

CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

OCTOBER 2022



PRES SEZ
PORSCHE EXPERIENCE ATLANTA PART 2
MEMBER FOCUS
PORSCHE PALOOZA
SIM RACING
PORSCHE SPORT CAR TOGETHER FEST

It is Time to Vote for Your Club Leadership!



This year the Nominating Committee has put forth the club members as the nominees and positions for a two-year term to begin in January of 2023.

This year you can vote on-line at
<https://www.surveymonkey.com/r/DXPKDSV>

Up for election this year are club Secretary,
Treasurer and Events Chair

Also, we have some revisions in the by-laws that need to be voted on by you, the membership. Here is a link to the proposed by-laws

<https://cirpca.org/wp-content/uploads/2022/09/CIR-Bylaws-2022-Update-2.pdf>

Be sure to vote, as soon as possible, polls are open now until

November 1, 2022.

All votes must be in by then.



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PRES SEZ

Where has the time gone? Not that long ago we were getting ready for summer, now the leaves are starting to change color, the sun is setting earlier, and we're getting into fall.

What a summer! Don't you agree? And we've done a lot!

We had a GREAT time at Porsche Palooza, part of the larger Artomobilia car show that was held in Carmel. Once again, Porsche had the largest number of cars registered for any marque, with 80 registered participants! It was a busy day for me, helping park cars, judging for the Palooza, plus everything else in between. I recorded 20,000 steps and 10 miles of walking that day! I hope everyone else was able to wander the show at a more relaxed pace and enjoyed checking out all the cool cars. Special thanks to Tom and Steve Jacobson, Brad Sexauer, Alan Arthur, Bryan McClintock, Adam Hoffman (and his friends Greg and John) for help judging and parking cars. Couldn't do it without you!

We've kept up our meals, a staple CIR event, but with a twist. Meet in the Middle in Muncie went well, lunch at Biaggi's in Fort Wayne had great attendance, and we've kept up with our regular breakfasts.

German Fest came back to Fort Wayne! Then there was Red Brick Reunion, the James Dean Museum... we really did spend a lot of time outside this summer.

And what we have coming up is sure to be fun! The Pumpkin Run DE at Putnam Park is sure to be another great track weekend. The Going to the Dogs Tour will be an amazing day on the road, checking out some of the Covered Bridges. The Wine Tour is moving to Patoka Lake Winery, a new spot for us but it's going to be great!

We sure do a lot of activities outside. It's almost like we're apart of some kind of car club.

Don't forget to have fun when you're out and about with CIR!

Pete

PETE WALKER • CIRCPA, PRESIDENT



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Brown - Tech Article

Clarino - Focus/YeeeeHaaaa/Palooza/Biaggi's/By Hand & Fork/Dean,Drive, and Dine/Porsche Sports Car Together Fest

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EDITOR'S NOTE

T

he Central Indiana Region crossed a milestone at the end of September. We added our 1200th member, our largest membership in the Region's history. We have an involved and active membership. We do a lot of events with the goal to have fun with our cars, as well as having fun with our fellow members.

David Weaver, our club webmaster, led the annual Going to the Dogs charity drive with all the proceeds going to the Speedway Animal Rescue. It was a really fun day; details will be in the January issue of the CIRcular. Events like this give our organization the chance to give back to the community, while maintaining the good health of our club.

Another example was our Night with Paul Page back in May. 100% of the ticket price was dedicated to a local Westfield charity the Heart & Soul Free Clinic.

If you have a favorite charity and would like to help them, think about taking the lead in organizing a CIR club event for that charity's benefit. I assure you will get all the help you need. You will do some good and have fun at the same time.

The second annual Porsche Sports Cars Together (PSCT) event took place at the Indianapolis Motor Speedway. To be honest, we were a little disappointed in the event this year. Because of the date of Labor Day Weekend, the PCA Club Racing folks were unable to be included in the weekend like they were last year as they were at Road America for



their traditional date. A HPDE was included, limited to only GT cars. We are sure the participants enjoyed it but to be honest a HPDE does not make for a great spectator event.

The potential of the Porsche Sports Cars Together weekend is truly unlimited. We certainly hope in the future both PCNA and PCA work closer together with IMS to improve this wonderful happening.

IMSA did a great job with the Porsche Carrara Cup North America races as did locally based USAC with the Porsche Sprint Challenge North America, but there needs to be simply more racing.

One highlight of PSCT was the participation of NASCAR champion Jeff Gordon along with his longtime friend and wrench-turner, Ray Evernham. Jeff bought a Porsche 911 GT3 for fun, then found out part of the deal from Porsche is that you have to commit to race it. You could tell he had a ball. I think we will see more of the number 24 car at future Carrera Cup races.

Lang

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Get INVOLVED! The CIR Website is a fantastic resource for Central Indiana Region, Zone 4, and Porsche Club of America national news.

The latest news on upcoming local, regional, and national events, Porsche related wire news, members photos, classified ads, site information and more is just a mouse click away!

Join other members and Like Us on Facebook!



Check out the Club Calendar for detailed information about upcoming events and links to register for events.

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 JANUARY 2023 ISSUE OF CIRCULAR IS DECEMBER 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 January 2023.

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)

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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 now via Zoom.

October

- 3** Club Meeting — starting at 7:00 p.m.
- 9** *Porsches at the Village of West Clay* — 2 p.m. - 4:30 p.m.
- 13-16** *912 East Coast Rendezvous* in Goochland County, Virginia. — starting at 8:00 a.m.
- 15-16** *2022 Winery Tour* — starting at 10:00 a.m at Plainfield Rest Area on westbound I-70 west of Indy.

November

- 7** Club Meeting — starting at 7:00 p.m.
- 12** *Saturday Breakfast @ Sunrise Cafe* in Carmel — starting at 9:30 a.m.

December

- 10** *Annual Dinner/Election and Holiday Gift exchange* — starting at 5:00 p.m. and ending at 9:00 p.m.

January

- 9** Club Meeting — starting at 7:00 p.m.
- 21** *Early Dinner at Pasto Italiano* in Westfield from 2:00 p.m. to 4:00 p.m.



Sunrise Cafe



November 12 Saturday Breakfast

Join fellow CIR members for breakfast at the Sunrise Cafe in Carmel, IN, on Saturday, November 12, 2022, at 9:30am.

Located in the office building, on the ground floor, at 11711N Meridian (Enter the lot from Pennsylvania Ave), with lots of free parking! We will have a newly remodeled private room to enjoy this hidden breakfast gem in Carmel. Maybe The Best Cinnamon Toast in the Nation!

Register here:
<https://cirpca.org/event/saturday-breakfast/>

Hope to see ya there.

Check Out These Upcoming Events



2022 Annual Winery Tour

October 15-16, 2022

The 2022 edition of our annual Winery Tour is going to be a very different affair this year!

We're turning the one day drive into a great week-end event with a great drive, picnic, wine, optional animals, restful overnight, and relaxation.

Everything except the end point of the Patoka Lake Winery is different from previous years. Check it out and register at:

<https://cirpca.org/event/2022-winery-tour/>



Pasto Italiano Early Dinner

Saturday, January 21, 2023

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

On January 21, 2023, from 2:00 p.m. till 4:00 p.m. we will be taking over the entire place. Seating will be limited to 30 people so be sure to register on the CIR website <https://cirpca.org>. This annual event is certainly one of the clubs favorites.

