

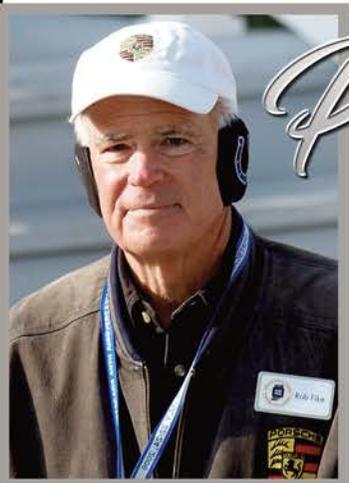
CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

JANUARY 2021

PRESIDENT'S MESSAGE
PORSCHE AT INDY 500 PART 3A
MY FIRST TRACK DAY
CIR/PCA SIM RACING LEAGUE
CARRERA CUP DEBUT
AROUND THE ZONE
TREFFEN AT THE GREENBRIER





Pres Sez

Happy 2021 everyone!!!!
2020 is finally behind us!!!!

Of course at the stroke of midnight all the bad has not gone away, but there's more hope now that this year will be better. Vaccines are coming.

You all know that we normally have a full calendar of great events. We typically don't have enough weekends for everything. Everyone on your board is working on getting us back to this as quickly as we're allowed.

2021 is going to be a banner year for many reasons.

This is our 60th year as a club, and we are going to PARTY!

This year the Porsche Parade is once again in French Lick, and we are going to PARTY! (With the rest of the country)

We have many new ideas for new driving events. We are going to have two DE's again like normal. Spring Brake in April and Pumpkin Run in October. If you have never driven on track, this is your year.

We'll probably have two new winery tours. There are so many wineries in this state that we need to sample and explore.

4th of July party at the Fike's. Our only "everyone in the pool" event.

New ways of using our driving fun fto bring good to others. More surprises on this new avenue later.

There are some of our driving events that we only do every few years, and some will be rotating through for this year.

I'm very excited about the direction our club is heading, come and ride with us, it's going to be fun!!!

Again, Happy New Year everyone!

ROB FIKE • CIRCPA, PRESIDENT



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zone4rep@embarqmail.com

**Denotes Voting Board Member*

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1st Track Day/Larry Clarino

SAR & Focus on Westlake/Larry Clarino

Whistle Stop/Larry Clarino & Bob Snider

Sponsor Awards/Randy Faunce

Around the Zone: Lori Schutz.

SVRA Schedule/SVRA

Greenbrier Treffen/Snider & Arata

Porsche Carrera Debut/Porsche Cars NA



EDITOR'S NOTE

Welcome to 2021! We at CIRcular and in the Central Indiana Region sure hope things are better than 2020. It has been quite a year. We, as a region have done as much as possible to keep a sense of the club going. We have made substantial donations to local Indiana charities, mostly food pantries, and we encourage all of you to support charities that mean something to each of you.

Many of you know Lee Douthitt, one of the Porsche sales guys at Tom Wood Porsche. Lee was diagnosed with Leukemia a few month ago. We chatted with Lee on December 3rd. He first of all, wants to thank the CIR/PCA for our donation to the GoFundMe page set up for him.



After two chemotherapy rounds, Lee is very optimistic he can beat this thing. There has been no better friend to the CIR than Lee after his 21 years of service at the Tom Wood Auto Group. Please be sure to keep Lee in your prayers, it is going

to be a long battle for him and his family. If you care to help, here is a link to the GoFundMe page for him: https://www.gofundme.com/mvc.php?route=homepage_norma/search&term=Lee%20douthitt

We at CIRcular want to recognize and thank, President Rob Fike, and the entire board of directors, for their leadership in this horrible year of a pandemic we are going through. So many other social clubs are struggling, the CIR is not only holding our own, we are growing. We are giving to the needy, doing our part as part of Hoosier society, we are also still having a little fun with our cars.

A special thanks to outgoing treasurer Rusty Pruden and a big welcome to new treasurer Greg Brown. Thanks for keeping the



club gears lubricated and the bills paid!

The CIR has been able to do a few driving tours while being very careful about social distancing and using face coverings. Our Putnam Park High Performance Driver's Education (HPDE) events; Spring Brake HPDE did get canceled, but in October we

had a great sold-out Pumpkin Run HPDE that included what may have been the only PCA instructor school of 2020.

We are also very fortunate to have an outstanding board of directors leading us through the challenge 2020 has brought. This is no small matter. We know of a few brand-X car clubs that certainly are not fairing anywhere near as well as the CIR. So to the entire CIR Board of Directors, well done!

With a COVID-19 vaccine now on the horizon, just maybe we can start getting back to something resembling a normal life. While January looks to be a little bleak, we have a few events being planned for February. Our friends at SONAX, a new CIRcular sponsor, will be having a tech session on car care at their new huge US headquarters in Westfield. As some of you may know Tony George is the owner of SONAX USA. This should be a fun and interesting event. Plenty of room for social distancing and masks will be required. This event is now open for reservations on the CIR website. Check out the Calendar to register. Here is SONAX's website; <https://www.sonaxusa.com>.

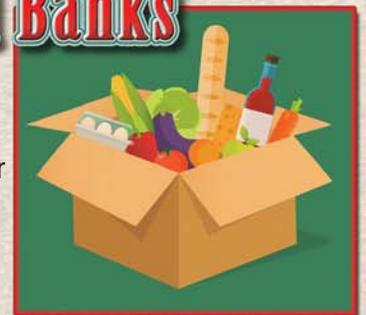
With fingers crossed, events chair, Cindy McDaniels, is planning a late-lunch/early-dinner, at a terrific little Italian restaurant in Westfield for Saturday, February 27th. This actually is our favorite restaurant, Pasto Italiano. Seating will be limited, so be sure to RSVP on the CIR website.

Here's to better days ahead, Pam and I hope you all had a great Holiday Season and a Happy New Year!

CIR/PCA Christmas Donation to Five Food Banks

Our Central Indiana Region Board of Directors once again has stepped up with \$1000 donations to five Indiana food banks. At times like we are going through, our club continues our track record of philanthropic activities. This is the second time this year we have helped these great groups in providing food for so many in need. Community Harvest Food Bank of NE Indiana, Fort Way, Food Finders Food Bank, Lafayette, Gleaners Food Bank of Indiana, Indianapolis, Hoosier Hills Food Bank, Bloomington, Second Harvest Food Bank, Muncie, all received a check from our new CIR treasurer, Greg Brown.

"I am so please to be able to announce this donation, in the CIR name. This makes over \$18,000 we as a region, have been able to provide to charities for 2020. It has been a very tough year and we hope we can make a few people feel better," said President Rob Fike.





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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 APRIL 2021 ISSUE OF CIRCULAR IS MARCH 6, 2021.

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. The next full issue will not be until April 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
MOTORVAULT/34
Pete's Service Center/37
Porsche Fort Wayne/5
Reggies Motorworks/9
Sonax/25
Tom Wood Porsche/30

Events Calendar

Please check our website at circa.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 thru March will be via zoom.

January

- 4 Virtual Club Meeting.

February

- 1 Club Meeting
- 6 Breakfast at Anne's Restaurant at 9:00 a.m.— 77 W. Monroe St., Franklin.
- 20 Sonax Tech Session at 10:00 a.m.— West of US-31 on RT-32 in Westfield
- 27 Late Dinner/Early Lunch at Pasto Italiano 2:00 p.m. to 4:00 p.m. — 3150 East State RT-32, in Westfield

March

- 1 Club Meeting
- 6 Lunch at the Mayberry Cafe at 11:00 a.m. — 78 W. Main Street, Danville

(Possible Tech Session being planned at Reggies Motorworks late March early April. Check CIR website.)

April

- 3 Lunch at the 1911 Grill at 11:00 a.m. — 1067 Main Street in Speedway, Indiana.
- 5 Club Meeting.
- 17/18 Spring Color Tour
- 23-25 Spring Brake DE — registration is now open at circa.org.



February

27th

Pasto Italiano
Early Dinner

Pasto Italiano, located in Westfield, Indiana, is a terrific, locally owned, little place that serves great food.

On February 27 at 2:00pm to around 4:00pm we will be taking over the entire place.

Seating will be limited to 30 people so be sure to register on the CIR website. This is certainly one of our favorite restaurants.

www.pastoitalianowestfield.com

Check Out These Upcomming Events



SONAX[®]
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Tech Session

Saturday, February 20, 2021
at 10:00 a.m.
Check out the event at cirpca.org



Spring Color Tour

Photo by DL DeFemeyer/Unsplash

This annual driving tour is planned for April 17th and 18th. It's route takes you over some of the best roads and historic towns in Southeastern Indiana.

Check it out at cirpca.org or contact Bob Snider at: CIRPCA.Membership@gmail.com

SPRING BRAKE DE



APRIL 23 THRU 25, 2021

This is a 3 day track event at Putnam Park Road Course in Mount Meridian, IN. It is open to drivers of all levels. Friday will feature open lapping for advanced drivers (those who do not require instructors) as well as PCA National Instructor training program.

