

CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

APRIL 2023



PRES SEZ
SONAX TECH SESSION
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2023 SPRING CIRCULAR



Photo by Larry Clarino

PRES SEZ

I write this after having attended the Zone 4 Region Presidents Conference in Ohio. Amanda Brown, your Vice President, and I spent 2 days with fellow PCA Presidents, VPs, and DE Chairs, discussing PCA in general and our regions in particular.

The numbers they shared are staggering. You are always aware of how vast PCA is but then you hear a statistic and it becomes more real. For example, the Porsche Club of America has a presence all over the US and Canada (that includes Alaska and Hawaii!). There are over 152,000 total members in the club. The Central Indiana Region is part of Zone 4, which has over 6,100 members. And those numbers are growing! Every month Greg Smith, your Membership Chair, calculates the numbers and shares how many people are joining PCA and become members of the Central Indiana Region. It's truly remarkable to see so many new names join our club.

And the numbers don't stop there! This year is the 75th anniversary of Porsche! Wolfgang Porsche turns 80 this year! There must be something about the marque that positively impacts longevity.

While it is a good reminder of just how big PCA is and the impact Porsche has on all of us, we still can't forget why we're here. Your CIR Board are working hard to schedule exciting events that you're sure to enjoy.

The SONAX tech session was well attended, the experts showed us why SONAX dominates the market when it comes to car care products. We were also fortunate to have Ed Carpenter, the only Owner/Driver in Indy Car, to speak with us for a few minutes. Plus there were two amazing cars on display!

Our March lunch at Biaggi's in Fort Wayne filled up quickly! And a few weeks afterwards are Boxers and Brisket at Big Hoffa's BBQ. A good meal with good people, talking about our Porsches, is a recipe for a great experience!

In April we have our Spring Brake DE followed by our Spring Color Tour to Ohio. Both events are always well received and are just plain fun! We also have lunch at Sweetwater Sound in Fort Wayne with a facility tour!

Tickets for the Indy Grand Prix in May are on sale. Get yourself a seat in one of the best spots and enjoy the race!

Our Night with Al Unser, Jr., also in May, is fast approaching! Sponsored by SONAX, we'll hear Al speak about his career in an Inside the Actors Studio format. With an introduction from fellow CIR member Scott Goodyear, we're in store for a fun night!

As always, keep an eye on our website. We update it often, so you'll find all of the event details, registrations for said events, etc. Additionally, we post pictures afterwards on Facebook and Instagram. Make sure you are following both pages so you can keep track of what we're up to. Have an event that you'd like CIR to do? Let us know! We're always open to new ideas and experiences, we'll help you put it on!

And make sure you say hi when you see me!

Pete

PETE WALKER • CIRPCA, PRESIDENT



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*Denotes Voting Board Member

EDITOR'S NOTE

Spring is here, and the Central Indiana Region (CIR) is gearing up for Spring Brake, our first HPDE of the year out at Putnam Park Sports Car Course, followed a week later by the Spring Color Tour through southeastern Indiana.

Your club offers so much to do, yep; breakfasts, lunches, and dinners, along with fun drives, and a few tech sessions; now add in a few go-fast events and that gives you a taste of what our club is all about.

The CIR club is growing nicely something few car clubs can say in this day and age, but the CIR does need your help. There will be several vacancies on the CIR board of directors at the end of the year. If you enjoy the people and events the club does, please consider getting involved with club management. We certainly need your help, and we can't do it without you!

As of this writing our Evening with Al Unser Jr night in Westfield is almost sold out. Last year's Evening with Paul Page, Voice of the 500, was a huge success and this year looks to be even bigger and more fun. CIR's Tom Beeler will again be chatting with Al in a casual format, but we may have a surprise or two up our sleeves.



Photo by Pam Clarino

One bit of big news for Porsche fans is the addition of the big IMSA weekend coming to the Indianapolis Motor Speedway on September 15 to 17. The

Porsche Deluxe Carrera Cup North America, IMSA WeatherTech Sports Car Challenge, and the IMSA Michelin Pilot Challenge will all be in competition on the Brickyard Road Course.

This year the Porsche Penske Motorsport Team (Yes, that is the full name of the Team Penske effort in IMSA.) will be running the new Porsche 963 Hypercar/GTP prototype. While we certainly do not understand all the new technology, we do know for 2023 the new Porsche 963 has a V-8 engine, putting out 670-horsepower plus a thing called a Motor Generator Unit that gives it and added 50Kw of power in short bursts under acceleration. In other words, it can really go fast!

The PCA will be doing some cool stuff at Indy for the IMSA weekend, and will need some volunteers, so keep an eye out for emails and on our website with information if you are interested in helping.

