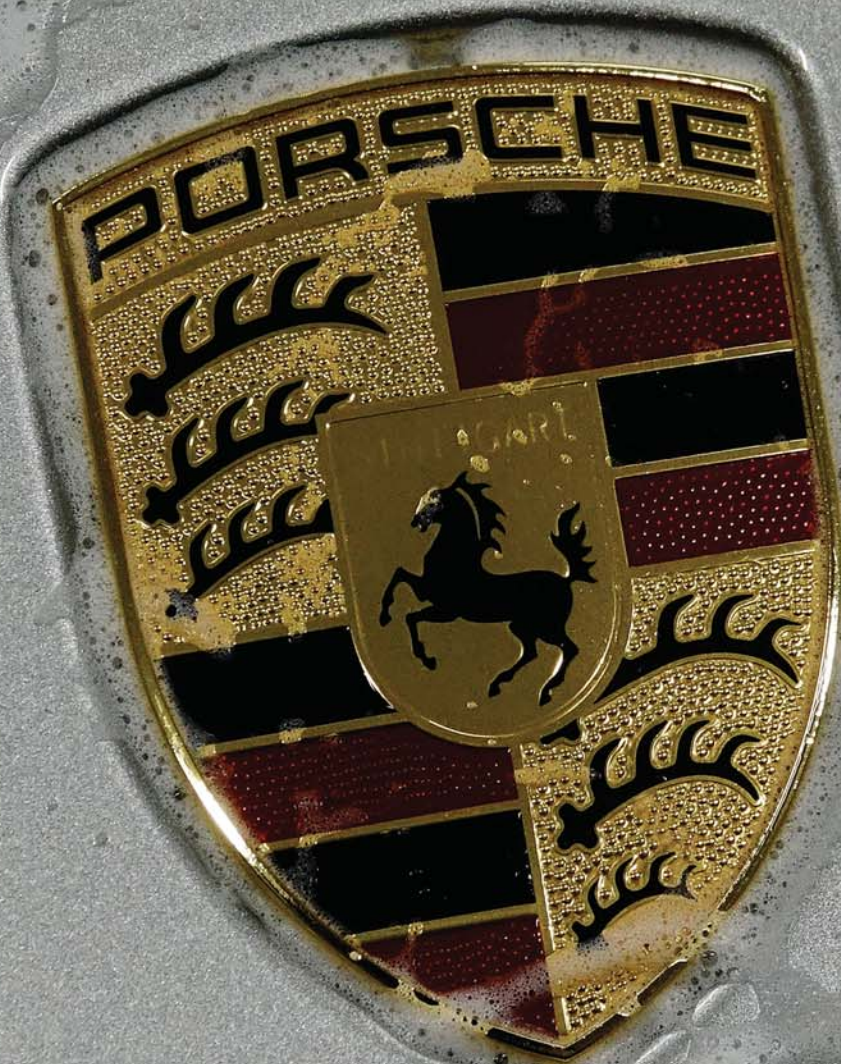


# CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

APRIL 2021



PRESIDENT'S MESSAGE  
PORSCHE AT INDY 500 PART 4  
SONAX TECH SESSION  
CIR/PCA SIM RACING LEAGUE  
AROUND THE ZONE  
A PORSCHE TWIST





# Pres Sez

## H

appy April everyone!

Last month we started getting back to normal, and this month we're just going to crank it up even more.

Can anyone say **TRACK TIME**? It's been a long time since last October for our road course driving members.

But for me, it's been going on six years since I've driven on any track. So the excitement has been building slowly since last fall when I bought a 2002 Mazda Miata SE for track driving. I know, I know it's not a Porsche, but hey, we don't turn anyone away from our events. Even someone driving a Miata!

I'm so looking forward to going through classroom instruction, and taking in the entire experience again.

Our Club and Region have some of the best classroom and in-car instructors anywhere.

I'm really pumped!

I urge all of you to at least come out to Putnam Park Road Course for our High Performance Drivers Ed.

It's the weekend of April 23-25. It will be a blast! Come out to see what it's all about if you've never been before. Lots of people having a ton of fun!

Another very important date is April 7th, at noon. This is sign up for Phase 2 of Porsche Parade. This is where you select which activities you want to participate in and what Banquets to attend.

We will be having a Zone 4 party on Monday July 12th, and our CIRPCA Party on Thursday the 15th.

### On a more serious note:

With great sadness we lost a wonderful friend of the Central Indiana Region on Friday March 26th. Lee Douthitt lost his battle with an aggressive form of leukemia.

Lee was part of the Tom Wood Porsche family as a sales advisor and Porsche Brand Ambassador. His real passion was working as a volunteer with the Indianapolis Motor Speedway Museum. Lee's first pace car was a '93 Camaro, and encompassed a collection of IMS track vehicles, including a safety truck, pickup, a van and SUV, all from the '93 500 Mile Race.

Lee was a great guy, his world was his young son Austin and wife Laura. His spirits were always high, he was a wonderful person to be around. Lee was 45 years old. There is a Go Fund Me page for Lee's family at: <https://www.gofundme.com/f/help-lee-fight-leukemia>



Austin, Laura and Lee

Rob

ROB FIKE • CIRCPA, PRESIDENT



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Indy 500/IMS, PCA & Clarino

Sonax Tech Session/Larry Clarino

Focus on Krebs/Larry Clarino

New Race Series/Larry Clarino & USAC

Mayberry Cafe/Lisa Krebs

Around the Zone: Lori Schutz.

Porsche Mine/Bingham

Racing Wines/SVRA





# EDITOR'S NOTE

# H

ere in Indiana, spring is popping out all over the place. Even on the Covid-19 front things are finally looking in the right direction. Many, if not most, of us have begun to get at least the first dose of one of the Covid vaccines, so hope for the end of this long worldwide nightmare is on the horizon.

Speaking of horizon, this coming summer will mark two extraordinary dates for our Region. First, June 12, 2021 will mark the 60th Anniversary of the founding of the Central Indiana Region. Motorsports broadcaster, and author Paul Page, the voice of the 500, will be our guest speaker at the dinner. It will be at the Tom Wood Aviation aircraft hanger in Fishers. His new book, "Hello, I'm Paul Page, It's Race Day in Indianapolis," will be available. Watch the CIR website for details.

In July, the Porsche Parade will again be back to French Lick, in southern Indiana. By now you should have made your reservations as this looks to be a sellout in every way.

Don't forget your CIR/PCA membership includes the ability to add an affiliate co-membership to anyone over 18 years of age. This can be a spouse, a friend, neighbor, pretty much anyone. They get all the benefits of the primary member too. The easiest way to register your affiliate co-member is to give the PCA a call at 410-381-0911

And the CIR/PCA is not just for grownups. As a primary member, you can register anyone under 18 as a PCA Junior member. Remember, back when you had that poster of a 911 GT-3 hanging on the bedroom wall? Well if you know



a kid like that, you can sign them up with their own PCA membership. Check out; <https://www.pca.org/pca-juniors> You may need to log into your PCA account to get more information on the juniors program.

We found an interesting program kind of tucked in, on the PCA website, Rennbow. It is a project that has been in the works for a couple of years. It is a database of every color ever delivered on all Porsche models from 1950 to current. Over 515 colors are listed as production paint colors. You can even load a photo of your car into the database in the proper spot. There are already over 6,500 photos of PCA member's cars posted. Check out <https://www.rennbow.org>. Warning, this website can be addictive wading through this mass of Porsche trivia.

If you have been following CIR's Tom Beeler's history of Porsche at the Indy 500 in the CIRcular, what started as a planned three-part series will now be five at least, and it is being picked up by other PCA Region newsletters. Congratulations Tom.

While I have not been bitten by the SIM racing bug, (Yet!) several CIR'ers have. Our Region's team participated in their first really long distance event in Australia recently, at the Bathurst 12 Hour. Six guys did well with a fourth-place finish. Most of us are not familiar with this challenging circuit. Here it is.

*Jay*



Bathurst Course

PORSCHE



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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 JULY 2021 ISSUE OF CIRCULAR IS JUNE 7, 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](mailto:circpa.newsletter@gmail.com). The next full issue will not be until July 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/15

Euro Motorworks/21

MOTORVAULT/31

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# Events Calendar

Please check our 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 thru July will be via zoom.