Registration is now open at cirpca.org or contact Mark Westlake at: markwestlake123@gmail.com

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Porsche at the Indianapolis 500

Part 3a: Willkommen, Typ 2708

Porsche Typ 2708 Indy Car



Article by Tom Beeler

Third in a series on Porsche Indy car history

Six years had passed since Porsche's half-hearted 1979 Indy car effort with Ted Field, which had died on the vine due to regulations. See the last CIRPCA newsletter for the gory details.

Meanwhile, Porsche's Group C dominance was unquestioned. Their Model 936 and 946 sports cars won the 24-Hours of Le Mans from 1981-1985, and the company was hard at work on the 962C, which would go on to win the next two years at the Le Mans 24.

Flush with optimism, Porsche CEO Peter Schutz decided to throw Porsche's impressive weight toward a full-time Indy car program.

Unfortunately, he faced an entrenched, proven formula.

Championship Auto Racing Teams (CART) was the Indy car sanctioning body at the time, with the exception of the Indianapolis 500, which was still sanctioned by the United States Auto Club (USAC). Competitors in CART/USAC used either Robin Herd-designed March chassis or Nigel Bennett-designed Lola chassis. Roger Penske was dabbling again with building his own PC chassis, first with Alan Jenkins, soon after by Lola's Nigel Bennett.

CART chassis were powered by engines provided by Cosworth, the DFX 2.65L turbo-charged evolution from the Formula 1 DFV engine, producing about 750 horsepower.

Meanwhile, Penske had been working with designers Paul Morgan and Mario Illien to create a 2.65L turbo power plant to be badged by Chevrolet. After a lackluster debut at Indy in 1986, the Ilmor engine would soon come back like gangbusters in the years to come.

Schutz determined that the combined engineering talents of Porsche's best would blitzkrieg the mighty CART establishment. Thus was Typ (Type) 2708 born. A Porsche-designed chassis, powered by a Porsche-designed 2.65L turbo V8 engine.

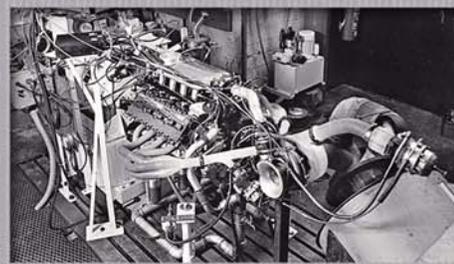
It was November, 1985 and Porsche Panorama magazine shortly thereafter breaks the story.

Porsche racing veteran Norbert Singer was put in charge of the program, with IMSA veteran driver/owner Al Holbert being tabbed to run the race team. Hans Mezger headed the engine design team.

By December of 1986, the engine was ready. It didn't disappoint.

Out of the box, it was producing 733 hp at 11,000 RPM, with 336

Porsche-designed 2.65L turbo V8 running on a dyno.



pound-feet of torque at 9000 RPM. The engine would develop more grunt in the next several months.

Meanwhile, the chassis remained a question mark. Porsche hadn't really designed an innovative open-wheel chassis since Dan Gurney gave Porsche their only outright Formula 1 victory in the Typ 804 in 1962.

Mezger's engine team found another seventeen horsepower in the following eight months, just in time for the arrival of the 2708 chassis, and with the usual Teutonic ceremony, the two were mated.

It is now August, 1987. Schutz and Singer want Projekt 2708 in competition before the end of the 1987 CART season.

Indy car veteran and four-time Indianapolis 500 champion Al Unser, Sr. was selected to drive. Unser had done the development driving for Lola's and Chaparral's ground effects cars in 1978 and 1979, and had been asked by Roger Penske to run the first iteration of the Ilmor Chevrolet engine in the 1986 Indy 500. He was Al Holbert's best safe choice.

Three weeks after Porsche engine met Porsche chassis, Porsche race car was on-track, attempting to qualify for CART's Champion Spark Plug 300k at Laguna Seca Raceway.

"We expected Porsche to come over with a bullet-proof car, ready to move right up with the front-runners," an anonymous CART driver told venerable Los Angeles Times motorsports writer, Shav Glick that weekend. "I can't believe they arrived so unprepared."

The results were beyond disappointing.

Unser's best lap of 117.546 was more than 11.5 miles per hour slower than Mario Andretti's pole-sitting Lola/Ilmor-Chevy. Unser qualified 21st of 24 starters, and finished last after a water pump failed on Lap 7.

That was enough for Unser, who departed Porsche and moved back over to Team Penske for the season closer at Tamiami Park.

Al Holbert climbed into the car for the Miami weekend, but even his proven skill set wasn't enough to make the field. 2708 was a DNQ.

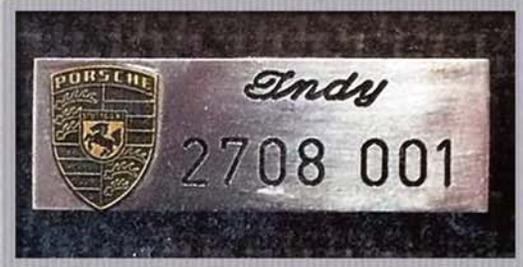
Properly chastised, the Quaker State-sponsored #6 was rolled back onto the transporter, and shipped back to Germany. The off-season would see Holbert make a major change in the program.

Next Up: Porsche returns to CART for a full season in 1988, with optimism and a new car. Stay tuned...

Photography courtesy of Porsche Archives



Al Holbert failed to qualify the Porsche at Tamiami in 1987.



Al Unser finished last at Laguna Seca in the 1987 race.

My First Track Day: or, The 65 Year Old (track) Virgin

Article by Jimmy Arata

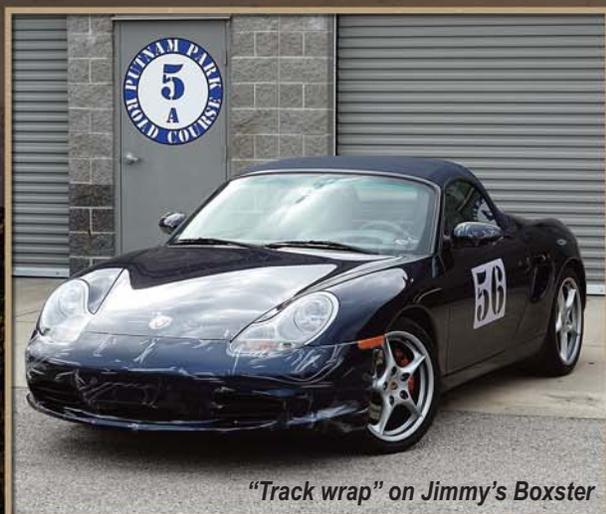
For many years, I have wanted to experience a High-Performance Driver's Education (HPDE) track-day at Putnam Park Sports Car Course. Since our club sponsors a spring and fall event, it should not have been hard to make it happen, but things seemed to get in the way, and years went by. I came to the conclusion that I was nervous about the whole scheme, so I did what was necessary to make my first track day happen. I enlisted my good friend Greg Smith, a veteran of several events, to help me commit.

Greg and I signed up for the Spring Brake HPDE event, but 2020 and COVID stepped in, and the event was cancelled. Greg took the lead and got us signed up for the Pumpkin Run HPDE in October. I thought I would share a few of my experiences with everyone, in case there are others curious about what goes on.

Once the club announced a date, I went to clubregistration.net to sign up. This site contains all the information one needs, as well as showing the many other events you can register for. That was easy enough, and the next thing I was instructed to do was have my car inspected before the event. I took my Boxster to SweetCars in Fort Wayne, along with the inspection form and got this done. This is a good thing regardless; as you make sure your brakes, fluids and other items are up to snuff, whether driving on the track or the roadways. The organizers of this event reserved rooms at a Holiday Inn Express, near the track, with a special low rate for attendees needing lodging. It was a very good price and much appreciated. Now, all I was waiting for was the weekend.

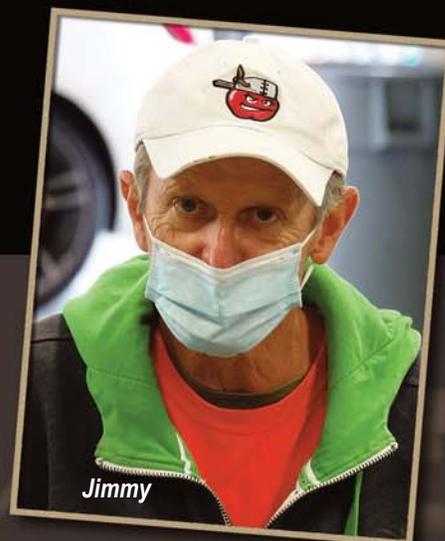
As the weekend was approaching, Greg and I were offered some "track wrap" from Dave Palmer, another club member. The idea behind this is to protect your car while on the track from rubber and stones. They can damage the paint on the nose of your car. We got together on Thursday afternoon, and made a proper mess on the front of our cars. We had a good laugh and, have a newfound appreciation for the folks at Clear Bra Indy and the work they do.

We left on Friday afternoon, checked in our rooms, then headed to Putnam Park to hand in our inspection forms, show that our helmets were Snell 2015 rated and watch the instructor training. This was when it all "got real."