Larry

Everyone has a Porsche Story.

Everyone that gets a Porsche has a story to tell about the adventures that they had with their Porsches.

We want to hear your story. Send us 300 to 500 words and a couple of photos of you and your car to <https://cirpca.org/contact-us-2/>. Please don't embed the photo in the document. Just send them as an attachment. We would love to hear from you soon!

Artwork Courtesy of PCNA.



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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.

**DEADLINE FOR
THE JULY 2023
ISSUE OF
CIRCULAR IS
JUNE 1, 2023.**

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 July 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

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Don't Just Attend Porsche Parade... ...Be a Part of It!



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - it can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Points are deducted by arriving at the checkpoint either early or late. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). Part of the challenge with a Gimmick Rally is to discover the intended route, which may require other skills such as solving a puzzle. PCA Parade TSD Rallies use the Richta app for scoring and no expensive rally equipment is necessary ... all you need is a mobile phone. New to Rallying? Parade is a great time to give it a try!



June 18-24, 2023
La Quinta Resort & Club
Palm Springs, California
www.porscheparade.org

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.

April

- 21-23** Spring Brake at Putnam — www.clubregistration.net
29-30 Spring Color Tour — www.cirpca.org
NOW 42nd IndyCar Grand Prix race tickets on sale at www.ClubRegistration.net

May

- 1** Club Meeting — starting at 7:00 p.m.
13 *Indy Grand Prix* — Race starts at 3:30 p.m.
14 *Evening with Al Unser Jr.* — 7:00 p.m. — 9:00 p.m. Westfield Playhouse

June

- 4** 3 Events in 1 Drive — Spencerville Covered Bridge/ACD Museum/
“Meet in the Middle” Micro Car event in Auburn starts at 1:15 meeting
Lassus Handy Dandy parking lot just East of Exit 316 I-69
5 Club Meeting — starting at 7:00 p.m.
18-24 *Porsche Parade* in Palm Springs, California

July

- 3** Club Meeting — starting at 7:00 p.m.

Due to technical issues with the cirpca.org website, we were not able to add all of the hot links in this edition of the CIRcular. Please keep checking the website for event details.

Thanks,
The CIRcular staff



Porsche Parade June 18-24

The 67th Porsche Parade will be held at the LaQuinta Resort and Club in Palm Springs, California June 18 through June 24.

Phase II Registration opens Wednesday, April 15 at 12:00p.m. (noon) Eastern Time.
www.porscheparade.org

Check Out These Upcoming Events

CIR Spring Brake

**Friday/Saturday/Sunday
April 21,22,23, 2023**

The event is open to all licensed drivers, 18 and older, driving any make vehicle. And it is not necessary to be a PCA member to participate.

Our events will provide extensive track time, as well as classroom instruction. Beginning drivers and those with limited experience will have an experienced instructor in the seat next to you, ensuring that you learn the proper line around the track and safe driving techniques. All of our great instructors are dedicated to making your experience FUN & SAFE! At the conclusion of the weekend, you will go home a better driver and you will have a BIG GRIN on your face.



Our last three (HPDE) at Putnam Park Road Course have been sold out. If you are interested, Participant Sign-Up: registration for all of our events is done via www.clubregistration.net. Create a free account and then Search by event host "Central Indiana Region PCA". If you are interested to know more contact Pete Walker at: <https://cirpca.org/contact-us-2/>.



April 29 — April 30, 2023.

Bob & Brigitta Snider.

Go for one day or two. Enjoy some of the best sports car roads and small historic German towns in Southeastern Indiana. The two-day event includes an optional stay at the Cincinnati Marriott at River Center in Covington, KY with dramatic views of the Cincinnati skyline, Ohio River, and the historic John A. Roebling Bridge.

The tour begins on Saturday, April 29 with an optional Porsche Club Champagne lunch at 11:00 AM at the very victorian Kopper Kettle Inn, in Morristown, IN. We'll finish the drive around 5:00 PM in Covington, KY, at the Marriott River Center or head on over to the Hofbrauhaus in neighboring Newport, KY for a CIR Group Dinner at 6:30 PM.

Sunday's Driver's Meeting is at 11:30, leaving at Noon for Arboretum, followed by a late lunch at Taft's Ale House, wrapping up around 3:00 for the drive back to Indy.

Cost for the driving tour is \$10, for much more information and to register go to the CIR Calendar Event Page at:

www.cirpca.org

To reserve a room, go to <https://book.passkey.com/go/porscheclubapr2023> for the Porsche Club Discount of \$249/night, including a buffet breakfast. CIR rooms will only be available at this private registration website until **April 7**. Only 8 rooms left!