## April

- 5** Club Meeting.
- 7** French Lick Porsche Parade Phase II REG. opens at noon.
- 17** 1 Day Spring Color Tour *See page 9.*
- 23-25** Spring Brake HPDE at Putnam Park

## May

- 1** 1st Saturday Breakfast — Ann's Restaurant/9:00 a.m.
- 3** Club Meeting
- 5-9** PCA Treffen/Scottsdale, AZ
- 15** 2021 Indy Grand Prix/CIR has reserved seats/*see page 9.*

## June

- 5** 1st Saturday Breakfast — Sunrise Cafe/9:00 a.m.
- 7** Club Meeting
- 12** CIR/PCA 60th Anniversary info see right of this page.
- 13** French Lick Porsche Parade Phase II REG. closes

## July

- 5** Club Meeting.
- 11-18** French Lick Porsche Parade
- 12th**/PCA Zone 4 Party
- 15th**/CIR Porsche Parade Welcome Dinner. *See page 8.*

# CIR/PCA



## June 12, 2021

The Central Indiana Region is going to be 60 years old this year! And to celebrate our Birthday, we are having a party from 5:00pm to 10:00pm at the Tom Wood Aviation Hanger, at 9913 Willow View Rd, Fishers, IN 46038

Our guest speaker will be motorsports broadcaster Paul Page, the Voice of the Indianapolis 500.

Cost is \$5.00/person and will include dinner, drinks, and awards. Please drive your Porsche to the party, we want to see all of the beautiful cars on display!

Attendance will be limited. You must register, before May 12, 2021, for this event at [cirpca.org/event/cirpca\\_60th\\_anniversary](http://cirpca.org/event/cirpca_60th_anniversary)

# Check Out These Upcomming Events

## French Lick Porsche Parade Updated

SIXTY-FIFTH  
**PORSCHE  
PARADE**  
2021

**July 11 — 17**

Detailed information about the French Lick Porsche Parade Week Schedule, Tours, Banquets, Competitive Events & Non-Competitive Events and Volunteering for Parade is now available on the <https://www.porscheparade.org/> website. Do your homework now and be ready for when Phase II Registration opens at Noon ET on Wed., April 7. Remember, you have to be logged in at [www.pca.org](http://www.pca.org) using you PCA Login that came with your PCA Membership Card in order to register for Parade or any events. Also make sure your membership is up to date and extends through Parade Week.

**For the latest Porsche Parade events schedule click below:**

<https://www.porscheparade.org/schedule>

JULY 11-17  
**FRENCH  
LICK**  
INDIANA

## CIR Porsche Parade Welcome Dinner & PCA Zone 4 Party

**Welcome Dinner — July 15**

**Zone 4 Party at Parade News —  
July 12**

Hagan's Club House

Thursday evening, July 15 from 6 — 8 PM, after the last day of the French Lick Porsche Parade Autocross, Central Indiana Region/PCA will host our CIR Porsche Parade Welcome Dinner at Hagan's Club House Restaurant for CIR members and their guests. This is a "free night" during the French Lick Porsche Parade Week when no Parade Banquet is scheduled, and some hotel restaurants may be booked up and hard to get reservations. Limited menu available on the CIR website. The restaurant is located just 2 miles south of French Lick on Ind. 56 on the right at the famous Donald Ross Golf Course. There should be free Shuttle Service from both French Lick Resorts, and parking is available in their large adjacent lot. We will be seated in their new enclosed outdoor patio with great views of the golf course. Great food, bar and Pro Shop! Join us for a wonderful and festive evening with all your CIR friends!

Please RSVP at [www.cirpca.org](http://www.cirpca.org), so we can give the restaurant a firm head count of how many to set up for. The cost will be \$55/person plus 15% gratuity & 7% tax. Separate checks arranged. Our PCA Zone 4 Rep, Lori Schutz, has agreed to attend. By the way, the Zone 4 Party will be Monday, July 12 from 5:30 — 7 PM at the French Lick Resort and Tom Wood Porsche is the sponsor! We are part of Zone 4, and all CIR members are invited!

More details to come later from Lori.

See you in French Lick!  
Bob & Brigitta Snider



## "RUN TO THE RIVER"

**Annual Spring Color Auto Tour  
Saturday, April 17, 2021**

Photo credit to City of Rising Sun

This year we have decided to only do a one-day auto tour, due to Covid-19. We will start in Morristown at 11 AM with an optional, socially-distanced lunch at the famous Kopper Kettle Inn with attendees seated at separate tables in their very charming Terrace Room. Separate checks arranged. Registration opens at noon, for those not having lunch, with the Driver's Meeting outside in the parking lot or on their patio, in case of rain, at 12:30 PM. First car out at 1 PM for a 3 — 3 1/2 hr. drive over some of the best sports car roads in Southeastern Indiana, including several historic towns, with an optional stop in German Oldenburg, "Town of Spires". The Carriage House Antiques shop there is worth a stop for all its German merchandise and homemade ice cream made by a sister from the local convent. Auto Tour ends in Rising Sun on the Ohio River with a bring your own picnic along the river around 4:30 PM. Brigitta and I are going to go down and scout out a picnic shelter that we can reserve or rent for our picnic, if it rains. Please wear a mask, even if you have been fully vaccinated, and practice social distancing to protect yourselves and others at all the tour No destination dinner and overnight hotel reservations this year in Cincinnati.

**Tip:** Pick up some of the Kopper Kettle Inn's famous iron-skillet fried chicken, to go, to take to the picnic and bring a cooler with beverages to pack in your Porsche!

Please RSVP at [www.cirpca.org](http://www.cirpca.org), so we know how many route instructions to print out.

Bob & Brigitta Snider, Tourmeisters

Start Location: Kopper Kettle Inn, 135 W. Main St., Morristown, IN 46161 (1/2 hr. or 19 miles east of I-465 via US 52 E.)  
[www.kopperkettle.com](http://www.kopperkettle.com)

## 2021 IndyCar Grand Prix at IMS CIR Race Tickets

We are waiting to hear from IMS as to whether they will allow spectators at the IndyCar Grand Prix on May 15, before opening ticket sales at [www.ClubRegistration.net](http://www.ClubRegistration.net). Watch local TV for the latest update and we will have an email blast to the membership if they become available.

CIR has a block of 42 reserved seats for the May 15 IndyCar Grand Prix of Indianapolis on the IMS Road Course. Our seats are high up in Stand H, Section 15, Rows CC, DD & EE and are \$62 face value each. We are above 90 degree Road Course Turn 1, where all the hard braking and action takes place at the end of the Main Straight. Race Start is usually at 3:30 PM and over by 5:30 PM. More details to follow.

Bob Snider, CIR/PCA Race Ticket Chairman



Photo © HS/Larry Darnio



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2021 SPRING CIRCULAR



# Porsche at the Indianapolis 500

## Part 4: Two Changes, But Progress

Article by Tom Beeler

Fourth in a series on Porsche Indy car history

**W**hen we last left the Porsche Projekt 2708, it had two events under its belt — a poor showing at Laguna Seca and a DNQ at Tamiami Park.

On team president Al Holbert's advice, Porsche dumped the home-grown, flat-bottomed 2708 chassis for a customer March chassis. March had been building successful Indy car chassis throughout the 1980s for the best programs in the Championship Auto Racing Teams (CART) series.

The 1988 CART Porsche program saw real growth. It introduced the former Toleman/Benetton F1 driver and 1983 Indianapolis 500 pole sitter and Rookie of the Year, Teo Fabi, to the team. His seventh-place finish at the season opener at Phoenix was the first of eight top-ten finishes in the 16-race 1988 schedule. Fabi would finish the season tenth in points. But Porsche finished a dismal fourth in engine manufacturer points, scoring 44 to Chevrolet's 320, Cosworth's 206, and John Judd's 131.

Meanwhile, over at Team Penske, a change was brewing.

"We were at Penske, closely watching them from afar because we knew the full potential of the company," then Team Penske manager Derrick Walker told us in a recent interview. "If they put their mind to it, it could be considerably difficult to beat them. But we could see a lot of things they were, from our viewpoint, doing wrong."