"Track wrap" on Jimmy's Boxster

Article photos by L. Clarino and J. Arata



Jimmy

Putnam Motorsport Park is beautiful, a road course in the middle of nowhere. As you drive in, you see the cars coming down the main straight towards turn-one. I was



Putnam Motorsport Park



Jimmy & Lisa confer



Jimmy on track

having a hard time believing that tomorrow I would be on the track, in my 986 (named Wonky) and doing the same. It really got my attention would be an understatement.

Breakfast Saturday morning saw a lot of people preparing to head to Putnam. I sat next to and conversed with two fellows also having their first track experience, we were all stoked. Drivers are put in run groups according to their experience and driving skills. I was in D group, the beginners. D groupers have classroom sessions a few times every day. This was great, as we were told about the proper track protocol, vehicle dynamics and things we would need to know before we actually got on the track. Obviously, safety is paramount, as these events could not exist otherwise.

When the first classroom session ended, we met up with our instructors, and did several observation laps at a slower speed, to get introduced to the layout.

I need to say a few things about the instructors. First off, they are all volunteers; they get nothing but a reduced rate for attending. D group runs with instructors in every car, every lap. My instructor sent me an email earlier in the week, exchanging some information such as driving experiences, and what I hoped to take away from the weekend. Lisa, poor girl, got stuck with me, the elder statesman in the group. On the observation laps, she showed me the eight flag stands, and had me calling them out each lap. This was very important, and I took it seriously. Learning the track layout, and its 10 turns would come with repetition. Pointing out the apex in the turns, was the next important lesson.

After another classroom lesson, our group was on the track for a run session. Groups ran in twenty five-minute sessions, and that seemed like a good amount of time. Finally, Lisa had me working the pedals and getting up to speed. One of the great things in these sessions, group D anyways, so there is no passing unless the lead car needing passed (usually me) waves the following car by. This can only be done in three designated places and passing was always on the left side. There was no chaos on the track, everything was orderly and everyone ran at their own speed. Lisa and I had helmet-to-helmet communication, and I believe others did too. That way she could tell me what to do and where to be without screaming in the car.

All day people were asking me the same question, was I having fun? I replied in the morning NO! I was nervous about missing a possible flag command, and not impeding the others, as well as placing the car where it needed to be. My negative answer was due to the serious nature of what we were doing, and my fear of the unknown, it was not a reflection of anything else.

When Saturday afternoon rolled around, it seems that a light turned on in my head, I was a bit more relaxed, and all of a sudden it was fun, in fact it was great fun. At the end of the day Lisa offered me a ride in her Porsche 911 GT3, and I accepted. Poor girl (again) had to help me figure the 5-point harness out in her car, but once that was completed, it was go, go, go! I was simply blown away at her driving skills. It is amazing what a skilled driver can do in a GT3, if you ever get a chance for a ride along, don't pass it up. Lisa remarked that I would

probably sleep well that evening on account of all the concentrating I was doing earlier, and she was correct. I slept like a baby.

Sunday morning, I awoke early, and had coffee with Russell Bell in his room at 5:30. Russell travels with his own coffee maker, my kind of guy! We decided to head to Putnam for a 7 am optional track-walk with Randy Faunce. It was great, Randy explaining the nuances of the layout, the corners, the ups and downs of the terrain, etc. Time well spent. Next up for D groupers was a classroom session, where it was stated that most of us would be faster today, so our braking points would need to be adjusted to the higher speeds. This was the absolute truth indeed I was going faster, as if I could have gone any slower, and braking points needed to be altered. Once again, this was a lot of fun. I must confess Lisa caught me feathering the throttle going down the main straight, and on Sunday, she was having none of it. Our communications were something like this . . . “Keep your foot on the throttle!” and me saying “Oh man, oh man...” and things like this. I had complete faith in her instructions and followed them 100%.

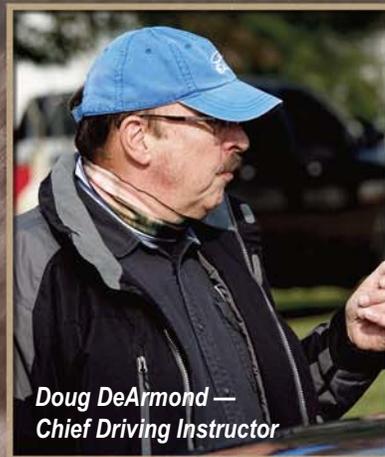
She never made me feel reckless or out of control, we had great rapport. For the finale of the weekend, she again offered me a ride in her GT3, and I, never able to turn down an experience, got in her car. Once again, it just blew me away at the traction, braking and speed her GT3 had. In fact, it was so mesmerizing my stomach said ENOUGH! We exited the track. She thanked me for not barfing in her car.

So, will I do it again? I thought about it for a bit, then, told myself, I would. Will I ever graduate from D group, probably not, and I’m okay with that. What I would really like to happen is a few club members reading this, who have wanted to try this out, join me next April at the Spring Brake HPDE event. It would be great fun to drive with others I know, so we could share our experiences on the track. I was told a long time ago that our cars can do much more than we probably realize, and this is absolutely true. Hats off or, should I say helmets off, to all the people who make these events happen. A special thank you to Greg Smith for exposing me to the experience. I asked him lots of questions before the event and, enjoyed socializing with him off the track.

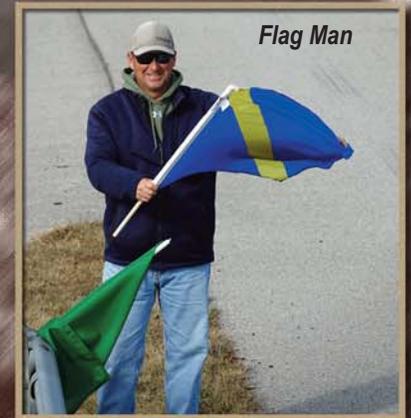
Who wants to join me next April?



Classroom Session



Doug DeArmond —
Chief Driving Instructor



Flag Man

Sponsor Photos by Randy Faunce



Sponsor Awards

We can't say the CIR could not operate without our sponsors, but they sure make it so much easier. We really appreciate all of them so much. This December we presented each with a plaque to thank them for their faith in us. Thank you all! Sponsors include; Tom Wood Porsche, Fort Wayne Porsche, Clear Bar, Euro Motorworks, Pete's Service Center, Reggie's Motorworks.



CIR Donates to Speedway Animal Rescue

On November 13, 2020, the Central Indiana Region (CIR) presented a check for \$1000 to the Speedway Animal Rescue (SAR). The organization's treasurer Anna Weber, accepted the donation at the Daredevil Brewing Company in the town of Speedway.

SAR's mission is to care for any animal in need, in the town of Speedway. One of the biggest needs in this era of COVID comes from people, that through no fault of their own, can't care for pets. "People that are moved into nursing homes, or can't afford to care for their pets, are now one of the main issues. Not only will we help find a home for the pets, we will help a needy family feed and care for them, too, no questions asked," said Weber.

Several CIR board members presented the check at the Main Street, Speedway location. We want to thank our CIR Webmaster, David Weaver for spearheading this endeavor.



Jim Legault, along with other board members, presents CIR check to Anna Weber.

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FOCUS ON MARK WESTLAKE

Article and Photography by Larry Clarino



The Central Indiana Region is really lucky to have a guy like Mark Westlake as a

member. Mark is the driving force behind our High Performance Driver Education (HPDE) programs. Our region does two HPDE weekends a year at Putnam Park Sports Car Course in Greencastle, Indiana.

Mark took over as HPDE Chairman about four years ago when CIR's Bruce Fleshman stepped back. "Bruce really did a great job organizing our events at Putnam. You have to quote me, and give Bruce a lot of credit for the way the events are going now. He had this idea to make them memorable, bring in food, with a social hour in the garage, he had established a good relationship with the Putnam management," said Westlake. "About five years ago, Bruce said he wanted to step back a bit, and I wanted to see all that he started continue. So I took over from him."

Mark joined the Porsche Club in 2005. He bought a 911S (997) for his 40th birthday. "I had been racing motorcycles when I was young and doing lots of track days on bikes. Then someone said, hey you can do track days with the 911. What? That's cool! That is how it started, my interest in HPDE's. We now have a great group of volunteers helping, so it is not too bad. Many hands equals little work. Actually most of what I do is answering questions about what to expect from an event. Where do I park, what do I need to bring, that sort of stuff."

You can easily see Mark's enthusiasm for track-days. He now has a BMW M3 track car, but we will not hold that against him. As a lead instructor he wants to see people get hooked on their cars and track events. "One important thing is the relationship we have with Putnam. We are very fortunate to have a track like this so near. Putnam is an excellent student track, very safe, but certainly fast enough to get your attention.

Easy to learn but still challenging for even the experienced drivers, but not too hard on cars."

Putnam likes our Region, too, "We are just the right-sized event for them. Not too many cars, and we do run a well behaved operation." The CIR is the only group that Putnam allows open-lapping during the lunch hour. At 'highway speeds' cars can tour the track. This is a great way to increase your knowledge of the track layout, and maybe impress your non-track friends with a ride around the place.

