

CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

JULY 2022



PRES SEZ
2022 SPRING BRAKE
AN EVENING WITH PAUL PAGE
TARGA LOVE
TREFFEN AT THE BROADMOOR
PORSCHE EXPERIENCE ATLANTA



PRES SEZ

They say the more things change, the more they stay the same. It seems like something new and different is always on the horizon, yet at the same time things we're familiar with still occur. When you stop and look around, you might notice the new things. Or you've already become used to them, so you just continue on with your day.

What's new you ask? Plenty! We had a sold-out Evening with Paul Page presented by SONAX this past May, an Actors' Studio style interview with Paul, performed by CIR member, Tom Beeler, with an introduction by another CIR member, Scott Goodyear. We've never done anything like this before, but I have to say, I hope we do it again soon! It was a fun night; Paul was entertaining and charming. It was so neat to see so many racing fans walk up and talk to Paul, ask for pictures, get his autograph in his book. And he was very gracious with us; he made sure everyone got their pictures and books signed before he left.

What else is new? How about Cars and Coffee at the Tom Wood Hangar in Fishers? Several members had the opportunity to park our beloved Porsches in the hangar, flanked by Tom Woods' collection of war-bird aircraft. I'm not sure what got people excited more, the cars or the planes. The weather held off, and we got to participate in a great event hosted and organized by Indianapolis Cars & Coffee.

We are still doing things that everyone is familiar with. A group of CIR members attended the Indy GP and got to watch an exciting race. There's always a Saturday Morning breakfast on the calendar. We had our Meet in the Middle Dinner at Lahody's Steakhouse in Muncie in mid-June, a second-year event that's quickly became a must-do event. Germanfest has returned to Fort Wayne, and, of course, Parade in Pennsylvania this summer.

That's the great thing about being a PCA member, there's so much to do! Especially in CIR. There's always a mix of activities, not just here but in our neighboring regions too. No matter where you go, you're always able to participate in something.

Speaking of change, a big one is coming my way.

As I write this in June, I am three weeks away from getting married! By the time you read this, I'll be a married man!. Nervous? Of course. Excited? You bet! I can't wait to see Tricia walk down the aisle, for us to begin our new journey as husband and wife. A change for sure, but after spending so much time together, we're already so used to each other that we may not notice it.

Great things are happening, for all of us. I hope you enjoy your thing, whether it be something old or something new.

Pete

PETE WALKER • CIRCPA, PRESIDENT



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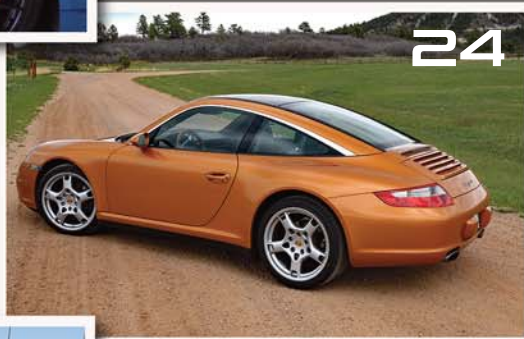


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PCNA - Porsche Experience
Hatfield - Wild & Crazy
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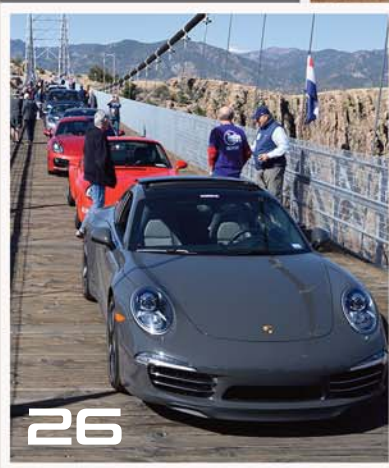
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Spray...



Wait...



Rinse...



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EDITOR'S NOTE

W

ell, a lot has happened since our last CIRcular was published in April. The biggest event in Indiana, the 500 Mile race, took place in front of a full house for the first time since 2019, finally giving Roger Penske the race he wanted and needed. The weather was exceptional, and the racing was good. Not the best 500 ever, but it was nice to see everyone Back Home Again in Indiana!

Your club too has been through a lot. We think we've weathered the covid storm; it's now something we will just have to live with. Some great people led by past president Rob Fike and current president Pete Walker really stepped up. We did miss one HPDE at Putnam, and that did hurt. We lost a fair amount of money on that one, but we have come back with a bang since, with sell outs in all subsequent DE's.

But, we really stand out in all the other stuff we have been able to put together. Our 60th Anniversary took place in 2021, several tours, drives, 1st Saturday breakfasts and even Porsche Parade was in our area, down in French Lick. Back at the Indianapolis Motor Speedway the first Porsche Sports Cars Together took place in 2021.

This year's PSCT will take place on Labor Day Weekend. We have been told Porsche Cars North America is planning some big surprises for us all, including the largest gathering of Porsche GT cars in history. Not sure what that will include but, it will be interesting.

The 2021 PSCT was terrific with some truly great racing. Both the IMSA pro and semi-pro Porsche Carrera Cup, North America and the USAC Sprint Challenge North America series are on tap. Both are one-make series and put on really great shows with super close racing. Be sure to keep an eye out for news on tickets and the schedule. We will get it out as soon as we hear from the PCA and PCNA.

By the way, there is a little controversy surrounding it. Seems that weekend is the traditional date of the PCA Club Racing weekend at Road America. The Chicago Region that hosts the RA event says they plan on going on with the Club Racing date at Road America anyway.



Speaking of racing, if you are an oval track fan like I am (midgets and sprint cars) be sure to get out to the two-year-old Circle City Speedway at the Marion County Fairgrounds. The track was built and is promoted by Kevin Garrigus, an Indianapolis businessman. It is a really nice facility with a super dirt racing surface, nice grandstands, and wonderful racetrack food! And no port-o-potties, but very clean restrooms. They have events nearly every weekend all summer.

Big thank you to Tom Wood Porsche in Indy for hosting an amazing Indianapolis Cars and Coffee, at the Tom Wood Aviation facility at Indianapolis Metropolitan Airport in Fishers, Indiana, on May 21st. Over 1200 cars were jam packed in the airport. Pretty much every brand was represented in one form or another. Tom Wood made Porsche the featured mark for the day, so several of us were able to park in a reserved area inside the hangar sharing space with the Tom Wood collection of war birds.

Finally, by the time you read this we have not one, but two weddings to celebrate in the Central Indiana Region, both board members! Club Webmaster David Weaver, and Ellen Meagher were married in June followed a few days later by CIR President, Pete Walker, and Tricia Hart. The entire staff of the CIRcular want to wish the best to the TWO happy couples. Congratulations to all of you.

Lang



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.

The CIR offers free classified ads online for members to advertising selling or wanted Porsche cars, parts, and miscellaneous Porsche related items. Buyers get the peace of mind of purchasing items owned and maintained by club members. Click **CLASSIFIED ADS**

Peruse current and back issues of the CIRcular newsletters!

It's easy to contact any CIR/PCA Board member. Simply go to the Contact Us page and fill out the form. Your message will be forwarded to the appropriate CIR Team 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. See link to the right: <https://zone4.pca.org>

DEADLINE FOR THE OCTOBER 2022 ISSUE OF CIRCULAR IS SEPTEMBER 1, 2022.

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 <https://cirpca.org/contact-us-2/>. Please add my name to the subject line. The next full issue will not be until October 2022.

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

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Events Calendar

Be sure to check the club website; cirpca.org for the latest additions and changes to club events. The monthly club meeting is at Tom Wood Porsche or via Zoom.

July

- 4** *4th of July Pool Party* at the Fikes — starting at 12:00 p.m.
- 9** *Lunch at Biaggi's* in Fort Wayne — 11:30 a.m. -1:30 p.m.
- 11** Club Meeting — starting at 7:00 p.m.
- 15-16** *Porsche Car Weekend in Ann Arbor, MI*
- 23** *Rolling into Roanoke Car Show* in Roanoke, IN. — starting at 10:00 a.m.