Annual Dinner/Election and Holiday Gift Exchange

DECEMBER 10 @ 5:00 PM — 9:00 PM EST

It's that time of year again. CIR is proud to announce the Club's 2022 Annual Meeting and Holiday Party. This year it be at club sponsor Tom Wood Porsche showroom. We will have dinner, drinks, the results of the election for 2023-2025 board members. Cost is \$55 per person. Limited to 70 members and guests. It should be a wonderful time with your CIR friends so please plan to join us.

There will be our traditional White Elephant gift exchange with a \$25.00 Limit. And this year we are adding an Ugly Christmas Sweater Contest! All we ask is that you keep it 'generally tasteful' in your choice of sweater.

Purchase tickets & register: **Annual Dinner/Election**



Photography on this page courtesy of PCNA.

Porsche Experience Center Atlanta

Article by Bob & Brigitta Snider

PART Two "The Drive"

My wife, Brigitta, gave me a wonderful Christmas gift, a session at the Porsche Experience Center in Atlanta (PECATL). After years of participating in PCA driver education events all around the country I finally had the chance to have a professional instructor in the right seat with me.

Now I have auto-crossed and done HPDE's in the past, but this was a different level. My 90-minute session with Mike, a veteran instructor of the Porsche Track Experience program at Barber Motorsports Park in Alabama, began with his greeting us on the balcony, overlooking the massive multifaceted facility.

You get to pick your Porsche to drive with this program. I was thinking a Boxster S to compare with my 22-year-old Boxster S, but Brigitta said, "Why don't you try something more powerful and really get our money's worth?" So, I signed up for a new, 718 Boxster GTS 4.0, 400-horsepower, almost a race car!

Last Summer at the Porsche Sports Cars Together at IMS, I had a chance to ride in one around the autocross demonstration course with a professional driver. I've never been sideways so many times in a Porsche as he recovered with just a flick of the steering wheel and tapping the brakes.

I had a good feel for the Atlanta test track from having lunch and observing the course the day before, but Mike spent time familiarizing us with the layout, pointing out the one-mile handling circuit, the kick plate, the skid-pad, and the dynamics sections, that includes, launch mode zone, a braking area, a slalom course, and a low friction handling circuit. There is even an off-road course for Porsche SUV's.

This is not track driving so helmets are not used but it

is high-performance driving. I started on the perimeter handling course with Mike offering advice to improve lap times. The instructors help you improve but never push you to uncomfortable levels. It's amazing how much you can learn in just a few intense minutes.

Next was the kickplate, a short straightaway with sensors that suddenly and randomly move, left and right, mimicking sliding in bad weather. The object is to correct the car, but not overcorrect and then avoid the pop-up plastic barriers. The third time through I got it. "Congratulations, you did it!" Brigitta said. "That was awesome!" She had laughed hard after watching my first two tries.

The Kickplate



The circular wet and polished surface skip-pad was next up. We are going to try to master a constant four-wheel drift in a circle. This was with a shiny silver 911 running at the same time. It is a finesse between the speed of the car, steering input, and throttle, all in balance. I could get the car started in a drift but could not maintain it going around the circle and kept worrying about catching up with the other Porsche. It is a fine art, but fun to try. Do not try this at home on roundabouts!

On to launch mode and braking. Once in the correct car setting you hold your left foot on the brake and mash the gas with your right foot. Mike then said, "Let go of the brake pedal!" That's when all hell breaks loose, you hold on for dear life, the car hunches down instantly, launches with no tire spin and rockets down the strip at mind-blurring speed. Then he says, "Do not hit the brakes until I tell you but hit the brakes as hard as you can...NOW!"

On the third attempt we achieve 103 MPH and Mike is very happy with the results. So, am I.

The slalom is next, eyes up, sweeping turns, a kind of controlled ballet of steering, but at speed. The objective is to negotiate the slalom with wide sweeping arcs, not tight cone-nipping ones, and arms turning the steering wheel in 180-degree movements. Mike said, "That was good, now let's do it faster." I got really good at this and did not want to stop.

The last exercise is the low friction handling circuit on polished concrete, where you really learn how to drive the car. It's the most exhilarating section of the test track with lots of elevation changes, off-camber and increasing and decreasing radius turns, blind hills with immediate and abrupt turns afterwards. This is where you listen totally to the instructor, "Aim straight for the guard rail and do not turn until I tell you to...turn...NOW!"

Mike is saying, "Put both the right tires on right concrete

berm and aim straight for the opposite concrete berm! Get both left tires on the left concrete berm! That's it, you got it!" Wow, I really learned a lot on this section.

We finish up on the big handling circuit again with a few more laps and try to put everything together that we've practiced. We finished up with Mike driving a few laps on the long handling circuit. He hit all the apexes and accelerated and braked exactly where he told me I should. I was impressed with his abilities, but also felt I had come a long way in just 90 minutes of track time. It is supposed to be fun, and it is!

The costs at Atlanta run from \$395 for 90 minutes in a base 718 all the way up to \$1,500 for four hours in four different models for a comparison drive. Can't decide whether to buy a 911 Turbo S or a GT3? You can find out at Porsche Experience Center Atlanta.

I can't wait to try out the new Porsche Experience Center Los Angeles, they are building it right now. It will include sections of famous racetracks around the world such as the Carrousel at the Nürburgring and the Corkscrew at Laguna Seca in California. There will even be a Slippery Hillclimb to test traction control. They do know how to do slippery! It should be open by next spring and will be almost double the size of the entire Atlanta track. (Brigitta, are you reading this? Another Christmas is coming!)

Anyway, safe and totally exhilarating and worth every penny. Be sure to do two days and stay overnight at the new Kimpton Overland Atlanta Airport Hotel, overlooking the Test Track. Take the guided tour the first day to get to know everything and have a great meal at Restaurant 356.

Would I do it again? A wholehearted, "YES!" In a heartbeat!

More info about the Porsche Experience Center in Atlanta: www.PorscheDriving.com/Atlanta



Slalom & Test Brake



Handling Circuit



Bob with his Instructor Mike and the 2022 718 Boxster GTS 4.0.

Photography on this page courtesy of PCNA & Brigitta Snider



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Dean, Drive, and Dine

Article by Maureen Greulich/Photos by Larry Clarino

Our club members who came out on Saturday, August 13 enjoyed wonderful weather for the Dean, Drive, and Dine event. Twenty-five members met at the James Dean Gallery in beautiful Fairmount, Indiana where James Dean's presence is felt everywhere. After an orientation talk by proprietors Dave and Larry, and armed with a map of attractions in town, we explored the gallery then set out to immerse ourselves in all things Dean. His love of fast cars and motorcycles was readily apparent. Especially poignant was the diorama which depicted the layout of the roads on which Dean lost his young life in a Porsche Spyder. The back rooms were full of more Dean memorabilia and 50's kitsch.

Many of us also visited the James Dean Museum, devoted to artifacts from Dean's life and the water tower with both James Dean and Garfield depicted. (Yes, Garfield creator, Jim Davis, is from Fairmount too.) We also visited the gravesite of James Dean in a nearby cemetery. Dean lived for most of his life with his uncle and cousins in the imposing Winslow family white house and barn close to the cemetery. We were lucky enough to meet one of his cousins who opened the barn to us to inspect the collection of classic cars, harvesters, fire trucks, and more Dean memorabilia. After the requisite group shot, we took off on the next leg of our journey.

With the destination of Bonge's Tavern we rallied through back roads, past small Indiana towns and corn fields for just under an hour. Arriving at Bonge's Tavern in Anderson we set up our chairs, beverages, and snacks to tailgate for an hour before our 6:30 reservations. Bonge's is a rustic spot with a tradition of tailgating parties before guests enjoy varied fare in a truly unique setting. We were lucky enough to get reservations for 18 in the main dining room, sitting near each other and toasting to a great day. Tailgating and dinner at Bonge's may well become an annual event!