Our events are generally very close to a sellout. Of course, 2020 was tough. Spring Brake, our April event, was cancelled due to COVID, but we did the Pumpkin Run in October. Not only did we sellout, we had the only PCA Instructor school for 2020. "We can always use more instructors, the more we have the more newbie students we can have to feed the pipeline of track addicts."

2021 Spring Brake dates will be, April 23rd to the 25th, and Pumpkin Run will be October 1st to the 3rd.

When Mark is not playing with cars, he is on Polaris Laboratories executive leadership team as a partner and chief information officer. Polaris is a world leader in fluid analysis.

It is members like Mark Westlake that are committed to the safety of programs like our HPDE's, but also to the "fun" aspects of simply using cars, be they Porsche's or not, that makes the PCA such a wonderful organization.



WHISTLE STOP RESTURANT & MONON CONNECTION MUSEUM

by Larry Clarino

*A*nother form of midwest transportation was investigated by members of our region on October 17, 2020. Sixteen club members headed up northwest to Monon, Indiana, for a visit to one of the most unique dinners and museums in Indiana.

After a drive-up backroads to the tiny town of Monon, population 1,777, the first order on the time-table was lunch at the Whistle Stop Restaurant. Of course, as any roadside America eatery, the food was American Diner! A good one to boot. Burgers, and of course that Hoosier staple fried tenderloins, were on the menu.

After lunch our wonderful CIR events chair, or in this case, "conductor" Cindy McDaniels, arranged for tours of the attached Monon Connection RR Museum. For our younger members, yes, there really was a rail-line called the Monon Railroad, "The Hoosier Line."

The Monon Railroad operated from 1897 to 1956, almost entirely in the state of Indiana, on over 800 miles of track! They did run to Chicago and Louisville, serving both freight and passengers with state-of-the-art transportation. The line is now part of the CSX system.

The Monon Connection Museum has a wonderful collection of both passenger and freight memorabilia. Remember, this was a time when railroads were the absolute top way to travel. Memories of dining on the finest china, with food that ranked with the best New York restaurants, are brought to life in this privately owned collection.

A main feature of the largest room of the museum is an entire freight depot, complete with platforms and dispatcher's office. The detail is superb with period-correct telegraph keys and proper Armstrong switch handles.

In yet another wing is a really superb HO gauge model railroad layout that was donated to the museum several years ago, by a local couple. If you are into miniatures be sure to plan plenty of time to explore the diminutive reproduction. Be sure to try to spot the tiny sun bathers on the hill.

On a much larger scale, as in life-size, the museum has an interesting and eclectic collection of Monon rolling-stock around a real old-time railway station, now used as the gift shop. This was a bit of a different sort of drive for our club, but so much fun.

(continued on page 18)



Monon Yard with authentic Station.



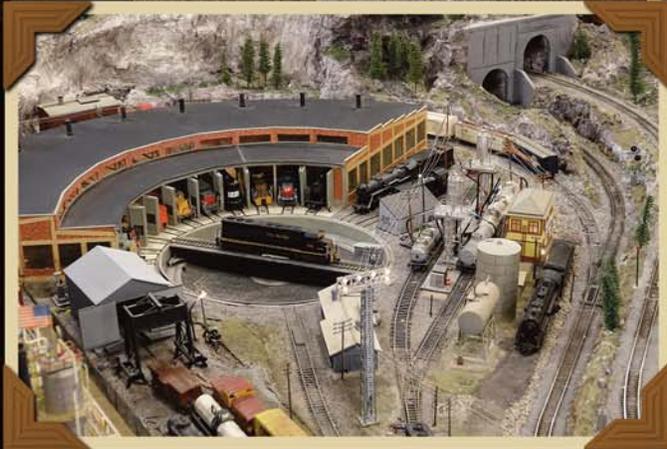
Our Masked Group



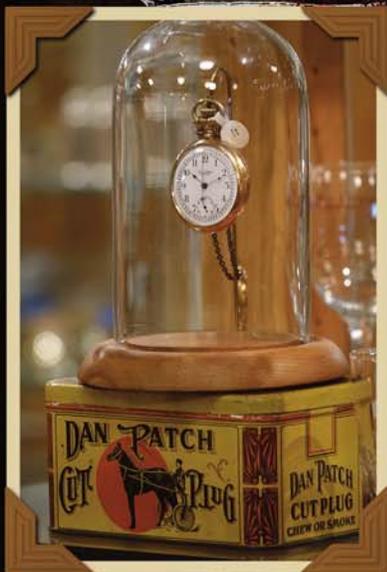
Railroad Ticket Office

DISPLAYS

Entire Room with HO Train Layout



Railroad Signal Lanterns



Photos by Larry Clarino and Bob Snider

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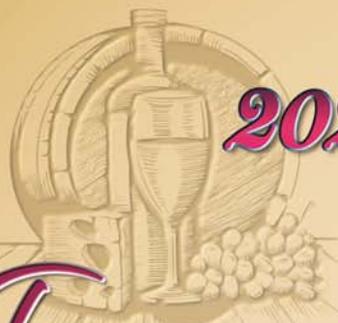
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2020 Annual Winery Tour

Article by Rob Fike / Photography by Bob Snider

The 2020 annual Winery Tour was another totally different event due to this crazy year.

For I don't know how many years, we've had this event with basically the same starting location, drive route, and ending at the Huber Family Winery. While it was always fun, I thought a "makeover" was overdue.

My contact at Huber Winery was never interested enough to return any of my calls. With the date getting closer, we were forced to come up with something new.

Winery Tour 2020 became a picnic at the Martinsville City Park, drive to Cedar Creek Winery, drive to Salt Creek Winery, and finally drive to everyone's favorite overlook in the Jackson State Forest.

We rented one of the shelter houses in the park for our "bring your own" picnic lunch. It was a bit chilly, but everyone seemed to be warmed just by having the opportunity to be together. Socially distant of course.

Next, was a short drive to the Cedar Creek Winery, Brewery and Distillery. We planned for one hour before we moved on. Cedar Creek is amazing with all they do. All three parts of their business are located in separate beautiful buildings that are built to look like they have been there for 100 years.

So cool! Wine, beer, and spirits.

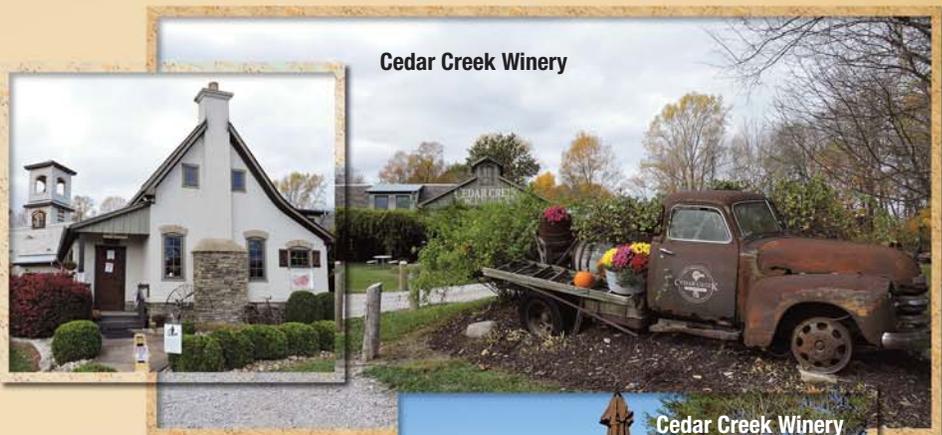
At each winery, and the overlook, we drew numbers to raffle off \$10 cash to three participants per stop.

After the raffle we were off on the drive to Salt Creek Winery. Using a combination of roads used in the past as well as new ones. Great pavement, hilly and twisty.

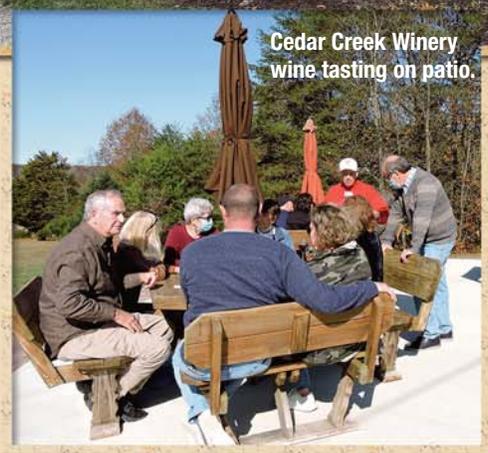
Same as the first winery, we planned on one hour. We were treated to a fabulous hillside seating area to sample their many offerings. We wound up having some fantastic conversation with a couple of local newly weds. By this time, the day had become sunny and much warmer.

After the raffle we were off again to the overlook.

Since there was some bridge construction on our normal route, we had to plan a way around the closure. On the route we selected, we had discovered an amazing covered bridge. It was the Shieldstown Covered Bridge, over the east fork of



Cedar Creek Winery



Cedar Creek Winery wine tasting on patio.

the White River. You just never know what you might find exploring Indiana.