August

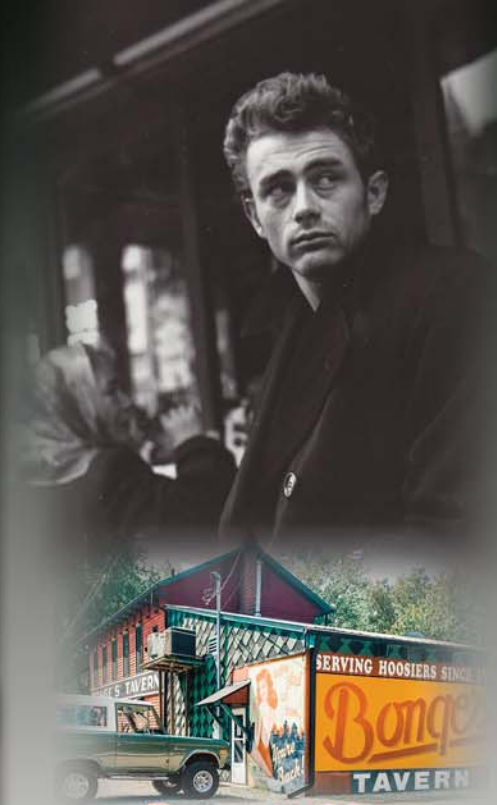
- 1** Club Meeting — starting at 7:00 p.m.
- 6** *Breakfast @ Hand & Fork* in Muncie — starting at 9:00 a.m. Also *Red Brick Reunion Porsche Car Show* in Oxford, Ohio.
- 13** *Dean, Drive, and Dine* — starting at 3:00 p.m..
- 27** *Porsche Palooza at Artomobilia* in Carmel, Indiana.

September

- 2-4** *Sports Car Together Fest* at IMS in Speedway.
- 5** Club Meeting — starting at 7:00 p.m.
- 10** *Going to the Dogs Tour III* — starting at 11:00 a.m.
- 30** *Pumpkin Run* at Putnam Park Road Course — starting on Friday.

October

- 1-2** *Pumpkin Run* at Putnam Park Road Course
- 3** Club Meeting — starting at 7:00 p.m.
- 13-16** *912 East Coast Rendezvous* in historic Goochland County, Virginia
- 15-16** *2022 Winery Tour* ending at Patoka Lake Winery.



August 13 Dean, Drive, & Dine

Please join us at 3:00 p.m. at the James Dean Gallery in beautiful Fairmount, Indiana with a drive to Bonge's Tavern for some tailgating and dinner.

We will meet at the James Dean Gallery at 3:00 p.m. to enjoy the exhibits, with quick stops to his gravesite, boyhood farm, and the Fairmount Historical Museum. We will then travel an hour-long route to the popular and unique Bonge's Tavern where we will tailgate before our 6:30 pm dinner reservation, so bring your portable chairs, light snacks, and beverages of your choice for pre-dinner fun.

The dinner reservation is limited to the first 16 people that sign up for this event. Feel free to join us for any or all parts of the day.

Check Out These Upcoming Events

Porsche-Palooza at Artomobilia

August 27, 2022

On Saturday, August 27th, Porsche-Palooza presented by Tom Wood Porsche will feature an incredible number of uncommon, special, regular, fast, super 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 very latest supercar...and everything in between...and maybe a few surprises. Load-in for Porsche-Palooza will be at 8:30 am and judging begins at 11am. Due to safety concerns and crowd size, entrants will remain in place until 5 pm.

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

<https://www.artomobilia.org/store/p/artomobilia-porsche-palooza>

Photos supplied by Larry Clarino



September 2nd to the 4th

Porsche will return to Indianapolis over the Labor Day weekend to celebrate its long history of performance road and race cars, along with trackside activities for families and fans of all ages. The Sports Car Together Fest, the second annual marquee event at the famed Indianapolis Motor Speedway (IMS) by Porsche, will highlight the German sports car manufacturer's highest performance models: the GT line of road cars as well as its top one-make race series.

This event is what is expected to be the world's largest gathering of Porsche GT cars and a spotlight on the 50th anniversary of the RS model. While the Porsche Carrera Cup North America presented by the Cayman Islands will headline the racing action on the track, multiple aspects of the Porsche automotive and sports culture will entertain and educate Porsche fans and casual attendees alike at the three-day end of summer event.

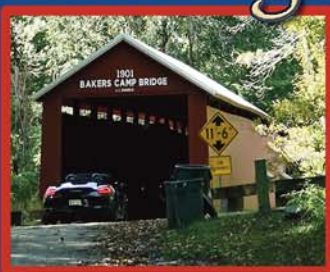
Going to the Dogs

September 10th

It's been a ruff year, so get out of your Bark-a-lounger and join the pack on Beeson Bridge September 10th for the Going to the Dogs Driving Tour III to benefit the Speedway Animal Rescue! We're paw-sitive you'll have a good time.

100% of registration money goes to the rescue. Please join us for the worthwhile cause. The money from this tour for the Speedway Animal Rescue goes to their medical bills, boarding, food and more. Every dollar you contribute helps these unfortunate animals.

<https://cirpca.org/event/going-to-the-dogs-tour-iii/>
Every animal will give you a woof and a lick thank you!!



Fall Pumpkin Run

September 30 — October 2

Join us as we close out the DE season with a weekend at Putnam Park Road Course. In addition to a fully instructed DE, we will also host a national DE Instructor Training for any A or B drivers who would like to become an instructor. Details and registration can be found on [Clubregistration.net](https://www.clubregistration.net)



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2022 SUMMER CIRCULAR



Ryan Schuler, in his 2016
Porsche GT4 Clubsport MR.

2022 Spring Brake

Article by Larry Clarino/photography by Clarino & Anthony

The 2022 Spring Brake High Performance Driver's Education (HPDE) event at Putnam Park was another huge success as 101 participants took to the rolling hills of one of the best student tracks in the country.

The track located about 35 miles east of Indy has been the home of Central Indiana Region's (CIR) HPDE's for many years. The Porsche Club of America's HPDE program is one of the best in the world for an all-volunteer on-track experiences. The level of both in-car and classroom instruction is unsurpassed in the sport.

And HPDE is a sport; this isn't racing, and it sure is not street driving. At our events the goal is for everyone to have fun and be safe and make each one a better driver at the end of the day than they were at the start. Mark Westlake, CIR's Track Chairman, along with Chief Driving Instructor, Doug DeArmond are simply two of the best in the country at what they do.

The CIR wants to thank our prime event sponsor Tom Wood Porsche for helping with the funds necessary to continue these popular programs. Our HPDE's are truly the cornerstone of what Porsche sports cars represent and the PCA stands for.

A special part of this Spring Brake was the wonderful tribute to long time CIR member and true Track Enthusiast, Ken Little. Ken passed away in November 2019 after

The start of 2022 Spring Brake.



Larry Clarino leads a Green
group classroom session.



leaving our region to move to California in 2016 to be with his children.

Ken's wife, Cheryl and kids, Wendy, and Ken Jr, as a memorial to him and to his favorite club and club activity, treated everyone to hors d'oeuvres and wine and beer on Saturday night, after the track closed. It was truly a celebration of Ken's life as stories and tall tales were told and probably exaggerated. Yes, a celebration.

Cheryl was not able to travel, due to a hip injury, but Wendy and Ken Jr made the trip all the way from California to host the occasion. Ken's beloved 1994 911 Cabriolet was on display and both Wendy and Ken Jr had a chance to lap Putnam in their dad's car at Ken's home track.

The CIR wants to toast Ken Little; he will always be remembered as one of us, one of the CIR's leaders!



Putnam Pit Lane.



Two shots above Wendy and Ken Little Jr with a tribute to their dad.



Porsches go out for a session.





"Wet, Wild & Crazy"

Article by Bob Snider/Photography by Snider & Jim Hatfield



I

t was dry, it was wet, the sun came out, then more rain; what a day at Indianapolis!

Fifty-Six Central Indiana Region members attended the May 14, 2022, GMR Grand Prix at the Indianapolis Motor Speedway's 2.4-mile road course under threatening skies.

It was one of the most exciting races ever held at Indianapolis with ten lead changes and eight cautions with numerous spins. Team strategy with when to pit, when to switch to rain or slick tires and fuel to add, was paramount. Even Paul Page, "Voice of the Indy 500", told us at our CIR "Evening with Paul Page" event, "That was one of the best races I've ever seen at Indianapolis." Driver Conor Daly said after the race, "That was the craziest thing I've ever experienced." Even race winner, Colton Herta said, "This is the hardest race I think I've ever done."

Colton Herta started the race 14th on rain tires. His Andretti team made the decision on the third lap to switch to slicks. This led to one of the greatest catches in Indy car history. Herta looked like a pro rally driver drifting his number 26 Dallara through a corner. That along with other critical tire decisions proved important as the rain came, went and came back again, earning a deserved win for Herta and the Andretti Autosport team.

Meyer Shank Racing's Simon Pagenaud after starting 20th finished 2nd with Team Penske Pole winner, Will Power, grabbing 3rd.

The race started in light rain with everyone on rain tires, then the track dried with rain starting again near the halfway point when scattered showers appeared on different parts of the track and then got heavy for the last half hour. Most of the CIR'ers came prepared with complete rain gear, a good thing. It was a great race and one to be remembered.