A collection of classics.



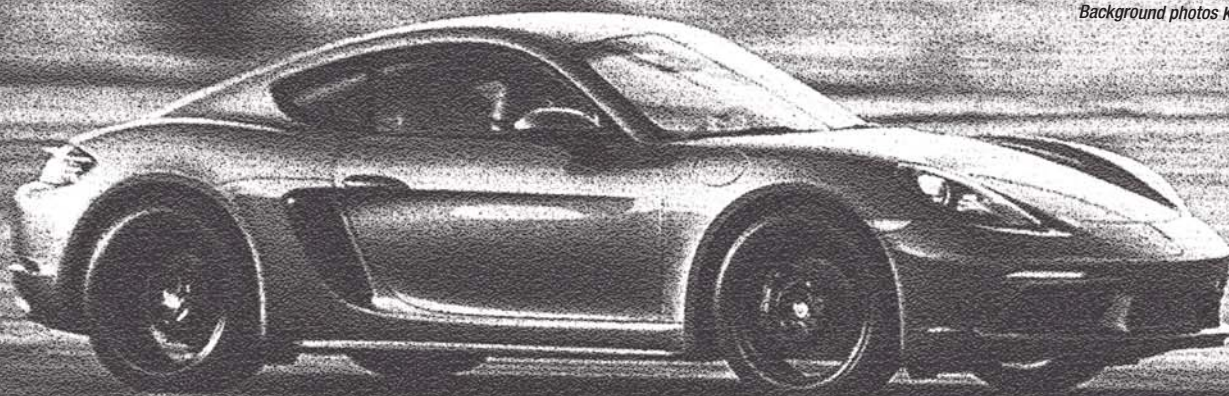
CIR group at Winslow Farm.



Inside the James Dean Gallery.



Tailgating at Bonges.



"YeeeeHaaaaa!"

Article by Erica Faunce/Photos by Anthony & Clarino

I walked through the school parking lot, trying to find my friends before the football game. A boy stood on the sidewalk as I passed by.

"Hey," the boy said with a smirk, "you see that car?" He nodded towards a silver Porsche Cayman with yellow headlights and stripes. "That's mine."

He leaned back against the fence and waited for me to be super impressed.

"No, it's not," I laughed, "that's my dad's."

The smirk turned into a look of awe. "Are you serious?"

"Yeah, he'll let you sit in it if you want."

His eyes widened, and his mouth dropped. "Seriously? Can I drive it?"

"Do you know how to drive a stick?"

Something about a Porsche makes people stop and stare. Since I grew up with a dad who's been a PCA member since before I was born, it wasn't until high school that I really came to understand that my dad's car was something special.

He's owned several Porsches over the years, but whenever we're out and about, the reaction is always the same. Whoa, nice car! How fast does it go? And then if we have the time, he lets them sit in the driver's seat, honk the horn, rev the engine, and snap a photo. Then they usually thank him about a dozen times. One woman at a car show actually cried she was so happy to sit in a Porsche.

This may be something that only a spoiled-rotten, PCA kid would say, but I really didn't get it. Why does sitting in a car bring someone to tears? It's a car. Yeah, it's an expensive, cool-looking, European car. But it's a car.

One of my dad's greatest joys in life in being on track in his

car. If you've had just one conversation with him, you probably know that he's driven more tracks than any sane person should.

"I'm a doctor, but I don't play golf," he says. "Track is my golf."

Not to get down on any golfers out there, but there is really no comparison. I don't watch much golf, nor have I ever played it, but I've never heard of a golfer screaming, "YEEEEHAAAA!" as he swings. Every time my dad comes off the track, you'll know right where he is. Just listen for the "YEEEEHAAAA!"

The first time I remember coming to the track with my dad, I was still small enough that I had to sit in the back seat of his 928 to ride during lunchtime laps. It was like a roller coaster, except my dad was driving it, which made it way cooler. I'm



My dad.

pretty sure my hands were up in the air most of the time.

I was 19 when he signed me up for my first track event, and it was a total rush. 115 miles an hour at Mont Tremblant in my dad's red Cayman. How much cooler could you get? But the thing that made me want to come back for the next event at Putnam was that I knew I could drive better if I kept working at it. I wanted to meet the challenge.

There is simply nothing that engages your brain the way that track driving does. You're forced to be constantly thinking about the next step, or else unpleasant things happen. If you screw up a little, you're slow. If you screw up a lot, there's a tow truck involved. Neither is fun. You have to keep your eyes up. What's next?

As a teenager, I was often preoccupied with the past or stressed about the future. But to be safe on track, you have to be totally in the moment. There is nothing but you, the car, and the track. (And sometimes that voice of reason next to you that they call an instructor.) Once you get past the initial overwhelming amount of information — braking zones, turn-in points, exit points, point-bys, all that stuff — your brain has just enough space left to think, "THIS IS SO FUN!" When I drive on track, there's no room in my mind for all those everyday stressors.

Nowadays, I take my own car on track, an underpowered MINI Cooper that weighs almost nothing. (One time, it got stuck in a snow drift, and my boyfriend and his brothers simply lifted it out.) I have to point by almost every other car in my run group, and I top out at about 93 miles per hour, but man is it fun to throw myself around those corners!

As fun as it is to be on the track, my favorite moment of

My dad and I in our MINI Coopers at Putnam Park.



any track weekend is just after a really good session, pulling into the garage, and stepping out so Dad can see the huge grin on my face. (My version of a "YEEEEHAAAA!") Then he grins too, and gives me a big, bear hug.

"Somebody's having fun," he usually says.

And that's really the whole point for me. Not that I'm having fun, but that I'm having fun with my dad, sharing something that he loves so much.

Maybe that's why I don't get why people freak out over a Porsche. It doesn't really matter to me what the car looks like or how expensive it is. As long as it gives me that big grin that I can share with my dad, that's all I care about.

In the 26 years I've spent growing up around Dad and his Porsche Club buddies, that's the one big takeaway. Whether it's a handshake from a grateful 16-year-old who just got the photo of a lifetime, a hearty laugh from a dinner table full of gear-heads, or a slap on the back from instructor to student, there's something about cars that turns strangers into friends. Yeah, Porsches look nice. Yeah, they're fun to drive. But the best thing about them is that they bring people together.

By Hand & Fork

Article by Bob Snider/Photos by Larry Clarino

With the wonderful weather and the meeting in the middle of the Central Indiana Region's territory, August 6th saw one of the largest first Saturday breakfasts in memory as we met at the By Hand & Fork Restaurant in Muncie. I think we had the longest banquet table ever with 14 members on each side. This hungry group CIR's gathered to enjoy a wonderful meal and great conversation.

Afterwards several members visited the nearby Muncie Minnetrista Farmer's Market at the museum and gardens. One of the very best farmers markets in all of Indiana with two parking lots full of vendors selling everything you could possibly want and all fresh from local area farms.

Our group of 28 CIR members.



Maureen Arata and event organizer Bob Snider peruse a menu.

FOCUS ON George Hallick & Sharon Stewart

Article & Photography by Larry Clarino



George Hallick and wife, Sharon Stewart have been Central Indiana Region members since 2015. That was also the year they ordered a brand new 981 Boxster Spyder from Tom Wood Porsche in Indianapolis.

The couple attended the 2015 Porsche Parade at French Lick, just after the Cayman GT-4 was unveiled to the United States. After seeing one in person at Parade, George added his name to the growing list at Tom Wood Porsche. They also had a list for the new 981 Boxster Spyder variant.

