, body, and machine. And something I have come to learn, is that "the perfect lap" is equally difficult to attain in a real car, on a real track, or in a simulator.

Whether the machine is a Porsche GT2RS, a paintbrush and paper, or a computer, one still must master these three elements. Mind. Body. Machine. Which machine, in my mind, is largely irrelevant. The machine is the inanimate object, acting only when acted upon. It is the sword, the brush, the car, or the computer. The hard part is mind and body. And to these ends, the question of simulator versus car is one of limited importance. It is the mind and body of the Samurai that matters in the end, chasing perfection. Get involved in High Performance Driver Education. Seek forever your perfect lap.



# Back to Fun Driving Tour

Article by Rob Fike/Photos by Larry Clarino

The “Back to Fun Driving Tour (second try)” was a great time. Not only was it our first drive of 2020, but it turned out to be a microcosm of this screwy year.

We tried hosting the “Back to Fun Driving Tour” on June 13th but were met with seemingly endless paperwork roadblocks, and rules that changed by the day.

By July 25th, things had settled down enough to try again. Since it would be the first drive of the year, a shorter (1:10 minute) route was chosen with a great lunch at the finish.

BOOM, 2020 strikes again!

Two days before the event we find out that the restaurant where we were to finish and have lunch was closed down. A regular customer had tested positive for the virus.

We contacted everyone signed up for the drive to see if they wanted to scrub the mission.

We got a resounding NO!  
We want to drive! The lunch would just be a bonus.

So we wound up with 14 cars, happy people that got to get out and drive, see Porsche Club friends, and enjoy a fabulous day. Lunch plans were just changed to everyone doing their own thing at the end of the drive.

It truly is “It’s not just the cars, it’s the people”.





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# Going to the Dogs Driving Tour

Photography by Randy Faunce/Article by David Weaver

In most years, the CIR calendar has an event on each weekend day, sometimes two and three events on a single day. Obviously, this is not most years. The corona virus has forced the CIR to cancel nearly all events. It has also meant that with many families having to watch their budgets, many non-profits have had contributions fall in addition to having to cancel their own fund-raising events. So, blending raising money for a non-profit with a country drive in our fabulous cars seemed like the perfect fit.

The Speedway Animal Rescue (SAR) has received funds from our Region in the past. It was formed more than fourteen years ago by Joan Brown and has saved the lives of hundreds of animals of all kinds, not just dogs and cats but pigs, rabbits, and any animal found in the Speedway area. With no physical building they use fostering to care for animals. Donations are used to pay for all vet bills, including surgery and spay/neutering when required. All their money comes from donations. Last year alone they spent more than \$13,000 on just vet bills. They also supply blankets, beds, toys, food, anything needed by the foster families. Some of these animals have special needs arising from a physical issue or age. Our CIR drive was designed to benefit these poor animals.

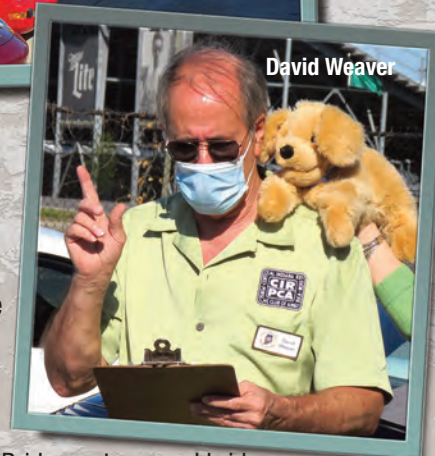
September 5 was a beautiful day for a drive! Mid 70's, blue skies and thirteen Porsche's with several new and long-time members taking part. And one motorcycle rider with a Porsche shirt. After we got the signatures for the insurance release and covid forms, we passed out the ginger cookies in the shape of dog bones, paws and a golden silhouette. I was assisted by a fury friend during the safety briefing for the tour and some other tour notes. When I finished the instructions, I asked for questions: "Speak, speak".

The tour had many blind corners and doglegs. We "paws"-ed our first rest stop in North Salem at a gas station/post office. We picked up a beautiful 356 coupe that had missed our departure but was able to catch up using Ellen's written tour instructions. Shortly after we left, we saw the first of a couple of goat farms. Just outside of Greencastle, we passed a "Rooster Crossing" sign and slowed down for roosters.