Good news for the club is next year, CIR member Wilson Hopkins has agreed to take over the renewing and distribution of our Indy GP Race Tickets. I have been handling all the CIR Race Tickets for the club for 35 years now. I was only 40 years old when I started when Porsche announced in 1987 they were going to enter the Indy 500, and it is time to let someone else take over.

See you next year at Indy, and be looking for our club's GP Race Tickets on sale at ClubRegistration.net early next year.



Colton Herta in Andretti Autosport's Gainbridge Dallara was the class of the field in wet, dry and in between conditions.





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An Evening with Paul Page

Article & Photos by Clarino

A very special evening was hosted by the Central Indiana Region, An Evening with Paul Page, Voice of the 500 presented by SONAX.

We had the opportunity to have Paul Page join us for a couple of hours at the Basile Westfield Playhouse, an absolutely beautiful new theater in Westfield, Indiana. All ticket sales went to the Heart and Soul Clinic in Westfield, which serves the medical and dental needs of the uninsured in all of Central Indiana. A major part of the CIR is our mission to give back to our community.

CIR's own Tom Beeler chatted with Paul in a casual setting on stage as more than 160 members and guests observed the stories and tales of the 500, both past and present.

Paul's broadcasting career began in local radio, but it hit the accelerator when he moved to WIBC 1070AM, in Indy, in 1968. There, he met the original host of the Indianapolis Motor Speedway Radio Network, the legendary Sid Collins, who recruited Paul to join his venerable radio team for the Memorial Day classic.

Paul's rock-solid reporting earned Collins' respect, making Paul his chosen successor. Paul anchored the Indy 500 radio broadcast from 1977 to 1987. Based on the quality of his work, Paul was tabbed by ABC/ESPN Sports to anchor all their Indy car series telecasts starting in late 1987.

It was here Page's indelible mark on Indy 500 history was made. Joined by former Indy car veterans Bobby Unser and Sam Posey, the ABC Indy broadcasts became Emmy Award winners as well as fan favorites.

CIR member and former IndyCar driver Scott Goodyear introduced Page. Scott was a color commentator for several years in the TV booth with Paul.

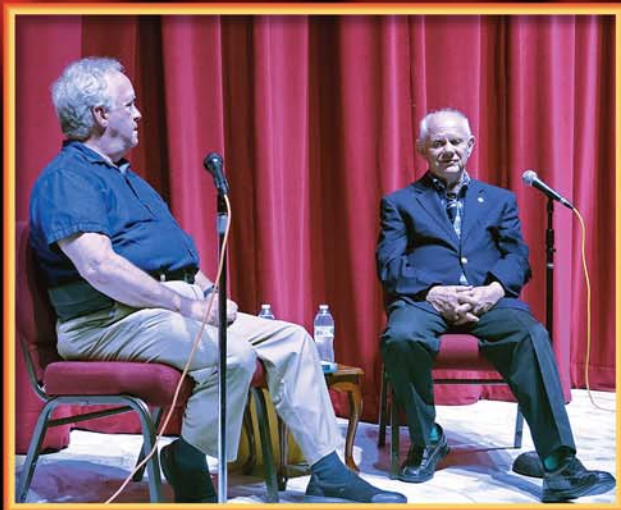


SONAX USA's Rob McCrary sponsored the evening.



The CIR presented a \$1900 check to Heart & Soul Clinic.

CIR's own Scott Goodyear introduced Paul Page.



CIR member Tom Beeler interview Paul Page.

Tom Beeler presents a proclamation from Westfield Mayor Cook making it Paul Page Night.



Page, a vintage Ferrari owner, has had a solid relationship with our favorite brand. He is one of the very few people on the planet to drive a real Porsche Indy car, a 1990 March 90P, at the Nürburgring. We can safely say he was the only one in the room that could say that!

To top off the night, Westfield Mayor Andy Cook sent over a proclamation declaring May 19, 2022, Paul Page Night in Westfield. Tom presented the framed testimonial to the surprised Page.



CIR/PCA MAGNETIC MEMBER NAME TAGS

We want to know who you are when you come to our events. If you have not bought one or two of our magnetic member name tags, please take advantage of the new savings. There is a whole new way to order official Central Indiana Region name tags. Cost is \$10.00 per tag, plus shipping. Just go to <https://cirpca.org>, the club home page and scroll down a bit. Fill out the form and click submit!

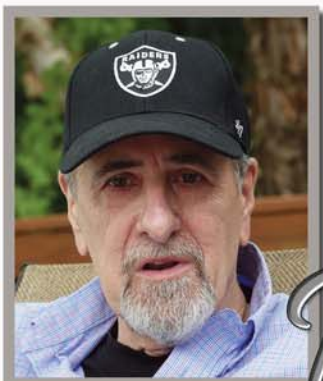
You will be contacted by Bardachs Awards in Indianapolis. They'll make arrangements with you for proofs of your new name tags, and the cost and shipping.



Greg
Smith



Sharon
Smith



FOCUS ON David Weaver

Article & Photography by Larry Clarino

The Central Indiana Region (CIR) is very fortunate in having a webmaster that is highly motivated to make the CIR's digital presence second to none.

David Weaver joined us in 2007 when he finally bought his dream car, a Porsche 911 (964). After joining the club and attending a couple of CIR board meetings under then president, Don Shuck, David approached him about helping out with the CIR's webpage and digital presence. When Don found out David was a professional computer programmer and had been coding computers since 1976 for major banks, he leaped at the opportunity, "enlist" David's expertise.

Weaver not only revamped a site that was in frankly, sad shape, he turned it into a PCA award winning website. David's drive for improvement continues today.

"We are right now doing yet another upgrade. As technology changes we keep adding features and usability." The CIR is certainly thankful to have someone like David in this important role.

The newly wed, David and fiancé Ellen, were married just a few weeks ago on June 25th; luckily Ellen loves cars almost as much as David. A driving-tour David organizes every year in the early Fall is his Going to the Dogs Tour; Ellen has taken the reins of route planning. "She loves routing and researching our charity tours. I give her all the credit, and it makes it fun for me."

Ellen is a technical writer for Covance, now Labcorp, working in the compliance area for the drug development firm. We can attest that the detail required by her career translates

to the detail of the directions produced for CIR drives. They rank right at the top, a high compliment, indeed.

With the CIR the Weavers especially like the social side of our club; dinners and friendships are important to the couple. They have just started to think about a little larger home than the New England like feel of the smallish two-bedroom home David lives in now. "But it will be hard to give up this view," a large lake and a pier just off the deck, right in Indianapolis. "I would like a bigger garage than the small two car I have now, however." Of course, can a garage ever be too big?

David is looking forward to our October HPDE; Pumpkin Run, and a chance to get his new to him, 2012 911S Cabriolet (991) on a track. This will be a new experience for him, one he is approaching with a lot of anticipation. Of course, the Putnam Sports Car Course is the perfect place to start. This will be his first ever track experience.

Philanthropy is an important part of David Weaver's life. "My dad not only introduced me to cars, but also instilled a sense of community and the need to help, to give-back, in me as a child," said the Southport, Indiana native.

He has a true fervor for helping local charities. He has been able to get the CIR involved with his favorite, Speedway Animal Rescue (SAR) in a fund-raising effort. David's love for animals is what triggered this involvement. He is now a board member of SAR and the organization's webmaster.

David and Ellen's Going to the Dogs Tour raises money for the charity. This past Fall donations by club members amounting to \$1600 was presented to SAR. The annual tour is not only great fun on some awesome roads, but David will also lean on everyone to pony up a little extra for Speedway Animal Rescue. It is a true grass roots effort that takes care of any animal in need around the Speedway, Indiana area. They need our help desperately.

"We love to drive, and we love animals, so we put the two together." Be sure to sign up for the tour, coming on September 10, 2022. Registration is open now on the CIR website at <https://cirpca.org/event/going-to-the-dogs-tour-iii/>. And if you don't sign up send a check anyway!

Everyone in our region owes a thank you to David and Ellen for the work they do for the club. It is an honor to have leadership like this as we grow and thrive.





REPAIRING A Porsche 911 HEADLIGHT

Article & Photos supplied by Greg Brown

While Porsches typically age well, certain parts of them do not hold up to the elements or just time itself. My previous 911, a 2002 996 Cabriolet named “Cabbie,” was left pretty much outside or in a carport that saw too much sun. While its beautiful Arctic Silver paint was immaculate, its LCD instrument cluster, leather, and external plastic were toast. Not to mention a critter-munched cabin filter and what seemed to be the factory air filter.

I wanted to restore this 996 to its former glory and the most obvious issue was its headlights. They were faded, spider-webbed, and looked cracked at any angle. Having gone to the internet to look for new ones, they were over \$2,000 each and used ones were not much cheaper.