"My name was number five on the list for the Cayman GT-4. Tom Wood would only be getting one. A few months later they got word another guy on the lists got his GT-4 so that gave me his spot for a Spyder if I wanted it," said Hallick. "We immediately placed our order for a sapphire blue metallic Spyder; it was set for an early 2016 build."

The car is truly striking in that particular color. We at CIRcular did a little checking; the best information we can find, only seventy-seven sapphire blue metallic 981 Boxster Spys were built and only in the years of 2015 and 2016. This is a rare car indeed!

The Delaware County natives were childhood sweethearts, meeting in Muncie and now residing in nearby Yorktown. Sharon, when ask if she was a "car gal," said emphatically, "No, but I am married to a 'car guy! But I do enjoy club activities, especially getting to know new people from all over the country.

"We love the Parades and Treffens, it is interesting how much in common we have with people all over the nation.

Getting to know them is fun. We especially like adventures that lead to learning something new."

The couple tried something new for them at the last French Lick Parade, entering the concourse judging in the Touring Class for the first time.

"It went very well. We lost a tenth of a point for the edge of the exhaust tips, and another tenth for a pen that we missed way under the passenger seat. We came in second only a tenth behind the winner...if we only had found that pen we could have won it."

Both George and Sharon are now retired. Sharon was with Anthem Blue Cross as an IT project manager. George is a long time "car guy". He was an avid autocrosser and Formula Vee racer. This experience served him well as just out of school he became a certified aircraft mechanic that led to a couple of years as a helicopter crew chief maintaining the then new, Bell Jet Rangers, YOU-4's in the Army. "I spent most all my time in the Army in Washington state working on helicopters, I did get to learn 'unofficially' how to fly them."

This experience led to a long career with Muncie Power Products, a leading supplier of power take-off and hydraulic power units for the world's working truck industry. They power everything from dump truck beds to snow plow blades, all over the globe.

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2022 FALL CIRCULAR



Porsche Palooza

AT CARMEL ARTOMOBILA

Article & Photos by Larry Clarino

Central Indiana Region member and executive director of Carmel, Indiana's, Artomobilia John Leonard declared the 2022 edition a rousing success! Automobiles of nearly every make and vintage imageable were on display on the streets of the Arts District in the Downtown area of Carmel.

Featuring nearly 500 enthusiast and collector cars, Artomobilia boasts one of the most comprehensive gatherings of original automobiles be they, period-correct, supercar, exotic, sports car, classics, racers, and historically preserved cars, anywhere in the country.

Over the last few years, the creation of Arto-Palooza, car shows with-in-a-show, has become a highlight of the day-long event, as several marks now display in groups. The largest being represented by the 86 Porsches entered at this year's Porsche Palooza, with the CIR judging the best of the breed.

Here are the winners from Artomobilia:

Porsche Classic: Ron Jones, 1965 36C

Porsche Four Door: James Embry, 2022 Macan GTS

Porsche Front Engine: Michael Buccicone, 1993 928 GTS

Porsche GT: Charles Woolls, 2020 718 Spyder

Porsche Mid-Engine Convertible: Michael Trout, 2022 Boxster 25 Years

Porsche Mid-Engine Coupe: Ryan Peterson 2006 Cayman S

Porsche Rear Engine Air Cooled: Adam Hoffman, 1995 993 Sandstorm

Porsche Rear Engine Water Cooled: Tom Beeler, 2014 911 Anniversary



1972 Porsche 911S
Rear Engine Air cooled



2014 Porsche 911 Anniversary



1963 Porsche Super Coupe



1955 Porsche Speeder Carrera GT Tribute



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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

Treffen Off-road

Article & Photos by Russel & Claudia Bell

With the Spring 2022 Treffen in beautiful Colorado Spring we simply had to go.

Normally, our 2019 718 Porsche Cayman would be the car of choice for an adventure like a Treffen, but the 2022 Treffen at The Broadmoor Resort Hotel offered an opportunity we just couldn't pass up. This Treffen offered the chance for my 2017 Porsche Cayenne to get off the highways and drive off road in the Rocky Mountains.

I name our Porsches and my mahogany brown Cayenne is known as "Coco Cayenne". She has a very elegant look to her, with a slight golden metallic mixed in with that stunning mahogany color. Her camel leather interior speaks luxury for an SUV. "It's the privilege of owning a Porsche".

We left our home in Huntington on Tuesday April 26 at 6:45am beginning our travels. We had plans to stop in Kansas City for the night so we knew it would be an easy day. Thankfully, no traffic accidents, slow ups, or police stops as I tend to have a heavy foot on the highways.

We drove into Colorado Springs on the same US-24 we began our trip on. Driving up to the Broadmoor Resort was truly awe inspiring. Treffen at the Broadmoor was right on par with the Greenbriar, perhaps exceeding it in a few areas. The 113-year-old hotel backed up against the mountains with a stunning view of Pike's Peak. The Broadmoor has won a five Diamond rating for 42 consecutive years.

Check in on Wednesday was amazingly smooth. All lines moved quickly, the volunteers were helpful and very friendly; in no time at all, we were attending the welcoming cocktail hour and, meeting fellow members and telling tales of travels to the Colorado Springs area. It didn't



"Coco Cayenne"



Coco in front of the Broadmoor Resort Hotel.

take long for us to meet up with four fellow CIR's, the Harrells, Will Anthony, and Randy Faunce. Randy had made dinner reservations at a local restaurant; it was a fantastic place for dinner. Randy does his research of the area (He called your CIR editor for a recommendation!) and hit it right on the head with Mackenzie's Chop House. Delicious!

The next morning was the day I had been looking forward to for months and the reason "Coco" got to go. Thursday was the Rampart Range Off-road day. After a hearty

breakfast it was off to the Broadmoor center to meet the rest of our group.

We were directed to our assigned lane to team up with our adventurers. Normally, on a Treffen drive, you can expect up to 25 cars. Not for Rampart Range. We had our lead TJ Veldheer, in his Diesel Cayenne and our sweeps, Alex and Lisa Stoen driving their new Taycan 4S Cross Turismo and in between was Coco, two Macans, and a 1974 911 rally car painted in zebra stripes; six vehicles in total.

Our group headed to our starting spot at Garden of the Gods. The rock formations were truly amazing, and Russ and I told each other on the way back we would come through here and slow our drive so we could see and admire the beauty of this, a city park owned by Colorado Springs.

At Rampart Sled Hill we stopped to get our final instructions and cautioned not to drive beyond our abilities. Our group all knew we were ready for the challenges ahead, knowing Porsche built us the most capable SUV on the market in Coco, we were ready to begin our ascent to the top!

I was going to own this drive, proving the dominance of my Cayenne so I could become Queen of the Mountain! As Russ continued to take pictures and I situated myself in the left seat, tightened my seat belt and began to take command of that mountain.

The drive up was rough and bumpy with narrow passages in between rocks. The twists and turns began immediately.

The ascent was a challenge for a newbie, but I quickly learned to look ahead for oncoming traffic so I would move to the right as close as possible to edge without

driving off the mountain. Luckily, we did not run into too much oncoming traffic.

At a certain point in the climb, the dust grew so thick it was impossible to see the other cars behind us. Our guide, TJ, made sure we stopped often so we could regroup and he could make sure we were all well.

TJ also wanted to make sure that our vehicle were properly functioning as none of us gave any thought to a high altitude checkup at our local Porsche dealer. All was well and we continued our climb to the top.