Once we arrived at the overlook, we enjoyed the great view along with cheese & crackers. The last three raffle winners were awarded their winnings.

The biggest surprise of the day was a wedding party showing up at the overlook with us. The bride and groom were married right there with the magnificent view in the background. As well as a bunch of Porsches!



Salt Creek Winery



AROUND THE ZONE



September



Hi Zone 4 Friends and Family,

We are starting to get out there and safely meet up to enjoy our Porsches this summer. August saw many more driving tours, cars & coffee events, and yes, even a few driving schools. This continued into September. I was able to join the Southeast Michigan gang at Waterford Raceway for a great day of Driver Education sessions. Despite no in-car instruction due to the COVID restrictions, we had all run groups full and the novice drivers were enthusiastic about their Parade Laps with Pace-setters showing the line. They will be back in the spring when hopefully we can get in the cars with them and improve their skills. HPDE events around the zone are showing great participation, despite no in car instruction — such as Western Michigan Region at Grattan and upcoming events at Mid Ohio, Putnam Park, and Indianapolis Motor Speedway.

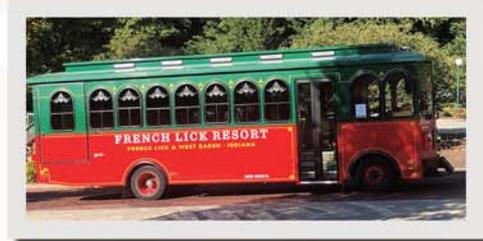
Finding a silver lining, there have been many humorous cartoons and other 'punny' twists on the COVID situation. As a sign of the times, when at a Porsche Dealership, I saw this sign on the floor, as a substitute for the standard 'stay 6 feet away' to separate those customers standing in a check out lane and the like.

And later that week, driving in my Boxster, I had to pull over and take



this photo of the trip odometer reading. Doesn't that say it all!

Meanwhile, thinking ahead, I was able to spend a few days at French Lick Resort area with the Parade Planning Committee, for an onsite visit. Mark your calendars for the 65th Porsche Parade, July 11-17th. Zone 4 and Zone 13 are the host zones, and there is so much fun being



planned for us. The concours will feature the Historic Display, this year with the theme of 'Blow the Lid off of Summer', featuring all the Porsche models with removable (or no!) tops. Let me know if you have a special Porsche for this display.

October



So what to do for the next few months? The PCA Sim Racing program is moving to the Zone level for competitive events. Led by Dave Palmer from our Zone 4, teaming up with a few leads from Zone 2 — there is a full schedule of eDE for practice, qualifying and racing. Visit <https://pcasimracing.com/> for the overall program information. The Zone Racing program combines zones into 3 groups — Zone 2&4 are together. Visit our Zone Racing page at <https://pcasimracing.com/zones-group-2-4/> for additional contact information, racing rules, and dates.

As the weather turns, the leaves turn, we flip over one



CONTINUED

more page of the calendar for 2020. A year in many respects we'd like to forget! Yet, we aren't forgetting what is most important to us — our friends and the giving nature of our PCA regions. So many of you are having virtual events and still maintaining your giving to your charities. Thanks so much for your continued support.



We wrapped up our High Performance Driver Education series in October. With a late start this year, we finished strong, with many regions successful holding solo only events and filling our rosters to keep the treasury in the positive. I was able to join THE Mid-Ohio region for their finale at Indy — see the photo above from the Saturday afternoon touring laps of the oval. How much fun to get to be on both tracks in both directions on the same day! At the request of the Speedway and Mr. Penske, we kept our masks on at all times, except when wearing a helmet. Great selfie with MOR President Gerhard Hillman with our masks from the 25th annual PCA Club Race from earlier this year.

Color tours happened all across the Zone, what great fun to drive down the highways and byways with our Porsche friends to enjoy the beautiful fall colors. They are gone all too soon.



*David Clardy and Lori Schutz,
photo by John at Fluid Photo*

Happy Holidays

and Happy New Year everyone. This is a special time of year when we normally would look forward to getting together to spread goodwill and cheer. This year, we are all feeling a bit sad in that we aren't able to gather in our traditional ways. The COVID virus seems to enjoy our getting together as much as we do, and yet that is exactly what keeps us apart. So I certainly respect and agree with postponing events until we can be safe again.

Our regional Social Media sites such as the region Facebook pages are extremely active with postings of tours and other activities that we can do individually, and then share. How about your favorite Porsche holiday decoration or culinary specialty? Join in !

Have you checked out the Sim Racing online? The zone challenge is underway!

<https://pcasimracing.com/zones-group-2-4/> Still many races before the end of the year.

The Region presidents, presidents elect and vice presidents will be having a conference call to discuss next year. If you have any ideas, please let them know — we are always looking for new event chairs and ideas.

I wish everyone a happy winter holiday season and best wishes for a great start to 2021. Thank you to all of our members who are the heroes among us in the medical profession, and of course our military veterans and those currently serving our great country.

Stay safe

Lori

zone4rep@national.pca.org



CLEANING WHEELS

Article by Sonax

In this issue our Tech Tips is from a new CIRcular sponsor, SONAX USA. Now headquartered in Westfield, Indiana, SONAX is a German company that works closely with Porsche, Audi and Mercedes-Benz in the development and marketing of really fine car care products. The SONAX engineers are side-by-side with the Porsche design teams in the development of both interior and exterior finishes.

We have been using SONAX products for over ten years, and highly recommend them. The subject of this Tech Tip is their fabulous wheel cleaners. Really amazing stuff!

SONAX will be hosting the CIR to a Tech Session in Westfield on February 20, 2021. Registration is open on the CIR website at:

<https://cirpca.org/event/sonax-tech-session-2-20-21/>

Larry Clarino

When it comes to caring for our vehicles, we all have a “project” that we like less than others. It has become our job at SONAX to make those projects a whole lot easier and prouder of the end results. One of the most disliked projects is cleaning wheels — especially when you have taken that fun ride, attended a driving school or haven’t cleaned them in a few washes. SONAX has prided ourselves in producing the best acid free wheel cleaner on the market. All of our wheel cleaners are simple to use — spray it on a cool dry wheel, allow to work while pulling the brake dust and contaminants away from the wheel and rinse off with a pressure washer or high-powered water pressure. The color changing formula makes you aware of when the cleaning is completed by the product not turning any darker of a deep red/purple color.

Over the years, we have developed a few different versions of our wheel cleaners. The “full effect” version was the original and still continues to be our #1 selling product globally. This version takes 3-5 minutes to work completely and does a great job of removing the contaminants from your wheels surface. The “Plus,” or the original “European” version, cleans just as well as the original but has roughly

25% more of the active ingredients, allowing for a quicker cleaning process (2-3 mins).

A brand-new release this year is the new “Beast” version. Packaged in a larger, more economical bottle, the Beast is exactly what it’s named after, The Beast — great cleaning in less time and a little better aroma for the user. All of the SONAX wheel cleaners are effective and safe to use on all factory-installed wheels. One word of caution — they don’t smell great but not terrible and always rinse the surface, where you have cleaned your wheels, after using.

All of the SONAX products do exactly what we ask of them. They work hard, are durable and require very little clean-up — providing time to actually get out and drive and enjoy your clean vehicle with pride. For more information, find our website at SONAXUSA.com or stop by our new office/training center in Westfield, IN...and bring your vehicle with you for some special attention. SONAX is the #1 manufacturer of car care in Germany and has a rich history of more than 70 years of a 4th generation family run business.

Check out this short Youtube video:

<https://youtu.be/WkHacFn1m-A>



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Book Review

Article by David Weaver

Dr. Brett Johnson is a longtime member of the Central Indiana Region. He is probably one of the world's top experts on all things Porsche 356. With Brett's second book, he leaves this familiar environment of the popular 356 by jumping into a pool less visited: the Porsche 914 and 914-6.

Porsche's introduction of the 914 in 1969, was greeted by the public with the same dual personality of the car. Some liked its similarities to its distant relative, others wanted Porsche to move away from those roots. The 914 was entry level Porsche that embraced its Volkswagen lineage and was "designed to leave the owner wanting more."

Until recently, the 914 was more of a ugly duckling than sought after classic. With the 50th anniversary of the 914, interest in it is climbing. Brett's book, "The 914 and 914-6 Porsche, a Restorer's Guide," is dedicated to this often-misunderstood stepchild of the Porsche mark. He goes into the history of the 914, and talks of the difficulty of finding one that had not been modified in some way.

Brett discusses the background and lineage of the 914. While there was only one body style, there were many engine models, with differing configurations, displacements and number of cylinders. He discusses it part-by-part, year-by-year. He covers everything from different wheel types to bumper guards, footrests to rocker guards. It has beautiful exterior photographs of hard-to-find examples of every type of 914 from stock to restore.

He explains chassis issues and includes diagrams of chassis components. There are explanations of troublesome areas and how to fix these problems.

The 914 body is broken down into fender and fender components, doors and their components, as well as rocker panels and even head liners. There are pages dedicated to the trunk and rear bumper and valance.