Walker was considering a change, and this might be his best opportunity.

"I had started to look around during the beginning of '88 to look at what opportunity and might be out there to join a team and make my way as a part-owner," Walker explained.

"I wanted to have an opportunity to own my own race team. I was running (Danny) Sullivan's car (for Team Penske), and we were on the championship run, and locked it in. I thought there'd never be a better time to to make a move.

"I saw this was one of the teams that could use some help," Walker said. "So I approached Al (Holbert), and he was very open to it."

But leaving the 1988 CART championship-winning Team Penske was a gamble for Walker.

"Well, he was annoyed," Walker said of Roger

1989, a win at Mid-Ohio for Porsche with Fabi, right and Walker at left.



Teo Fabi, a racer, and an automotive engineer.



Porsche and Fabi qualified a disappointing 8th at Indianapolis in 1989.



Penske's reaction to the news. "He was angry because now he's got to find somebody to replace me. And knowing that I was going to the Porsche program, that I could perhaps help them a lot more than he would like to see.

"I said to Penske before I left his office, 'Roger, if you were me, you'd be doing the same thing. Only you'd do it 10 years earlier than me,'" Walker added with a laugh.

"And so we had an agreement for me to join them. I didn't want to leave while I was still in a championship run (with Penske and Sullivan). Once we'd secured the championship, I started to make moves. That final decision to move ahead and be part of the house team was done the week, just before (Holbert) was killed."

Walker then "snuck over" to Europe to meet with "the German contingent".

When the news of Holbert's death in a private plane crash hit, Penske reached back out to Walker to offer him his old position, but the die had been cast.

"We had to just focus on the job and how can we get this big program up to speed quick enough before, quite frankly, the interest disappeared from the factory and the board of directors," explained Walker. "Some of these (board members) who Al had been very close with were slowly retiring, and the new blood looked at the program and saw everything wrong about it, and did everything they could to try and get it out of there."

"The thing that kept it going for two years was the fact that we had contracts with sponsors."

Walker said of the March "It was really a very robust chassis, and it worked quite well, and was reasonably competitive."

"But the thing that was really good about it was the engine. The engine at that time was by far the best engine in Indy car, and Indy car teams knew - the systems it had, and the ability to tune it and make it well flexible for your needs. It was by far the best engine and it got better and better and better as time went on."

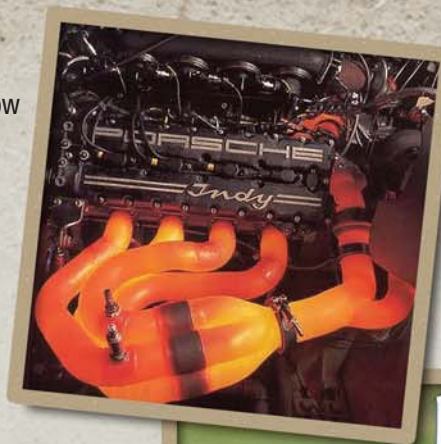
Walker's 1989 Porsche program was the high-water mark for the team. The new version of the engine in the March 89P (P for Porsche), with a focused Fabi at the wheel, showed itself well.

"We had a foot that strong foot in the top 10," Walker said. "And if we got a good start and did get everything okay, we could stay with a pack - maybe get in the top three on occasions."

Fabi finished fourth in points behind Emerson Fittipaldi, Rick Mears and Michael Andretti. Porsche won the poles of the Portland and Mid-Ohio races, and earned nine top-five finishes in 15 events - winning at Mid-Ohio and finishing second on the big oval at Michigan.

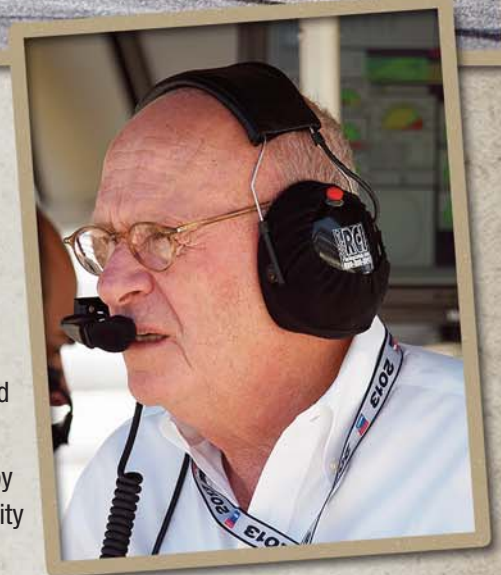
The low point was Indianapolis, where it qualified 8th, but finished 13th with ignition issues.

For 1990, Porsche rolled the dice once more. On the last year of their Quaker State sponsorship, March Cars approached Porsche with a radical new chassis idea - one that would have Indy car repercussions to this day. That will be in the next installment of Porsche at the Indianapolis 500.



"...by far the best engine in Indy car...," said Walker

Fabi at Mid-Ohio.



Darrick Walker in 2013 at the Indianapolis Motor Speedway.



# Sonax Tech Session

Article and Photos by Larry Clarino

The first CIR Tech Session of 2021 took place at SONAX USA in Westfield, Indiana, on Saturday February 20th. Our club was invited by CIRcular sponsor, SONAX, to learn about some of the new products in their car-care lineup.

More than forty CIR members and guests took advantage of a welcomed break in the early spring weather to get the scoop on the right way to take care of our car's finishes.

SONAX USA, recently moved to a huge combination office and fulfillment facility just north of Indianapolis. We were their first car club invited to the new location that houses wet bays specially equipped to demonstrate the Porsche approved and certified products. "SONAX has over 80% of the European car-care market. We are the only manufacturer with certification from Porsche, Mercedes-Benz and BMW. We like to say we have a product for every surface, inside and out, of your Porsche," said managing director, Rob McCary.

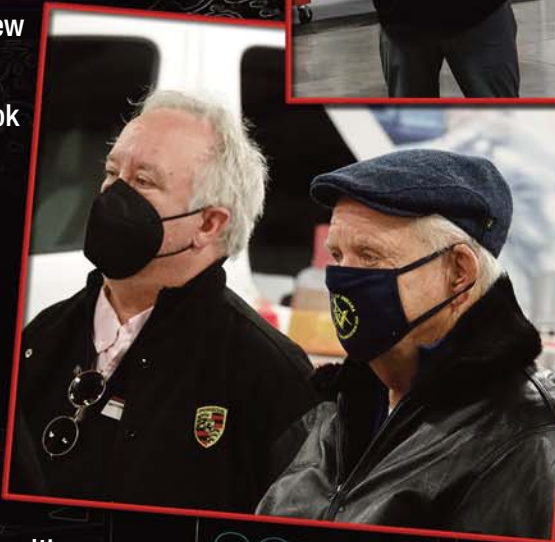
Several CIR members' cars were used as real world examples of the proper way of washing and caring for finishes. Perhaps most startling was the demonstration of the SONAX family of wheel cleaners. The ease of getting rid of that nasty brake dust we all know so well, is amazing.

This was the largest club gathering since the start of the COVID pandemic. We want to thank everyone for following the State of Indiana's guidelines for masks and social distancing. Hopefully, we are a club, if we use common sense that will be able to get on the road back to normal over the year.

(continued on next page)



SONAX Managing Director,  
Rob McCary



CIR member Tom Beeler and  
special guest, TV's Paul Page



CIR'ers learn about  
SONAX Wheel Cleaners,  
they are like magic





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CIR VP, Pete Walker's 718 Cayman GTS gets a wash, "The right way" from SONAX's boss.



Rob McCary tackles the glass and leather of member, Cindy McDaniels' Boxster.



Black is always a tough color to keep looking good. McCary polishes a member's Cayenne.





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# FOCUS ON LISA KREBS

Article and Photography by Larry Clarino



*L*isa Krebs is a “Car Gal.” She likes going fast. She caught the car bug from her drag

racing dad. “My dad worked for GM, we were a Chevy, Pontiac family, I was always helping him work on cars.” He was into drag racing, so that explains a lot about one of our clubs newer members. She bought her first Porsche on a spur of the moment adventure, last summer.

