

# CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

JULY 2021

*SPRING BRAKE*

*DO PORSCHE'S BOUNCE OFF WALLS*

*PORSCHE AT INDY 500 PART 5*

*CIR/PCA 60TH ANNIVERSARY*

*PORSCHE SPORTSCAR TOGETHER FEST*

*SPRING COLOR TOUR*





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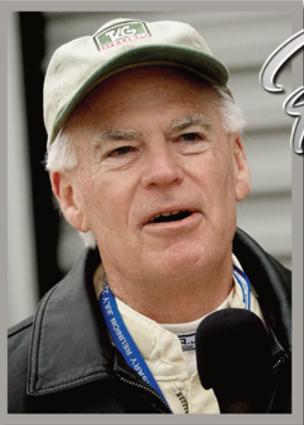
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# Pres Sez

**H**appy July everyone, and Happy Birthday America!

Last month you all know that we had our club's 60th birthday party.

Here are some of my thoughts on it.

**Perspective...** Just thinking of 2005, seems like just a few years ago. Just a quick 16 years ago actually. I only have one vehicle newer than 2005! Now let's flash back 60 years ago to 1961 when this club was formed. I was eight-years-old.

### What was the world like then?

The Indianapolis 500 was run with the front stretch still all brick. WW-II had just ended the same quick 16-years earlier. Americans and Germans had just stopped fighting each other 16-years earlier. Let that sink in.

There would still have been a lot of hatred left in this country for anything German. In the early 50's these little German cars started showing up, VW's and Porsches. My dad was the first owner of a VW in Bloomington, Indiana, with a 1954 VW Bug. Most of those buying Porsches, you can bet were WW-II veterans.

Those were the people who started our Club, the Greatest Generation. Many clubs, car or otherwise, only last around twenty years. As the original enthusiastic members fall away, there are no new younger ones coming along to take their place. But not the Porsche Club!

Now let's flash back forward to 2021. Most of the board right now are the older guys and gals. But we're on the cusp of a younger generation getting ready to take the reins of the club. I say it's a fantastic thing!

Pete Walker, your vice-president. Greg Brown, your treasurer, and Amanda Brown, your interim activities chair are all the younger future of our club. As in the past, as one generation replaces the previous one, respect for those who came before, always has to accompany their youthful enthusiasm. They have some great new ideas!

By the way, now is a great time to get involved in guiding your club with them! Here's a toast to the future of Central Indiana Region of the Porsche Club of America, and to the next 60-years!

ROB FIKE • CIRCPA, PRESIDENT

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**PHOTOGRAPHY:**

Cover: Rennsport Reunion/Patrick Long is in the car. ©Porsche Cars North America, Marc Urbano.

Indy 500/IMS, Spring Brake, 60th Ann., Reggie's Tech Session/Clarino

Focus/Clarino & Tucker

Spring Color/Clarino & Faunce

Porsche Bounce/Walker

Scottsdale Treffen/Snider & Faunce

Around the Zone: Lori Schutz.

Porsche Together Fest/IMS & Newman & Porsche USA

# EDITOR'S NOTE



This marks the seventh issue of CIRcular Pam and I have been responsible for. We truly hope you all are enjoying our efforts. Please let us know what you like and dislike. We would like the feedback.

Better yet, send in an article or two. If you want to help, we are always looking for contributors. Maybe do a book review or an interview? Let us know what you would like to do. Our goal is to be more of a magazine than "just" a newsletter, but we want and need your help to do this. Email us at: [cirpca.newsletter@gmail.com](mailto:cirpca.newsletter@gmail.com)

In this issue CIR's Tom Beeler will finish what started as a three-part series on the history of Porsche at the Indy 500, and grew into a five-part series. Tom's exclusive interview with Derrick Walker has given us a real insider view to the world of big-time racing in the 80's and 90's when money was, pretty much, no object. We hope Tom will do more for us in the future.

Our book review this issue is on Paul Page's new book, *Hello, I am Paul Page, and "It is Race Day in Indianapolis."* We hope you enjoy it. Did you know Paul actually got to test drive the car that is on the cover of this issue? Color us envious.

We celebrated our region's 60th anniversary in June with a super party at the Tom Wood Aviation Hangar in Fishers. It was a hit, selling out in just a few days. Former Indy car



and Porsche factory driver, and CIR member, Scott Goodyear was the featured speaker. Paul Page was scheduled, but a last-minute assignment from ABC/ESPN got in the way. Thank you Scott, for stepping up and saving my butt!

And of course, a huge thank you to our club's acting events chair, Amanda Brown and her husband and club treasurer, Greg, for making this event a gigantic success.

Our chapter is still growing, even though the last year has been a challenge. Region membership is now approaching 1,200. Our April Spring Brake HPDE at Putnam was a huge success, with a sold-out enrollment. It looks like that will be repeated with our second HPDE in October, The Pumpkin Run.

After 17-months of one of the toughest times of our lives, we're finally seeing the end of the COVID 19 pandemic, at least here in America. When you think about the fact that in a little over a year science, has developed a safe and effective vaccine, we should be thankful we live in the United States. Please, if you haven't been vaccinated, yet, do consider getting it as soon as you can. By the way, this is not necessarily the position of the CIR or PCA, but just your editor's. We want you around to have fun and enjoy your club and read the CIRcular.

## CIR/PCA Member Name Tags

Our magnetic name tag has become increasingly popular. Instead of dealing with the paper ones with the sticky backs that don't stay on, or those with the traditional pin fastener, we have found these magnetic clips will keep your name tag securely in place on just about any kind of clothing. If you have not bought one or two, please do, so, we know who you are when you come to our events. You can order them at:

<https://cirpca.org/name-tag/>

**NOTE:** Please notify Bob Snider when you order a CIR Name Tag along with correct spelling of name(s), so he can order your name tags for you through Bardach Awards. If you have a problem with the Name Tag ordering process, please contact Bob Snider at [CIRPCA.Membership@gmail.com](mailto:CIRPCA.Membership@gmail.com).



Greg  
Smith



Sharon  
Smith

1 Tag is \$19.00 USD  
2 Tags are \$38.00 USD



**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 OCTOBER 2021 ISSUE OF CIRCULAR IS SEPT. 3, 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 October 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/17

Euro Motorworks/32

MOTORVAULT/37

Porsche Fort Wayne/3

Reggies Motorworks/10

Sonax/27

Tom Wood Porsche/21

# EVENTS CALENDAR

Please check our website at [cirpca.org](http://cirpca.org), at the time of publication not all events were finalized. They may be canceled or rescheduled, so please check the website Also, Club Meeting will be in person and via zoom.

## July

- 8** Club Meeting.
- 11-18** French Lick Porsche Parade
- 22** Happy Hour at Opa! in Avon — 5:30-7:30 p.m.

## August

- 2** Club Meeting
- 4** PCA Treffen to Kohler, WI Registration opens at 3 p.m.
- 15** Red Brick Reunion Porsche Car Show/ Oxford, Ohio.
- 28** Porsche-Palooza at Artomoblilia

## September

- 2** Club Meeting
- 10-12** Sportscar Together Fest at IMS
- 11** Going to the Dogd Tour 2
- 18-19** New Harmony “Kunstfest” Weekend Auto Tour

## October

- 1-3** Fall Pumpkin Run (See page 9 for information)
- 4** Club Meeting.
- 13-17** PCA Treffen in Kohler, WI



**Thursday**  
**July 22**

**AT OPA! IN AVON**

5:30 pm — 7:30 pm EDT

We have started having Happy Hour the 3rd Thursday of the month. Come join us for our July 22nd Happy Hour in Avon! We are going to OPA! located at 7900 US. Highway 36. You will want to RSVP to this event as we only have 16 spots available!

Opa! features classic Greek plates served with wine & beer in an airy, down-to-earth space.

Feel free to check them out at:

<https://www.opaavonin.com>

Check out the CIR website for the up-coming Happy Hours at:

[cirpca.org](http://cirpca.org)

# Check Out These Upcomming Events

## Automobilia Porsche-Palooza



Porsche-Palooza is back August 28, 2021, and will feature an incredible number of uncommon, common, special, regular, fast and not so fast Porsches that we have come to know and love over the past 70 years. We'll highlight some of the very best 356s to the latest 992... and everything in between... and maybe a few surprises.

Registration will continue through Friday, July 30, 2021. Please register early, due to the popularity of the event we've closed registration earlier each year. Early registrants will be given preference.

Palooza areas are organized by national and local car clubs and are featured along the north end of Rangeline Road. Each Palooza group will curate and display up to 100 cars in their area. Here, car clubs present their best and most interesting cars, highlighting a broad array of automotive thought, preference, design and popular acceptance.

## CIR's 'Kunstfest' New Harmony Weekend is back!



CIR's New Harmony "Kunstfest" Weekend Auto Tour will be brought back this fall on September 18-19, 2021. Kunstfest, is New Harmony's annual German arts, crafts, food, and music festival, just a half hour west of Evansville.

The festival, along with our CIR event, was cancelled in 2020 due to the Covid-19 Pandemic, but it's back on for 2021. Our weekend includes Saturday lunch at the festival, and a guided afternoon walking tour of Historic

New Harmony. Saturday night dinner will be at the award-winning Red Geranium Restaurant.

We will overnight at the New Harmony Inn. Sunday breakfast on your own, followed by an informal Porsche Car Show with locally made pottery trophies. Next, a drive along the Ohio River, with lunch in Newburgh, finishing with a Benedictine monk-guided walking tour of the spectacular St. Meinrad's Archabbey, you will think you are in Bavaria, Germany.

More details to come on our website but save the dates now for a weekend you won't forget down in "The Toe of Indiana"!