Brett explains in detail with both photographs and diagrams, about the 914's exterior trim and subtle variations; headlights, turn signals, side markers, grills and cowls. There are pages on the different 914 emblem and engine badging's on the tail panel and Porsche lettered engine lid.

The pages on the interior have pictures and explanations of everything from the dashboard and gauges to components of the steering wheel and rear-view mirror, as well as, door panels, and shift levers.

He supplies pictures and diagrams of the engine and compartment to demonstrate what a finished engine compartment should look like and how to get there.

The book is well organized, and the writing style is easy to read and follow. It assumes some level of mechanical understanding and supplies the information needed to take a 914 to a local car show or a concours de elegance. It shows what the 914 looked like when it left the factory.

Whether you're interested in buying or restoring a 914, or you just want to expand your Porsche library, "The 914 and 914-6 Porsche, a Restorer's Guide" could be just what this doctor ordered. It is available at Beeman Jorgensen, Inc. for \$39.95 at; <https://tpr-inc.com/product-category/books/>

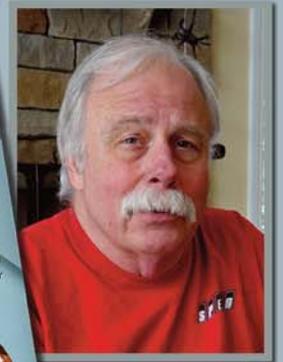


Photo ©Pixaby



Sim Racing League

FALL SERIES RESULTS



TM PCA Sim Racing



Article by Rusty Pruden & Photos from PCA SIMS website

The fall season of the CIRPCA Sim Racing League started in early September, with a series of eight races at iconic tracks around the world. The different races each featured 1 of 3 different Porsche race cars: 911 RSR (IMSA), 911 GT3 Cup (991), and Cayman GT4 Clubsport (718). Most of our drivers are CIRPCA members, with guest drivers joining us for some races from around the country and around the world.

The racing venues for the Fall Season were:

- IMS F1 Road Course – Indianapolis
- Autodromo Nazionale – Monza, Italy
- Mount Panorama Circuit – Bathurst, Australia
- Detroit Grand Prix – Bell Isle, Michigan
- Canada Tire Motorsport Park – Toronto, Canada
- Circuit des 24 Heures – LeMans, France
- Circuit de Barcelona – Barcelona, Spain
- Road America – Elkhart Lake, Wisconsin

All season long, our drivers demonstrated outstanding sportsmanship by sharing car setups, alternate racing lines, and other helpful tips with their fellow drivers, before trying to kick their butts during the races!

A number of our drivers finished first in the individual weekly races:

- Keith Morgan (3)
- Steve Pruden (2)
- Jared Rodeheaver (guest driver from Philly)
- Mark Westlake
- Rusty Pruden

Congratulations to our Podium Season finishers...AND...to all of our racers who had an absolute blast all season!

First Place: Keith Morgan

Second Place: Tom Doherty

Third Place: Rusty Pruden

All our CIRPCA racers will be participating in the new PCA Zone Group 2 & 4 Challenge races in their respective classes. Steve Pruden and Mark Westlake will be in the extremely competitive Club Class. Tom Doherty, Jim Legault, Keith Morgan, and Rusty Pruden will compete in the slightly slower, but very competitive Sportsman Class.

Zone Group 2 & 4 consists of PCA regions from Indiana, Michigan, Ohio, Pennsylvania, Washington DC, Maryland, Virginia and West Virginia. Zone Group finalists in all classes (Pro, Club, Sportsman and Challenge) will advance to the National Runoffs in April to compete in the North American Championship Series against the best drivers in the US and Canada. Later in the year, there are plans for a Porsche sponsored International Challenge series where our North American best drivers in each class will compete with drivers from around the World.

We'd love to have more CIRPCA members get involved in Sim Racing. Contact: Keith Morgan, Jim Legault or Rusty Pruden for questions and how to get started! register-simracing.pca.org.



Porsche Carrera Cup North America to Debut in 2021

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



30-years in the making, the Porsche Carrera Cup North America, is scheduled to debut in 2021. The premier one-make race series in the United States and Canada will utilize a combination of the latest yet-to-be-unveiled Porsche 911 GT3 Cup race car and MICHELIN® Pilot® Sport Cup N3 racing slick to challenge the best road and street race courses on the continent. As with all national Carrera Cups worldwide, Porsche, through Porsche Motorsport North America (PMNA), will manage the single-driver per-entry series. The International Motor Sports Association (IMSA) will act as official sanctioning body, as well as manage scrutineering and steward on-track activity. Opening its season in March 2021 at Sebring International Raceway, the Porsche Carrera Cup North America will take its place as the pinnacle of one-make cup championships on the Porsche Motorsport Pyramid in North America. Brian Blocker of PMNA has been named the Series Manager by Dr. Daniel Armbruster, CEO & president, PMNA.

The inaugural season of the championship will host 16-rounds at eight venues in the eastern United States and Canada. Each 45-minute race will count toward a season-long driver and team championship in each of three classes: Pro, Pro-Am and Rookie. All drivers can contend for Pro class victories but must utilize the newest Porsche 911 GT3 Cup race car to do so. The Pro-Am class is eligible for “Gentlemen” drivers — a driver who does not make a primary profession of automobile racing. A driver in the Pro-Am category may use the newest machine or the previous generation. The Rookie class is only open to drivers who are 23-years-old or younger. All drivers age 23 and under enjoy the additional benefit of inclusion in the

CARRERA DETAILS



Porsche Carrera Cup North America Junior program.

As a junior, drivers receive valuable training tools for those wishing to make a career of professional motorsport. A driver will be selected from the Porsche Carrera Cup North America Junior program to represent the region in the annual Porsche Junior Shootout in Germany at the end of the year. The Team Championship is eligible for full season entries running the current generation race car.

The Porsche Carrera Cup North America joins the 21 Porsche one-make championships competing in 31 countries on five continents. It becomes the 10th Carrera Cup worldwide. Each race will enjoy live streaming accessible through the IMSA app and Porsche Motorsport North America web page (www.PorscheCarreraCup.us). Additional broadcasting and production plans are being finalized and will be communicated in the coming weeks.

With the addition of Michelin tires, the Porsche Carrera Cup North America stays in lock-step with Carrera Cups run around the globe, each of which utilizes the official Porsche Motorsport partner to support safe, competitive and consistent racing. Michelin and Porsche have enjoyed a successful partnership in both motorsports and production vehicles for decades, with the French premium tire brand and the German sports car manufacturer working hand-in-hand since 1961. It is a partnership that has repeatedly produced sensational supercars, championship seasons and world record lap times in both race car and production cars. In North American motorsports, Michelin has partnered with Porsche in more than 120 sports car racing wins.

2021 Porsche Carrera Cup North America Schedule (provisional)

<i>Date</i>	<i>Event/Venue</i>
March 17 – 20	Sebring International Raceway
May 20 – 23	Canadian Tire Motorsport Park
June 24 – 27	Watkins Glen International
July 8 – 11	Toronto Indy
August 6 – 8	Road America
Aug. 20 – 22	VIRginia International Raceway
September	TBA
Oct. 6 – 9	Michelin Raceway Road Atlanta

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PCA TREFFEN AT THE GREENBRIER, WV

Article by Bob & Brigita Snider

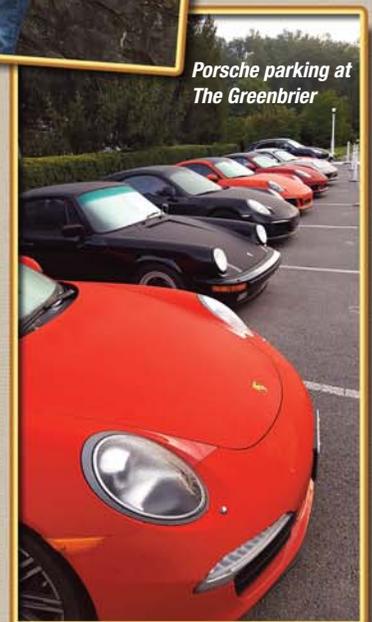
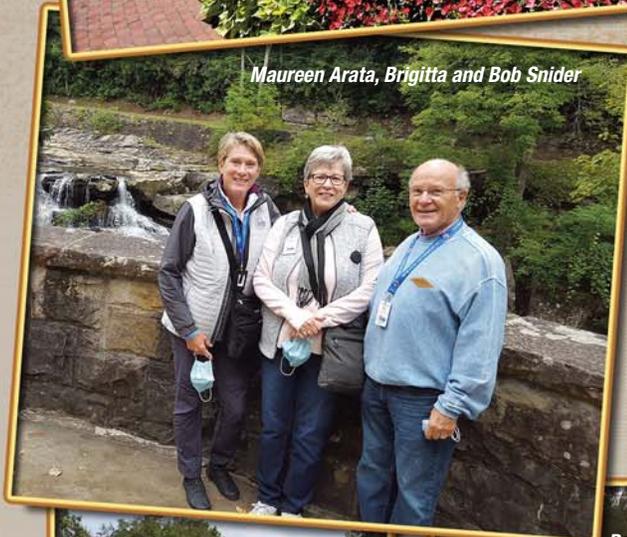
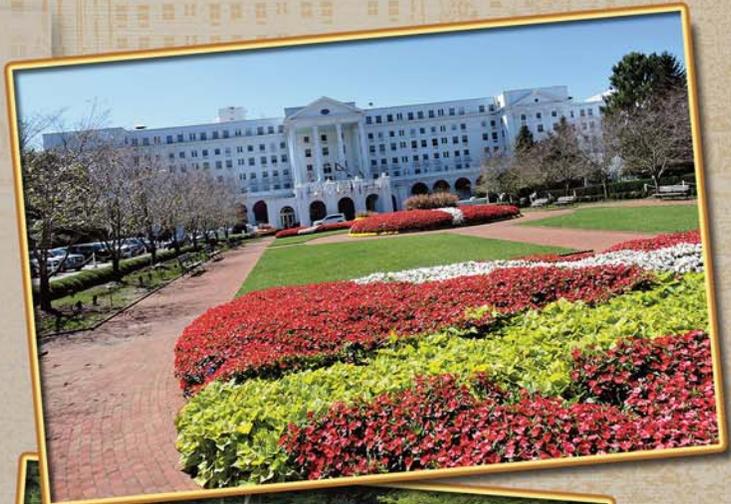
The Greenbrier