“My first car was a ’69 Chevelle with a 350 big-block. My family has always had Corvettes and GTO’s. I took my niece to Ed Martin Toyota on the east side of Indy, to pick up her new leased car. As I got out of my car, this little blue Boxster was sitting right there, in front of the showroom window. There was an older gentleman there, talking to a salesman about the Porsche. I was listening and looking at it and crawling under it! I was asking questions too...then I heard, ‘I’ll have to go and ask my wife,’ from the older gentleman. So I thought, okay, alright, hum...”

At this point Lisa went inside the store and found her niece’s salesman, “I want to test drive that car.” Never having driven any Porsche before, “Maybe I got a little fast with it. Just loved the feel of it, I simply fell in love. It was love at first drive!”

As she drove back into the dealership, the salesman that was talking to the older gentleman yelled at her, “You going to buy that Porsche?” I said, “Well I don’t have to go ask my wife!” She went in and did some used car haggling to get a better price, and the rest is history.

Lisa now lives in the same house where she grew up in Andersen, Indiana. After some nineteen years as an orthopedic surgery nurse where she was able to use some of her mechanical skills she learned from her dad, she moved to Chicago based Allscripts, a company that does health care software, and is now involved with development, implementation and training of applications in the medical field. “This is a great job, I get to travel all over the country helping hospital systems get the most out of their processes.”

Lisa now has acquired a second Porsche a silver 2001 911. It is in need of some TLC, and she hopes to make it her daily driver.

While Lisa’s high speed background is mostly in drag racing, Lisa is seriously looking forward to the CIR’s Spring Brake High Speed Driver’s Education (HPDE) event, “I have never been on a road racing track. I do love high speeds, I am really thinking about it.”

Lisa’s enthusiasm for both of her Porsches and the Club is indicative of exactly the sort of new member we need. It is great to know she is the future of our region.





# PORSCHE's New Race Series with help from USAC

Article and Photography by Larry Clarino



In 2019 Porsche Motorsport North America (PMNA) wanted to add a new level to the Porsche Motorsport Pyramid in the U.S. and Canada, above PCA club racing, but below Porsche Carrera Cup North America racing. An affordable class for only Porsche products, that would bring the style, flair and professionalism Porsche owners have come to expect from the company. The plan was a class or group of classes, for 911GT3 Cup cars and 718 Cayman GT4 Clubsport cars, that everyone has ready access to and can go racing.

That was the basis of Porsche Sprint Challenge North America, by Yokohama.

The first challenge for PMNA was who would run such a lofty program. After talking to several racing organizations, SCCA, IMSA and so on, they looked to the United States Auto Club (USAC) to partner in this effort.

If you are from the mid-west and pay any attention at all to motorsports, or if you are reading this you most likely fit that criteria, you probably think you know what the USAC is. Founded in 1955 to sanction motor racing after the American Automobile Association, the AAA, ended their involvement in motorsport. USAC is most noted for operating oval track racing, including the Indianapolis 500 Mile Race, from 1956 to 1997. Most of us think midgets, sprint cars, and Silver Crown when we think of USAC.

Well, today's USAC, ain't your father's USAC! Yes, they still run over 250 short-track oval races each year, they also operate over 80% of off-road racing in the USA, along with nearly all professional snowmobile racing, and several road-racing series, including the SRO Group's World Challenge America. PMNA, asked USAC to take control and to own the series, but to operate it at a Porsche standard of professionalism.

"After the call from Porsche we saw an opportunity to own a series with huge potential to grow, and we do own the series outright. A way to show what USAC can provide," said Kevin Miller the president and CEO of USAC. "Our approach is all about branding. We wanted to build an image the owners, as well as Porsche, would be as proud of as they are about their cars."



## 2021 Porsche Sprint Challenge by Yokohama Schedule (provisional)

March 12-14: Sebring International Raceway

April 9-11: Barber Motorsport Park

April 30-May 2: Circuit of the Americas

June 11-13: VIRginia International Raceway

July 23-25: Mont Tremblant\*

July 30-August 1: Road America

Sept. 17-19: Watkins Glen International

Oct. 15-17: Indianapolis Motor Speedway





The former MOPAR brand manager for Chrysler is all about branding and technology.

"We went down to Sebring, measured the paddock so we already know exactly where our trucks will go. It is the small things, the quality of the hospitality transporter, right down to the kinds of chairs and

tables in the food hospitality area. We started a drivers' concierge, when they have a question or make an entry payment we have one person to take care of that, all very high-tech. Even getting pit passes is high-tech, all done through an app on their phone. We want to look good, look professional, and be first-in-class."

"Our target market is 'The Racer' our customers are the drivers, we want to be, let's call it, a semi-pro series, with a

pro-image. It is a different approach than anyone in the United States has ever done, we are planning for the future."

USAC's commitment to affordable racing is not just talk. Not only do the drivers and teams get access to the hospitality VIP areas, there are special driver and team areas, too. With a season long commitment by a team, a driver suit is provided, and a drum of fuel at each venue is provided with your entry fee. With the price of racing fuel, that is no small thing.

2021, the inaugural season for the Porsche Sprint Challenge North America by Yokohama will feature eight race weekends with two races and plenty of practice time at each event. Four weekends will be paired with the USAC sanctioned, SRO World Challenge. The other weekends will be shared with INDYCAR or IMSA and all will feature TV coverage on the FLO Sports network.



## Italian on the Menu

Article and Photography by Larry Clarino

The Central Indiana region tried something a little different as a way of getting together in these trying times. Pasto Italiano, a very small Italian restaurant in Westfield, Indiana, was taken over for a late luncheon by our group.

Twenty club members gathered on February 27th, for what turned out to be a wonderful family afternoon. It was the first sunny and warm day of the year. It was really nice seeing so many members in person and not on a Zoom call.

Everyone was so impressed with the food and entertainment provided by guitarist Benito DiBartoli. If you are looking for a great little place with outstanding food, try Pasto Italiano in Westfield. Be sure to tell them you are a Porsche Club member! It is a good idea to make reservations at 317-804-205. They are located at 3150 E State Rt-32, in Westfield.

[www.pastoitalianowestfield.com](http://www.pastoitalianowestfield.com).





# How a Porsche Came to be Mine

Photos and article by Jeremy Bingham



Ever since I was a little boy, I have been enamored with cars. I spent hours on the floor playing with my Hot Wheels, cars, trucks and Lego's. So much so I wore holes in the knees of my pants, which my mom had to patch. As I got older, posters of my favorite cars adorned my bedroom walls. A huge Lamborghini poster hung over my headboard. The Lamborghini Countach and Porsche 911 were my favorites. What car obsessed kid didn't have that red 25th anniversary Countach on their bedroom wall? Of course, my first car was neither of those, but a nineteenth birthday present of an eight-year-old, Ford Escort station wagon.

As most do, I moved onward and upward, next was a two year old station wagon, to carry my astronomical equipment to explore dark skies. I eventually moved on to getting the most horsepower out of whatever model I was buying. I told myself, and others, someday I will have a Porsche, specifically a 911.

In August 2020, I had my first taste of a race track doing the Xtreme Xperience Supercar event at Putnam Park Sports Car Course, I got to pick a Porsche 911 GT3RS to drive. You get to drive however you want, with a driving coach next to you. He said I did really well, being my first time on a track and in a car like that. On the long straight, letting the PDK bang through the gears to 125 mph before having to brake for the turn. It was short, only three laps, but was enough to put a big smile on my face...yes, definitely getting one soon, not in fifteen or twenty years, but it would in a few months.

Back in December 29, 2019, I got sick. I didn't get better, I got worse. For the first time in my life, I went to the hospital where the patient was me. The doctor told my wife, if had I waited two more days I would have died. I knew something was wrong since I could not eat and barely could before that. An endoscopy came the next day, the doctor was surprised that I was able to swallow anything at all. I waited over two days fretting over what I thought it would be, the big C. On Monday a doctor slipped halfway through the door and simply said, "Yes, it's cancer."