We arrived at Greencastle, at exactly noon. The town was so excited by our arrival that they rang the town square bells chime twelve times. The group split up for lunch. Ellen and I ate at the Almost Home restaurant at one of their sidewalk tables under an umbrella. Lunch lasted a little more than hour



13 Porsches participated.



David Weaver

and then we took a short walk around the town square. Then we drove over to the Moose Lodge to meet with the other tour members to finish the drive.

When we arrived at the Bridgeport covered bridge, our motorcycle rider took some terrific pictures of the group with the bridge and the river in the background. We celebrated the end of the trip with ice cream, belly rubs and lifting a leg in their luxurious restroom facilities. Later, we headed back to parking area to cool our dogs in the river.

Two weeks later Rob Fike and I presented the money raised by the tour to Joan Brown, president of SAR, and Anna Weber, the SAR treasurer. This moment made all of the planning and all of the trips to testing the route worthwhile.

A very special thanks to Ellen Meagher. Many of the points of interest were from her suggestions. She wrote those incredible road instructions and was such a huge help throughout the entire planning phases of the tour. Thank you, Ellen, and thank you CIR members for making this happen.



Check presentation





# AROUND THE ZONE



## Late June

**Hi Zone 4  
Friends and Family,**

We are heading toward the back half of 2020 — what has turned out to be a year we will never forget, when the world became more unified and divided at the same time. Here in Zone 4, I can share with you that I am very proud of our region

leadership teams. They have participated in many conference calls and emails preparing for a safe re-entry to our event season. June was our turning point, when state guidance began to shift in the later phases of COVID protection in many areas of Zone 4

My first event back in the saddle was to join the Ohio Valley Region at the Mid-Ohio Sports Car Course. I was joined by many fellow solo DE drivers and instructors for a great weekend of sunshine, and track sessions. Due to COVID restrictions, we were limited to one person per car, so no student instruction was possible. Despite this, the 5 run groups were full to capacity. The following weekend I ventured over to Grand Rapids, to spend the Saturday morning at Grattan Raceway for a 2-day DE, solo only, with Rally Sport Region. All safe practices of masks, social distancing staying healthy were followed. A fine no-incident weekend! Thanks to Christian Maloof and his team for a job well done.

Then on Sunday, I joined Southeast Michigan for their first spring tour event. Lucas Phan planned a fantastic route, with step by step iPhone google map instructions. Lisa Molzon greeted everyone, COVID safely, in the starting



*OVR President Bill Altwater is 'caught' sitting in my Pink Chair in the garage at Mid-Ohio.*



*Lucas give the safety briefing to one of the groups before they leave on the spring tour.*

parking lot. We had 5 groups staged 10 minutes apart, with safety briefings with social distancing. We all met up in a large park in the town square for the end to a great day.



*Stephanie demonstrates safe mask practice at the 3rd Thursday outdoor event  
(photo courtesy Stephanie Bahr MORPCA.)*

Onto the infamous Third Thursday celebration with THE Mid-Ohio region in Galena, OH. The late afternoon rain kept some from coming out, the rest of us had a super time. A German-style Food Truck provided great choices for a summer evening picnic and a great lawn full of Porsches, and a few 'other cars'. Stephanie and I demonstrated 'safe social distancing' hellos!

I look forward to seeing you soon at a region event!





# CONTINUED

## July

As one region president stated, this year has been a lot of idea, plan, organize, cancel, repeat! As we all strive to stay safe and protect each other from the COVID-19 Pandemic, we try to be creative to stay engaged with each other with our Porsches. Maybe some ideas to keep us having fun?



*Lori's 911 — ready for the next tour or Show and Shine!*

Tours — we all love to drive our Porsches. How about go exploring and find new roads? Then we can plan a tour or gimmick rally next year along that route? Keep good notes of roads, interesting landmarks and good stopping points. And then a good wash and detail when done. We all pamper our Porsches, right?

SIM Racing — Visit [www. PCA SimRacing.org](http://www.PCA SimRacing.org) for latest. Soon the National team will be launching a zone and region program. Details coming soon.

One activity that is still able to happen are the Driving Education events for solo and advanced drivers. And where restrictions allow, some in-car instruction scheduled for October. These events still require volunteers, so please try to pitch in when and where it is safe.