While driving Coco, Russ and I had a lot of ooo's and ahhs, as we looked out across the surrounding mountains. The views were breathtaking. Once we made it to the top, we pulled off the road to enjoyed views of the Colorado Rockies. We were all champions of the hill climb!

Soon it was time to descend, as I finally got to engage my Hill Descent button. Not many chances of using that in Indiana. Between that and the transmission, "Coco" made the trip down just as beautifully as the trip up.

I was so proud of myself and inspired by the confidence that Coco exuded to take on this driving tour. I did have a bit of a reservation in the beginning as I knew the roads would be rough and rocky, and they were, but it was so worth the trip. I now claim myself the Queen of the Mountain!

I knew this Treffen would stay in my mind forever. We loved every minute of it, as we have with the other Treffens, but like I said in the beginning, our Cayman is the car of choice...normally, but taking "Coco Cayenne" was every bit the Porsche experience we could have wished for.

Our Dusty Porsches ready for the decent back to civilization.



A stop at Rampart Summit to take a look down at Chipta Park.

As we maneuver one of the many curves a worker lets the next point know we are on our way.





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PCA Sim Racing News Summer 2022



Team Racing Series

Article by Jim Legault

The 2022 Team Racing Series, Presented by Porsche Exchange, concluded on Sunday, August 14 with a 6-hour event at the famed Circuit de la Sarthe near Le Mans, France. The race also served as a fundraising charity event for Operation Motorsports, a veteran-operated not-for-profit, which serves medically retiring and retired American and Canadian service members and veterans. The event raised \$11,500!

PCA Team Racing officials set up the race to simulate a full 24-hour endurance race. The iRacing platform used by PCA Sim Racing allows the organizer to speed up "sim time". In this way, we were able to simulate a full 24 hours within the 6-hour real time race window. I can attest to the challenge of driving from daylight into darkness, or in my case, starting a stint in darkness and driving into daylight!

26 cars in 3 classes took the start. The 911 GT3 R class was won by JRT Racing, Matrix Green placed 2nd overall, and E2JR Motorsports came home in 3rd. The 718 Cayman GT4 Clubsport class winning entry was Missile Motors / Team One, followed by my team, Mach Schnell Motorsports, closely followed by Three Stooges Racing in 3rd. In the non-championship 992 GT3 Cup class, the uniquely named Typical Full Send Geodesic Drivers headed the category. The PCA Team Racing season champions were crowned following the race. The 911 GT3 R championship team is JRT Racing. Teammates Jacob Shum / Carolinas Region, Rafael Amorim / Peachstate Region, and Travis Brodie / Palmetto Region put in a very strong performance, winning 3 of 5 races including 2 of the 3 double points 6-hour races. Three Stooges Racing drivers Kris Pippin, Garrett Taylor, and Adam Spence, all from Kansas City Region, took the GT4 season crown with a strong, consistent effort, winning 2 races and finishing on the podium in the other 3.

My team came home 2nd overall in GT4. We won 2 races and had one 2nd. From a personal perspective, my first season of PCA Team Racing was one of the most rewarding things that I have ever done in my many years of sim racing.

I've never met my three teammates, Jochem Bakker / California Inland Region, Ivan Gomez / Maverick Region, and Edward Trippett / Nord Stern Region, face to face. We're all from different PCA regions and are spread across the country. That proved to be no barrier though. We worked very well together and I learned a lot from them. This, once again, proves that no matter what the activity, in PCA it's not the (simulated) cars, it's the people!

Full season results and broadcast replays of every race may be found on the PCA Team Racing home page. I encourage you to check it out!

What's next in PCA Sim Racing?

Series 9 begins October 5. Series races are single-class, one-hour sprint races. All competitors will drive the 911 GT3 R in the 7 race series. Drivers fall into one of five driver classifications, Entry, Challenge, Sport, Club, and Pro and compete only against drivers who are in the same driver class. Pirelli Tires has signed on as the primary sponsor for Series 9, and a new secondary sponsor, 6 Sigma Sim Racing, a dealer of "high quality, affordable sim racing cockpits specifically for the hobby sim racer with a vision!", has also come onboard. Pretty exciting news! All races will be broadcast on YouTube. Get the full scoop on Series 9 at the Series 9 homepage.

Interested in Getting Started in PCA Sim Racing?

PCA Sim Racing takes continuous improvement very seriously. One area that has received a tremendous amount of focus over the past 24 months is Getting Started. Whether you are completely new to sim racing, or just new to PCA Sim Racing, there is now a clearly defined path to help you become a regular series competitor. No matter where you are in your sim racing journey, PCA Sim Racing will meet you where you are, and help you get to the next level. Visit PCA Sim Racing's Getting Started homepage.

If you'd just like to talk to someone about PCA Sim Racing, contact me, Jim Legault, using [CIRPCA's Contact Us](#) webpage. In the Comments section, simply state that you would like to contact me about PCA Sim Racing. I would be delighted to help you!

Hill Porsche 968



INDIANAPOLIS MOTOR SPEEDWAY'S BRICKYARD INVITATIONAL RETURNS WITH THE

2022 Indy Speedtour

Article and photography by Jim Hatfield

Beasley Porsche 911

After a two-year hiatus due to the COVID pandemic, vintage sports cars returned to the Speedway in June, again under the sanction of the Sportscar Vintage Racing Association. Beautiful weekend weather greeted the competition, which included a number of Porsches of various vintages. Local Driver Mark Hupfer drove his 1979 Porsche 911SC to a 1st place in Feature Race 2 in a class for production sports cars and finished 2nd in Feature Race 1. Craig Hillis from Washington State won Feature Race 1 with his 1992 Porsche 968 in the same class.

Local driver Skip Essma brought his 1972 Porsche 911 to the competition, along with CIR member, Carmel, Indiana's Dave Roberts with his 2016 Porsche Cayman. Roberts competed in the Prototype and Modern GT category. Floridians Terry Miller (Rothman's 1985 Porsche 944 Turbo), Skott Burkland (1969 Porsche 911) and Fred Beasley (1980 Porsche 911) were also competitors in the production sports car class.



Burkland Porsche 911



#79 Hupfer Porsche 911

Over 250 cars competed, including a group of Pre-War cars. Entries in that class included racecars that participated in the early years of the Indianapolis 500, as well as several produced by Indianapolis-based National Motor Vehicle Company. The group was assembled, in part, by Ragtime Racers, who are known for dressing in period garb while working to educate spectators about motorsports history before World War One, keeping these historical cars in motion rather than sitting idle in a museum.

Deboer Lally Pumpelly Porsche Cayman 135 GT\$



Roberts Cayman

Miller Porsche 944



#721 Essma Porsche 911





REPLACING A 986 AND 996 CLIMATE CONTROL LCD SCREEN

Article & Photos supplied by Greg Brown

The late 90s and early 2000's blessed us with many fads and technology; now most are obsolete. Unfortunately, the cars we love are not like the stuff in our closets where we can just replace the outdated stuff with new. This article is for those that want to keep their vehicle at as much of a factory appearance as possible.

My arctic silver 2002 911 Cabriolet's environmental controls LCD screen had some oddly missing bars for fan speed as well as some words letting me know if it was in automatic or manual mode. (Porsche has "manuell"?)

I balked at the price to replace it, so I looked into fixing it myself.

After some research, I found the parts at Porsche parts supplier, 914rubber.com for only \$60 bucks or so. Unfortunately, they only supplied the part and did not have instructions. After a few minutes on YouTube, I found a couple of great videos and that provided basic guidance. (<https://914rubber.com/986-and-996-climate-control-lcd-screen-replacement-kit>)

While dealing with electronics is typically not for the faint of heart, this is actually one of the easiest restorations I have done. It does require a bit of patience and precision as you will be dealing with parts that don't tolerate brute force well.