Bob & Brigitta Snider, Tourmeisters

# Going to the Dogs Driving Tour



Photo credit to City of Rising Sun

**Saturday, September 11th  
10:00 A.M. - 3:00 P.M.**

Please join us for this year's fun drive through some of the winding roads of central Indiana. 100% of the proceeds going to benefit the *Speedway Animal Rescue*. Donations are used to pay for all vet bills, including surgery and spay/neutering when required. All their money comes from donations. They also supply blankets, beds, toys, food, anything needed by the foster families. Some of these animals have special needs arising from a physical issue or age. Our CIR drive was designed to benefit these poor animals. Check out the CIR calendar.

## Fall Pumpkin Run

**Weekend of October 1-3**

The Central Indiana Region's annual Pumpkin Run High Speed Drivers' Education Event (HPDE) will take place at Putnam Park Sports Car Course on October 1-3. This is a great place for new-to-track drivers as well as experienced track hounds.

This is a low-pressure event, not racing, but a chance to drive your car and explore the limits of its capabilities. Pretty much any car will be allowed to run, they do not need to be a Porsche.

For the second year in a row, we will offer a PCA Instructor school on Friday, October 1st.

Registration is now open at: <https://clubregistration.net> and search for Central Indiana Region PCA — Pumpkin Run HPDE.



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2021 SUMMER CIRCULAR



# Reggie's MOTORWORKS MARCH TECH SESSION

Article and photography by Larry Clarino

March 20th saw our club's second tech session of 2021, a visit to CIR sponsor, Reggie's Motorworks and Noble Auto Service. Both are owned by region member and self-admitted track junky, Reggie Stewart.

Reggie's Motorworks, <https://reggiesmotorworks.com> specializes in European cars, mostly German brands, but don't be surprised to see a Ferrari or two there, and Noble Auto, <https://thenoblemechanic.com> services American and Japanese brands. Both are in Noblesville next to one another, on 10th Street.

The topic for the day was inspections. What really should be done for a pre-track day inspection, pre-purchase inspection when you are looking at a used car, and as Reggie calls it, an annual health checkup for your car. For the record, at Reggie's they take inspections seriously, they don't just check off the boxes. Techs will do extensive photos and work with not only wrenches but wireless iPads checking and documenting everything about your car. Their pre-track day is more inclusive than the PCA's form. They want clients track days to be fun and safe.

Another session topic that sounds simple, until you try to figure it out, was how to properly and safely, jack up a modern Porsche and put it on jack-stands. You need to know just where the safe jack points are, or you can do a lot of damage down under.

The third part of the tour showcased the brand-new state of the art alignment bay both operations share. The new fully computerized facility makes modern four-wheel alignments fast and super accurate. Technology is a trademark of Reggie's, even an oil service will generate a multi-page PDF email to the customer.

The CIR is proud to have the support of sponsors like Reggie's.



# Spring Brake

Article & photos by Larry Clarino

April 23rd to the 25th saw the year's first High Performance Driver Education (HPDE) event, of the Central Indiana Region calendar at the Putnam Park Sports Car Course in Greencastle, Indiana. Our April event, known as Spring Brake, was a huge success.

The sold out HPDE saw over 125 beginning students and experienced drivers, as well as instructors, take to Putnam's 1.766-mile course in our traditional five driver's classes.

Friday, the 23rd, instructors and "A" students had the track to themselves. This gives the instructor corps plenty of time to play on the course, as their Saturday's and Sunday's become very busy as mentors of the beginning "D" and intermediate "C" groups. They both are required to have instructors on board. We simply could not do a PCA/HPDE without the entire team of volunteer instructors.

Dr. Chuck Tucker headed up the all-important classroom sessions, laying the groundwork for a safe and productive weekend. CIR member, James Embry helped out with the beginner classroom instruction. This involves all the aspects of on-track safety and track etiquette.

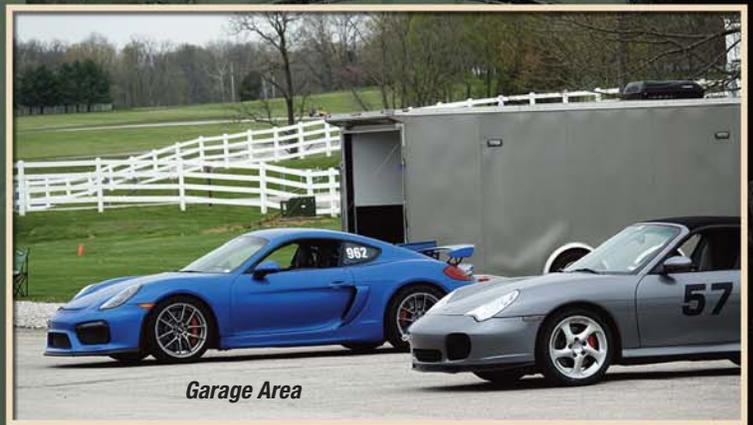
The CIR is proud of the reputation we have for our two annual HPDE events. We are indeed fortunate to have the team of CIR volunteers as well as, a track like Putnam in our region.

Central Indiana Region's October's HPDE, Pumpkin Run, is now open for registration and already has more than sixty entrants signed up. Dates are Friday, October 1 to Sunday the 3rd. This will be a sellout as well. If you are interested in learning a bit about the capabilities of your Porsche or any car for that matter, and having fun doing it, be sure to get on the list. The CIR will also be conducting a PCA Instructor school on Friday.

To get more information on Central Indiana Region's HPDE's or to sign up for this event go to: <https://clubregistration.net> and search for Central Indiana Region PCA — Pumpkin Run HPDE.



On the track



Garage Area



Classroom



*CIR, VP Pete Walker presented plaques as a thank you to Stacy Kirk, Mark Westlake and Doug DeArmond for their on-going work on our HPDE's.*



*Thanks to Tom Wood Porsche for your support!*



*Dr. Faunce's early morning Track Walk, turn-1*



*Getting ready*

# 100,000 Racetrack Miles

Congratulations to Randy Faunce, our resident CIR King Track Rat, on crossing an amazing milestone. 100,000 miles on a racetrack and all in HPDE's! Something few people including pro-race drivers ever accomplish. It took 30 years, 5 Porsches, and more than 36 venues to hit this mark.





MAIN GATE

# Do Porsche's bounce off walls?

Article and photos by Pete Walker

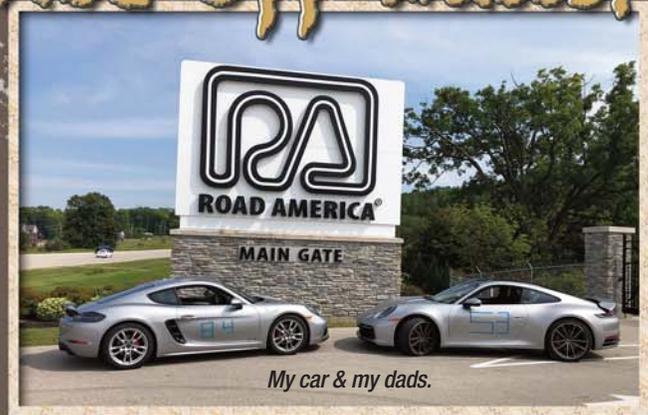
Being a Porsche enthusiast means you are constantly lusting after the latest and greatest Porsche has to offer, while also being appreciative and thankful for what you are currently driving. But sometimes, sometimes, you are able to move on to a new(er) vehicle. While you may have a strong connection and loads of memories with your Porsche, it's impossible not to take advantage of doing the same with a new one.

For five wonderful years, I drove a 2014 Porsche Cayman S. I had bought it off my dad who bought it new from Tom Wood Porsche. It was my only car and thus was driven everywhere in every condition; summer, winter (with snow tires) and of course on the track. At the end of my time with it, there was 167,600 miles on the clock and maintenance costs piling on, it made more sense to let the Cayman go and move on.

Enter my 2019 718 Cayman GTS. Talk about the right place at the right time. The previous owner brought it in to Tom Wood the same day I had my '14 S in for service. Barry, one of the salesmen, came to talk to me about the GTS and before you knew it, I was signing papers. GT Silver Metallic and Espresso Brown leather interior, low mileage, warranty, how could I say no? I said goodbye to my S and hello to the GTS!

I couldn't wait to see what it could do on the track, and I didn't have to wait long. Two weeks later, I traveled to Elkhart Lake, WI with my dad who was driving his 2020, 911 Carrera S (992) for a two-day HPDE weekend at Road America. We had both been to Road America before, but never together. We were looking forward to a father and son track weekend!

I was excited, Road America is one of my favorite tracks, and I got to drive it in my new car! I prepared as best I



*My car & my dads.*



*Having fun on the track.*

could: Pack your helmet? Check. Toolbox? Check. Change your brake pads and tires? Check.

It was a beautiful weekend too, nice and sunny but not too hot for August. The first day of driving was great, dad and I had smiles on our faces from all the fun we were having. The last session of the day arrived, and we climbed into our Porsches, ready to finish. Everything was going fine, however, during the last few laps before we finished the session, after going through the carousel and flying towards Canada Corner at 128 mph, my brakes didn't engage. Pedal to the floor, nothing happened. There wasn't much time, and I was heading straight towards a corner worker. I knew I was bound to

hit the wall, there was no escaping it. All I could do was turn the car, hoping the brakes would choose to participate, and aim for a hit to the tire wall to be on the side of the car, instead of head on.

Good news, I didn't hit the wall head on! Bad news, I still hit the tire wall. Hard.

The gravel helped slow me down to around 70 mph. The air bags went off and the dashboard lit up like a Christmas tree. Fortunately, I was fine. Small cut on my arm, otherwise I was unharmed and walked away. Dad who was far enough away not to see me hit the wall, but close enough to drive by as I climbed out the GTS, told me that should I ever do something like that again, I am grounded for life!