And then there is always more time to share with kids and pets — my kitten Danica is very helpful with landscape projects. Let's stay connected

*My kitten Danica always likes to be included, even when watching racing on TV or help in the yard.*



as best we can while staying safe. I look forward to seeing everyone as soon as possible.

## August

August was a great month for Zone 4 — our High Performance Driver Education program is getting back into high gear, albeit somewhat adapted to COVID restrictions, with solo only events from Southeast Michigan, Rally Sport and more. Mid-Ohio Region and Northern Ohio Region teamed up for the 25th Annual Porsche Club Race / DE weekend at Mid Ohio Sports Car Course. A commemorative photo and special swag were the highlights, in addition to a very well executed weekend.



While the National Porsche Parade was cancelled, the National Awards were presented in an online video event. Zone 4 was well represented with the following winners. Congrats to these regions! And a special congrats to Amber Door for the Zone Rep Award for her many years of service and contribution to PCA.



**Amber Door**  
Zone Rep Award





**CONTINUED**

(<https://www.youtube.com/watch?v=TXMI2jFTb-Q&feature=youtu.be>)

### Best Newsletter Cover

Class II: der Rückspiegel —

Maumee Valley Region

Class III: Über Alles —

Western Michigan Region

Class IV: Rundschau — Allegheny Region

### Best Newsletter

Class II: 2nd: der Rückspiegel — Maumee Valley Region

Class IV: 2nd: P4 — Porsche Pushers Private Papers —  
Southeast Michigan Region

And,

### 2020 Public Service Award

Honorable Mentions — **Central Indiana Region**

Thanks so much —

Your VERY Proud Zone 4 Representative —

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# Book Review

Illustrations by David Story/Article by Larry Clarino

We in the Central Indiana Region are really fortunate simply by our location. As members of the PCA we are probably at least slightly, interested in motorsports!

The Indianapolis Motor Speedway, in our backyard, is unquestionably the apex of all motorsports. Many of our members have a deep enthusiasm for The Speedway. The history, the traditions, the cars, the characters, are really almost a way of life for so many of us.

David Story, like us, is one of those people with The Speedway in his blood. A successful homebuilder in the Northwest, his passion since he was a kid was cars, motorsports, and racing, more specially, creating wonderful art of those racing cars. Now retired, he and his wife Kymm live in the small town of Inkom, Idaho. But don't be fooled by his background, David Story is a great illustrator and artist.

Recently Story released a self-published book, *The First 30 Years of the Indianapolis 500*. This large, 12" x 9", softbound, collection of wonderful illustrations and information on, as the title says, the first 30 years of The Race. It is printed on very high-quality stock, making a rich, quality reference, worthy of shelf or coffee table.

Each spread covers one-year of the Greatest Spectacle in Racing, with a watercolor of the winning car along with smaller watercolor sketches capturing important details and a short description of that race.

If you are at all interested in the 500's early history or if you are interested in exceptional art of motorcars, this volume is a worthy addition to your library. We do hope David Story has only begun and other volumes are to follow this grand history.

The book, *The First 30 Years of the Indianapolis 500*, is available directly from David Story for \$39.95 at <https://www.crankautomotiveart.com/>

## The First 30 Years of the Indianapolis 500



Author/Illustrator David Story







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# Ecurie Power for Porsche in SVRA



Article by Mark Dill — Vice-President of Public Relations/  
Sportscar Vintage Racing Association



Wisconsin's Ecurie Engineering, aka Ecurie Power, is a stalwart prep shop that sets up Porsche racers competing regularly in Sportscar Vintage Racing Association (SVRA) and other vintage racing events. Many of the tracks are historic venues like Road America and Indianapolis Motor Speedway. Hundreds of such garages are throughout the United States, some specializing in servicing specific marques while others take on clients representing various cars. Ecurie, located near Milwaukee focuses on Porsche 356 and early 911 machines. They also have a location in Stuart, Florida, so their customers can compete year-round.

Founded in November 1979 by racer Mark Eskuche and co-owned with his wife, Mary Meissner, the small business also employs two mechanics, Aaron Steffensen, and Zach Buelow. They care for some 24 cars, a mix of 356 and 911 models with a single 914. Ecurie stems from Mark's early days of racing, which led them to specialize in air-cooled Porsche racers. He continues to race to this day with his 1958 Speedster and his favorite, a 1966 911.