Now to Plan-B. I remembered from my childhood, some friends tried to restore, with mixed results, the headlights on their hand-me-down vehicles. So, I did some basic research and landed on the 3M Ultra Headlight Restoration Kit (Available at most auto parts stores.), because of the reviews and the fact it came with an attachment you could put on your power-drill for around \$40 bucks. Cheaper alternatives are available, but I went with the drill attachment version because I knew using a piece of sandpaper alone would be a lot more work.

The kit also came with masking tape just in case you want to do the restoration with the headlight on the car. However,

I decided to remove the headlights themselves to eliminate the chance of scuffing the paint.

With a little help from YouTube™ and the owner’s manual, I dove to my car’s toolkit to retrieve one of those infamous Porsche-unique tools that allows you to adjust or remove the cars headlights. Getting them out was quite easy as all you

have to do is remove the carpet in the frunk, next to each headlight and use the special tool to go into the hole and turn it like a screw. You’ll be awarded with a clunk in either direction letting you know the headlight is fastened or available for pull-out. Note, most other Porsche models come out in similar ways. Some need a small socket or torx-wrench, but generally it works much the same way.

After an adult beverage or two to calm my nerves, after all, I was about to take a power tool and sandpaper to my car, I followed the instructions which were well laid out. In short you apply the supplied lubricant to your headlight, put the attachment on the drill, and a sticky sandpaper disc to the attachment.

Going slow and steady with the drill, constantly applying lubricant while going in circles over all surfaces of the clear headlight, it started to work.

Depending on how deep the cracks and spider-webs are, you may need to apply a little force and lots of patience to work them down. You may feel like you’re doing something wrong as the entire surface becomes “cloudy” from your scrubbing away and lightly scratching the surface, but you are really polishing it. I remember thinking I ruined them several times, but I kept going until I was satisfied all the scratches were all gone.

Once complete, you apply a coating of the included synthetic wax protectant to the cloudy lenses and very quickly you start noticing a clear see-through surface as you buff it away with a soft cloth similar to waxing. To my surprise, they looked like new and had all of the scuffs removed.



BEFORE



AFTER

All that was left was reversing the headlight assembly removal process and reinstalling the headlights back into the car. A job well done!



Reinstalling the headlight.



TOOL



FOYT WINE VAULT

Article by Fred Greulich and photos by Larry Clarino

The AJ Foyt Wine Vault in Speedway Indiana was the site of a Central Indiana Region Happy Hour on April 20, 2022. This was the first Happy Hour of the year and served as a kickoff to that special season known as May in Indianapolis.

Around thirty-five CIR members had the chance to sample some of the fine Foyt Family Wines and a selection of local brews, view a collection of AJ Foyt memorabilia, and visit with fellow club members. The theme of course is motor racing with a Foyt Indy car dominating the east wall of the lounge.

While few associate the Foyt name with fine wines, AJ Foyt is certainly synonymous with motorsports and Indy car racing. He is unquestionably the grand master of motorsports. Not only is he the first four-time winner of the 500 Mile Race, and a winner at the 24-Hour at LeMans, the Daytona 500, seven-time Indy Car National champion, and maybe the winningest racing driver of all time, but who knew he is the force behind a high-end winery?

The Vault is located right on Main Street of Speedway, next to the Foyt Racing shops where AJ's son, Larry Foyt, heads the legendary Foyt Racing Indy Car Team.



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Cars & Coffee

HOSTED BY THE TOM WOOD AUTOMOTIVE GROUP

Article & Photos by Larry Clarino

There was an amazing turn out on Saturday, May 21, for Indianapolis Cars & Coffee event, hosted by the Tom Wood Automotive Group at the Tom Wood Aviation hangar and aircraft ramp, at Indy Metropolitan Airport, in Fishers, Indiana.

More than 1200 cars were on display, yes, you read that right, 1200! The Fishers police department finally had to turn cars away; simply too many showed up, with traffic backed up to Allisonville Road.

The feature mark this year was Porsche with models supplied by our Central Indiana Region. Tom Wood Porsche, along with CIR President Pete Walker, organized the display of around fifteen Porsches of many vintages and variations displayed inside the hangar with the Tom Wood collection of very rare Warbird aircraft.

Cars & Coffee is literally an ad hoc gathering of car guys and gals, a tribute to the car hobby. Pretty much every brand is represented in one form or another. From million-dollar Ferraris and Rolls-Royces to compact Hondas, Nissans, to Willys Jeeps and Rat Rods, are proudly displayed by the folks who love them.

If you get a chance to get to a Cars & Coffee near you, it is certainly worth a visit. They have sprung up all over our state from Tire Rack in South Bend to Columbus. No competition, just a Saturday morning to talk about...cars!



Not only was there a variety of cars, but a few juniors were enjoying the Porsches. Hope he is a Porsche Junior member.





A Record Turnout!

Article by Bob & Brigitta Snider

Annual CIR Spring Color Tour Weekend to the Cincinnati area took place April 30 and May 1. It was the first SCT overnight weekend event in three years due to covid. A record turnout of 56 members in 29 cars participated this year. Club members were ready to get out and have fun with their cars!

The Kopper Kettle Inn in Morristown was the starting point as 48 of us sat down for lunch followed by the driver's meeting.

At 1:00pm sharp a seemingly endless stream of beautiful Porsches took to back roads headed for the first stop in very German and historic Oldenburg with its old-world named streets and renowned churches. They don't call it the "Village of the Spires" for nothing!

More back roads were on tap for the drive to Covington, Kentucky. Arriving around 5 PM, most of us checked into the Cincinnati Marriott at RiverCenter with a record 21 rooms reserved. Spectacular views of the Cincinnati downtown skyline and the Roebling Suspension Bridge were guaranteed from all our Deluxe King Bedrooms that included their Sunday morning buffet breakfast.

Dinner at the always very popular



Members enjoying lunch at the Kopper Kettle.



Porsches parked at Spring Grove Cemetery & Arboretum.



Night skyline of downtown Cincinnati from our hotel showing historic John A. Roebling Suspension Bridge.

Hofbrauhaus in adjacent Newport, KY was a little challenging this year as they no longer take reservations on weekends, and we had a large group of 46 people arriving shortly. When Brigitta and I arrived, the two main dining rooms were packed!

Herr und Frau Tourmeisters put our heads together, summoned the restaurant manager, checked out the outdoor Biergarten — which had plenty of tables, and with the help of six of our early attendees, we grabbed them as our Porsche troops arrived. It all worked out great as the weather was perfect with a nice breeze, a perfect evening.

There were thunderstorms predicted all weekend, however the Weather Channel was wrong. It was perfect all weekend long with no rain at all. Several cars even had their tops down both days.

Sunday morning, the hotel surprised us with the use of the new M Club (For Marriott not BMW) dining room off the hotel lobby atrium for our group with its own wait staff and refreshment bar.

Our usual Sunday morning driver's meeting took place with the coned-off bus lane for all our Porsches lined up with driver's meeting just inside in the entrance. It all worked out great.

The Sunday driving tour of Cincinnati's Spring Grove Cemetery & Arboretum saw 16 members in eight cars take off at noon for a one-hour tour of their winding and hilly roads featuring their magnificent flowering trees, shrubs, flowers, lakes, and fountains. Everything seemed to be in bloom, and the very unique architecture of their many different types of historical mausoleums piqued everyone's interest.

Retiring to the Taft's Ale House in a converted 1850 German Evangelical Church in the historic Over the Rhine District of Cincinnati for a late lunch around 2 PM, we said our goodbyes as we all headed back home from a great and wonderful weekend.

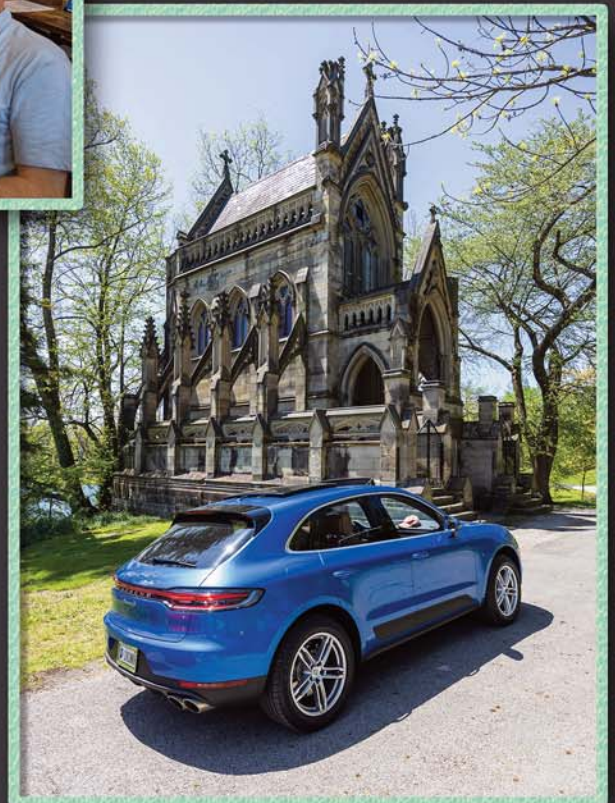


Sunday Lunch at Taft's Ale House in Over-the-Rhine Historic District in Cincinnati.