2023 IndyCar Grand Prix at IMS CIR Race Tickets

CIR has a block of 42 Premium Reserved Seats for the Saturday, May 13 IndyCar Grand Prix Race on the Indianapolis Motor Speedway's Road Course! Seats are high up in Stand H, Section 15, Rows DD, EE & FF, directly above Road Course Turn 1 where all the hard braking and jockeying for position is done at the Race Start and every Re-Start. Tickets are \$62 each Face Value and are available now at:

<https://clubregistration.net/events/signUp.cfm/event/13103>

. If you do not already have a ClubReg Account, you will have to create one.

The IMS Road Course is a very challenging 2.4-mile, 14-Turn race course that will showcase all the top IndyCar teams and drivers that you will see later in two weeks at the Indy 500 on May 28.

Race Start is at 3:30 PM EST. Your Race Ticket includes several support races that start in the morning, including Indy Lights. For full race schedule:

<https://www.IndianapolisMotorSpeedway.com>

"Best seats in the house!" Come sit with your Porsche Club friends and enjoy the most exciting race at Indianapolis! Top rows go first! First come, first served until they are all gone!

All tickets will be mailed out in late April to your ClubReg Profile address via the US Postal Service.



Photo by Larry Clarino

An Evening with Al Unser Jr., **two-time Indy 500 Winner**

Presented by SONAX

May 14, 2023 @ 7:00 pm - 9:00 pm Westfield Playhouse Tickets: \$15.00

As Race Month arrives in Indy, join us on May 14, 2023, as CIR-PCA spends "An Evening with Al Unser Jr, two-time Indy 500 Winner, presented by SONAX"

Don't miss this amazing night at the Basile Westfield Playhouse, 220 North Union Street, Westfield, IN 46074, as the CIR-PCA presents an evening with one of the greatest racing drivers of all time.

Al's 1992 win over CIR's own Scott Goodyear by 0.043 second is still the closest finish in 500 history!

In Al's own words, "... of all the races, what was the one that meant the most? And of course, it's winning the Indy 500. The 1992 race was special because it was the closest finish and one hell of a race between Scott Goodyear and me."

"An Evening with Al Unser Jr, presented by SONAX" Sunday, May 14, 2023, 7:00pm, at the Basile Westfield Playhouse, 220 North Union Street, Westfield, IN 46074.

Cost for this amazing event is \$15 per ticket. Limited to just 150 tickets. 100% of ticket sales goes to the Cody Unser First Step Foundation. This is Al's daughter's foundation for those afflicted with all forms of spinal cord-related paralysis.

SOLD OUT

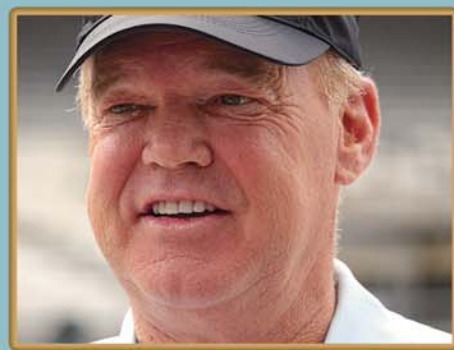


Photo by Larry Clarino

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SONAX TECH SESSION

Article and photos by Larry Clarino

For the CIR's third annual SONAX USA Tech Session, over 70 members and guests were treated to not only a car care seminar but a chance to visit with the only active IndyCar owner and driver.

This year the Central Indiana Region and SONAX arranged to have IndyCar's Ed Carpenter, team owner and driver visit with our members at the event. Ed's ECR Indy team had an Indy show car and one of the team transporters on display in the massive SONAX distribution facility in Westfield, Indiana.

Carpenter's insights into racing at the 500 were especially interesting. The oval-track specialist started his racing career right here in Central Indiana driving 1/4 midgets at age seven, then progressing through full midgets and sprint cars and on up to the Indy cars.

A real surprise to everyone was SONAX, as the official car care supplier and restoration consultant to the Indianapolis Motor Speedway Museum, arranged for the museum's famed March Porsche 90P Indy car to be on display. (Ed. Note: Check out our article on the 90P in the July 2021 CIRcular.) This was the car Teo Fabi took to 18th place at the 1990 Indy 500. The only other existing March Porsche 90P, driven by the late John Andretti, is in the Porsche



Managing Director Rob McCrory welcomes CIR to SONAX.



Museum in Stuttgart Germany. The 90P was the last Porsche powered car to race in the 500.