The first step is to get the environmental controls panel out of your car, which starts by remove the outer plastic ring that surrounds the faceplate. Make sure you do not use anything metal as it will probably damage the ring or the surface of your console as you try to wiggle it apart. Either use specialty interior tools or in my case, a KFC spoon I found in my toolbox still hygienically sealed in plastic. (Figure 1)

Once you get the ring off, it will expose the screws that are holding the panel to the center dashboard. Slowly pull out the unit as it will still be connected to the car and potentially intermixed with your radio or other options you have in your car. The wires will be simple



Figure 1

plug and adapters, so just squeeze them and remove the console completely.

I recommend going inside for the next step as cleanliness is important. But before you put on rubber gloves (seriously), grab a screwdriver and pliers. Unscrew the faceplate from the entire unit and slowly let the face fall forward as it will be connected to the entire box. Once complete, you will be rewarded with even more screws (Figure 2, orange circles) that you will need to take off so you can disconnect the circuit board from the plastic plate.



Figure 2

Lastly, using a pair of pliers gently rotate a series of metal tabs (red circles) that need to be angled straight so they can pass through the circuit board. That last step will remove an aluminum tub that houses the LCD screen next to the circuit board. (Figure 3)

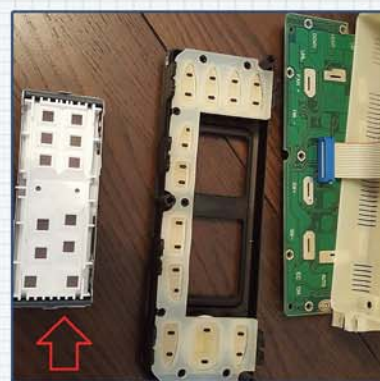


Figure 3

This is the time you want to glove up and use some alcohol swabs to clean parts. The screen itself is just a dark wafer of glass that you can't tell what is on it. What is important is to be aware of a tab in the middle of one side of the glass and a ledge down the length of the other side. These will be your guide ensuring you are putting the LCD in the right direction and facing the right way. (Figure 4) Before touching anything, use that alcohol to clean all surfaces and connectors where the LCD touch. Then lay the glass back into the tray and the backing onto that.



Figure 4

Putting everything together is basically in reverse and super easy. I would recommend that you plug everything in, but do not secure the console back into the car and turn the car on. This will illuminate your LCD so you can do a quick test to be sure it is working and in the right direction. If it is not, just redo the process and try again! Once confirmed, go ahead and screw everything in and replace the plastic frame to the console. (Figure 5)



Figure 5

An analog soul in a digital body.

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Jimmy Arata, our Fort Wayne chair, joined the luncheon group.



Biaggi's Luncheon

Article Greg Smith & Photos by Clarino

July 9th the Fort Wayne contingent of the CIR decided to host a luncheon at Biaggi's Ristorante Italiano in the Jefferson Pointe Shopping Center, just down the street from Porsche Fort Wayne.

Greg and Sharon Smith organized the event that started with kind of an impromptu all Porsche car show in the parking lot and commenced with a superb meal of classic Italian trattoria fare.

Everything from calamari fritti to bomboloni graced the table as more than a few calories were consumed.

Twenty-three CIR's from all over our region made the drive on a delightful Saturday with perfect "top-down" weather. There seems to be a real popularity for the luncheon format.

Biaggi's is a small Bloomington, Illinois, biased chain of authentic Italian style restaurants, mostly in the mid-west. If the Fort Wayne establishment is any indication they are well worth a visit.



Our events host, Greg Smith and his wife Sharon.



The Porsche lineup.



Bob Zehr

Travel to Remember

Article by Larry Clarino

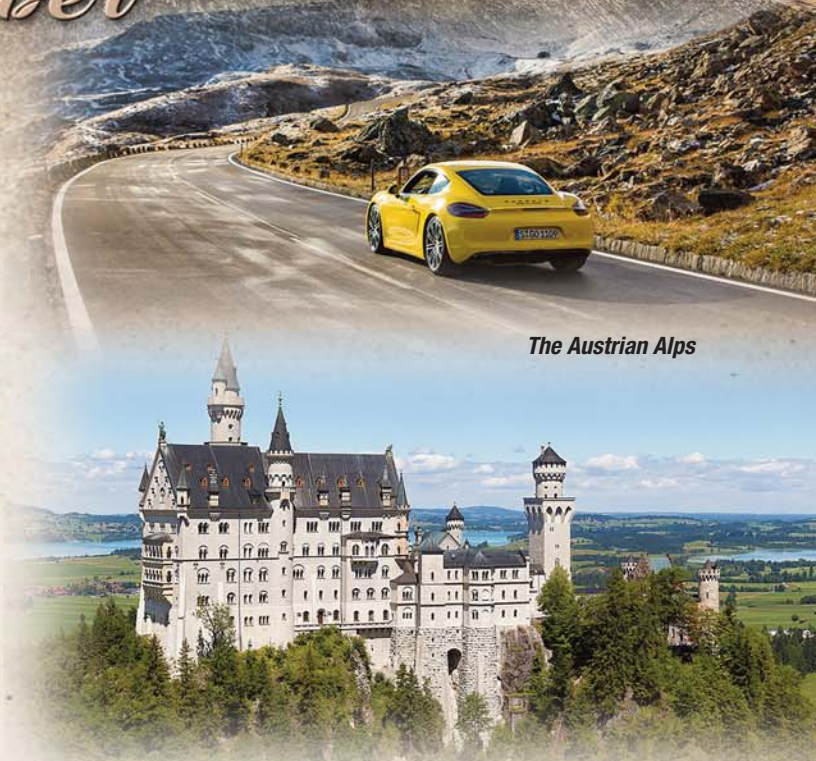
Former stalwart member of the Central Indiana Region, Steve Tarr, now a Florida resident and PCA co-member of the Space Coast Region, while still with the CIR, had an idea. Maybe an adventure trip with some friends, to Germany to see where our favorite marque was built and sample some of the roads using Porsches while they were at it.

A close friend of Steve's was Indy native Bob Zehr, who had just formally organized his Travel to Remember, as a world-wide tour company. "Travel was a hobby that I built into a business. Now we do several journeys a year mostly in Europe but here in North America too."

In 2018 Steve and Bob put together a trip starting at the Porsche museum in Zuffenhausen followed by a seven day drive through Germany and Austria. The unique part is this was not group travel, but each car was on its own, with five-star hotels as the goal each night.

The two are teaming up to do a similar trip in July of 2023. An Austrian Alps Adventure Drive is now booking with a limit of just fifteen cars. The Itinerary calls for a flight from Indy to Stuttgart. A tour of the museum, and factory, followed by picking up a rented 911 or Boxster and a week's worth of touring through the Alps.

Zehr was a partner in the Beef & Boards Dinner Theater in Indy. "When I sold my share in the theater, I was looking for something to do. I love travel and arranging trips. It all just happened." Steve is really the whole



The Austrian Alps

company, but works with trusted partners from around the world to assemble inclusive packages for sophisticated travelers. Travel to Remember will have a local guide at each stop to talk about things to see and do throughout the journey as each car can plan its personal adventure. Several CIR'ers have already made reservations with Travel to Remember.