While I was fine, the car was another story. Completely un-drivable, I had it towed back to Indy. I needed help to determine if it was able to be repaired or totaled. Fortunately, I knew just the shop.

Connan's Paint & Body in Zionsville has a reputation for doing excellent work on all makes and models. I mean EVERYTHING! From a Honda Civic all the way up to exotics, Ferraris, Lamborghinis, and McLarens just to name a few. They've done some work for me in the past. I knew they were the right shop for the job.

After filing my claim with Track Insurance, the folks at Connan's set out to access the damage. To my shock and surprise, they said that the GTS could be saved! The frame was good, engine and mechanics were fine, but the body panels had to be replaced. If the Track Insurance company agreed, they would fix my Porsche.

I was hoping for a fairly quick repair, maybe a couple months at most, but the damage was extensive and getting parts from Germany during a pandemic isn't easy. Additionally, Track Insurance wanted to be aware



*Tire wall damage.*



*5 Months later and it is ready.*

of every nut and bolt Connan's worked on and wanted to approve said work. Overall, it took four months for the repairs to be completed.

Now that the car was put back together, all I needed to do is pick it up after Track Insurance pays the bill, right? Wrong!

Insurance was not happy with the final bill, it was \$10,000 over the original estimate! Track Insurance wanted Connan's to lower their price, which they wouldn't do. Track Insurance called me asking if I could convince the shop to lower the bill. I politely told them that the bill is not my problem, all I'm going to do is pick up my car once THEY pay it.

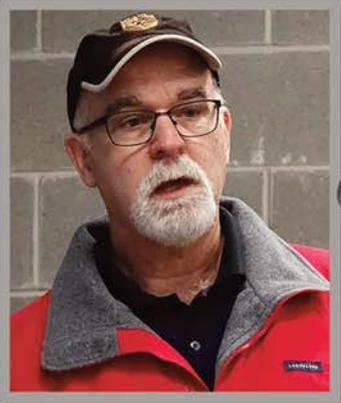
three more weeks go by, and after much back and forth, Track Insurance agrees to pay. After five months, I was finally able to pick up my car. It looked beautiful! You would never have guessed that it hit a wall at a racetrack.

After conferring with fellow track drivers and experts, one of whom was CIR member, and former Indy car driver, Scott Goodyear, I believe the cause of my accident was an air bubble. It developed in the lines after some of the old, stock brake fluid evaporated. Typically, when I track my cars, I use high

temperature track grade brake fluid. I had not changed to fluid in the GTS, before traveling to Road America. With that in mind, the fluid has been flushed, the tires and track brake pads are on, I've strapped on my helmet and I am ready to get back to the track!

# FOCUS ON Dr. Chuck Tucker

Article by Larry Clarino



The Central Indiana Region has a reputation for putting on excellent, well run, High Performance Driver's Education (HPDE) events. We are known as a group that is focused around

our beginning students while still challenging our advanced run groups with the two most important points being safety and having fun.

One of the main reasons we have that reputation is the fact that we are indeed fortunate to have Doctor Chuck Tucker, Ph.D in mechanical engineering, as our lead classroom instructor. The MIT alum, is now a research Professor Emeritus at the University of Illinois. He has a passion for teaching and an equal passion for performance driving.

However, Chuck's passion for fast driving came in an odd way. "I may be the only person at the track that was not involved with cars as a teenager. I just wasn't that interested," said Tucker. "My dad, a great guy, was a guy that thought cars just got you from point-A to point-B, didn't break down and didn't use much gas. When I started at the University of Illinois on the faculty, as a forty-something, some guys I had lunch with on most days were car people. It was time for a new car and I bought a Mitsubishi Eclipse. My friends said you got the car, you got to bring it to the track. So I came to a CIR Porsche HPDE at Putnam Park. They said this will be either the last time or the first time of many, it was the first time of many. That was 1997."

With a background in competitive sailing the native North Carolinian knew about making sailboats go fast, and that

translated into making cars go fast. "I got into teaching DE's because it has all the fun parts of teaching and none of the bad parts." Chuck's approach to classroom instructing follows his good friend and world class instructor and driving coach, Ross Bentley's Speed Secrets plan.

Tucker has been involved with over 20 organizations including the HPDE Instructor's Summit, a group lead by Bentley with the goal of raising the bar for HPDE instruction. "I have always enjoyed teaching, you can tell I am sort of a structured thinker, that helps explaining things in an effective way of teaching. It was natural to take all that to my driving instruction. In-car instructing is a little different than classroom because it is all real-time, there is no time to stop and explain something. You can't say brake at the braking point because by then it is too late. Not all in-car instructors understand that."

Before Tucker started planning this ordered approach to performance driving instruction, it was more, "Yeah, you drive pretty good, here is a student. That was the instructor-training program at a lot of clubs." Now we have a curriculum and a planned approach to improve skills, safely," said Dr. Tucker.

"There is no doubt that the volunteer in-car instructor corp are the back bone of the car club HPDE. I remind myself it is a volunteer organization, the goal is to lead the instruction in a safe, fun and rewarding way."

Tucker counts the Central Indiana Region as his home group, even though he is a member of the PCA's Lincoln Trails Region. "I like the values of the CIR, and the openness and the way they welcome members and non-members alike at the HPDE's."

Chuck Tucker is not just a classroom teacher! He still loves to get his '16 Cayman GT4 out on the race track. "I love driving quickly, faster than most people can. It is a sense of power and agency. A sense of manliness even. I am kind of a nerdy guy, kind of geeky, but it's neat to feel the balance of the car when you are driving well. On a track, all the constrained rules of the street are gone. You get to do things you can't or shouldn't, do on the street.

Only the laws of physics apply, and they will be strictly enforced."

Thanks to guys like Chuck Tucker we get to know that special feeling of doing something really well that honestly, not everyone can do.



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# Porsche at the Indianapolis 500

## Part 5: Twilight of the Gods

Article by Tom Beeler

Fifth in a series on Porsche Indy car history

**D**espite Porsche's breakthrough win at Mid-Ohio in 1989, the prevailing winds from Stuttgart were shifting. The program was in trouble.

"The guy I reported to was Porsche's research and sports director, Helmut Flegl," explained Porsche Indy car program director, Derrick Walker. "He had the direction from the board, and he dealt head-on with them. He got all the flack that they can throw at anybody, and it filtered down to us.

"But because they were in Germany and I was in America, we had to just focus on the job, and how we could get this program up to speed quick enough, quite frankly, before the interest disappeared from the factory and the board of directors."

While March's 1989 season chassis was considered "robust and reasonably competitive" by Walker and the team, the real strength sat behind the driver.

"The thing that was really good about that car was the engine," Walker said. "It was by far the best engine, and the other Indy car teams knew it. It got better and better and better as time went on."

The 1990 season would see the 1990 variant plugged into what was supposed to be "the ultimate Porsche Indy car", but what ultimately turned out to be "a step backwards", according to Walker.

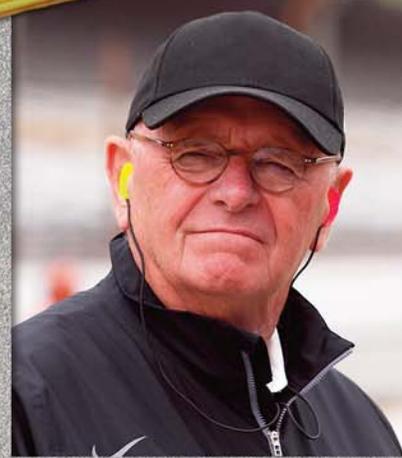
"It was a step forward in technology and the design," said Walker, "but the whole package just did not work. The second March that we had (the 89P) would have been, by far, the best one to stay with a while longer, and update that. But, of course, hindsight's 20/20."

The March 90P was revolutionary. Very low, lean, and - most importantly - all carbon fiber, which made it both lighter and stronger than the Lola and Penske cars running against it.

"March read the rules very carefully, and realized that the use of a carbon fiber chassis would be available at the end of the 1989 season. None of the other manufacturers thought that anybody would want to go that far, because carbon chassis was still relatively new and had never been done in Formula One," Walker said.

"So, March, convinced Porsche that they could do a carbon chassis. And so, they secretly designed this car to be carbon."

Roger Penske and Carl Haas, both of them Indy car team owners and chassis builders, lobbied hard against the new March chassis. The Penske and Lola cars still



Derrick Walker headed up the Porsche Factory Indy Program, from 1988 through 1990.



**FOSTER'S QUAKER STATE  
PORSCHE MARCH 90P**

Year Built: 1990	Drivers: Teo Fabi, John Andretti
Chassis: March 90P	Livery Year: 1990
Engine: Porsche	Sponsor: Foster's Quaker State
Acquired by IMS Museum: 1993	Donor: Fa Porsche Aktiengesellschaft

For their third and final season contesting IndyCar racing in 1990, Porsche Motorsports commissioned new chassis from March Engineering, which were explicitly built to accept the latest 161 cubic-inch V8 turbocharged Porsche engine. The result was perhaps the lowest-sitting cars ever seen in this type of racing. The result was perhaps the finished fourth in the previous year's point standings for this team, was unable to duplicate his successes, but did finish third at the Meadowlands, New Jersey street course and won the pole at Denver. Teammate John Andretti finished tenth in points with six finishes of seventh or higher, including a pair of fifth-place finishes. This particular chassis, which dropped out of the 1990 Indianapolis 500 after 162 laps with transmission trouble with Fabi driving, finished seventh at the Seca, driven by Fabi.

retained the heavier aluminum honeycomb tub structure that had been used in Indy cars for years.

As a result of this CART team owners' fear of eventual Porsche dominance, March's 90P chassis was banned on the grounds that it was unsafe, forcing them to reengineer the 90P with conventional aluminum honeycomb materials.