I was devastated, along with everyone else. The oncologists asked me if I had done things like smoking or drinking or what have you, which I replied truthfully, no to each. The opening in my throat was only as big as a straw the doctors were amazed that I could get anything down at all. The worst part was it had spread to my bones in five places, so I was diagnosed with stage four esophageal adenocarcinoma. With

the spreading to my bones, there is currently no cure. After ten days in the hospital I was released, having had surgery to insert a feeding tube into my stomach. I began my first chemo treatment of which there were actually two at the same time and by the second treatment I was able to eat a little.

I continue getting my chemo every two weeks, and not knowing how much time I have, I decided to start on my bucket-list. I cashed out my life savings and the first thing I went out for was a Porsche. I searched for a while for the perfect 911 GT3, wanting a 991.2, but had a hard time finding one. I finally found a 2016 911GT3, 991.1 in Houston, Texas, at a dealer.

It had 3100 miles on it, I found a local Porsche Performance shop guy to do an inspection. He really nitpicked it, but just couldn't find anything bad. He did recommend replacing the battery which the dealer did. With a little haggling and then wiring the money, and I had my Porsche on a covered trailer for the 1000-mile trip back home to Indiana. It arrived in the darkness of a November evening. My friends and neighbors all came out to check out my new to me, car.

I've started doing things, full PPP wrap, then full ceramic coating, and even a different coating to handle the heat, for the rims and calipers. A few other tasteful mods have been done and more to follow.

As for the rest of my bucket list, I plan to do things to the house, travel to state parks once COVID is managed and over, and on the same token, go to Europe. I look forward to getting into our Region PCA events as much as possible.

As much as I love driving my GT3, I would rather stay alive and done it later in life. But for now, I am going to live it up to the fullest that I can.





# CIRPCA Brings Holiday Cheer to Soldiers Overseas

Article by Jim Legault

For the second consecutive year, CIRPCA donated to the Hillcrest Guardian Angels soldier's holiday mailing fund. Our donation of \$1000 to the 2020 Christmas Care Packages mailing was used to cover shipping expenses for over 250 boxes filled with Christmas Stockings. The candy-filled stockings, along with other treats, were shipped to our Indiana National Guard men and women stationed in Iraq, Kuwait, Qatar, and Dubai.

The soldiers received their care packages before Christmas and were extremely appreciative of being remembered at that special time of year.

I received a number of emails from grateful soldiers, including this one from a soldier in Iraq:

*Season's Greetings to you all!*

*I am the Senior Enlisted Leader for a group of deployed Indiana soldiers currently serving in Iraq. We all received stockings yesterday that were brimming with candy, snacks and cards. I can't put into words how much this meant to all of us here, it was quite overwhelming to see everyone's faces light up while opening up their stockings. Everyone should be very proud that you had a part in making a Soldier feel a little closer to home this holiday season and I thank you very much for your generosity.*

*Myself and the Company Commander thank you and wish you and yours a Merry Christmas and Happy New Year!*

CIRPCA was also honored with an official U.S. Army Certificate of Appreciation from the Area Support Group — Qatar 939th Military Police Detachment.

CIR President Rob Fike, Board Secretary Jim Legault, and Webmaster David Weaver spent a rewarding day helping the Hillcrest Guardian Angels fill the Christmas Stockings with candy, pack the stockings and other goodies into shipping boxes, and transport the boxes to The Mailing Station for shipment.

I have personally been involved as a volunteer with the Hillcrest Guardian Angels for four years and I have been privileged to meet and get to know a number of Indiana National Guard members. I hope that some of them become Porsche owners and PCA members in the future because they are really good people. And you know, it's not just the cars, it's the people!



## Mayberry Cafe

If you have never been to the Mayberry Cafe in Danville, Indiana, you will be in for a surprise. For some of us, of a certain age, it is a walk back in time to the 1960's, to the make-believe little town of Mayberry, North Carolina, and the Andy Griffith Show. Yes, we know, you are whistling the theme song right now. By the way, Mount Airy, NC, was the real home town of Andy Griffith, and the town the show was modeled after.

The cafe was the site of a CIR lunch on Saturday, March 6th. The menu of course featured Aunt Bee's Fried Pickles, Country Fried Chicken and Barney's Burgers. A down-home pile of fun was had by all.





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# AROUND THE ZONE



## March

Hi Zone 4  
Friends and Family,

Greetings — and is it spring yet? It's time to start considering getting the cover off of that Porsche in the garage, reading up on new tires, the latest in wax and polish and are you due for an oil change? Make that appointment with your favorite mechanic. For those of you planning to do some track driving at a High Performance Driving Education event, check your helmet as the 2010 are no longer allowed. Several regions host a spring tech session or spring drive so please check your region newsletter and website, as well as Facebook page, for an event near you.

### The 12 Seasons of Ohio

Winter	
Fool's Spring	
Second Winter	
Spring of Deception	← You are here
Third Winter	
The Pollening	
Actual Spring	
Summer	
Hell's Front Porch	
False Fall	
Second Summer	
Actual Fall	

And in case you aren't sure just what season this is, I found this handy-dandy guide on social media. I supposed Ohio applies to all of Zone 4. I find this quite amusing!

Registration Phase 1 for the Porsche Parade opened in February, and Phase 2 will be in early April. Watch for an announcement for a webinar in the Region Focus series that will explain the Phase 2 registration process — in eBrake news. If you aren't getting weekly email newsletters from PCA, then go to your login page on [pca.org](http://pca.org) and make sure you are signed up.

Speaking of Parade, for those of you going, there will be several update emails coming out as we get closer. Mark your calendars for Monday July 12th from 5:30-7pm for the

Zone 4 Party at the French Lick Resort.

In this wild and crazy COVID world we've been in, there have been a few marvels happening. Perseverance successfully landed on Mars and is beaming home some fantastic photos and soon will be roaming around the planet surface. Wow. And here on earth we are experiencing our own miracles such as the arrival of the latest Schutz Family member, my great-nephew — meet Felix Joseph Schutz. He's smiling at only a few hours old dreaming of his first ride in a 911!



Happy Driving, and dreaming of driving!

Lori — [zone4rep@national.pca.org](mailto:zone4rep@national.pca.org)