PCA's Fall, 2020 Treffen was at the world-famous "The Greenbrier" Resort in White Sulphur Springs, West Virginia on September 16 - 20. Brigitta and I had been to The Greenbrier a few years ago for a brief visit on the way back from visiting my youngest sister in Virginia. We had lunch at the famous Drapers Restaurant and took the equally famous "Bunker Tour", but did not stay overnight. Never did we dream that we would be back a few years later with our Porsche for one of PCA's long Treffen weekends and stay in this magnificent hotel, known as "America's Resort".

Treffens are held every spring and fall in other locations than the annual summer Porsche Parade. This allows members from those respective areas a better chance to attend a nearby PCA National Event and it also helps to take the increasing attendance pressure off the Porsche Parade.

This was our fourth Treffen, having attended the Tamaya, New Mexico Treffen in April, 2018, the Banff, Alberta, Canada Treffen in September, 2018 and the Woodstock, Vermont Treffen in September, 2019. This has also given us the opportunity to travel to different parts of North America that we might not normally have travelled to. They have all been spectacular and very well organized. This year's Spring Treffen to The Broadmoor Resort in Colorado Springs, along with the Palm Springs, California Porsche Parade were both cancelled due to the COVID-19 Pandemic. As a result, The Greenbrier Treffen sold out online in just eleven minutes. The Woodstock Treffen sold out in eight minutes, so the demand is definitely there.

Treffens are four-day, all-social events with no competitive events that open on a Wednesday late-afternoon with Registration and a Welcome Reception and close on Sunday after hotel checkout. The only extra cost is escorted driving tours, guided tours and self-guided tours which are offered, some by motorcoach or off-road vehicle. There are 6 different driving tours on Thursday, repeated on Friday and several different guided tours on Saturday that is called Navigator's Day Off, so your navigator gets to rest, when alternate transportation is provided. You can also not take any of the escorted, by local region members, tours and just get the printed route instructions and take them on your own. All escorted and guided tours include lunch. A



Gathering for a driving tour.

Photos supplied by Jimmy Arata & Bob Snider

very nice hotel buffet breakfast is provided Thursday, Friday and Saturday mornings, along with two themed-dinners and two socials are included in the registration fee along with Treffen Apparel for each attendee.

The Greenbrier is a fabulous and huge resort with many buildings, all of which are painted white. The grounds are beautiful with well-manicured landscaping everywhere. The golf courses are world-renown and have hosted many PGA tournaments. Sam Snead was a mainstay and a nearby boulevard and a couple of restaurants are named after him with a great collection of his memorabilia on display. There are 30 different restaurants to choose from and you can also partake in 55 different activities on any day. Horseback riding at their stables or gun club, shooting at Kate's Mountain, tennis, pools, horse-driven carriage rides, a world-class spa, with its own building, and then there's shopping to the max, just to name a few. A whole bottom level shopping center of gourmet shops entice you to spend on things you've never seen before. And there's a brand-new casino underground just off the shopping level. Wow, this place is first class all the way! It reminded us of French Lick, and the West Baden Springs Hotels in southern Indiana. We'll be in French Lick on July 11-17 for next year's Porsche Parade!

Well, what was the Treffen like, you ask? Wednesday evening we along with CIR attendees Russell & Claudia Bell and Jimmy & Maureen Arata, had great pizza, hamburgers, beers and wine at Slammin' Sammy's at the Golf Club House. On Thursday we took the escorted driving tour to the New River Gorge Bridge and Smokey's Mountain Lodge

for a catered buffet lunch that matched the panoramic vistas. The New River Gorge Bridge must be seen from underneath to witness its spectacle — the longest steel arch bridge in North America. And the roads to get there, down to the river, across the river and then back up out of the gorge and back to the hotel were some of the best sports car roads we have ever been on. I don't think West Virginia has a straight and level road anywhere in the state Even I-64 is constantly curving and hilly. They don't call it "The Mountain State" for nothing! And all well-paved and just gorgeous countryside. A beautiful state for a sports car.

On Sunday, we had brunch on our own, checked out, stored our bags and took an extended most-of-the-day tour of everything The Greenbrier has to offer, including the very charming Chapel, which was recently built for the owner's daughter's wedding, who is also the Governor of West Virginia. The grounds are just beautiful, with flowers everywhere, contrasting against all the deep green foliage and white buildings. Truly a very beautiful place and definitely worth visiting, if you are in the area. The Greenbrier staff was the very best we have ever encountered — and the food was awesome. We even got a complete tour of the riding stables by the manager!

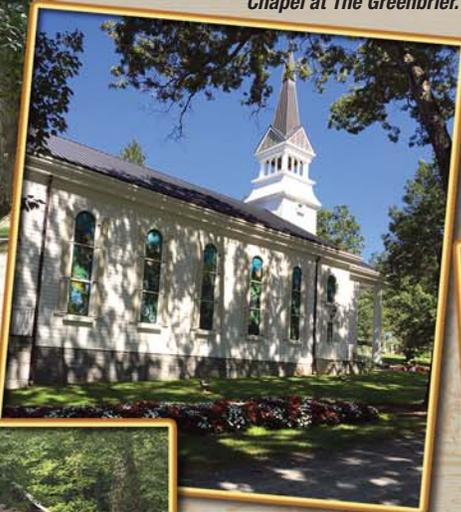
We had a great time, on our first Treffen with our Boxster.

2021 Treffens: Spring Treffen to the Camelback Inn Resort, Scottsdale, AZ May 5-9, and the Fall Treffen to the American Club Resort, Kohler, WI October 13-17.

Will we see you at a future Treffen?



Carriage ride at The Greenbrier



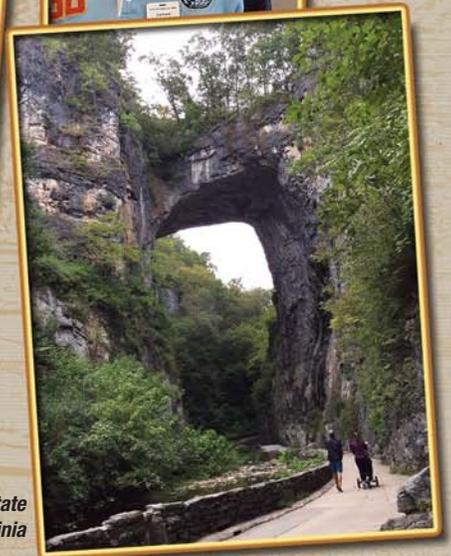
Chapel at The Greenbrier.



Jimmy Arata



Babcock State Park Tour



Natural Bridge State Park Tour, Virginia

CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA JANUARY 2021

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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- Central Indiana Region Porsche Club of America mailing address is:
CIRPCA
45 Flatwood drive
Spencer, Indiana 47460
- Board Meeting Minutes are posted on the cirpca website at:
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SVRA 2021 Racing Schedule Shows Growth

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

Like everyone else, Sportscar Vintage Racing Association (SVRA) is looking to turn the final page on the 2020 calendar and escape into a promising new year. Once the pandemic was in full swing in March, SVRA canceled several race weekends, and only a handful of the others admitted fans onto the grounds. Still, SVRA forged ahead, working with tracks and keeping willing members — primarily car owners — active.

SVRA announced in November an 18-race schedule for 2021, affirming its resilience in the face of the pandemic-produced global business challenges. SVRA and the professional Trans Am Series presented by Pirelli are bundled together with IGT contemporary sports cars, and car shows to present the most diverse and exciting array of race car design and engine sounds in the world. Next year with SCCA pro racing's open-wheel Formula 4 and Formula FRA will join the fold. Tony Parella, SVRA president & CEO and majority owner of Trans Am, gave his package an umbrella brand, calling it "SpeedTour." Its appeal and the high net worth throughout the paddock continue to generate growth in sponsorship and membership.