(It's worth noting that both Penske Cars and Lola Cars introduced all-carbon fiber cars for the 1991 season, and all modern Indy cars continue to use the same basic construction today.)

"It was a typical 'stick-it-to-ya' job," Walker said, "and they knew exactly what they were doing," adding, "It was probably the spear in the heart of Porsche that told them to get out of Indy car."

The engine for 1990 was the 2.65L turbocharged V8, generating approximately 725hp at 8,500 rpm.

The chassis, however, was a refugee from the pigpen. The changes removed the natural rigidity of the chassis. Early tests at Phoenix International Raceway revealed that the chassis was too flexible.

"It never had enough downforce, and it had a lot of drag," Walker explained. "It had titanium wheel hubs which were huge. The wheel nut was something like four inches in diameter."

Porsche's experience in sports cars, where timed pit stops weren't as critical, gravitated to larger wheel nuts.

"We've got a big nut that doesn't spin off that quick. So, change the threads, up the pressure in the guns, practice and practice and practice, and to try and find a way to go quickly. We couldn't make it any quicker, so we got killed in the pits."

The turbocharger — conventionally mounted to the rear of the engine, but on the front of the '90 Porsche — created new issues.

"The maintenance on trying to keep that thing from burning down was huge," Walker explained. "It crippled us with work load — it was a high maintenance car."

"I've got a book that lists hundreds of modifications made. March was pumping out modification after modification, and we didn't have enough grip."

Teo Fabi practiced in the 90P for the Phoenix 200 race, but complained that the chassis didn't respond to adjustments. Porsche technical director Helmut Flegl was forced to send March engineers to the USA to modify on the car.

The decision was made to run updated 89P chassis at both Phoenix and Long Beach.

The 90P was readied for Indianapolis, sporting new Foster's Lager sponsorship. Arie Luyendyk had reportedly been tapped by Porsche to drive the second car alongside Fabi, but a full-time ride with Doug Shierson's Domino's team opened up, causing the Dutchman to be replaced by American John Andretti.

Andretti qualified on the first weekend, ending up 10th on the grid.

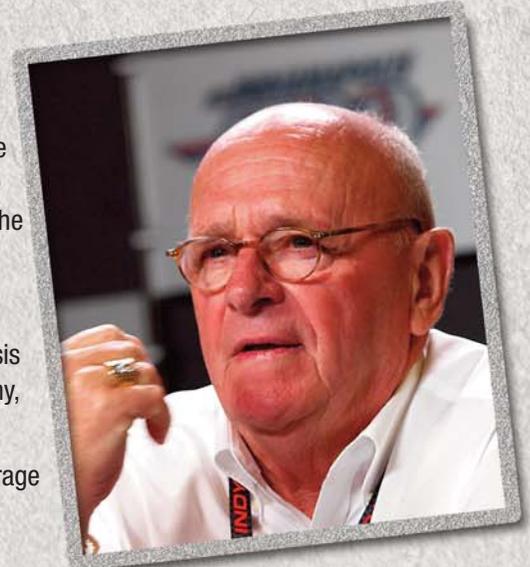
Fabi's engine let go in pre-qualifying practice, forcing him to practice in his 89P chassis and engine until the decision was made to wait for the new car to arrive from Germany, and use the time to sort out the new March's handling issues.

Fabi would go on to be the tenth-fastest car overall, qualifying 23rd, at a four-lap average of 220.022 mph. Fabi and Andretti would be the fastest non-Ilmor/Chevy powered qualifiers.

Unfortunately, on Race Day, no one could touch the Ilmor/Chevys.



In 2013 Walker became President of Operations of IndyCar.



Luyendyk would go on to win the race in one of the fastest 500s ever.

John Andretti spun on Lap 136, finishing 21st. Fabi's transmission failure on Lap 162 left him in 18th.

As the season progressed, Arrows/Porsche's new F1 V12 and the 3.5L sports car engine programs were stealing technical focus from Walker's CART effort.

The team worked on shedding weight from the 90P throughout the season, but the results remained disappointing. Fabi's best start was a surprising pole at Denver, and a podium finish of third at the Meadowlands.

By late summer, the reckoning arrived. Porsche pulled the plug. Walker had hoped to campaign a conventional chassis in 1991 with Porsche power, and while a couple of teams expressed interest in the Porsche engine, funding never materialized.

Walker retained what was left of the team Al Holbert had assembled, and campaigned in CART and the Indy Racing League (IRL). In 1991, Walker entered a car with Willy T. Ribbs driving, who would go on to be the first African-American to compete in the Indianapolis 500. A season later, Walker Racing, with Scott Goodyear at the wheel, would finish second in the Indianapolis 500 in what remains the closest Indy 500 finish ever.

Thus ends the saga of the Porsche crest on the noses of Indy cars. Will they ever return?

As one might say in German, "Never say 'niemals'."

*The Porsche 90P is now part of the IMS Museum collection. The car is sponsored by Tom Wood Porsche in Indianapolis. It appears here as it did in 1990 in the Foster's livery. All photos by Larry Clarino*



## SUNRISE CAFE

Photography Larry Clarino

**F**ifteen CIR members attended the First Saturday Breakfast at Sunrise Cafe in Carmel, Indiana on June 5th. The Sunrise Cafe, famous for its cinnamon bread, is a little unique in that it is on the ground floor of an office complex at 11711 N. Meridian, just off Rt-31. It is a little hard to find but truly worth the effort. The Club was treated to a reserved private dining-room along with great food and superior service.



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## Welcome to the NFL Alternately, "I must be crazy."

Article by Keith Morgan



*I*f ever there is a summary statement for my life, it simply has to be, "I must be crazy." My path to HPDEs fits squarely within that theme. But then, I suppose I am rarely accused of sanity in most aspects of my life.

Anyway, the start of this journey was long ago, in a galaxy far away. I was in my mid-20s and I was starting to get the itch. Not for a Porsche mind you, but for a motorcycle. I'm young, and I have this itch for performance, and fast cars are way out of my financial reach. Bikes, though, bikes are attainable.

That's how I wound up at a Honda dealership, purchasing the fastest thing they made. Not only did I do that, but I lived in the Washington DC metro area at the time. The bike was my commuter vehicle. So, I knowingly bought a ridiculously fast motorcycle, and I commuted around the DC Beltway on it daily. That commute would be risky in an Abrams tank. On a motorcycle it was borderline suicidal. I once dodged a couch in the middle of my lane, for example. I must be crazy.

Fast forward a few years, and I'm back home in West Virginia. A friend and I were out riding on a nice fall day with blistering temperatures up around 35 degrees Fahrenheit. We stopped in a bank parking lot to try and get the feeling back into our fingers. A Ford pickup rolls up on us ominously, and the driver's side darkly tinted window rolls down. The driver says, "I see you two are as crazy as me!"

"What?"

"You nuts are out here riding in 35 degrees. You must be crazy like me!" That's how instant friends happen.

I found myself riding lots of places with the guy in the truck. He had a smaller displacement, lower powered bike with exquisite handling. He had no interest in hanging it up at insane speeds on the freeway. No. Corners. All about the corners. And my-oh-my does West Virginia have corners. I will neither confirm nor deny contact between knee pucks, and public asphalt on a few thousand occasions.

After a while, pickup truck friend says, "Hey, you should race with us."

"I don't have a race bike."

"Of course you do, you just have to prep it. But for now, borrow my bike and go to race school. But if you break it, you buy it."

That's how I found myself at Summit Point Raceway, on a borrowed bike I'd never ridden, about to get my ego checked in the most epic of fashions. I think I might really be crazy.

So now I'm at race school, and I hate everyone. We've been sitting in a stupid classroom for six hours straight, talking about flags, about apexes, about flag stands blah blah blah... "Dude, would you shut up already? I'm ready to race!"

You see, I knew how this was going to go. I was fast. I was awesome. In a matter of a few weeks, I'd have a seat on a factory Honda and be racing it around the world, surrounded by beautiful women with umbrellas and massive stacks of cash. I was fast. Please shut up and get me out on the track.

After an eternity, we finally go out. We go do some dumb cone drills on the skidpad, and I'm not even bothering to hide my annoyance and disappointment. Remember, I'm already fast. Really fast. Then, finally, it's time for our instructor led laps. The only rule is, "Don't pass the instructor." I find this rule annoying, because, as we've already established, there's just no way he's faster than me. I begrudgingly agree to the rules. I mean, I didn't want to get kicked out of the school.

So out we go. We're puttering around the track at maddeningly slow speeds. One lap turns into two, and it felt like we were cruising through a school zone. I and my questionable sanity of course, didn't realize these were familiarization laps to try to teach us which way the track went. I'm being a horrible hooligan. I'm running up on the instructor's back tire, then backing off, only to do it again. I didn't have enough self-awareness to imagine him smirking in his helmet. Because I promise he was.

Then we roll out of the last corner onto the front straight for the third time. I hear the instructor's revs start climbing. "Oh! Finally! Here we go!" And yeah, we went. A lot. I have no idea how fast those brake markers for turn one were coming up on me, but they were coming fast. Really fast. Insanely fast, and the instructor wasn't braking.

Now, remember, I'm fast. I'm faster than that instructor. So there's absolutely no way I'm braking until he does, but he doesn't. And doesn't. And still doesn't. I'm having a crash course in my own head on mortality when he finally nails his brakes and tips into the turn. With my knee pucks on the road, we repeat this experience five times. I'm so scared, I'm not only afraid I might pee in my leathers, it's entirely possible I already have, and don't know it. I'm also crazy or something. I refused to let that instructor get more than a bike length in front of me. Pure force of will kept me on his back tire.

And that's when it happened, right in the Carousel at Summit Point. My knee is on the road and I'm so scared that "I might die" has shifted in my mind to "Yes, I'm going to die. I'm ok with that. Life's been pretty good. May as well be today as any other." It is no longer a possibility. It is a certainty.