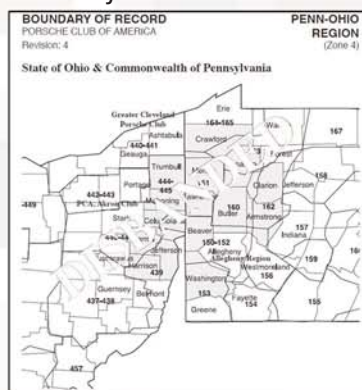
## How Our Regions were Born

From RJ Wilmoth, National PCA Historian

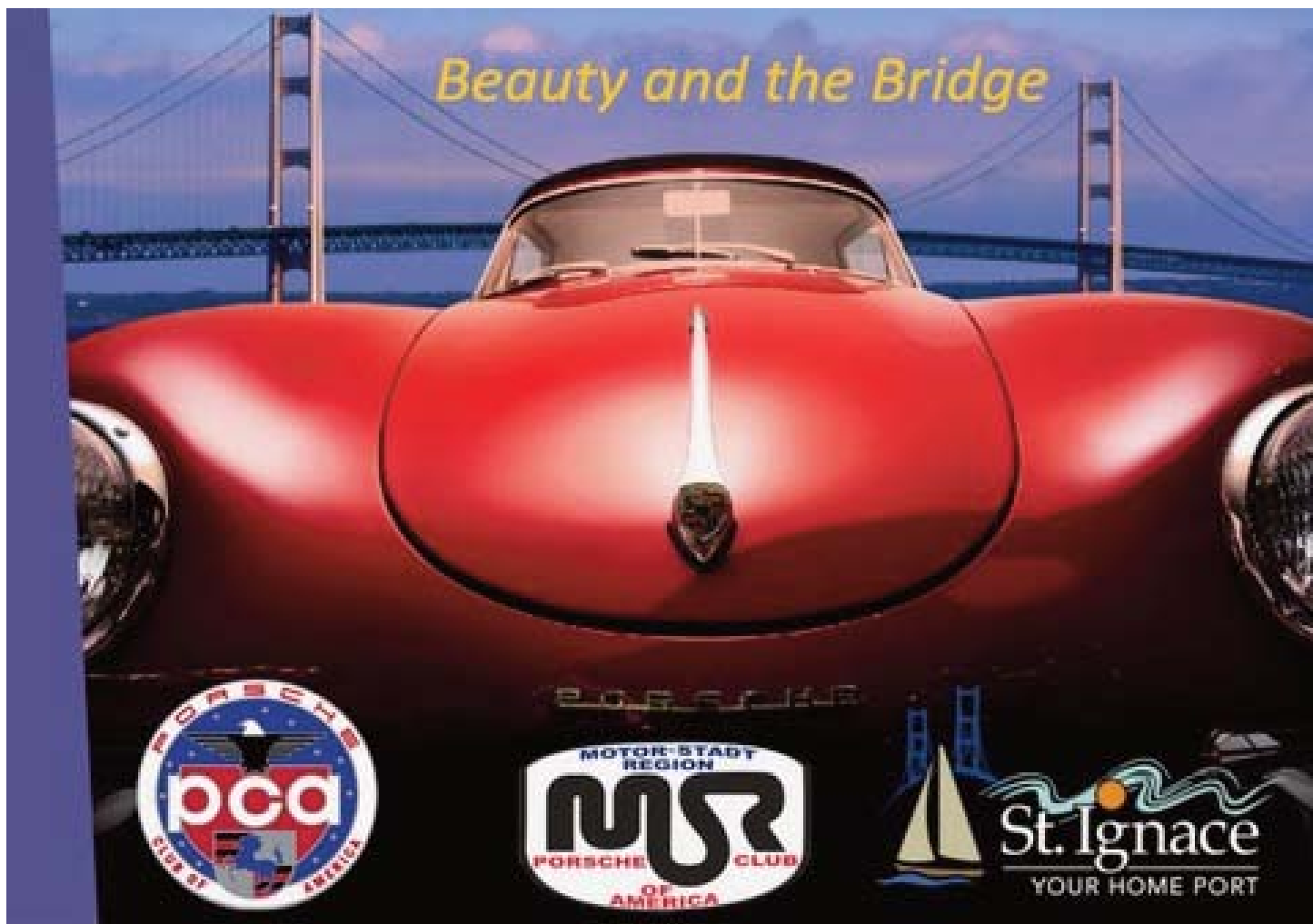
When chartered on July 28, 1958 the Penn-Ohio region included "All counties in Ohio and Pennsylvania which lie within 50 miles of Mahoning County Ohio and including the greater Pittsburg, PA area".

Over the next few years the Penn-Ohio region gave up territory to the north to form the Northern Ohio region (Greater Cleveland at the time), counties to the west to form part of Mid-Ohio (Akron at the time) and Allegheny County in PA the form the Allegheny region. By 1961

this left basically the Youngstown area. Apparently, over time there weren't enough PCA members there to support the region and it was dissolved in April 1969.







## **Porsche on the Mac II (reprise)**

August 6-8, 2021, St. Ignace, Michigan

- Escorted caravan drive across the Mackinac Bridge
- People's choice car show and Technical Quiz
- Straits Brew Festival
- Driving tours of scenic northern Michigan & Canadian North Shore
- Meet and greet other Porsche owners

Register now:

<https://visitorsbureau.regfox.com/porsche-on-the-mac-2021>

Don't miss this multi-regional event





## TAKING THE YELLOW OUT OF CLEAR

Article by Chris Ruel

Whether it be the modern clear corner markers that are found on recent cars, the clear reverse, or, even the headlights, over time, things yellow and cloud over. This yellowing/cloudiness occurs for a number of reasons. It can be exposure to the UV light from the sun. It can be from car wash chemicals. It can simply be from driving around and being lightly blasted with debris for many years. I hope that this short tech piece can rectify some of this ugliness plaguing our beautiful cars.

There are a number of ways to address this problem:

1. Buy new lights or lenses cost (\$\$\$).
2. Spend money on dedicated restoration kits and tools. (\$\$\$). This can be hard work and time consuming.
3. Try a quick and easy polishing compound for minor issues.

This article is going to focus on option three. Honestly, all of the options are good and have their place. It depends on the extent of the damage. Headlights that are heavily pitted and hazed over are probably a better fit for options one and two. Perhaps we will cover that in a future article. I want to address the turn signals and side markers that, over time, often turn more of a yellowish white instead of clear. This affects most of us with cars more than a few years old.

I don't mean to promote any specific product. There are many of these available on the market. However, the product I have used for many year is Blue Magic Headlight Lens Restorer. What I like about this product is that it is simple to use. As mentioned, this is not one of those products for heavy pitting or nearly opaque hazing, but, rather, for less intense jobs. I particularly like it for the side lights

and corner markers. However, for mild headlight work, it does a pretty good job. It does not require drills, polishers, or a gallon of elbow grease. It takes just a couple of minutes!

I like to tape off the light I am working on because this is a light abrasive, and I want to protect the paint around it. I use a microfiber cloth and apply enough product to cover the light in a thin coating. Then, I would say I spend a total of about two minutes rubbing the lense in a circular motion. When done, I wipe it down with some speed shine type cleaner and decide if I need to go back in for more. Usually one application does it, but the bottle does say multiple applications could be necessary. Total time spent is probably about five minutes for each light including taping it off.



My sample pictures, I picked up from the Blue Magic website, show a pretty good transformation. When I did this a year or two ago on my 325xi touring the transformation was not this dramatic, but I have an older Mercedes that recently showed dramatic results. I figured it blasphemy to do a tech article on my Mercedes.

What I like about this option is that it is quick, cheap and easy. It's not always necessary to spend \$50+ dollars and two hours of time — although, sometimes it might be. I just wanted to show a simpler option that many people can try without too much experience, money or special tools.







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**Wait...**



**Rinse...**



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# Book Review

Article by Larry Clarino

Mark Dill may well be the preeminent early American racing historian. His "The First Super Speedway" website, (<https://www.firstsuperspeedway.com>) has literally hundreds of stories and photos of American racing's past. The native Hoosier was born and raised right here in Indianapolis, where he developed a love for the Indianapolis Motor Speedway (IMS). Mark is also a regular contributor to the CIRcular with his column on the SVRA and Porsches now running in vintage racing.

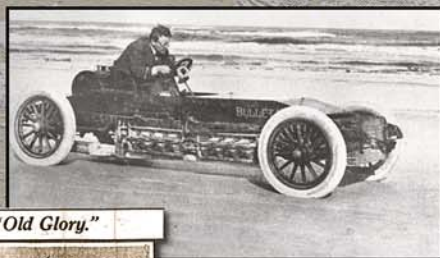
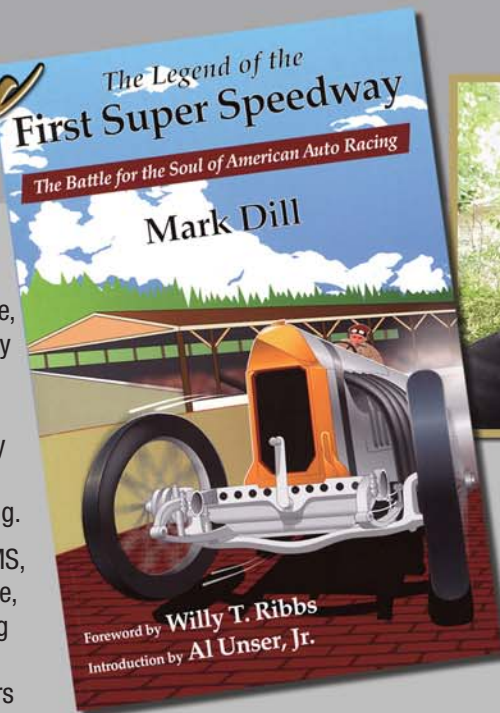
The former Vice President of Marketing and Public Relations at IMS, in an effort to bring the fascinating history of the sport to everyone, endeavored to write a historical novel incorporating the amazing history of the beginning roots of American racing with the devil-may-care, wacky and brave beyond description, characters of that era.