SONAX Managing Director Rob McCrary along with the SONAX team demonstrated the latest in car care technology, paint correction/protection, and proper interior care. Members from every part of our region came to the Westfield headquarters for this hands-on demo day. This event is kind of the first harbinger of Spring for the Central Indiana Region. It is amazing how it keeps getting bigger each year. We own a big thank you to another club supporter, Tom Wood Porsche in Indianapolis for sending a stunning but nonetheless dirty, all white 2018, 911 GT3 as a demonstration car for the exterior treatments. That Porsche went back to Tom Wood looking better than new.

A little-known Porsche connection, Sonax USA owner Tony George who did join us at the session, drove in the 2007 Rolex 24-hour race with Ed Carpenter, A.J. Foyt IV, and Tomas Scheckter in a Porsche powered Crawford Daytona Prototype. Several members had the chance to talk with the former president of IMS. The George family sold the track to Penske Entertainment in 2019.

Thank you to everyone for attending. Rob McCrary made a point of thanking everyone and saying they are already looking forward to next year. If you have any questions about car care, give SONAX a call at (317) 295-7056. The entire line is available on Amazon or at <https://www.autogeek.net/>.

SONAX is our presenting sponsor for an Evening with Al Unser Jr, this coming May. Check the [CIRPCA.org](https://www.cirpca.org) website for ticket availability.



IndyCar owner/driver
Ed Carpenter chats
with the CIR members.



The Porsche
powered March 90P
from the IMS Museum.



The whole SONAX team demonstrating how to care for your Porsche.



Photo by Will Anthony





3rd Annual Event at *Pasto Italiano*

Photography & Article by Larry Clarino

The first Central Indiana Region event of 2023 was our third annual visit to Pasto Italiano in Westfield, Indiana. This very popular event saw a total sell out as fifty members and guests made the drive to Westfield for a late lunch at this prime Italian restaurant.

The weatherman again provided a beautiful January snow-free day for our group. The club took over the entire restaurant with Benito DiBartoli entertaining the gathering with his jazz guitar. Several members told Pasto Italiano owners Patsy and Kent McNall this small place will become a regular stop for dinner.

Testament to the popularity of this event: friend of the club, Paul Page and his wife Sally Larvick, joined the fun. Page has high praise for our club even though he owns an Italian car spelled with a several F's. "I love the things you guys (The CIR) do. Your activities are all great and everyone is so friendly."

We hope this continues to be the ice breaker occasion for each new year, the CIR seems to like traditions, this has become a tradition each January.



Benito DiBartoli on
Jazz Guitar



Paul Page (on right) and his wife Sally Larvick.



Welcome to **MOTORVAULT**



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

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MOTORVAULT.COM



BOXSTER CONVERTIBLE TOP PROBLEMS

Article & Photos by Will Anthony

Porsche 986 and 987 Boxsters have a common problem involving an elastic strap with in the convertible top. The strap keeps pressure on a flap that is attached to either side of the top near the lower end of the window. This pressure guides the cables into a groove in the molding around the window. If this elastic strap (one per side) either stretches out or snaps, the cables will slide along the outside of the molding. This both scratches the molding and abrades the cables. The wear in the cables will eventually cause them to snap, resulting in a costly repair.

This problem can be solved by replacing the elastic straps. There are videos on YouTube that depict a couple of ways to repair the strap, but the both have their weak points. One video shows how to use a stapler to attach a new elastic section to supplement the broken one. Since it does not replace the original strap you could still have problems with the portion of the old strap that attaches to the strut in the convertible top. The staples themselves weaken what's left of the old strap by punching holes in it. Another YouTube solution does replace the elastic strap with a new one. It walks you through punching a large hole in one end of the strap to put the torque screw though (which anchors the strap to the strut), and then sew the other end to the flap. Punching a large hole in the strap will weaken the elastic. If the hole stretches wider, the strap will come off the torque screw.

A better option is to replace the elastic straps with enhanced versions. You will need:

2 pieces of either ½ or ¾ inch elastic.

1 Snap installation tool with a package of 10mm snaps (Figure A).



(Figure A)

(Figure B)



1 Gromet installation tool with a package of 10mm Gromets (Figure B). The tool usually comes with the about 100 gromets.

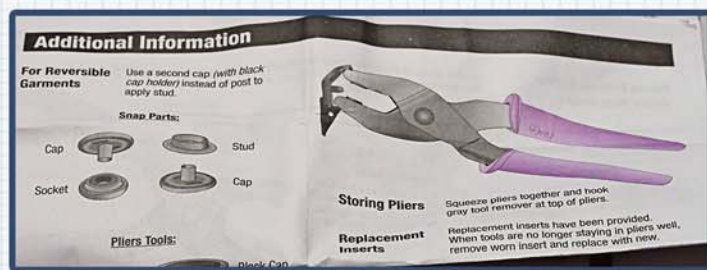
1 Torque 10 wrench.