And that's when the instructor sat up on his bike, turned around, put one hand on his rear cowling, and looked at me. Some thoughts went through my head.

"I'm not fast. I've never been fast. I don't know what fast is."

That was my "Welcome to the NFL" moment. It was that moment where a rookie halfback meets a 225 pound linebacker for the first time and finds himself lying on his back, trying to remember how to breathe, with a snarling animal in his facemask who says, "Welcome to the NFL, Rookie!"

That was a shift for me. It was when I started to understand that ego is the enemy of all learning. My own ego closed my ears for the entirety of that classroom time. I learned nothing. Since then, I've learned that both kinds of ego can shut down a student's ears. Both a student's own ego, and the ego of an arrogant instructor will shut down that student's ears. This is a critical lesson I've taken with me into High Performance Driving Education. Ego stops learning. Period. I've taken it with me as both a student and an instructor.

I'm almost certainly crazy. But I never want to stop learning. And ego will stop it faster than a set of Formula1 carbon brakes.

## Breakfast at Sero's

• FAMILY •  
RESTAURANT

Photography by Larry Clarino

The Central Indiana Region's April 3rd Saturday breakfast was at Sero's Family Restaurant, tucked away in a quiet spot in Cumberland. We had a few new members, the Hopkins and the Greulichs, showed up along with our regular 1st Saturday breakfast indulgers. It looked like everyone brought their appetites, because Sero's portions are large and the menu diverse. What was left on the plates, that is there was anything left, could go home in a "doggie bag".



New members  
Maureen & Frederick Greulich



New Members  
Cathy & Wilson Hopkins





# 60th Anniversary Celebration

Article and photos by Larry Clarino

**2021** is a noteworthy year for the Central Indiana Region (CIR). It marks the sixtieth anniversary of the founding of our chapter.

March 17, 1961 is the actual birthday of our region. That was the day our charter from the Porsche Club of America was granted. With the Porsche Club of America (PCA) officially formed on September 13, 1955, the CIR was organized as an Indiana institution just five and a half years after the PCA came into existence in Washington DC, making us one of the oldest regions of the current 145 PCA chartered chapters.

In recognition of the anniversary, the region held a dinner at the Tom Wood Aviation facility at Indianapolis Metropolitan Airport in Fishers, Indiana, on June 12, 2021. Because of Covid restrictions being in place during the time the event was organized, attendance had to be limited to 125 people. Needless to say, it fully sold-out in less than three weeks.

As our current president, Rob Fike, said in his message both at the dinner and in his CIRcular column in this issue, we should be proud of the fact that few car clubs get beyond the first 20 years or so. We are now into our third generation, and we continue to grow.

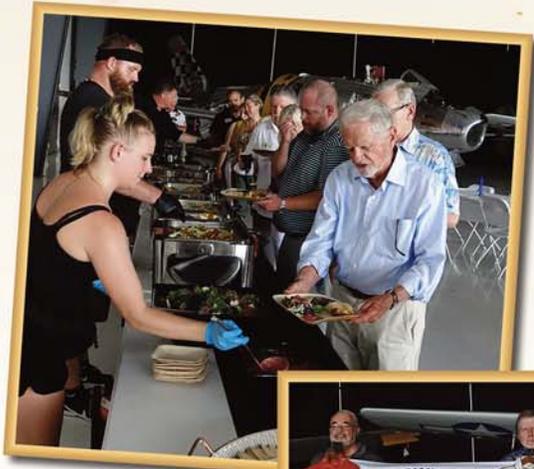
We were honored to have a charter member of the club in attendance. James Sandifer was there on that snowy night on January 20, 1961, when seventy-five people gathered to discuss the idea of starting a Porsche car club in the Indianapolis area.

The highlight of the evening was IndyCar legend, and CIR member, Scott Goodyear's appearance. With five INDYCAR wins, a win at the Daytona 24 Hour, and several Porsche factory podiums, including a 2nd in class and 3rd overall at LeMans in a 911 GT1, Scott is rated in the top ten Porsche Factory drivers of all time. He still holds the record for the closest second place finish in Indy 500 history, by just 0.043 seconds behind Al Unser Jr, in 1992.

Scott discussed his life as a diver and as the longest running color commentator on ABC/ESPN, as well as his love of Porsches. He currently owns a blue 1988, 924S, very much like the car he had, when he met his wife, Leslie, in Toronto, Canada. Leslie was then a Porsche salesperson for Pfaff Porsche near Toronto.



Planes and Porsches, marked our club's 60th Anniversary. Jim and Maureen Arata (above) receive a crystal vase as a thank you for the years of service to the CIR's Fort Wayne contingent. James Sandifer (left) a charter member of the CIR, was in attendance.



*Dinner was provided by Serendipity Catering.*

CIR Events Chair, Amanda Brown led the planning and execution of event held in the aircraft hangar of Tom Wood Aviation with their warbirds collection as a backdrop. The collection includes a North American P-51 Mustang, a rare Grumman Navy F8F Bearcat, North American F-86 Saber Jet and a couple of T-6 Texan advanced trainers.

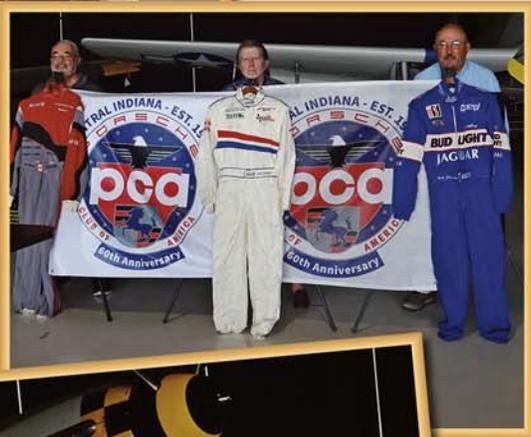
Planning was no small feat with Indiana Covid requirements changing almost daily. That and it also was the hottest day of the year to date. Dress was deemed to be casual... did we tell you the hangar is not climate-controlled? Amanda's team did a great job with Serendipity Mobile Catering who supplied food, and with our own vice-president, Pete Walker, playing DJ.

The Porsche parking area was on the aircraft ramp, just outside the big hangar door so an impromptu car show sprang to life literally at the doorstep to the dinner. In spite of the temperature, the CIR's Anniversary was a huge success.

A big thank you to Tom Wood Porsche, SONAX USA and Reggie's Motorworks for supporting the Central Indiana Region's event.

*Time for a drink and pre-dinner chat.*

*Members trying to look like Scott Goodyear.*



*Indy legend and CIR member, Scott Goodyear.*



*Event check in.*



## I WILL NEVER WAX A CAR AGAIN... NO NEED!

Article by Larry Clarino

Central Indiana Region sponsor, SONAX USA (<https://www.sonaxusa.com>) has started importing yet another product group from their German parent. Ceramic Active Shampoo is a car shampoo, with a ceramic component, but it is way more than “just” a car wash product. We tested it with a hand wash on our Porsche Boxster. First, I always use the two-bucket method to wash a car, even if I am feeling energetic and get out the power washer. Remember, never ever use dish detergent on your car.

Be sure to shake up the bottle before you mix up the shampoo, as directed. You will find Ceramic Active Shampoo does not foam up quite as much as, a conventional car shampoo. I have found that it simply does not seem to make a difference. It is a great wash product. It gets the dirt off really well, including those bits of rubber after a track day.

Where Ceramic Active Shampoo really stands out is the shine it leaves on the finish. It contains some sort of magical solution of real ceramic magic stuff. Sonax calls it Si-Carbon Technology. That’s why you have to shake it really well before using. Whatever is in this magic stuff, it does a great job making the car clean, shine and drying becomes almost an afterthought, nearly not needed.

My 2018, sapphire blue, 718 Boxster GTS does have a ceramic treatment. I use SONAX CC36 Ceramic Coating, a do-it-yourself kit, that is really easy to use. I apply it about once a year. The entire treatment on the Boxster takes about an hour-and-a-half. Ceramic Active Shampoo is totally compatible and in fact, made to work together with the CC36 Ceramic or any other sealant or protective product. It leaves a truly hydrophobic finish on the car. Water literally falls off leaving virtually no water spots.

In addition to Ceramic Active Shampoo, SONAX has a couple of quick detailers that they make specifically to work with Ceramic Active Shampoo. Ceramic Spray Coating and Ceramic Ultra Slick Detailer are used as a traditional quick detailers, but leave a super water repellent coating and really extends the life of any ceramic coating. Think of them as a fast spray wax, only they are much stronger and way more hydrophobic. Water simply falls off, and dirt does not stick. They can be used on any surface too. Not only do they make the paint look good, they leave an almost velvet feel to the surface.

I have not tried it on the front windscreen, I still use Rain-X, on the front window. I have used all these products on plastics, headlights, glass and even the wheels. SONAX products are available on-line at Amazon and AutoGeek.net and at retailers around the country. Check out <https://www.sonaxusa.com/where-to-buy.html>, for a location near you.

By the way, SONAX USA’s new headquarters are right in Westfield, Indiana. If you have questions about SONAX products, call them at (317) 295-7056. Let them know you are a CIR member.



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# Book Review

Article by Larry Clarino

Pretty much everyone reading this and living around Central Indiana, has memories of listening to the Indianapolis 500 on radio. Each of us has a memory of the Voice of the 500. If you are my age that voice is Sid Collins, followed by Paul Page.

Page's new book, *Hello, I'm Paul Page, "It's Race Day in Indianapolis"*, will bring back memories of growing up. This book feels personal. Page's writing is very much like talking with an old friend, you get the feeling of sitting down and chatting with a fellow race fan. That is because he is, first and foremost, an enthusiastic fan and supporter of the 500. He understands what the 500 and the Indianapolis Motor Speedway (IMS) means to so many of us.