Mark certainly succeeded. Spanning the era of 1902 to 1910, this is the story of Barney Oldfield, Louis Chevrolet, and the founders of the Indianapolis Motor Speedway. It is an accurate description of the dangerous days of manly men racing on dirt horse tracks and gravel paths that could hardly be called roads. "All of the race descriptions are accurate, most of the people are accurate, I would say 90% of my book is historic fact," said the author. "Some of the off track events and character comments are made-up, in order to move the story along, but I wanted to get a feeling of the time across to the reader."

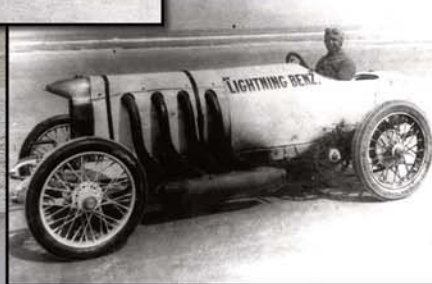
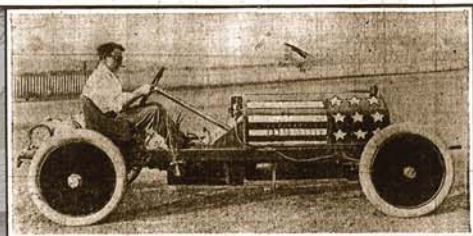
This was the period of "racing cars" that were little more than buck-boards with an engine, but a time when unimaginable speeds were being posted, a time that magic mile-a-minute; sixty miles-per hour mark was smashed at one-mile dirt horse tracks, when folks thought a human could not survive, could not breathe, at 100 miles-per-hour! A time when most people still used horses and mules as transportation and utility. This is the history of The Speedway, the why and how it is here in Indianapolis, a mid-west story, yet a unique American story. It is a fascinating look at a new kind of industry, the automobile. Companies like Firestone, Dodge, Prest-O-Lite and Ford were cutting edge technology.

Each chapter heading has an intriguing illustration, but we do wish Dill would have added a photo section. It is hard to imagine without seeing them, the fragility and danger these cars represent.

For a car guy or gal with any interest in the history of motor racing, or a love for the 550 acres we call The Speedway, this book needs to be in your library.



Oldfield Tests His New Racer, "Old Glory."







Article by Rusty Pruden & Photos from PCA SIMS website

The CIRPCA Racing team participated in the recent Bathurst 12HR iRacing Special Event. The event mirrors the iconic Liqui-Moly 12-hour event run in early February each year. The Mount Panorama Circuit is located on public roads in rural Bathurst, New South Wales, Australia. The course is 3.86 miles long and features 23 turns, most of which are up and down Mount Panorama.



This year's race had over 3000 teams participate from around the globe. Due to the number of teams and worldwide time zone differences, sessions with four different start times were set up, spanning three days. Teams were seeded based on the team's average iRacing points (based on experience). The highest seeded teams are made up of current F1, IMSA, Indy Car and NASCAR drivers, as well as the world's best sim racers. Our seeding was much lower, in the next to the lowest group.

Mark Westlake, Keith Morgan, Jim Legault, Tom Doherty, Steve Pruden and Rusty Pruden (all CIRPCA members) made up our team. We drove a Mercedes AMG GT3 car, since no Porsches were available. The Mercedes was slightly slower than the Ferrari's, Lamborghini's, and Audi's also running, but very dependable.

The race started with 55 teams qualifying, from all over the world, and Steve Pruden was able to qualify us in the top 20. Our stints were designed for 60-70 minutes each, using one full tank of fuel. Our drivers were scheduled for two one-hour stints each, and also handled crew chief and forward spotter duties, when not driving. We had an excellent race and fuel strategy, enabling us to make up valuable time on pit stops, over the majority field.

After 12 hours, 320 laps, and over 1240 miles, we finished P 4 out of the 55 teams. All our drivers were almost flawless on what's known as the most difficult road circuit in the world. We only had 3 incidents, with relatively minor damage, primarily due to other cars actions. Whenever we had to pit for unscheduled repairs, the next driver in drove a flawless stint and we more than made up our unscheduled pit time.

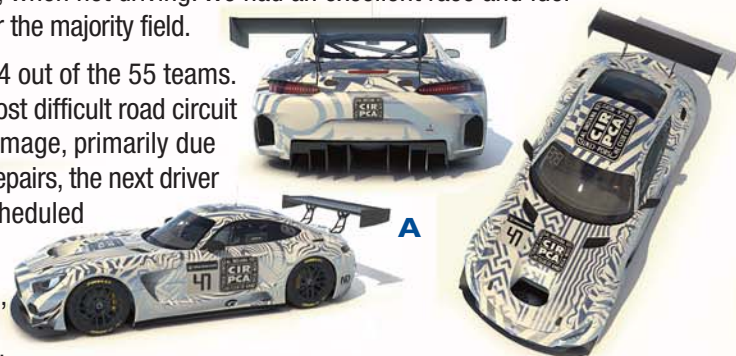
Needless to say, we all had a blast in our first endurance race, driving on an iconic track, against racers from around the world. We will be competing March 27 in the 12-hour event at Sebring, in a Porsche 911 RSR (IMSA Series) car. Our RSR will use the same paint scheme, prominently featuring the CIRPCA logos...for the world to see!

#### Photo Captions:

A. Our beautiful CIRPCA car before the race.

B. After over 1000 miles racing up and down the mountain, slightly beat up and not near as aerodynamic:

C. Towards the end of the race, after passing lap traffic. Note: 04 hologram (Fourth Place)







January 27, 2021

## PCA Sim Racing presented by Hagerty Motorsports

The Porsche Club of America is proud to announce Hagerty Motorsports as the title sponsor for the 2021 PCA Sim Racing program.

**PCA Sim Racing presented by Hagerty Motorsports** will feature an expanded program in 2021 with new PCA Zone Racing, a yearlong TeamRacing series, one-off special events, new driver eDE training as well as the premier spring and fall live broadcast racing championships.

Hagerty was heavily involved in 2020 including sponsoring the PCA Sim Racing Challenge Class for newer sim racers and even fielding a seven-driver Hagerty sim racing team, all driving a Hagerty custom livery Cayman GT4.

"PCA is very fortunate to have Hagerty as a partner supporting our sim racing program. We have seen incredible growth and excitement surrounding our fledgling sim racing league. With Hagerty fully on board, we anticipate great things ahead for all PCA Sim Racers, motorsport spectators and Porsche enthusiasts alike," said Vu Nguyen, PCA Executive Director.

PCA is the largest single marque car club in the world. And now, PCA Sim Racing presented by Hagerty Motorsports is the largest single marque sim racing program in the world. With over 500 PCA member sim drivers racing door-to-door in Porsche RSR, GT3 Cup and 718 Cayman GT4 Clubsport and over 200,000 YouTube page views, the second-year program has grown rapidly to fill member interest.

"Motorsports competitors and fans are some of the most passionate groups within the larger automotive community and we want to do whatever we can to support the hobby," said Justin Moreno, vice president of Digital Media & Marketing Strategy for Hagerty. "Having competed in a PCA Sim Racing series myself, I can honestly say that the dedication and passion among these racers is as real as it gets. We are ecstatic to be partnering with the PCA and their Sim Racing program to support these drivers and look forward to a thrilling year of racing."

The Porsche Club of America would like to thank Hagerty Motorsports for their commitment to the 2021 PCA Sim Racing program. PCA and Hagerty are excited to provide competition, camaraderie and expand PCA member activities in 2021.

For more information about PCA Sim Racing presented by Hagerty Motorsports, visit [www.pcasimracing.com](http://www.pcasimracing.com).

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# CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

APRIL 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 July 2021 issue.

## THIS ISSUES CONTRIBUTING TEAM

### Editor/Designer

Pam Clarino

### Editor/Photographer

Larry Clarino

### President

Rob Fike

### Membership Chair

Bob Snider

### Secretary

Jim Leguallt

### Zone 4

Lori Schutz

### CIR/PCA Member

Rusty Pruden

### CIR/PCA Member

Jeremy Bingham

### CIR/PCA Member

Tom Beeler

### SVRA

Mark Dill

### Past President/BMW Club

Chris Ruel

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Half * Website Link	\$650
Quarter * Website Link	\$350
Business Card Ad	\$150

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- Sponsors receive prominent display at one of four major CIRPCA events.
- Title sponsorships for CIR events are also available.