The business' name came from a French word for horse stable, which seems appropriate given that the Stuttgart coat of arms symbol embedded in the Porsche logo is a horse. Ecurie's name has been part sports car racing for decades, perhaps the most famous being the Le Mans-winning Scottish racing team, Ecurie Ecosse noted for launching Formula One champion and Indianapolis 500 winner Jim Clark's career.

Like virtually every other vintage racing prep shop, Ecurie not only stores and maintains their clients' cars, but also transports them to each track. They also support them essentially as a pit crew throughout the race weekend and return them home to their garage. Like any race shop, they attend to required repairs and tune the racers for the next racing weekend.

Most clients have been racing with Ecurie for decades. One owner goes back 35 years. Among them is 89-year-old George Balbach, who campaigns a 356 and plans to retire at the end of the year. Balbach has been part of the Ecurie Power team for 30 years. Lisa Hansen, known as "quick chick," has been with Ecurie for 21 years, driving the same 911 throughout that time.

Ecurie and their drivers have proven their mettle by regularly landing on the race podiums. Perhaps their most impressive result was scoring a one-two-three finish at the renowned Porsche Rennsport Reunion. Porsche organizes the annual event. Tracks around America host the event every four years. Ecurie's podium sweep came in 2018 at WeatherTech Raceway Laguna Seca. The event attracted nearly 82,000 fans and proved Ecurie Power is the little team that can. For more information about Ecurie, check out their Facebook Page.





# Sim Racing League

SUMMER SERIES RESULTS



"The cars aren't real, but the racing is!" TM PCA Sim Racing



Article by Rusty Pruden & Photos from PCA SIMS website



he CIRPCA Summer Series Championship came down to the final lap, on the IMS Brickyard Oval, racing the 911 RSR Porsche factory race cars. The results were decided by one car length, in a green-white-checker finish! Our fast, Australian driver, Gary Reiss (Sydney & Atlanta), dominated with 48 laps led. However, due to the Lucky Dog rule, Rusty Pruden was directly in his mirrors waiting for the opportunity to sling shot into the lead in the final turn. As racing luck would have it, a caution flag came out in the final short chute and the race finished under caution. Gary Reiss wins the Series Championship by only two points, over Rusty Pruden in second, and Steve Pruden in third.

Steve Pruden dominated all three races that he ran this season. Due to his #1 passion, racing his real race car on real race tracks, he missed several events...giving the rest of us a chance to compete for the championship.

Congratulations to all our racers on a fun racing series. We will be starting the new 8 race Fall Series on September 10th. Keith Morgan, Jim Legault, and Rusty Pruden will be sharing the race set up duties. The races will be held every Thursday at 8:00PM ET, 2-hour sessions with practice, qualifying, and the race. Due to the Pumpkin Run HPDE, there will be no race on October 1st. Our Fall Series will have lots more variety, with some longer races; featuring the 911 GT3 Cup, 911 RSR, in addition to the Cayman GT 4. We'll also be racing on iconic tracks around the globe: Monza, LeMans, Bathurst (in honor of our Champion, Gary!), as well as North America tracks that we're all familiar with.

Getting started in Sim Racing can cost as little as a set of track tires for a weekend...or as much as you want to invest. We have competitive drivers with rigs costing less than \$1,000, to those who have invested several thousand dollars. All are competitive, with the more expensive rigs just adding more realism...not more speed. Contact Jim Legault or Rusty Pruden for additional information.



Also, the PCA Sim Racing league started their Series Five season on September 4th with over 340 drivers of all skill levels from the US and Canada. CIRPCA members Tom Doherty, Jim Legault, Keith Morgan, and Rusty Pruden compete in the Sport Division, with Steve Pruden and Mark Westlake competing in the faster Club Division. The Friday night races, in all divisions, are professionally broadcast live on YouTube by Esports. Here's information on joining the PCA Sim Racing League: [register-simracing.pca.org](http://register-simracing.pca.org).





## BOB'S TIRE CHANGING TIP

Article by Bob Snider

Several years ago, while returning from a long weekend vacation to Michigan, Brigitta and I lost a right rear tire to a sudden tire failure on I-69 in the Boxster S. A 3/8" diameter x 4" long curved cast iron muffler hanger had completely imbedded itself into our tire. Needless to say, the tire was destroyed and had to be replaced. Our experiences on the side of a very busy highway on Sunday of a 4th of July weekend gave me an idea that we should relay what we learned to others in the club, so they could be prepared for this unpleasant eventuality. As it turned out, we were prepared — but are you, that is the question?