This will be a trip of a lifetime for information on availability and pricing contact Bob Zehr at Travel to Remember at 317-590-8739 or at rdzehr@traveltoremember.net

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Book Review

Article by Larry Clarino

One of the best books I have ever seen about track driving is a little thin paperback by Ian Korf, an avid track-driver, called *You Suck at Racing: A Crash Course in Auto Racing*.

This is a terrific primer on just what High Performance Driver's Education (HPDE) events are all about, that is, making each one of us better track drivers, thus, better driver all around.

Ian Korf, is a professor of bioinformatics and genomics at University of California, Davis, which he admits, has absolutely nothing to do with this book. He does admit to not being much of a car guy and not a race fan, but he loves track-driving and the art of driving on a racetrack. He's literally writing the A to Z's of what you need to know about taking your car to a track, lapping and learning, and having fun.

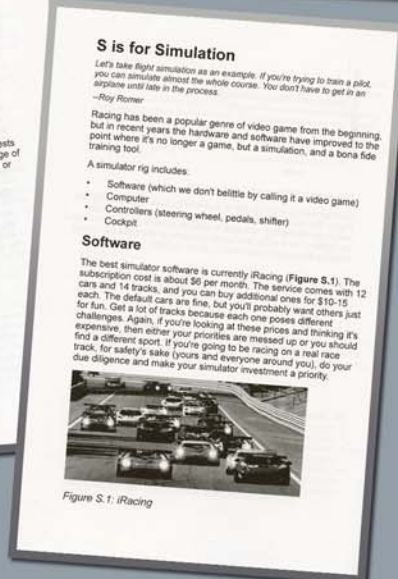
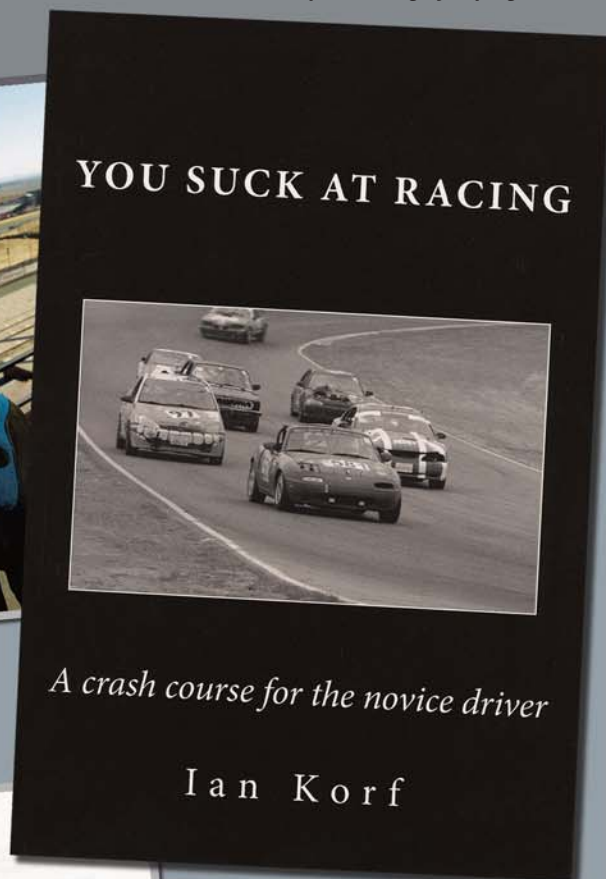
Starting with A is for Apex he describes the racing line and in really very few words describes what is, how it works, and how to find it. B is for Braking, be it threshold braking, trail-braking, entry speed, even left foot braking. C is for Corners, corner types, increasing and decreasing radius, and so on. You get the picture.

There are a lot of chuckles and more than a few laugh-out-loud moments in this little book too. No matter if you are completely new to the HPDE sport and have never even been on a racetrack, or a seasoned track-rat with hundreds of laps under your seatbelts you will learn something in this self-published work. Korf came up with the idea for this book from an on-line blog with the same name, focusing more on what to do than what not to do!

As a matter of fact, as a PCA instructor and HPDE classroom instructor I encourage each of my fellow mentors to buy a copy. You will definitely learn ways to better communicate to your students.

Korf's ability to make abstract concepts clear and easy to understand with a laugh or two shoved in, shows passion for both his subject and the art of teaching.

You Suck at Racing: A Crash Course in Auto Racing is available at Amazon digitally and as a paperback...definitely worth every penny.



Pages from book.



2022 Porsche Sports Car Together Fest

Article & Photos by Larry Clarino

By all accounts the Porsche Sports Cars Together Fest weekend at the Indianapolis Motor Speedway (IMS) was a huge success. Of course, when you think Porsche Sports Cars, you have to think, performance!

Porsche's return to IMS over the Labor Day weekend celebrated its long history of performance road and race cars, along with trackside activities for families and fans of all ages. PSCT highlighted the German sports car manufacturer's highest performance models: the GT line of road cars as well as its top one-make race series.

"Porsche at its heart is about community and passion. Coming together to celebrate some of our highest performing cars in action is like a family reunion for us," said Kjell Gruner, President, and CEO of Porsche Cars North America. "We looked forward to welcoming enthusiasts, fans and just the curious to share the thrill of the track, the heights of sports car engineering in the real and virtual worlds, and the spirit of Porsche heritage."

For the second year in a row, the Porsche Carrera Cup North America Presented by the Cayman Islands headlined the Porsche Sports Car Together Fest at the "Racing Capital of the World." PSCT hosted Rounds 13 and 14 of the 16-race season of the world's premier one-make race series with 35 entries across its three classes: Pro, Pro-Am and Am. Included on the impressive list of Porsche racers was NASCAR legend Jeff Gordon.

Porsche displays at the Sports Car Together Fest weekend.



Indy based Parker Thompson earned his fourth win of the 2022 Porsche Carrera Cup season in Race 1 in the No. 9 JDX Racing Porsche 911 GT3.

NASCAR legend Jeff Gordon (Charlotte, North Carolina but grew up in nearby Pittsboro, Indiana) came out of retirement today to try his hand behind the wheel the No. 24 Hendrick Performance Group 911 GT3. The one weekend program was headed by longtime crew chief Ray Evernham.

"I had a chance to drive one of these cars. I got out and said I want to buy one! Then I found out you have to race them to buy them from Porsche. So, I got together with Ray, and we decided to try it."

Efrin Castro scored in the Pro-Am class to win his third Carrera Cup victory at The Brickyard in the two years of the event. Mark Kvamme continued to strengthen his position in the Am class taking the victory.

Race 2 saw Riley Dickinson win his first Porsche Carrera Cup North America event. The native of New Braunfels, Texas bettered a field of 33 of the best

Porsche 911 GT3 Cup race car drivers in the world. Efrin Castro won his seventh Pro-Am class race of the season while Mark Kvamme (Columbus, Ohio) raced the No. 43 MDK Motorsports Porsche 911 GT3 Cup car to is fourth-straight Am class win.

Jeff Gordon who made his first two starts piloting the No. 24 Hendrick Performance Group machine, nearly had a top ten finish in race 2.

"I wanted to do some fun things, make some passes. I made a pass on the white flag lap. That made my whole weekend. I think we ended it on a positive note. All week I have been happy I am here, having a great time with Ray [Evernham], Steve Bardahl, my dad, Jon Edwards, and the whole team. I must say that yesterday, I thought 'man, I am getting beat out here' and I don't like that. If I am going to be in an environment like this, I want to be competitive. But today turned the corner for me. So, I hope I get to do another one someday."

This year's PSCT included a HPDE for only Porsche GT cars. Several CIR members participated.

Part of the largest GT car gathering, ever!