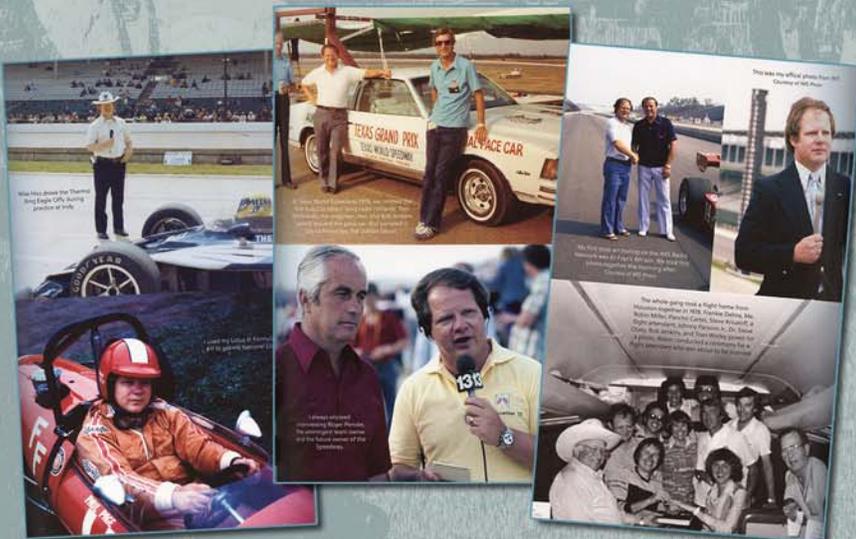
As Page weaves a tale of his own life growing up around Chicago and Indy, he shows his admiration to Sid Collins as a mentor and friend. Through that he brings the reader to remembrances of the reader's personal thoughts. In my case, thoughts of listening to the word pictures only supremely talented radio talent can muster. I remember Indy 500 race days with the AM-radio on out in front of the house helping my dad polish the 1959 Rambler Ambassador wagon with a three-tone paint job.

How many of us had never been to the 500 but absolutely knew what it must look like, smell like, feel like, when we listened to these consummate professionals build the image in our mind? Paul Page is a professional, he is a storyteller that builds interest and triggers memories. He is a radio guy, he builds a picture with words, unlike some of the television broadcasters of today. He knows when to talk and when not to talk.

He formats the book as an account of his life, parallel with a history of The 500 starting with 1960, through the 100th running in 2016. Fifty-six years of his life and a time that the Greatest Spectacle in Racing saw so much change. Not only in cars and the sport itself, but in the way we perceive information about the race and the world. His story covers that transitional period from radio to television.

The stories do jump around a bit, in the way friends sitting over an adult beverage or two, talk about the past. Guys like Eddie Sacks, Rodger Ward and Jim Hurtubise, along with Tony Hulman, AJ Foyt and Uncle Bobby Unser, come alive as Page describes the characters that built IMS into what it still is today. This is a memoir about a guy who is a reporter, but also a fan of the sport and of the most famous racecourse in the world.

*Hello, I'm Paul Page, "It's Race Day in Indianapolis"* is, absolutely, the perfect title. It says it all, it sets the theme for what is inside the covers. It is available in bookstores and on Amazon.



Photos courtesy of Paul Page/  
Background photo ©Clarino



# First ever SportsCar Together Festival to be held at Indianapolis in September

**B**ringing the Porsche Community together — a vibrant celebration of car culture, of Porsche cars, old and new, of competition, creativity and ambition spanning over 70 years.

**Atlanta.** Porsche Cars North America (PCNA) will host the first ever SportsCar Together Festival between September 10–12, at the world-renowned Indianapolis Motor Speedway (IMS) in Speedway, Indiana.

The spectacular three-day festival combines a celebration of car culture, of Porsche sports cars in all of their forms, spanning seven decades with a packed schedule of motorsport action supported by themed, interactive displays of Porsche cars from the past, present and a little way into the future with the very latest new models making their public debut.

“Car culture is a sense of family, of warmth and of shared passions and dreams — and this is at the core of the SportsCar Together Festival,” said Kjell Gruner, President and CEO of Porsche Cars North America. “It’ll be a living, breathing and exhilarating celebration of not just cars created by Porsche, but of car culture itself — for all ages. We look forward to welcoming everyone who shares this passion — whether they’re a Porsche owner or not — to a unique weekend of action, on and off the track.”

Taking place at the home of the world-famous Indianapolis 500 Mile Race, the Indianapolis Motor Speedway serves as the perfect backdrop to the Festival, with the relentless on-track action being supported by chances to learn more about the creation of the GT model lines, from the people responsible for them, as well as Porsche’s commitment to supporting its past, through a Classic Restoration competition.

Fittingly, at the core of the festival is the race action. Underlining the core principle that motorsport benefits the breed, the festival will uniquely host three major race series at the “Racing Capital of the World.” The three series represent Porsche motorsports ‘pyramid’ — from the cost-effective entry point into club motorsport through the Porsche Sprint Challenge North America by Yokohama up to the purpose built racers in the form of the Carrera Cup North America. SportsCar Together Festival is the first and only event thus far that brings these different series together in one place.

The Porsche Club of America will be a high profile participant at the festival with the Club Racing Program taking center stage as well as themed car displays and concours events.

The 2.439-mile, 14-turn road course of the legendary facility — incorporating parts of the oval made famous by the Indianapolis 500 — will be used for all on-track sessions. The action won’t just be limited to race cars, with the chance for attendees to get involved through an autocross experience in the new 718 Boxster GTS 4.0 as well as a special off-road driving activity set aside to test the limits of the Cayenne. Tickets for the Festival are available via the following website: [ims.com/Porsche](https://ims.com/Porsche)



Photography/IMSA Photo, Porsche USA

**The racing action in detail:** In addition to championship rounds of the Porsche Carrera Cup North America Presented by the Cayman Islands, the Porsche Sprint Challenge North America by Yokohama and Porsche Club of America (PCA) Clubsport racing events, the weekend will be a showcase of how learnings on track, made it to the road.

Headlining the racing activities will be the premier one-make race series on the continent, the Porsche Carrera Cup North America Presented by the Cayman Islands. The series utilizes the newest Porsche 911 GT3 Cup race car, the type 992, in its Pro and Pro-Am classes and the previous generation type 991.2 in the Pro-Am 991 class. The Porsche 911 GT3 Cup, type 992, race car is directly based on the 2022 model year Porsche 911 GT3 road car. The pair of 45-minute races at Indy are scheduled to be Rounds 11 and 12 of its 16-round inaugural season. The Porsche Sprint Challenge North America by Yokohama, also in its first season, will race twice for 40-minutes with three classes competing for group honors in Platinum (Porsche 911 GT3 Cup, type 991.2), Gold (Porsche 911 GT3 Cup, type 991.1) and Silver (Porsche 718 Cayman GT4 Clubsport). These will mark the penultimate races of the 16-round championship.

The Porsche Club of America (PCA) will be heavily involved in the Porsche SportsCar Together Festival. In addition to off-track activities, PCA Club Racing/Clubsport groups will compete on-track. Specific run groups representing the entry-level of the Porsche Motorsport Pyramid North America will be announced in the coming weeks.

The three race series represent the racing culture of Porsche and its purpose-built structure to move drivers, teams and marketing partners up the ranks of motorsport, known as the Porsche Motorsport Pyramid North America. From novice instruction and track days with Porsche road cars through to full participation in open competition professional racing around the world with Porsche purpose-built racing machines, this path provides the path, appropriate car and support throughout the journey. The Porsche Carrera Cup North America Presented by the Cayman Islands is the highest one-make level of the Pyramid, after which drivers graduate to open competition against other brands and less stringent rules.

# Spring Color Tour had record turnout!

Article by Bob Snider

Back in 1987 after living in California, I moved back to Indianapolis and decided it was time to start doing auto tours for the Central Indiana Region (CIR). I had done tours for the old Ramme Region in Eastern Indiana that I had helped found and felt that I had gotten good at putting them on.

The region merged with CIR while I was away in California. I would have to do tours on a bigger scale, the pressure was on. I knew some great sports car roads in Southeastern Indiana, so game on.

The first Spring Color Tours always started in Morristown. They went thru German Oldenburg and Batesville then on down to the Ohio River. We returned by a different route to Batesville, finishing dinner at the famous Sherman House Inn, great German food, and close to I-74 for a quick return to Indy.

The next couple of years we finished in Vevay with dinner at their famous Ogle Haus Inn along the Ohio River and more German fare. They were always one day events on Sunday back then.

Then along came a Porsche Parade in Cincinnati in 1993. They had recently opened a floating entertainment and restaurant complex at Covington Landing, on the Kentucky side of Cincinnati.

I looked at an Indiana highway map, and realized Cincinnati

was not much further than Batesville, why not finish in Cincinnati? We did for several years.

I had discovered the spectacular way to approach Cincinnati was from the south on I-75 when the entire riverfront skyline including Riverfront Stadium, Bengals Stadium US Bank Arena and the Ohio River bridges opened up in a panoramic view. Added to this was the Covington Historic Riverfront District with its beautiful historic homes, flowering trees and captivating views of the Cincinnati skyline.

Then there was the 1866 John A. Roebling Suspension Bridge and its history as the longest suspension bridge of its time and built during the Civil War. Wow!

In other years we ended at the equally famous Mike Fink Riverboat Restaurant that used to be tied up near the Roebling Bridge.

I let the event lapse for several years, because my 924 bit the dust. In 2004 my wife, Brigitta, decided she wanted us to get a pretty red metallic 2000 Boxster S, and I decided to start doing the tours again.