Too many people have been killed or seriously injured trying to change a tire on an Interstate or even a two-lane road. Luckily, we were very close to an exit ramp (in the middle of nowhere!) and the tire was going down very slowly. Always try to get to an exit ramp if you can make it, just for safety's sake. I had changed all the wheels on the Boxster several times before and had gotten pretty good at it. The 2000 Boxster and I think up thru 2004, come with a Temporary Emergency Spare in the front trunk. Later models and even 911's and Cayman's come without a spare or jack now (to save weight and space) and some can even be equipped with run-flat tires. I prefer the spare and one can probably be ordered along with a jack and crank from your dealer from an older model — If you feel the same way. But make sure it will fit into your front trunk first!

Finding a flat level area where you can still open the door against any guardrail and work on the car out of the way of traffic is a premium. Solid, level ground for the jack is also important. First turn on your emergency flashers, pull up on the handbrake as hard as you can and either put the car in gear or in park. Remove everything from the front trunk and remove the spare along with the tool kit, jack and crank from inside the back of the spare. Inside the tool kit of the Boxster, Porsche has thoughtfully provided a very large clear plastic bag to put your very large and very dirty black removed tire and wheel in. There are also several pairs of clear plastic gloves (I always carry a pair of brown jersey gloves which work much better and you can always carry a giant leaf-type trash bag for the tire). Put these in your car now, if you can't find the others in your tool kit. You never know when Murphy is going to strike and you just might get caught in your light-colored resort wear like I did. You'll thank me as black brake dust is very difficult to remove from hands and clothes! Additionally, there is a pocket in the front of your spare tire cover that contains the all-important key for your anti-theft

wheel bolts (one per wheel, if you have them). While the car is still on the ground, loosen the wheel bolts just enough so they will turn freely using the provided breaker bar and wheel bolt socket (it's a good idea to invest in a plastic or aluminum-lined Soft Socket to keep from damaging your painted wheel bolts or aluminum wheel nuts, but then you will also need a 1/2" ratchet to go with it). Now jack up the car inserting the jack nipple into one of the 4 jacking sockets, located just behind the front wheels and just ahead of the rear wheels, using the crank until you can easily remove the wheel and install the spare. Next remove the top wheel bolt and screw in the supplied threaded solid aluminum wheel centering stud (also in your tool kit) in its place using the screwdriver thru the hole in the end to tighten it. This stud acts as a support while you are removing the other bolts and aids with installing the spare. Now remove the other 4 bolts and remove the wheel. Lay the bolts on your tool kit to keep grit out of the threads.

Now you are ready to install the spare. Our Temporary spare is a full-height type tire mounted on a red-painted aluminum wheel 3.5" wide by 17" tall. Earlier Porsche models came with inflatable Space Saver spares with a compressor and even earlier models came with a full-size spare. The spare is mounted using the same wheel bolts. Install the spare wheel over the centering stud. Then finger tighten the 4 other bolts with the wheel bolt socket, then remove the centering stud and install the 5th bolt in its place. Now use the breaker bar and wheel bolt socket to tighten all 5 bolts as tight as you can get them in a diagonally-opposite pattern. Once you have repeated this a couple times, you can lower the jack and remove it. With the car on the ground, re-tighten the bolts one last time to be sure they are all tight in the same diagonal pattern. Now put the damaged tire and wheel in your plastic bag in the front trunk along with all your tools.

What Porsche doesn't tell you is that everything that was packed for your trip in the front trunk is now going to have to be carried by the passenger in their lap for the rest of your trip! I volunteered for this hot and very uncomfortable job and let Brigitta drive the rest of the way home. Warning Temporary and Space Saver spare tires may not be driven over 50 MPH and must be inflated to 60 PSI (check yours regularly — ours was low!) and are only intended to get you home or to a tire store. Driving a little Boxster at only 50 MPH on I-69 on a Sunday evening with heavy truck traffic constantly passing us on the left, two carry-on suitcases in my lap, blocking the air vents with a tiny wheel and tire on the right rear — is not a fun experience. Be careful, alert and keep your emergency flashers on and you will arrive home safe and sound as we did, just very slowly.