German band at Newport Hofbrauhaus.

Gothic Dexter Mausoleum at Spring Grove Cemetery & Arboretum.



Photography for this article by Bob & Brigitta Sneider/Ken Rabbers.

Sim Racing

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PCA Sim Racing Summer Schedule

Article by Jim Legault

PCA Sim Racing activities have throttled back a bit for the summer. While there are still plenty of opportunities to participate, the focus has shifted to fun and informal sim racing events. Follow the link to check out an overview of all the [2022 Summer Fun Series activities](#).

Arrive and Drive

The Arrive and Drive League, designed for those of us who want to just show up and race for fun, features “Rovals and Ovals” this summer, racing on the most famous speedways in the United States. One week we run on the road course (Roval) and the following week, we practice our circle track skills on the oval.

We might be driving any of the iRacing Porsches: 718 GT4 Clubsport, Porsche 911 GT3R, Porsche 911 992 GT3 Cup (992), or the RUF RT12R Track. You'll just need to “Arrive & Drive” each week to learn which track and car we'll be racing that week. So far, we've hit the Indianapolis Motor Speedway and Daytona International Speedway road courses and ovals.

Arrive and Drive events are held Thursdays at 8:00 PM Eastern and repeated Saturdays at Noon Eastern. Check out the [Arrive and Drive](#) web page for more information on how to join in the fun!

WWZ Summer Fun Series

The WWZ (Wild West Zones) Zone Group is hosting another laid-back Summer Fun Series in 2022. This series is open to all Main League drivers and will run on Friday evenings at 9:00 PM Eastern through September 23rd.

The Summer Fun Series features the Porsche 718 GT4 Clubsport, GT3 R, and 992 GT3 Cup with fixed setups on a mix of 9 tracks in day and night races. Practice “prelude” sessions will alternate bi-weekly with races. Please see the [WWZ](#) web page for more information.

Entry Class League

The Entry League is gearing up for its own Summer Fun Entry Series! The series is open to all Entry League drivers with separate run groups/sessions for the A Group and B Group drivers.

The sessions will run on Tuesday evenings at 9:00 PM Eastern / 6:00 PM Pacific through September 13th. eDE instructor support will be available. Entry Class drivers will be using the iRacing Porsche 718 GT4 Clubsport, Porsche 911 GT3R, or Porsche 911 GT3 Cup (992) with fixed setups on a mix of 9 tracks in day-and-night races. Like the WWZ Summer Fun Series, practice “prelude” sessions will alternate biweekly with races. *The full series schedule is available to download [here](#).*

You can learn more about how to get started in PCA Sim Racing by following the link to [Onboarding here](#) and to the [Entry League here](#).



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2022 SUMMER CIRCULAR

Targa Love

Article & Photos by Will Anthony

So, you love top-down driving. The feel of wind, and the scents of the outdoors, other than skunk or roadkill, of course. However, you live in the Mid-West, where the weather can change in a moment. Even with the top up, a convertible is much noisier than a coupe. And there are those individuals that see a quarter on your passenger seat and will cut a hole in your roof to get it. So, you want a soft top that is also a hardtop; what do you do? You find a Targa! Open air driving without all the buffeting.

The Targa was first added to the Porsche 911 lineup in 1965. The government was taking a dim view of the safety of convertibles. Porsche, as well as other manufacturers, were looking for a substitute (*pic 1*).

The original Targa had a removable roof panel. This same feature was adopted by other car companies like Honda with their del Sol (*pic 2*). This worked fine, but you had to stop the car and get out to install the panel. In 1996, with the 993, Porsche created a glass roof that slid in behind the rear window. This idea was carried through with the 996 and perfected with the 997. A retractable screen was added to cut down on the light coming through the roof. The roof can also be opened or closed at highway speeds.

I recently drove my 2008 Targa S to the Spring 2022, Treffen at Broadmoor in Colorado Springs, Colorado. We had beautiful weather, and the roads were incredible. Winding through the mountains with the top open was the place to be.

All of the 997 Targa's are all wheel drive; mine is also a

PIC 1



PIC 2

six-speed manual, which makes it even more fun on the twisting roads (pic 3). If you want more peace and quiet, you can just roll the roof closed. Of the three versions of the Targa, the 996/997 version is the only one with this ability.

This version of Targa is also the only 911 "hatch back" that I am aware of. The back window lifts up to allow easy access to the rear seats. I kept the rear passenger seat folded to provide an easy place to grab things on my drive out and back.

Driving home from Colorado Springs to Michigan City, Indiana, I took I-70. Driving through the rolling hills of Kansas, at dawn, with the top open and the cruise control locked in was very peaceful. Very little traffic on a Sunday morning.

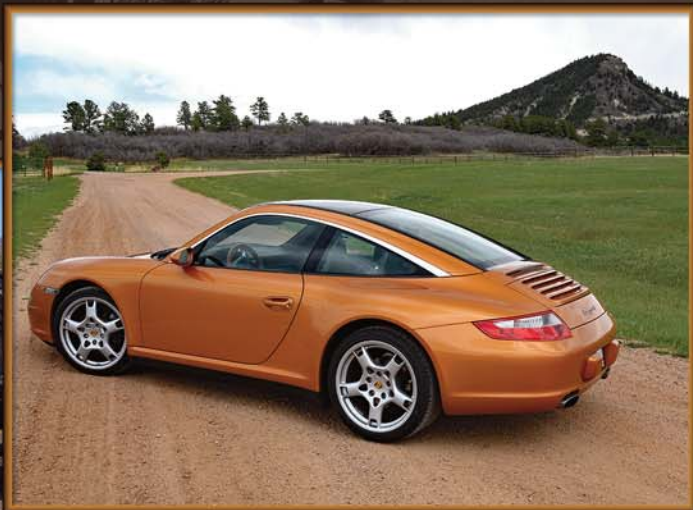
If you have, or are looking for a 996/997 Targa, do yourself a favor. Get a bottle of SONAX Rubber Protectant (GummiPfleger).

Treat the seals around the roof with it to keep the rubber supple. This will help you avoid the rattles.

The 991/992 version of the Targa has a motorized roof (pic 4). It reminds me a lot of the top on my 2009 BMW Z4. You were supposed to be able to open and close it up to 30 MPH, but I don't think I would try it. With this model, Porsche re-introduced the "Targa Bar". This was the wide band just past the doors that made the original Targa so distinctive.

So yes, I am in love with my Targa. It bridges the worlds of the Coupes and Cabriolets. This summer find your own road, whether it's a racetrack or just a smooth section of asphalt. Whatever kind of vehicle you have, just get out and drive.

PIC 3



Background photos Andreas H — PIXABAY

PIC 4



Independence Dam State Park

Article by Greg Smith/Photos by Will Anthony

Our annual Spring drive To Independence Dam State park took place on Sunday, May 22. Over a dozen CIRPCA cars and a few invited guests drove a spirited drive from Jimmy & Maureen Arata's beautifully landscaped home outside of New Haven to the Independence Dam State Park. Our route followed the Maumee River which provided some great 2 lane country paved roads. Once there, most broke out a picnic lunch and hiked or just enjoyed the scenery! Thanks to Will Anthony for some of the photos!



A picnic lunch and the beautiful scenery was enjoyed by all.



Porsches park outside of the Arata's home for a 11:00 a.m. start.

Treffen at the Broadmoor

Article & Photos by Will Anthony

The Spring 2022 Treffen was hosted by the Alpine Mountain Region at the amazing historic Broadmoor Resort in Colorado Spring, Colorado. What a job they did!

The tours Alpine set up were wonderful. Our Thursday drive was titled Mountain Roads (*pic 1*). We started off on a busy two-lane but quickly left it for back roads through the foothills of the Rockies. I was amazed at the huge ranches lining the route. It was definitely spirited driving (*pic 2*). Such a large group of Porsches does draw attention. We received many honks and waves, in the small towns as we passed.

Friday was the navigators' day off, so no driving tours were scheduled. However, Central Indiana Region's Randy Faunce and I sat down with some of the host volunteers from the region to plan our own drive. We created our own tour. Taking I-25 up to HW-105 east to HW-83 south. This leg provided some stunning mountain views. We rejoined I-25 and headed north again. This time we took HW-105 west through rolling hills and ranches. Lunch was at an Irish Pub for a pint and a steak burger, yum. Our last stop was The Garden of the Gods, actually a Colorado Springs city park, on the westside of Springs (*pic 3*). Randy wanted to do some hiking, me, not so much, so I drove around the area looking for the right back drop (*pic 3*).