I remembered at the '93 Cincinnati Parade, one of the optional events was a scenic Riverboat Dinner Cruise up the Ohio River. I remember coming back into the city at night, and all the buildings were lit up, it was just spectacular!

Why couldn't we end in Cincinnati with that and stay overnight?

We did, and the weather was perfect on the Belle of Cincinnati with a great buffet dinner and dance band on board. It was a wonderful evening. We were very lucky as the river was low and we were able to pass under all the bridges which is not always the case in the spring as sometimes the boats never leave the dock.

*Lunch at the Kopper Kettle*



*Porsche line-up*



*Event leader Bob Snider*



We only did that one year. The next couple were once again one-day events with Sunday drives ending at the Montgomery Inn Boathouse for BBQ chicken and ribs!

For the next two years, we finished at the Chart House, more upscale dining with great views of the downtown Cincinnati skyline and Mt. Adams.

Then came the Newport Hofbräuhaus that was owned by the world-famous Hofbräuhaus in Munich, Germany! Why not try that for a couple of years? We did, and the second year we added a Saturday evening Reds game, I got a block of great seats. We stayed at the Cincinnati Marriott at River Center in Covington, with its dramatic views of downtown Cincinnati, the Ohio River and Roebling Suspension Bridge. You can't find a better place to stay in Cincinnati!

Next, I heard they were opening a brand-new German-themed brewhouse next to the Cincinnati Reds Ballpark called the Moerlein Lager House, and we went there for several years.

I started the restaurant rotation all over again (got to keep it interesting!) and we started back at the Montgomery Inn Boathouse for two years, Chart House for two more and next year we will be back at the Newport Hofbräuhaus.

We added Sunday tours to Spring Grove Cemetery & Arboretum for their annual "History in Bloom", event with lunch afterwards at Taft's Ale House in a converted historic German church in the Over-the-Rhine District.

This year, because of Covid, we went back to a one-day drive. It started in Morristown at the Kopper Kettle Inn with an optional champagne lunch, and touring Oldenburg and Batesville and finishing with a picnic along the Ohio River at Rising Sun, Indiana. We had a record turnout of 51 members in 24 cars, and 31 for a wonderful lunch. We did experience some light rain once we got to Rising Sun, but we were all protected and luckily arrived in two groups, so it was easy to socially distance.

Our annual Spring Color Tour has had many iterations over the years since 1987, but several things have always remained constant — the great roads, restaurants, historic little towns, beautiful trees, the Ohio river and of course, the people!

Join us again next April when we will again travel the best sports car highways, and quaint little German towns that Southeastern Indiana has to offer!

#### *Driver's Meeting*

*Driver's and navigators go over instructions.*



*Photos by Larry Clarino and Randy Faunce*



*Jimmy Arata, a Fort Wayne Member.*



*End of drive, the Ohio River at Rising Sun.*

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# AROUND THE ZONE



## April

Hi Zone 4 Friends and Family,

Spring has sprung! As the pandemic is getting under control, sort of, and more of us are getting on vaccine, our events are starting to get back to normal. DE's are right around the corner and lots of event planning by your region committees. Check out your newsletter and website for opportunities to join in.

I would like to recommend that you think about writing an article about how you spent some of the winter, or spring. And that may be a suggestion for someone else. For example, in the off season I took a few trips — and drove a few Porsches! Check out the new Taycan — if you can find a dealer that has one! We found one in Phoenix when visiting my brother. There were a few available on the lot — what a great drive. Quiet and fast!



In March, we made a trip to Atlanta to the Porsche Experience Center, which yes, is open for the Driving Experience on their playground. Bring a few friends, check out the Heritage Display, and grab lunch at the 356 Café. Lots of great selections on the menu, although I had to go with the traditional Wiener Schnitzel! And where else is the butter for your bread in the mold shape of the 356 Porsche. Yes, the molds are available in the gift shop, along with this fun item — too bad they don't have one for grown-ups!



Parade Planning is in full swing, and I look forward to seeing many of you in French Lick in July. Check out the website for all the details at [porscheparade.org](http://porscheparade.org).

Take care, and stay safe!

## May



### Lead Follow Instructor A Training — M1 Concourse

High Performance Driving Education (HPDE) events are the financial main-stay of most of the regions in Zone 4, and across other zones as well. The Pandemic impacted all of our events in spring 2020, however come June we were able to get back on track again. The agenda for our events changed at the track to respect social distancing and other restrictions. Mostly, this impacted our ability to bring novice students into our hobby to join the ranks of experienced DE'ers. Many regions continued to host solo-driver-only events until restrictions opened up.

PCA National responded to our situation, by creating Minimum Standards for the instruction method known as Lead/Follow. This involves an instructor and student each in their own cars, with



one way communication, driving on track in 2-car pods. John Krecek, National DE Chair, along with his committee and cast of other leaders from National, coordinated efforts to develop our new program with PCA highest standards of safety. In October, his team hosted the initial Instructor A training event in Colorado.

*(Below is the from the regions paragraph)*

Southeast Michigan Region hosted the first Lead/Follow Instructor Training clinic in the Midwest on April 18th, on a beautiful sunny spring day in Pontiac Michigan, at M1 Concourse. Led by Marc Molzon and Steve Carbary — the day-long event trained qualified DE Instructors ( for right-seat instruction) in the Lead/Follow protocols to

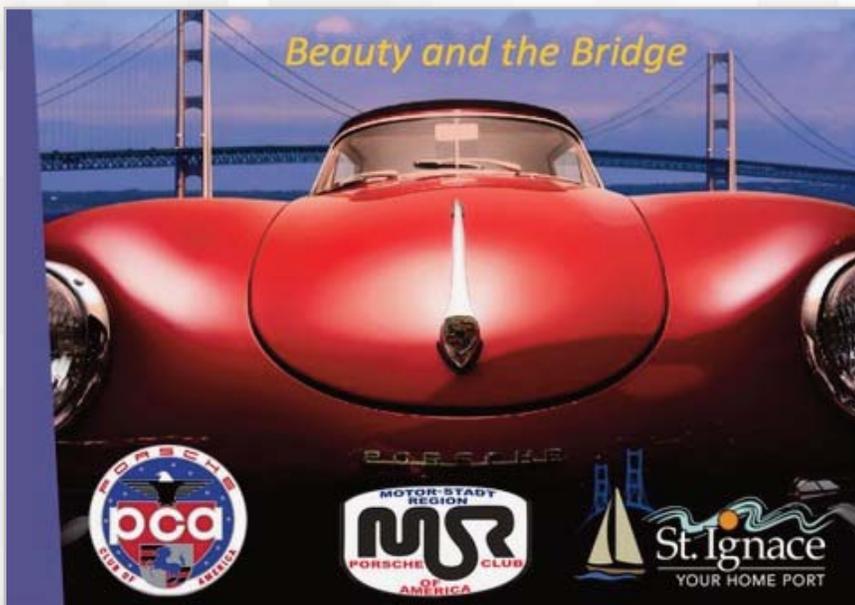


# CONTINUED

earn the designation “A Instructor”. Participants from 2 zones and 5 regions learned the nuances of instructing a student on track etiquette, safety, car handling, and negotiating the line. Each pair took turns being the student and the instructor, to get a feeling of the total experience. Class room sessions between on track sessions were led by Zone 8 Chief Driving Instructor, Scott Mann. John was joined by Executive Council members Cindy Jacisin, Executive Vice President & Todd Benz, National Secretary. Rally Sport Region will be using the Lead Follow instruction protocol at their DE events this season at Waterford and Grattan Raceways.



National Staff



## Porsche on the Mac II (reprise)

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

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# CONTINUED

## June

We are now in full swing of PCA events, and life is getting back to normal!

My kitties Hurley and Danica are enjoying the great weather. Over Mother's Day weekend, I joined Northern Ohio region at Mid-Ohio for their HPDE event. I had a blast instructing in-car for the first time in nearly 2 years with a wonderful young woman, Mary, who was there with her father. Lori Bryant and her husband Bob did a great job, and along with the Northern Ohio group and instructors from all around Zone 4 had a blast!



I just got back from the Indy 500 -Go Helio #4 win! On Carb day, Friday before the big race, the stands were scattered with 'Do Not Use' stickers, which ended up on many of our coolers and other race gear.



And when visiting the garage area, masks were required. David and I visited the Firestone garage and learned that the tires for Indy are special in that the Firestone "F" logo is red on the right side and white on the left side of the car. The tires are constructed such that the outside is taller than the inside by a small amount, and if you roll a tire away it will go in a circle, not straight! Each tire is only 17 pounds, and the wheel is 13, so that's why those hefty pit crew guys can through the around with one hand!



And while the pre-race message was 40% fans, I think that's because the infield wasn't open to fans — no Snake Pit this year. The

grandstands were nearly to capacity, and the seat stickers were gone, at least in Turn 4 Northwest Vista where my brothers and I have had seats for over 40 years.

As the US gets back to normal, with many of us fully vaccinated, we can begin to return to our 'regularly scheduled program'. Many events are over-subscribed as the demand to get our Porsches out and be together is strong. I know that all are taking local precautions, and it's so great to see one another again.

Check your region newsletter & website and the PCA National site for the current status of events in your area from Cars & Coffee, tours, drives, autocrosses, picnics and driver education events. Several of us are gearing up for Parade in French Lick July 11-18th

<https://www.porscheparade.org/> , The Concours of the Americas July 23-25th <https://concoursusa.org/> Porsche Corral, and Porsches on the Mac Aug 6-8th <https://www.pca.org/events/porsche-on-the-mac-ii>

Lori Schutz — Zone 4 Representative  
[zone4rep@national.pca.org](mailto:zone4rep@national.pca.org)

# CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

JULY 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 October 2021 issue.