We hope these tips will make your tire changing experience a little easier and safer and it's a very good idea to practice these steps at home in your driveway or garage until you get confident at it on both the front and rear wheels. These new Porsches are a little more complicated, you never know when it is going to happen to you and these new high performance tires are very sticky (we've lost our right rear twice and our left rear once — more road debris are on the right side of the road). It could be at night when you are very tired and it is pouring rain and cold. It happened to me one night in the rain many years ago under the I-69 Cumberland Road overpass and it was very, very scary with semis blasting by.

Good luck and God's speed!





# Lemonade 10,000 Wrap Up

Article by Larry Clarino

With the COVID pandemic this year's Artomobila in Carmel, Indiana, had to be canceled. CIR member John Leonard and head honcho of the event, decided to make some lemonade out of the lemons life has given local auto enthusiasts.

That is how the Lemonade 10000 charity drive got its start. Earlier in the year John staged the Meatball 10000 as a charity drive to benefit the front line hero's working in local hospitals during the pandemic. Over \$15,000 was raised for local IU Health System staff for food sourced from local restaurants. With cafeterias and canteens at the hospitals closed it was a real problem for health workers on 24 hour shifts. A great way to help two local groups in need.

Saturday, August 29th, 720 cars registered for the 80-mile drive through downtown Carmel and surrounding towns in Central Indiana. The CIR was certainly well represented with lots of Porsches enjoying a lovely late Summer day.

Charity funds were presented to Bolt for the Heart, Three-points Racing Foundation, and the Indianapolis Motor Speedway Hall of Fame Museum

Run group sponsors included Tom Wood Porsche, Gator Motorsports, MetroNet, and Motor District Garage Condos, with Pristine Auto Spa as the title sponsor.



Photography supplied by Larry Clarino & Tom Wood Porsche



## NORTH AMERICA

# Porsche Motorsport Pyramid

Article By Tom Moore, Consultant with Porsche Cars North America in Motorsport Public Relations

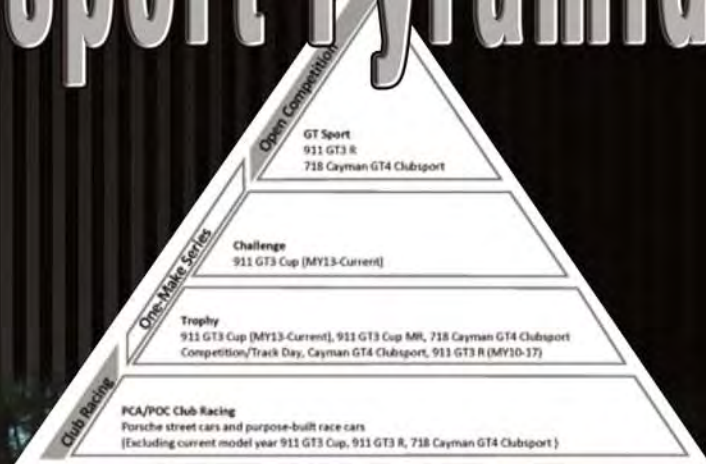
The North American Porsche Motorsport Pyramid has been created to give the racing industry's only clear path for drivers, teams and marketing partners to progress through the ranks of sports car racing. From novice instruction and track days with Porsche road cars through to full participation in open competition professional racing around the world with Porsche purpose-built racing machines, Porsche Motorsport North America (PMNA) provides a clear path, appropriate car and support throughout the journey.

Internationally, drivers, teams and partners have progressed from entry-level driving events to full professional status within the Porsche system. Drivers such as North America's only "works" driver, Patrick Long as well as Earl Bamber, Matt Campbell, Matthieu Jaminet and Nick Tandy among others have progressed from the one-make championships to full factory driver status and to the Porsche GT Team factory program. Through the ongoing efforts of PMNA president/CEO Dr. Daniel Armbruster and his team at the Southern California-based subsidiary of Porsche AG, North American drivers can now start at Porsche-sanctioned track days with their Porsche 911, Cayman and Boxster road car and begin their progression up the ranks as far as their desire and skill allows. It is the perfect career pathway to move through the sports car racing echelons. From Porsche club racing — Porsche Club of America (PCA) and Porsche Owners Club (POC) — to the IMSA Porsche GT3 Cup Challenge, IMSA Michelin Pilot Challenge, SRO GT4 America and beyond, Porsche provides the appropriate tools, personnel and strategies to realistically model the career path for drivers, teams and partners.