Friday night was the big reception at the Penrose Heritage Museum near the Broadmoor. The theme was the Race to the Clouds. This refers to the 12.42-mile, Pike's Peak Hillclimb. Many of the vehicles that had participated in the race from its very beginning were on display. Fred Veitch, a past president of the Alpine Mountain Region, gave a talk about the history of the race and the upcoming competition this June 26th. (*pic 4* on page 2 of this article).

Saturday was the Royal Gorge tour. We drove to the gorge and then across the 955-foot-high bridge over



PIC 1



PIC 2



PIC 3

the Arkansas River. (Pic 5). The bridge was built in 1929 with decking of wooden planks. It's usually for pedestrians only. The Alpine region got permission for us to drive across.

We circled around and then drove back across so that everyone could stop on the bridge (pic 6). I'm not keen on heights so between the high wind warnings that day and the bridge's near 1000-foot drop, the bridge seemed to be swaying more than a little. With that much weight in vehicles, it was also shaking.

The Rio-Grand Railroad train that runs along the river went by, so everyone had to get out of their car and crowd along one side. Now the bridge was actually tilting! I took a few photos and got right back in the car. As there are wide gaps between some of the planks, all I could think of was that if anyone dropped their keys, we would be in trouble.

Once off the bridge, the drive continued through some of the best driving roads yet. This was open-range country. At one point we had to almost come to a stop to thread our way through a herd of cattle. The cattle

were not impressed by our Porsches and probably did not think much of the leather interiors either.

We finished the tour at the park that surrounds the bridge for a fabulous pulled pork lunch. There is a zip line across the gorge. After watching that for a little while I decided I was fine on solid ground, nope, not for me!

Much like the Treffen at Kohler, Wisconsin, last Fall, I met many new people from different parts of the country. The Grand Prize at the closing dinner was a seven-day cruise from any port to any port on Princess Cruise Lines. One of the couples I had lunch with on the Mountain Roads tour won. I was also lucky enough to have friends from the CIR region to hang out with.

Now I'm trying to decide if I want to go to Treffen, Bend Oregon, this fall. It will be a long drive out and back, but the prospect of more Treffen adventures would be worth it. If you have never been to a Treffen, you should check it out. A Treffen is a great time, with wonderful people, in a beautiful setting. Maybe I'll see you there!

PIC 5



PIC 6



PIC 4





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Greetings fellow PCAers!

Article & Photography by Randy Faunce

Randy Faunce here, 30+ year member, known to many of you as a habitual track hound, though the simple truth is, I thoroughly Enjoy the Drive! Around our state, region, country, or continent — twisting roads up and down mountainsides, curving along riverbeds, winding through open fields or wooded forests, I relish it all! Certainly, doing so at speed on a closed-circuit road course is addicting, though I savor scenic, rolling drives on public roads just as much.

Which is a key reason we, my family and I, enjoy PCA's Treffen events. They are a series of organized drive and dines through whatever unique scenery can be found near the host location. Our first was PCA's first Treffen, at Lake Tahoe, September of '16 (less than a month after taking delivery of the 981 GT4).

This month's PCA Treffen Broadmoor in Colorado Springs, our 7th, was another mountain-based venue (perfect!), in that same GT4, some 160,000 miles later. In the shadow of Pike's Peak, around the corner from Royal Gorge, surrounded by rolling range and open cattle ranches, a mountainside zoo in town (the only zoo-on-a-mountain in America), the Shrine to the Sun, Garden of the Gods, Seven Falls, Glen Eyrie Castle, the Broadmoor Resort, Cheyenne Canyon, Helen Hunt Falls (named for the author, not the actress) . . .

As is our Treffen traveling norm, this trip was planned to spend more days in the vicinity than just the scheduled events.

Our early arrival gave me ample time to explore the Will Rogers Shrine to the Sun (a mountainside mausoleum and chapel), a tour of the zoo, and mid-afternoon tea at the Glen Eyrie Castle (repurposed as lodging and a Christian retreat). Plenty of time for the early evening event registration mixer at the Broadmoor with outdoor



Parked in front of the Broadmoor.

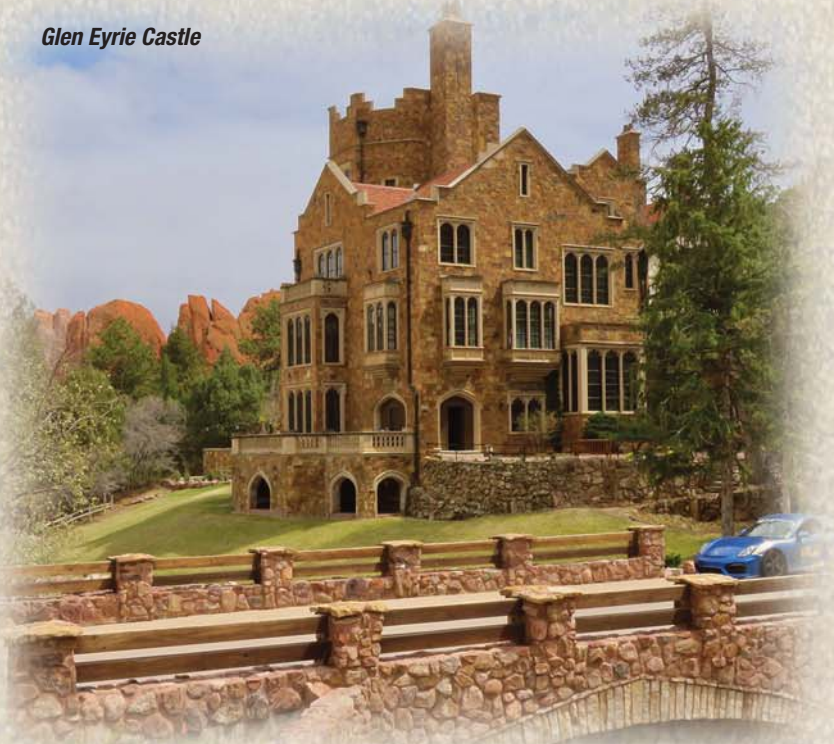
bar and tasty h'ors d'oeuvres — always a great chance to catch up with friends from past events, get ideas for some of the non-event extras around town, and, typically, meet & greet with any and all CIR folks in attendance. After official PCA welcomes and announcements, we CIR folks headed to a downtown steakhouse — perfect finish to a GORGEOUS day!

The driving tour options included old mining towns, mountain passes and scenery, Pike's Peak (of course), the highest bridge on the planet across a deep gorge, even an off-road option for Cayenne & Macan owners.

My first day was spent driving to and then crossing the Royal Gorge Bridge, over a DEEP thousand-foot canyon above the Arkansas River. The Royal Gorge Bridge has since been relegated to pedestrian traffic only, EXCEPT on special occasions, like when a few hundred Porsches are in town! That drive across included the requisite stop ON the bridge, for photo ops.

Friday, Will and I got together and decided to finish some wonderful driving roads he felt might have been missed on his Thursday Mountain Roads Tour. With nothing more than our GPSs in hand, and a vague idea of which way to start, we had a most enjoyable time driving, stopping for photos (both HUGE shutter bugs — he makes his living at it!), a bite of lunch outdoors at an Irish pub in Palmer Lake City (two misnomers: the lake isn't, a pond, at best, and maybe a village, definitely NOT a city). Still some afternoon on the clock, and we visited Garden of the Gods, likely Colorado

Glen Eyrie Castle



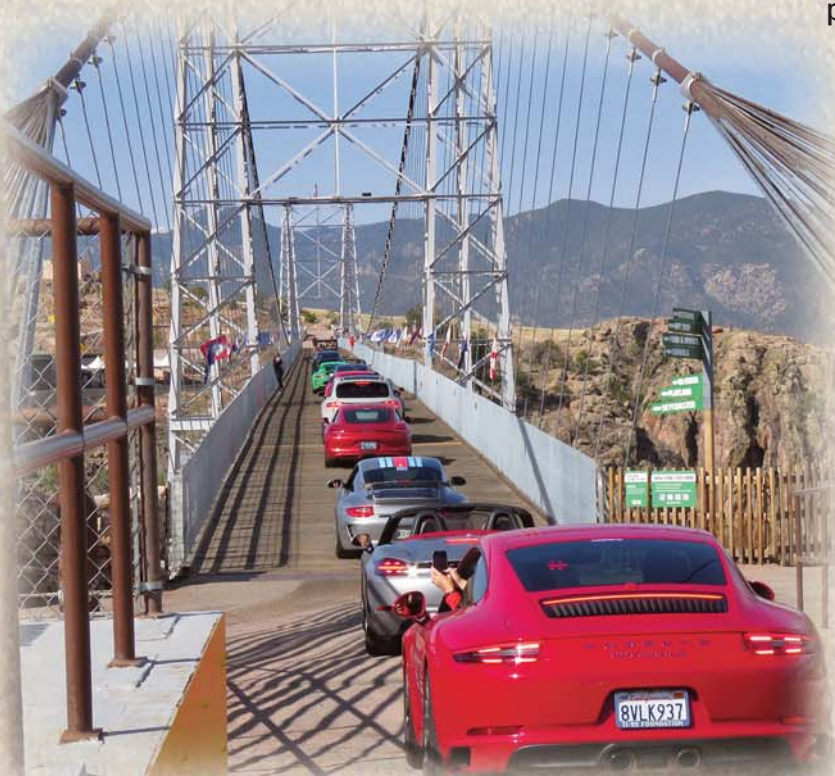
Springs' most popular attraction. Will took a GREAT photo of his sunset gold car in front of some sunset orange rock formations.