The 2021 schedule's 18 SpeedTour race weekends is a record number in SVRA's 42-year history. New to the schedule are Charlotte Motor Speedway, Homestead-Miami Speedway, Brainerd International Raceway and Utah Motorsports Campus. The plan also includes an unprecedented number of West Coast events starting with Auto Club Speedway in February. Also, West Coast weekends will include a return after a three-year hiatus to Sonoma Raceway, WeatherTech Raceway Laguna Seca and Portland International Raceway. Most of the races will be live-streamed on the SVRA app.

Another feature of the schedule is its design to allow racers a single tow between tracks within the same region on successive weekends. The approach provides SVRA members with a convenient, and economical way to plan a vacation road trip over two weekends. "Single Tow" weekends begin in February with Sebring International Raceway and Homestead, in March with Charlotte and Road Atlanta, and then again between Laguna Seca and Sonoma in April.

"I could not be more pleased with how my team has risen to the challenges of 2020," said SVRA CEO Tony Parella. "We navigated a gauntlet, and we are determined to deliver a new season and return to normal weekends as much as possible. So many of our fans have contacted us about attending our SpeedTour races, and we look forward to the day we can welcome them back at every venue."

Notably missing from the expanded schedule is the Brickyard Invitational held since 2014 at Indianapolis Motor Speedway. Parella explains that he built the event around the Vintage Race of Champions (VROC), which is now on hold due to fan attendance uncertainty. "We built the Brickyard Invitational around the Pro-Am racing," says Parella. "Our first-ever Pro-Am occurred at IMS in 2014, and we need that element for the weekend to make sense. I will be regrouping with the IMS team in January to explore options in 2022."

THE SCHEDULE APPEARS BELOW.

February 5-7 Auto Club Speedway
February 18-21 Sebring International
February 26-28 Homestead-Miami Speedway
March 18-21 Charlotte Motor Speedway
March 25-28 Michelin Road Atlanta
April 23-25 Sonoma Raceway
April 28-May 2 WeatherTech Raceway Laguna Seca
May 13-16 Road America
May 28-31 Lime Rock Park
June 24-27 Mid-Ohio Sportscar Course
June 11-13 Ridge Motorsport Park
July 15- 18 Brainerd International Raceway
July 23-25 Portland International Raceway
September 9- 12 Watkins Glen International
September 23-26 Virginia International Raceway
October 7-10 Utah Motorsports Campus
October 22-24 Savannah Speed Festival
November 4-7 Circuit of The Americas



Photography courtesy of SVRA



CIR Member Anniversaries

2020 Anniversaries

1985 — 35 Years

Ron Keister/Columbia City/Feb.
Richard & Beverly Lauer/Carmel & El Paso, TX/Sep.

1990 — 30 Years

Doug Broad/Columbus/Apr.
Chris MacAllister/Indy/Jul.
Ron Jones/Carmel/Aug.
Don & Mary Hinkle/Indy/Aug.
Steve Wendell/Indy/Oct.

1995 — 25 Years

Damon & Erin Beals/Mooresville/Feb.
Stewart Witt/Indy/Mar.
Greg & Melissa Somerville/Fort Wayne/Mar.
Steve Jenkins/Indy/Apr.
William & Elizabeth Otter/Fort Wayne/Apr.
James & Kay Sandifer/Carmel/Jun.
Michael & Tina Gulich/W. Lafayette/Jul.
Michael & Mary Brumback/Anderson/Sep.
Robert & Patty Thiemrodt/Kokomo/Oct.
Debbie Wolfe/Indy/Nov.
John & Patty Maddox/Hartford City/Dec.

2000 — 20 Years

Jim Silverkrup/Columbus/Feb.
William & Susan Ringo/Carmel/Feb.
Dean & Remy DeTrou/Madison/Feb.
Dávid & Isabel Smith/Carmel/Mar.
John Tarwater/Indy/Apr.
Ross Aiken/Lafayette/Apr.
Peter Haralovich/Bloomington/Apr.
Remi Hueckel/Lafayette/Apr.
Simon & Julianne Robinson/Bargersville/Sep.
Curt DeVoe/Indy/Sep.
S. R. & Brenda Born/Indy/Sep.

2005 — 15 Years

Jim & Laura Legault/Indy/Jan.
Jack & Sonja Farr/Bargersville/Apr.
Bruce & Ronda Williams/Zionsville/Jun.
David & Susan Roberts/Carmel & Weddington, NC/Jul.
Mark & Carol Chaney/Leo/Jul.
Tom Beeler/Indy/Jul.
Fred & Jan Laughlin/Fishers/Jul.
Candy MacDonald/Fort Wayne/Oct.
William & Laura Dowell/Lafayette/Oct.

2010 — 10 Years

Steve & Patty Yeager/Jekyll Island, GA/Jan.
Robert Falk/W. Lafayette/Feb.
Paul & Teresa May/Bloomington/Mar.
Steve Head/Carmel/Mar.

Mark Conklin/Brownsburg/Apr.
David Ross/Indy/May
Robert Gessling/Greenwood/May
Robert & Elyse Grogan/Martinsville/Jun.
Eric & Susan Mortensen/Vail, AZ & Battleground, IN/Jun.
Robert Ketcham/Fort Wayne/Jun.
Mark & Nancy Winningham/Lafayette/Sep.
Homer Ericson/Kokomo/Sep.
Steve & Lynette Helton/Plainfield/Sep.
Phil & Sue Allgood/Indy/Oct.
James & Jane Heckman/Spencer/Oct.
John O'Brien/Centerville, OH/Dec.
Russ Miller/Muncie/Dec.
Rick Habegger/Fort Wayne/Dec.

2021 Anniversaries *Coming Up in 1st Quarter*

1971 — 50 Years

Dick Naze/Muncie/Feb.

1981 — 40 Years

Joe & Patricia Sikora/Lafayette/Jan.

1991 — 30 Years

Jack Henricks/Anderson/Mar.

2001 — 20 Years

Larry & Louise Haskett/Indy/Feb.

2006 — 15 Years

Scott & Tina Swisher/McCordsville/Feb.
Matt & Tanya Rainey/Westfield/Feb.
Clayton Cavell/Napa, CA/Mar.
Ed & Donna Olberding/Zionsville/Mar.

2011 — 10 Years

Lisá Zender/Indy/Jan.
George Halleck & Sharon Stewart/Yorktown/Jan.
Steve Earnhart/Indy/Jan.
Bill & Lee Wollet/Naples, FL/Feb.
William & Mary Eisler/Carmel/Feb.
Richard & Peggy Kleine/Columbus/Feb.
Eleanor Hall/Zionsville/Feb.
Mark & Justine Galambus/Carmel/Feb.
Thomas Mote/Zionsville/Feb.

Welcome New Members

October – November CIR/PCA New Members

From Bob Snider, Membership Chairman

Faud M. Butt/Carmel/'90 928 GT/Transfer from Northern New Jersey Region

Victoria Conrad/Marion/'20 Macan S Dolomite Silver

Gwen English/Indy/'99 Boxster Black

Dale Garrett/Camby/'20 911 Carrera Cabriolet

Frederick Greulich/Fishers/'12 911 Carrera S Dark Blue Metallic

Steve Herb/Fort Wayne/'88 924 S White

James Johnson/Fishers/'94 968

James Klemens/Peoria, IL/'14 911 Carrera 4S Racing Yellow

Trent Leinenbach/Zionsville/'17 718 Cayman White

Michael Manion/Indy/'20 911 Carrera

C. J. Mantel/Greenwood/'99 911 Carrera Silver

Mauricio & Claudia Manzur/Westfield/'07 Boxster S GrayBlue

Nick Piccinino/Fishers/'78 911 SC

Barry Puskar/Lafayette/'04 911 Carrera 4S Midnight Blue

Jerry Sigler/Brownsburg/'07 Boxster Grey

Anthony Smith/Scipio/'20 911 Carrera 4S Cabriolet Carmine Red

Gary Smith/Anderson/'97 Boxster Silver

Steve Spaulding/New Palestine/'17 718 Cayman Black

Steve Stapleton/Indy/'07 Boxster Carmine Red

Deron Streitenberger/Carmel/'04 Boxster Silver

Mark Wetzel/Carmel/'16 Boxster Spyder Black

Eric Berger/Fort Wayne/PCA Test Drive Prospective Member

Christoph Erdel/Zionsville/PCA Test Drive Prospective Member

C. J. O'Donnell/Indy/PCA Test Drive Prospective Member

Andrew Steiner/Greensburg/PCA Test Drive Prospective Member

Henry Williams/Zionsville/PCA Test Drive Prospective Member

Co-Members Added

Lynne Andersen/Co-Member of Donald Andersen

Gina Fitzpatrick/Co-Member of Rhod Fitzpatrick

Gary Gerardot/Affiliate Member of Lou DeArmond

Judy Gumpert/Co-Member of Phil Gumpert

Tracie Hedge/Affiliate Member of Kevin Romine

Vicki Neddenriep/Co-Member of Blair Neddenriep

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