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- Submission of all newsletter materials and ads should go to the newsletter editor at:  
[cirpca.newsletter@gmail.com](mailto:cirpca.newsletter@gmail.com)
- Address changes should go to PCA National at  
[admin@pca.org](mailto:admin@pca.org)
- The CIRCULAR is published online quarterly
- 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:  
[cirpca.org/meetingminutes/](http://cirpca.org/meetingminutes/)

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## Putnam Park Road Course



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**We are an authorized distributor of Porsche Motorsport racing cars and Indiana's only Authorized Backdraft Racing Dealer!**

With over 20 years of sales, consignment, brokerage, and marketing experience of high-line and exotic vehicles, we opened our doors to work with like-minded enthusiasts and to ensure a memorable sales experience. Providing an exceptional customer experience and building long-lasting relationships are of utmost importance. We think of ourselves as an atypical dealer focusing on honesty, integrity, treating all customers the same, and passionately representing any vehicle that comes through our door.

If you're looking to sell or buy your next exotic, daily driver or are in search of your next track car, we are here to help. We are engaged in selling and consigning vehicles geared towards enthusiasts. If you have a vehicle you would like to sell or a collection you have interest to liquidate, we can help. We will use our vast knowledge and up to date market valuations to help properly market a vehicle for sale or locate and deliver a vehicle that meets or exceeds your expectations.

We are focused on offering sports cars and track-oriented vehicles for enthusiasts. Other vehicles offered are marketed towards petrolheads looking for unique daily drivers.

We provide a safe, easy, and cost-effective strategy for buyers and sellers, whether it's an outright sale or strategically marketing a vehicle to a particular audience. We will use our 20+ years of experience to ensure an enjoyable sales process and ensure you get top dollar for your vehicle. We can market your vehicle internationally as well as domestically to maximize the amount you sell it for.

We will ask the right questions to ensure the vehicle is properly vetted. We will help arrange transportation within an enclosed carrier and take care of the required paperwork. Should additional servicing be required in the future, we can advise proper service centers that are suited to your particular vehicle.

Whether you're in the market for a classic, exotic, or track car, we hope you consider utilizing our services. Any customer who purchases a new **GTs**, **Turbo**, or **GT** car from a Porsche dealer or a pre-owned GT or new Porsche Motorsport race car through **MOTORVAULT** will be rewarded with an **Experience The Club Pass** and a private driving coach to Putnam Park Road Course!

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# MOTORVAULT

2021 SPRING CIRCULAR **31**



# Racing Wines with a Porsche Twist

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



Sportscar Vintage Racing Association (SVRA) recently announced that champion Porsche driver Kevin Buckler, has brought his Adobe Road Winery to its racing series as "The Official Wine of SVRA." Adobe Road Winery's product line includes its "Racing Series," comprised of four ultra-premium, California, red wine blends. Buckler founded the renowned race team, The Racers Group (TRG), as an entry in Porsche Club racing in 1992. Among his numerous career accolades, Buckler drove his Porsche 966 GT3 to win overall in the 2003 Daytona Rolex 24-Hour race. It was the first GT racer to win overall in 30 years.

Kevin and his wife Debra, building on the success of TRG, opened Adobe Road Winery in the heart of Sonoma County in 2002. Kevin's auto racing success was a great branding vehicle for another of his great passions — handcrafted wine. Some might say, they've reached that goal by producing award-winning wines. The winery team has produced over forty 90+ score wines from prominent publications like Robert Parker's Wine Advocate and the Wine Spectator.

"Sportscar racing is home base for our Racing Series wines," says Buckler. "SVRA is the pinnacle of vintage sports car racing, so the association is outstanding. It's like our companies have known each other forever."

The brilliant success in the 2003 Daytona 24 came on the heels of a GT class win in the same race one year prior. The class win qualified TRG to compete in the world's most famous sports car race — the 24 Hours of Le Mans. Buckler's team made waves across the international motorsports landscape by scoring another GT class win

their first time out. As the year progressed, they garnered 13 podiums in the American Le Mans Series and won the prestigious Porsche World Cup, the factory's highest honor.

TRG's reputation quickly grew. They even made their mark in NASCAR by competing at the Cup level for several years with champion drivers such as Bobby Labonte. Their proven bona fides attracted both GM and Aston Martin to operate their factory race teams. With Aston Martin, TRG took second-place overall in the IMSA TUDOR championship. They also brought home five wins in the Pirelli World Challenge GTA class during the 2015 season. In 2016, TRG-AMR won six PWC races.

More recently, TRG has returned to the Porsche fold with two Porsche 718 Cayman CS MR entries for the Pirelli GT4 America Sprint series. Adobe Road Winery leverages its team's sponsorship at the races through VIP experiences that include their outstanding wines in a B2B networking environment.

TRG also hosts driving experiences at some of the most renowned road courses in North America. Participants receive professional instruction from the team's expert staff and drivers. TRG and Adobe Road Winery also facilitate business opportunities for company owners and executives to entertain prospects, partners and clients. The team also provides comprehensive race support to the Porsche Club of America and the Porsche Owners Club.

Photography courtesy of SVRA





# Welcome New Members

**December, 2020 — February, 2021 CIR/PCA New Members**

From Bob Snider, Membership Chairman

Mike Atwood/Indy/'00 911 Carrera Silver

Tanner Blais/Indy/'15 911 GT3 Black

Casey Burns/Martinsville/'17 Cayenne

Robert Cameron/Fishers/'14 Cayman S Carrera White

Gary Campbell & Edith Crews/Frankfort/'63 356

Richard & William Conniff/Carmel/'16 Macan S Gold & '11 Cayman S Charcoal Gray/Transfer from Chesapeake Region

Brent Engleman/Noblesville/'19 911 Turbo Cabriolet Black

Scott & Michael Goodyear/Carmel/'88 924S

Jeff Gotsch/Huntertown/'19 911 Carrera GTS White

Brett Hartman/Indy/'20 Taycan Turbo Black & '18 Macan S Blue

Todd Houtz/Indy/'87 911 Turbo Marine Blue Metallic

Michael Hufnagel/Indy/'04 911 Carrera Cabriolet Seal Gray

Jim Kane/Indy/'66 911

Eric Lai/Bloomington/'18 Macan GTS Carmine Red

David Lee/Indy/'86 944 Turbo Guards Red

Thomas Losacker/Indy/'86 911 Carrera Targa

Andy Lowden/Swayzee/'01 Boxster S Artic Silver

Jeffery McCammon/Bloomington/'07 Cayman Silver

Glen McCormick/Syracuse/'11 911 Carrera 4S/  
Transfer from Michiana Region

Garrett Miller/Indy/'01 911 Carrera Black

Edward Nicolai/Indy/'19 911 Carrera T

Randall & Linda Shields/Fishers/'19 Panamera 4

Chris Stewart/Indy/'99 Boxster Silver

Tyler Thompson/Westfield/'18 718 Cayman GTS

Jacob Williams/Fort Wayne/'04 Cayenne Black

## PCA Test Drive Prospective Member

Ross Jones/Huntington

Kyle Montrose/Indy

## Co-Members Added

Lisa Burroughs/Co-Member of Matthew Burroughs

Matt McDonald/Affiliate Member of Joseph Benitez

Ellen Meagher/Affiliate of David Weaver

Joanna Morgan/Co-Member of Keith Morgan

Shawn Wadell/Co-Member of Kevin Wadell

**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!



# C/R Member Anniversaries

**2021 Anniversaries** Coming Up in 2nd Quarter

**1986 — 35 Years**

**Tim & Pat Hunter**/Zionsville & Naples/May

**1996 — 25 Years**

**Robert & Kathy Taylor**/Fishers/June

**2001 — 20 Years**

**Robert & Karen Gable**/Avon/June

**2006 — 15 Years**

**Darrell & Patti Staggs**/Mooreville/April

**Andy & Pam Newman**/Indy/May

**2011 — 10 Years**

**Dennis & Catherine Elliott**/Bloomington/April

**Mark & Drake Baugh**/Carmel/May

**Daniel & Mallori DeSalle**/Ellettsville/June

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