Treffen Fridays don't finish with the group dinners that Thursdays and Saturdays have, as these are more reception-like in format. THIS one was the themed gathering, featuring Pike's Peak racers (so I wore my 'racing' gear, helmet included!). The race driver presentations were in a small but interesting Race to the Clouds Museum on the Broadmoor grounds. I wasn't aware the Unser family had such a name here! Several cars spanning decades of Pike's Peak racing, videos, interviews and more made for an entertaining evening.

Saturday, I was registered for the same Mountain Roads Tour Will had experienced two days earlier.

I took the 'long way home', following small roads and dirt passes down the mountains, along the Platte River, which, apparently, has some fantastic trout fishing, with numerous pickup trucks parked roadside, guys and gals wearing waders, fly-casting in the river.

The evening plated dinner was tasty and entertaining, a chance to thank the MANY volunteers who worked so the rest of us could have FUN! And to say Auf Wiedersehen (until next time) . . .



Royal Gorge Bridge



The Million Dollar Highway

Epilog: now nearly half complete, my Colorado Rocky Mountain trip continued with one more day in Colorado Springs (morning light in Garden of the Gods, and afternoon at Seven Falls, hiking up to Inspiration Point). Monday, continuing west into Ouray (YooRay), CO, and the Million Dollar Highway for multiple days, then around the corner to Telluride for a couple more. All stunning, beautiful, with wonderful hikes, drives and riding tours!

Enjoy the Drive!

CIR Goodie Store

Photos from PCA web store.

We are happy and proud to offer the Central Indiana Region apparel to all members and CIR guests. The clothing we wear and accessories we display reflect our loyalty to the Club.

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You can also browse for PCA logo items as well as other PCA regions items.

<https://www.pcawebstore.org/regions/CIN>

These are just some of the items the store has.



Book Review

Article by Larry Clarino

Many of us are familiar with Ferdinand Porsche's work with the design of the Auto Union racing car projects in the 1930's and even his work with Mercedes-Benz race cars before that in the 1920's, but what Professor Porsche did before and after, comes to life in *Professor Porsche's Wars*, by Karl Ludvigsen.

Ludvigsen gets into the details of the life of the brilliant designer from his aircraft engines to military weapons, including giant mortars, huge tanks and secret projects under Hitler for the Third Reich.

The book is sub-titled *The Secret Life of Ferdinand Porsche, Who Armed Two Belligerents Through Four Decades*. Yes, a bit of a mouthful, but it does sum it up!

Unless you are a history buff, specifically, World Wars-I and II, much of the life of Austrian born, Ferdinand Porsche, will come as a surprise. Porsche's first cars were his front-wheel drive, "Mixte" powered electrics, with power generated from a gasoline engine driving an on-board electric generator.

Working with Austro Daimler, Ferdinand Porsche penned designs for aircraft engines as early as 1910. This led to Daimler and Porsche's work on a truly innovative project an electric powered Land Train using a Porsche designed gasoline engine to power direct-current dynamos, sending electricity to DC motors on each axle of the ten car transport vehicles. The primary purpose was to supply 380mm (15 inch) Skoda howitzers and move very heavy military weapons around Europe.

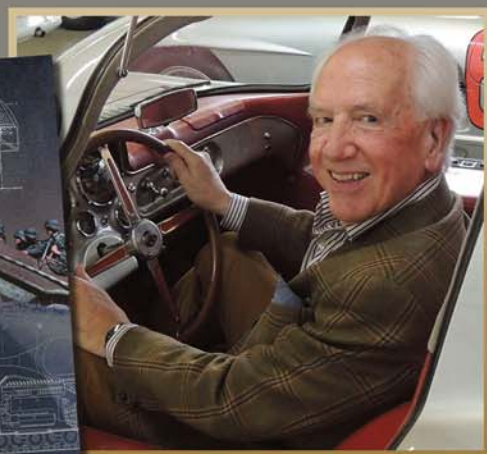
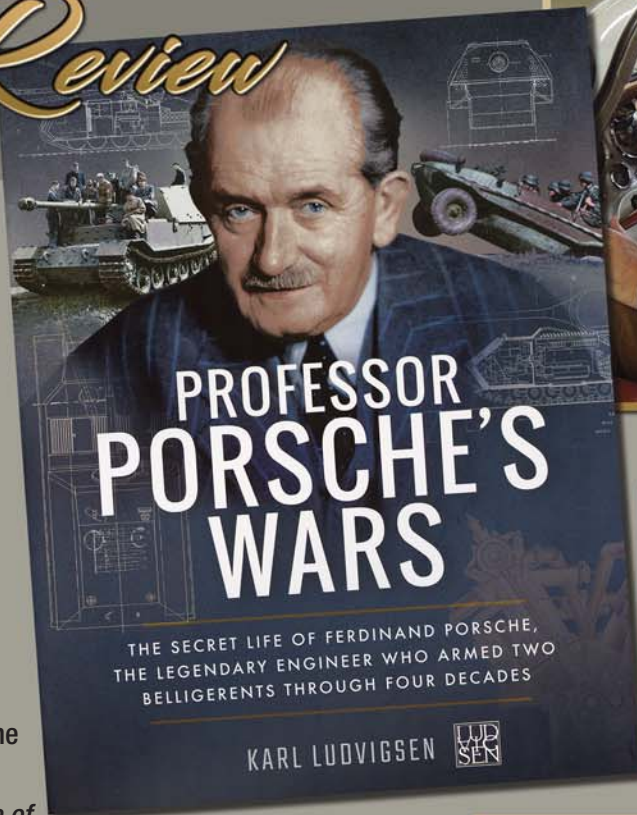
Ludvigsen goes into elaborate descriptions of Porsche meeting race fan, Adolf Hitler after the 1926 German Grand Prix in Berlin. Porsche had designed the winning Mercedes-Benz, driven by Berliner, Rudolf Caracciola. Hitler was just gaining traction with his National Socialist Party, the NSDAP, "Nazi" for short. Adolf Hitler did not forget his first meeting with Ferdinand Porsche.

Many Third Reich assignments followed for Ferdinand Porsche. Of course, the most known to us is the V30 project that came to evolve as the VW Beetle, but hundreds of projects followed from sea going ships, engines of all sorts, land transports, aircraft, and artillery. Later in the war Porsche was drafted to work with the Luftwaffe in Tiercelet, Germany, an undertaking leading to a piloted version of the V-1 buzz bomb.

In 1944 and 45, Porsche, with aircraft builders Junkers and BMW, was working on the first gas turbine engines, putting out over 1000 shaft horsepower. They were to be used in a giant tank, the Simmering X-16, called the King Tiger tank.

The last several chapters of *Professor Porsche's Wars* lay out the life of Ferdinand Porsche, his return to Austria and the beginnings of what was to become Porsche AG and the VW Group.

Karl Ludvigsen is meticulous in his research, with hundreds of photos and drawings. If you are at all interested in the origins of the Porsche brand, or have interest in the history of the period, this book belongs in your library. *Professor Porsche's Wars* is published by Pen and Sword Books Ltd. It is available on Amazon.



Author Karl Ludvigsen/photo from Ludvigsen website.



Images in the book.



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Porsche Experience Center Atlanta

PART One "The Visit"

Article by Bob & Brigitta Snider

For Christmas, Brigitta gave me the Porsche Driving Experience at the Porsche Experience Center in Atlanta (PECATL) in a new 718 Boxster GTS 4.0.