### FIVE STEPS OF THE NORTH AMERICAN PORSCHE MOTORSPORT PYRAMID:

#### Step 1 — Track Days

Through the Porsche Club of America, as well as a variety of less formalized club and associations, Porsche owners can take their cars, with minimal to no modification, to track day and autocross events around the country. For many, this, and schools such as the Porsche Track Experience at



Barber Motorsports Park in Alabama are their first introduction to driving their cars beyond what is legally allowed on the streets.

#### Step 2 — Club Racing

Porsche clubs across the country come together for fun, safe and clean racing.

**Car:** Porsche street cars and purpose-built race cars (Excluding current model year Porsche 911 GT3 Cup, Porsche 911 GT3 R, Porsche 718 Cayman GT4 Clubsport).

**Series:** PCA/POC Club Racing

#### Step 3 — One-Make Series

Equal opportunity meets self-belief as amateurs line up with the pros in identical Porsche-built race cars in multi-class racing.

#### Trophy

Trophy events offer drivers the chance to compete at some of the most iconic tracks in the country in a Porsche-only setting.



## Challenge

Staying true to the motto “May the best driver win”, everything is centered on the individual driver’s skills, as the teams use the exact same vehicle, the Porsche 911 GT3 Cup race car.

**Car:** Porsche 911 GT3 Cup (Model Year 2013 — Current)

**Series:** IMSA Porsche GT3 Cup Challenge USA & Canada by Yokohama

## Step 4 — GT Sport - Open Competition

GT Sport bridges the divide between customer and “works” motorsports. Top-class athletes battle it out in various racing series worldwide, and for the Porsche Cup, awarded to the best non-factory Porsche driver internationally.

**Car:** Porsche 911 GT3 R

**Series:** -IMSA WeatherTech SportsCar Championship (GTD class)  
-SRO GT World Challenge America (GT class)

**Car:** Porsche 911 GT2 RS Clubsport

**Series:** -SRO GT World Challenge America (GT2 class)

**Car:** Porsche 718 Cayman GT4 Clubsport

**Series:** -SRO GT4 America (Sprint and SprintX Championships, GT4 class)  
-IMSA Michelin Pilot Challenge (GS class)

## Step 5 — Factory Sport – Open Competition

The highest level on the Porsche Motorsport Pyramid is the most elite of all championships, drivers, teams and marketing partners. Restricted solely to Porsche Factory efforts, “works” drivers are assigned to factory teams (Porsche GT Team, TAG Heuer Porsche Formula E Team) or Porsche approved customer programs to challenge in the



IMSA GT3Cup Challenge USA — Road Atlanta

world’s premier championships and races. Less than 25-drivers and only three teams have reached factory or team driver status globally.

**Car:** Porsche 911 RSR-19, Porsche 911 RSR (Model Year 2017)

**Series:** -IMSA WeatherTech SportsCar Championship (GTL class)  
-FIA World Endurance Championship (LMGTE-Pro, LMGTE-Am classes)

**Car:** Porsche 911 GT3 R

**Series:** -IMSA WeatherTech SportsCar Championship (GTD class)  
-SRO GT World Challenge America (GT class)

Photos supplied by Porsche Cars North America

Premier SportsCar Service Porsche 911 GT3 R on Track



Porsche Family Photo





# CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA OCTOBER 2020

Larry and I would like to thank all the people who contributed to this edition of the CIRcular. Because of you folks, we have a jam packed issue of interesting stories and events. Hope we can do the same for the January 2021 issue.

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Spencer, Indiana 47460
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## NEW CIR/PCA WEB PAGE SECTION

We have a new section on our CIR webpage, exclusively for member's car photos. Not everyone has a Porsche. We own Porsche's, we have all worked hard to earn that privilege!

Now you can post a photo or two, or more, on our member's photo page.

On the CIR website; <https://cirpca.org> then go to "ABOUT US" and then to "Photo Galleries," then to "Member's Photos." Or just send your photographs of you Porsche car to: [cirpca.webmaster@gmail.com](mailto:cirpca.webmaster@gmail.com)

Don't forget the year, model, transmission, and any special options or modifications you may have.