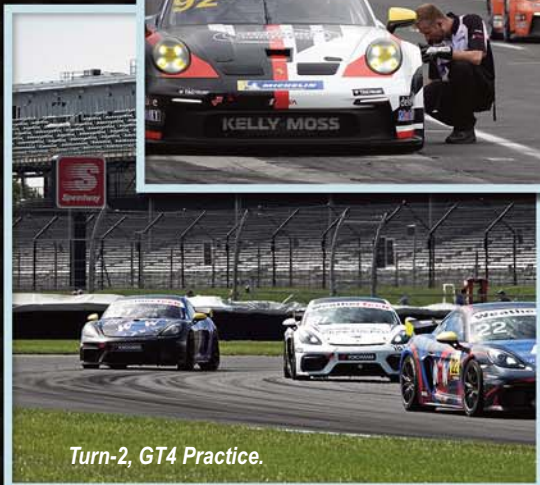
Sim Racing at PSCT at IMS.



GT4's on get ready for track.



GT3 practice pits.



Turn-2, GT4 Practice.



HPDE for GT cars.



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Welcome New Members

June 1, 2022 – August 31, 2022

From Greg Smith, Membership Chair

Ivan Artemiev/Indianapolis/2017 911 Carrera
Colin Ash/Carmel/2000 Boxster
Blair Austin/Indianapolis/2005 911 Carrera
Rodney & Karen Bertram/Indianapolis/2019 Macan
Robert Bowser/Indianapolis/2008 911 Carrera 4S
Andrew Brown/Indianapolis/2022 718 Cayman
Brian Burke/Marion/1997 Boxster
Steve & Chris Callihan/Roanoke/2019 718 Cayman S
Adam Carver/Carmel/2021 Taycan 4S
Andy Clark/Zionsville/2009 911 Targa 4
Brent Cohoon/Greenwood/2016 Cayman GT4
Rodney & Christian Colleston/Danville/1985 911 Carrera Targa
Gabriel Currier/Martinsville/2007 Cayman S
Len Dobbins/Noblesville/1993 911 Carrera 2
Donald Dumoulin/Carmel/2018 Panamera Turbo
Steven Earnhart & Lisa Zender/Indianapolis/2010 Boxster
Eric Goehausen/Zionsville/2020 Cayenne Turbo
Robert Hagley/Indianapolis/2018 911 Carrera T
Michael & Jake Harrington/Carmel/2018 911 Targa 4 GTS
Art Henning/Anderson/2003 Boxster
Todd Herbst/Fort Wayne/2017 718 Boxster
Adam & Jamie Hoffman/Carmel/2015 911 GT3
Alex Mishel & Rebekah Hennessey/Carmel/2022 718 Spyder
Patrick Murphy/Morgantown/2005 911 Turbo S
Charles Park/Carmel/2015 Macan S
Elliott Parker/Carmel/2014 Cayman S

Christopher Roslender/Fishers/2009 Cayman S
Adrienne Sadural/Indianapolis/2017 911 Carrera
Edgar Sarmiento /Fishers/2006 911 Carrera S
Eric & Michelle Saupp/Mooresville/1987 924S
Brian Schmidt/Carmel/2022 Cayenne GTS
Craig & Stacey Shireman /Greensburg/2005 Boxster
Scott Shockley/Nobelsville/2007 911 Turbo
Peter & Kami Standley/Fishers/2007 911 Carrera S
Chris Thompson/Fishers/1987 911 Turbo
Jay & Crystal Wagner/Carmel/2015 911 Carrera
Michael Warble/Shelbyville/2003 911 Carrera Cabriolet
Thomas Webb/Indianapolis/2016 Cayman GT4
Ed Williams/Indianapolis/1999 Boxster
Nathan Wilson/Fort Wayne/2022 Cayenne

Test Drive Participants

John Braunsdorf/Greenfield
Jeremiah McDaniel/New Palestine
Peter Standley/Fishers

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 4th Quarter

1987 — 35 Years

Robert & Kalah Farmer/Greenfield/Oct.

1992 — 30 Years

Mark & Lisa Hupfer/Nashville/Oct.

1997 — 25 Years

Robert & Mary Kovatch/Cincinnati/Oct.

Phil Stewart/Knightstown/Nov.

2002 — 20 Years

Phil & Judy Gumpert/Noblesville/Oct.

David Sapp & Kevin Rigsbee/New Palestine/Nov.

Richard Rose & Jett Durbin/Floyds Knobs/Dec.

Michael & Wendy Byers/Noblesville/Dec.

2007 — 15 Years

Merritt Webb/Fort Wayne/Nov.

David Weaver/Indianapolis/Nov.

Curtis & Christy Trainer/Kokomo/Nov.

Jon & Linda Silverberg/Sheridan/Nov.

James & Corene Pugh/Fishers/Nov.

Jon & Karen Leininger/Huntertown/Nov.

Mark & Kathy Haab/Greenwood/Nov.

2012 — 10 Years

Garnet & Kimberly Beeput/Carmel/Oct.

John Ackerman/Indianapolis/Nov.

Stephen & Lara Schreck/Fort Wayne/Dec.

Thomas & Laura Linnen/Westfield/Dec.

Charles & Amy Copeland/Fort Wayne/Dec.

CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA OCTOBER 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 January 2023 issue.

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2022 FALL CIRCULAR

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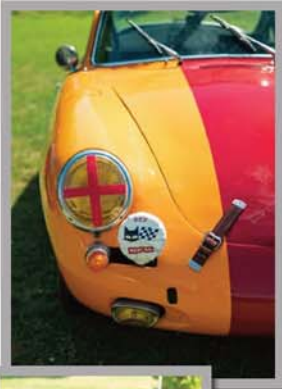
AROUND THE ZONE

Allegheny Region

A excerpt from John & Lisa Malobicky's article (*Those Who Made It Grand*)

THIS YEAR'S ARPCA EVENT at the Pittsburgh Vintage Grand Prix was built upon the success of previous campaigns to solidify July's automotive festival as the premier Porsche social event of the season. Each year, the ARPCA Grand Prix Committee works diligently to surpass all expectations and create an epic experience for all who attend the ten-day PVGP spectacle.

Volunteers are the engine that accelerates our club forward to power great ideas across the finish line. Although the racecar driver basks in the limelight, it is a solid pit crew that assures a podium finish. For those who attended the Grand Prix, we owe special thanks to our club members who exemplify the phrase "Fueled By Volunteers".



Top Photo: Kevin Kochera's race-ready 356 shining in the sun. Larry Sachs and Mark Frumkin setting up shop under the merchandise tent. Photos by Justin Flagg

Maumee Vally Region

A excerpt from Dave Zimmerman's article (*The Car Party*)

I'm very fortunate to know a wonderfully generous man named Tony Krncevic. You might also know him, as he is the one responsible for coordinating the Toledo Cars &

Chip Henderson — Zone 4 Rep.



Coffee events for the past few years.

In the last 14-15 years, Tony and his lovely wife Patty have hosted a yard party for owners of various unique or rare sports cars. Yes, they park many cars right on the lawn at their home in the Old Orchard section of west Toledo. In previous years they have hosted parties at their former home in Point Place and while they were living in the Cleveland area. This year there were over 40 cars present, and over 75 people enjoying Tony and Patty's hospitality.



This year there were about 15 different marques at the show. The majority were German, British, and Italian. Porsche led all brands with nine models present. Stuart Armstrong won Best of Show and Crowd Favorite with his 1956 Jaguar XK140.



Crowd favorite
"Best in Show" trophy