We decided to stay two nights near the Center next to the Atlanta International Airport to fully enjoy the "Experience". We booked our Driving Experience, Guided Tour, and lunch reservations three months in advance back in mid-December, something I highly recommend.

The first day we took the guided tour of the facility only offered on certain days of the week, starting at 11 AM and lasting 90 minutes, \$20/person, \$10 for Seniors.

Our guide was a local Peachstate Region PCA member who gave a complete history of the site going back to when the founders of Coca Cola wanted a horse track to race their horses and later redid it to create the first aerodrome in Atlanta for their aeroplanes. That aerodrome is now Atlanta International Airport. Atlanta is still Coke's home to this day.

The Porsche Center itself is on land where the Ford Motor Company once had an assembly plant. Porsche Cars North America was originally a subsidiary of Volkswagen of America and was called the Porsche+Audi Division, headquartered in Englewood Cliffs, New Jersey. Porsche moved their headquarters to Reno, Nevada in the '80's. After a number of years out west, they moved back east and located in Atlanta, GA.

Porsche was scattered around Atlanta, when the former Ford plant site became available, and Porsche consolidated on the new campus just northeast of the Atlanta International Airport, adjacent to I-75.

Previously, Porsche had their management, sales, and finance in one part of the city, Porsche Motorsports in

another, the parts warehouse in another and Porsche Service where they train all new service technicians at yet another location. Now they were able to combine these major groups in one place. The new site includes the Porsche Classic Factory Restoration Shop, museum, gift shop, simulator lab and two restaurants, the formal Restaurant 356, and the casual Carrera Café. The most exciting addition, for a Porsche owner, was the inclusion of a 1.6-mile test track, with six different sections.

Porsche Cars NA hired HOK, a top international architectural firm, to design everything and the results are spectacular. The lines of the buildings are reminiscent of the Porsche Museum in Stuttgart, Germany.

Just announced in December, PEC will almost double the size of the test track with a new 1.3-mile addition that

Photography on this page courtesy of PCNA.



Displays inside the Experience Center.



Lunch at the 356 restaurant with 911 shaped butters.

will include reproductions of parts of famous racetracks around the world, such as The Carousel at the Nürburgring, and the Corkscrew at Laguna Seca. Even an “ice hill” will be included, a 7% watered grade, with pavement coated in super slippery resin. It is expected to be done in the first quarter of 2023.

Included in our tour were visits to several areas of the PEC, including the restoration shop where you can have your Porsche — any year, make or model — completely restored from the ground up with factory specifications... for a price, and the service shop where you can have your car serviced. In the new Simulation Lab, many Porsche factory drivers use this for training, and you can even see how your skills match with some of the greats. Lastly the Porsche Heritage Gallery with about 10 or so very rare models and famous race cars on display. When the facility first opened the PEC was a top tourist attraction in Atlanta.

There is a Kimpton Overland Hotel on the property too, an IHG brand, we wished we had stayed there — it has great views of the test track and the new addition under construction.

After the tour, we had lunch reservations at Restaurant 356. I requested a window table at 1 PM. We had the most popular item on the menu: Wiener Schnitzel, of course! Served with a very different version of German potato salad on top and it came with spätzle and pretzel bites served with 911 shaped butters. We combined this all with Hofbrauhaus lager imported from Munich. One of the best lunches we’ve ever had, the service was great, and we had a view of the test track for my Porsche Driving Experience the next day. We could see all six different sections of the track from our table on the third floor and watch cars negotiating the course.

After lunch, we visited the Porsche gift shop, and they did have some very nice and unique items for sale. My eyes caught a beautiful, large, red, and white-striped, die-cast model of the 1970 LeMans-winning Porsche 917, signed by the two winning drivers, Hans Herrmann, and Richard Attwood, mounted under glass for a mere \$14,442.

While at the PEC on Thursday, we noticed something very big was going on. Half the facility was being rented by a large group, and they were having a big banquet and some kind of program, and security was very tight. We noticed all the people were dressed to the nines and wondered what it was all about.

After lunch, I stopped in the men’s restroom and while washing up I looked in the mirror. The gentleman standing next to me was the football and baseball player Deon Sanders! I asked him what was going on, and he said it was the “International Poverty Forum.” I’m guessing he was there as their featured guest speaker.

He is the only athlete ever to be in both the NFL Super Bowl and Baseball World Series. I noticed he had a very bad limp. I held the door open for him, and he thanked me as he went back to his wheelchair in the hallway.

Later we Googled Deon Sanders and found out he had to have foot surgery, and it did not go well. Developing a serious infection, he had to have his big toe and adjacent toe amputated, hopefully saving his foot and leg. He is currently coaching the Jackson State University Football Team in Mississippi, a historically black university and has recently been criticizing the NFL for not pursuing



A few more displays
inside the
Experience Center.

HBCU's talented players. Deon "Prime Time" Sanders has never been one to hold back on anything. You just never know who you might run into at the Porsche Experience Center in Atlanta!

They frequently have famous Porsche racing drivers visiting along with other famous people picking up their new Porsches in the New Vehicle Delivery Courtyard. Yes,

you can have your new Porsche delivered at the Experience Center and get to drive it on the track with an instructor! Additionally, you can design your new Porsche right there in their Sales Center, including picking out all your desired colors and options.

Next issue: Part Two "The Drive!"

"Meet in the Middle"

Article & photos by Larry Clarino

The second annual Central Indiana Region, "Meet in the Middle" dinner at Lahody's Steakhouse in Muncie, IN, was held on June 18, 2022. Thanks to CIR's historian Bob Snider and his lovely wife, Brigitta, for organizing this wonderful event. Thirty-seven members and guests gathered at this delightful carnivore emporium for some great chitchat and to devour a significant amount of bovine supplied nourishment. Lahody's is truly a terrific restaurant and worth a drive.



Our group of 37.



Everyone enjoyed the food.



Bob & Brigitta.

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MOTORVAULT is Indiana's only **Authorized Backdraft Racing & Futura Trailers Dealer** and an **Authorized distributor of Porsche Motorsport** racing cars.

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Welcome New Members

March 1, 2022 – May 31, 2022

From Greg Smith, Membership Chair

Isik Atak/Columbus/2002 Boxster

Mark & Sidney Balaska/Whitestown/2015 Macan Turbo

Richard Bell/Roanoke/1999 911 Carrera

Beth Ann & Paul Boyer/Fort Wayne/2008 Boxster

Christopher Braun/Westfield/2022 Cayenne

Christine Buchanan/Fort Wayne/2021 Macan

Bradley Davidson/Indianapolis/2021 718 Cayman S

John Dearlove/Fishers/2018 Panamera 4S

Troy Dehne/Indianapolis/2005 911 Turbo S

Grady Dunlap/Carmel/2007 Boxster

Jason Greeson/Zionsville/2017 911 Turbo

Sean Gussick/Indianapolis/2022 Taycan 4S

Steven Kim/Indianapolis/2021 718 Cayman GT4

Brian Madinger/Zionsville/2014 Cayenne

Andrew Marsh/Indianapolis/2004 911 Carrera Cabriolet

Mark & Alora McAlister/Indianapolis/2018 Panamera

Dennis McClintock/Carmel/1965 356

Koji Okamoto/Zionsville/2007 911 Turbo

Tom Pantzer/Indianapolis/2015 911 Carrera 4S Cabriolet

James Pawlish & Elizabeth Hemingway/Indy/2004 911 40th Ann

Kerry Powers/Bloomington/2001 Boxster S

Kenneth & Joan Rabbers/Carmel/2010 Boxster S

Jonathon Rowe/Noblesville/2022 718 Cayman GT4

Chris & Joanne Ruel/Pendleton/2018 Panamera 4S Sport Turismo

Chuck Scott/Greenwood/2022 718 Boxster S

Jeffery Stier/Roanoke/2022 911 Carrera

Hiram Jeffery & Elvira Whitaker/Zionsville/2016 911 GT3 RS

Test Drive Participants

John Spoor/Fort Wayne

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

2022 Anniversaries Coming Up in the 3rd Quarter

1997 — 25 Years

Brian & Kerry Setters/Carmel/July

Kelly & Stephena Sheets/Mooresville/August

2002 — 20 Years

Norman & Janet Gage/Ossian/September

2007 — 15 Years

Chris & Christina Avery/Kokomo/August

Kyle & Brenda Taylor/Bloomington/August

2012 — 10 Years

Dale & Louise Andrew/Indianapolis/July

Eleonora & Sima Sciopu/Carmel/July

Dan Clarke/Indianapolis/August

Daryl & Debra Cunningham/Gas City/August

Chip & Haley Youmans/Indianapolis/August

Raymond Glazner/Zionsville/September

Jason Spoljoric & Dylan Ryan/Fishers/September.

CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA JULY 2022

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 2022 issue.

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