## THIS ISSUES CONTRIBUTING TEAM

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### CIR/PCA Member

Tom Beeler

### DE Chairperson

Randy Faunce

### PCA Member

Tom More

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	<i>Annual Rate</i>
Full * WebAd * Event Co-sponsor	varies by event
Full * WebAd	\$1000
Half * Website Link	\$650
Quarter * Website Link	\$350
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- CIRCULAR is published Quarterly in a .pdf format at [www.cirpca.org](http://www.cirpca.org).
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- Full page advertisers will be recognized as CIRPCA Sponsors with ad on Website.
- 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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### CURRENT INVENTORY



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# MOTORVAULT

2021 SUMMER CIRCULAR | 37

# PCA SCOTTSDALE-TREFFEN WAS AWESOME!

Article by Bob & Brigita Snider

Ten Central Indiana Region (CIR), and Michiana Region members made the three-day trek to Scottsdale, Arizona and the fabulous JW Marriott Camelback Inn, for PCA's Spring Treffen on May 5-9, 2121.

Joining us were Randy Faunce with daughter Erica, from New Palestine, Matt & Michelle Harrell from Indy, who flew out and rented a Maserati, because they were out of Porsches at the Phoenix Airport. Also, Russell and Claudia Bell from Huntington and Michiana Region President, Murray Bartel and his wife Penny, from Warsaw.

After the Cinco de Mayo reception on Wednesday, I had arranged an "Indiana PCA Welcome Dinner" for the ten of us at the hotel's gorgeous outdoor Rita's Cantina Restaurant. Outdoor dining in Arizona is commonplace, and this setting with its numerous water features, abundant landscaping and live entertainment, made the long trip out West all worth it.

"Can I bring this place home," was the question we all asked. The Camelback Inn Resort is just beautiful in every way, and we will never forget it. Our very large southwestern-style casita room had a bougainvillea-framed view of Camelback Mountain.

Thursday saw a driving tour to Mingus Mountain and the old mountain mining town of Jerome. It was a long drive to get there, but in the end it was spectacular. A challenging mountain road to a cute little tourist mining town, where we toured the Douglas mining family's mansion.

Lunch was in nearby Cottonwood at Colt's Barbeque, chicken and brisket on the menu. Thursday evening was an outdoor cowboy-themed cookout, with a western barbeque and a cowboy entertainer beneath the backdrop of Mummy Mountain. PCA National Secretary Todd Benz and his wife Shelly, joined us and told us all about their upcoming Fall Treffen in Wisconsin. Talk about a picturesque evening!

Friday was Navigator's Day Off, we opted for the coach ride to the Phoenix Desert Botanical Garden and an Executive Chef prepared demonstration lunch from the in-house Gertrude's Restaurant.

The Gardens are the number one attraction in Phoenix, we were very impressed. There was a social that evening, and afterwards the Harrell's joined us at the hotel's Lincoln Steakhouse for an al fresco steak dinner at sunset. That was the best, the service was top notch. A night to remember.

Saturday was another driving tour to the top of South Mountain along with a guided tour of the nearby beautiful William Wrigley Mansion in Phoenix with lunch included. That's Wrigley of chewing gum fame. That evening was the final banquet back at the Camelback Inn, and we said our goodbyes for a safe trip home.

Photos supplied by  
PCA/Bob Snider/Randy Faunce



Western night at  
the Scottsdale Treffen.



View from our Casita patio  
of Camelback Mountain.



*Seated from the left around the table are Erica and Randy Faunce, Matt & Michelle Harrell, Bob & Brigitta Snider, Penny & Michiana Region President Murray Bartel and Claudia & Russell Bell.*

Brigitta and I stayed two extra days to check out the resort's elaborate pool, have lunch at the Frank Lloyd Wright-inspired Waldorf Astoria Arizona Biltmore Resort in Phoenix, visit his famous First Christian Church (I got in a locked church for photos!) and a guided tour of Taliesin West. Which was Frank Lloyd Wright's winter design studio, school and home.

Then it was on to Montezuma's Castle National Monument, and Sedona for three days and nights at Red Rocks, then on to Utah and Bryce Canyon National Park.

Next was Cedar Breaks National Monument, and Moab and Canyonlands National Parks with a three-night stay at a luxury cowboy-themed ranch along the Colorado River with 2,000-foot canyon cliffs for a backdrop and the river rapids right outside our deck.

We stayed at Red Cliffs Lodge, with a twice-daily wild turkey promenades by our deck with loud gobble, gobble calls. Who needs elk, when you got loud wild turkeys!

After three weeks and 5,000 miles, we were home and glad to see some green grass, trees with green leaves on them and rain. No rain for three weeks and lots of dust, but magnificent scenery.

This fall's Treffen is to the American Club in Kohler, The bathroom & kitchen fixture capital of the world, Wisconsin on October 13-17. Will we see you there? Registration opens on August 4 at 3 PM <https://Treffen.pca.org>.

## *George Barker – A Remembrance*

*By Bob Snider*

*Central Indiana Region lost longtime member George Barker, who passed away on May 18, 2021, at the age of 76.*

*George was very active in our club and served on the CIR Board of Directors. He was our club's treasurer for two years and set up all our banking as a non-profit social club. His signature is still on our Indiana Sales Tax Exemption Certificate.*

*George served as Chairman of High-Performance Driver Education events at Putnam Park helping to keeping them a cornerstone of CIR's activities.*

*He always greeted you with a smile and a firm handshake. He was always happy to see everyone at events. George was twice awarded our Alton Dice Enthusiast of the Year Award.*

*Born in western Pennsylvania, he grew up in Lexington, OH near Mid-Ohio Sports Car Course. After moving to Fort Wayne, he started an adhesives business, G. L. Barker, Inc. and ran that for over 30 years.*

*After joining the CIR, he immediately became very involved with HPDE events in the Midwest. Members will remember his Guards Red 911 with white racer's tape, protecting the front and a huge rear wing at track events.*

*George's smiling face will be missed at club events.*

*All CIR members thoughts are with his wife Ann, and their family.*



*Photos supplied by Bob Snider*

# Welcome New Members

March 1 — May 31, 2021 CIR/PCA New Members

From Bob Snider, Membership Chairman

Rob Bailey/Greenwood/'17 Cayman S Silver  
Gene Berry/Indy/'19 911 Turbo Cabriolet Black  
James Clendenin/Indy/'21 911 Carrera S Cabriolet  
Jay Dangcil/Avon/'21 718 Boxster GTS 4.0  
Robert & Tammy Dukeshire/Greenwood/'09 Cayman  
Kevin Duttonhaver/Monticello/'00 Boxster S Black  
Todd Eaton/Zionsville/'11 911 Carrera S Black  
Scott Echardr/Westfield/'05 911 Carrera Cabriolet  
Jack Gill/Indy/'05 Boxster S  
Jeffry & Lori Henderson/Trafalgar/'16 Boxster GTS  
Thomas Hesselschwerdt/Fort Wayne/'20 Boxster S Silver  
Andy Hopf/Brownsburg/'03 911 Carrera Black  
Bryan Mcclintock/Fort Wayne/'69 912  
Terry Miller/Fort Wayne/'21 Cayenne GTS  
Patrick & Valerie Mullin/Nashville/'12 Boxster  
Gary Nebel/Gwynneville/'07 Cayman S White  
Scott Nichols/Greenwood/'08 Cayman S Blue  
Brian Palmer/Westfield/'08 911 Carrera S  
Ryan Petersen/Fishers/'06 Cayman S  
Jeff Rinck//Indy/'20 718 Cayman GT4  
Rudy Rouhana/Carmel/'14 911 Carrera 4S Black  
J. Kurt Schmidt/Fort Wayne/'11 Boxster  
Renee Smith/Brownsburg/'18 Macan  
David Stein/Fort Wayne/'21 Cayenne  
Jake & Jim Sturman/Indy/'19 911 Targa GTS

Colin Tang/Kokomo/'21 Macan  
Mark Van Gemert/Indy/'16 CaymanGT4 Silver  
John Whicker/Bluffton/'03 911 Turbo  
Stephen Williams/Columbus/'02 Boxster S  
Muhammad Anwar-ul-hag/Porsche Fort Wayne/*Associate Member*

## PCA Test Drive Prospective Member

Andrew Bloom/Carmel  
Courtney Holland/Courtney Holland

## Co-Members Added

Katrina Blasius/Co-Member of Philip Rich  
Chrissy Evans/Co-Member of Mike Evans  
Jennifer Holland/Co-Member of Mark Wetzel  
Renee Jackson/Co-Member of Derrick Jackson  
Andrew Keller/Co-Member of David Keller  
John Krug/Co-Member of John T. Krug  
Sandra Powell/Co-Member of Anthony Smith  
Mary Sarpa/Co-Member of J. R. Sarpa  
Pat Schneider/Co-Member of Kurt Miller  
Heather Shaffer/Co-Member of Corey Shaffer  
Doreen Topp/Co-Member of Mervin Topp

**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!

## CIR Member Anniversaries

2021 Anniversaries Coming Up in 3rd Quarter

### 1991 — 30 Years

William & Karin Daun/Brownsburg/July

### 1996 — 25 Years

Tom & Nancy Jacobson/Carmel/August  
Doug & Karla Neeld/Fort Wayne/September

### 2001 — 20 Years

Robert Ralston/Bloomington/August  
Michael & Diane Bagnoli/Lafayette/September

### 2005 — 15 Years

John & Mary Speidel/Indy/July  
Bert & Leon Davis/Pendleton/August

### 2011 — 10 Years

Joseph Laudadio/Fort Wayne/July  
William & Jo Shipman/Pittsboro/July.  
Robert & Mary Wallace/Carmel/August  
Gary Hoke/Brownsburg/August  
Tom & Margie Koehler/Indy/August