1 Adjustable light.

If you have access to YouTube watch the videos mentioned earlier. The instructions for opening the convertible top and locating the straps are useful.

Step 1. Creating the straps.

Cut two six-inch sections of elastic strap. Read the instructions that came with the snap tool (Figure C). Using the snap tool, you're going to punch a hole in both ends of the stop about half an inch from the end.



(Figure C)

Following the instructions that came with the tool you are going to insert the back half of the snap into one end of the strap. Refer to (Figure D) to make sure you are inserting the correct piece. Using the gromet tool, insert a gromet into the other hole in the strap. This procedure is much like inserting the back half of the snap. Make sure the post of the gromet is all the way through the

(Figure D)



strap before using the tool to bend it over. When you are done your two straps should look like (Figure D).

Following the instructions that came with the tool you are going to insert the back half of the snap into one end of the strap. Refer to (Figure D) to make sure you are inserting the correct piece. Using the gromet tool, insert a gromet into the other hole in the strap. This procedure is much like inserting the back half of the snap. Make sure the post of the gromet is all the way through the strap before using the tool to bend it over. When you are done your two straps should look like (Figure D).

Step 2 Installation

Open the convertible top about halfway. Refer to the YouTube videos for examples. You can start with the driver or passenger side, it does not matter which. You will see two sections of Velcro that attach the edge of the top to the side struts (Figures E and F). Undo both straps. This will give you room to get your hand inside

(Figure E)



(Figure F)



the top. Locate the section of the old elastic strap that is attached to the flap. If the strap is intact, you can follow it back to the torque screw that attaches in to the strut. If the strap is broken you should be able to see part of it still attached to the torque screw once you get your light inside to top (Figure G). Insert your light into the top and



(Figure G)

aim it at the approximate position of the torque screw. Using your wrench or screw driver with a torque bit, loosen the torque screw. Once it is finger loose, remove your wrench, and use your figure to gently finish removing the screw. Make very sure you do not drop it or the washer that is with the screw. Put the torque screw through the gromet in one of your new straps and screw it back into the strut. This may sound simple, but it's not. Since you can not see exactly where the screw is going, you will probably be cursing in a couple of different languages by the time you get it back in and tightened down. Take a breather when you are done.

If the old elastic strap is still attached to the flap, remove it. Using your snap tool, insert the front of the snap into the flap, at least an inch away from the skinny end (Figure H). When you put tuck the flap back inside the top,

(Figure H)



you want the smooth side of the snap to be facing the toward the outside of the car. It's not a big deal if this gets reversed. The repair will still work. Tuck the flap back inside the top. Make sure you tuck in under the strut. If it's over the strap, when you close the top it puts more pressure on the snap, and it may pop open.

Now for the fun part if you have big hands. Using one hand, hold the loose end of the elastic strap and the open part of the snap in the flap together. Squeeze the snap together. Open and close the top to make sure it works, and repeat the steps for the other side.



FOCUS ON Greg Smith

Article & Photography by Larry Clarino

Today's Focus is on our Central Indiana Region membership chairman, Greg Smith. After joining the club around 2015 Greg stepped up to club management this year taking the membership reins from Bob Snider.

However, like so many of us there is a story behind his first Porsche. "I was always a sports car guy; my first car was a 1964 MGB! Then it was an Austin Healey 3000, a couple of Datsun Z cars, a 240 and a 280, but I always dreamed of having a Porsche. So, in 1983 my wife Sharon and I decided we could afford one. We placed an order for a new 1984, 944. Nine months later we finally owned a Porsche."

The Smith's however did not join the club until they acquired a Boxster in 2015. Greg and his wife Sharon currently have two Porsches, a beautiful 2009 Boxster S and a 2021 Macan.

After working for Handy Andy convenience stores for a number of years, Greg joined Lassus Brothers, the Fort Wayne based fueling station and convenience stop chain. After working his way through various position in the family-owned company Greg was assigned to create a new Information Technology department. When asked if he was a computer guy, Smith said, "Oh no, not at all but I am good at picking people and getting a team together to solve problems." That's exactly what he did for the local firm, bring them into the computer age both in retail and inventory tracking.

Greg and Sharon are both creative people;

Sharon is a very accomplished still photographer and Greg was into the moving side of that artistry preferring video. Not only do the two love to travel and recoding their own memories, the two teamed up on creating special wedding memories as a sideline business doing both video and still wedding albums.

The couple also are serious competitive ball room dancers and parleyed that hobby into more video work for friends and competitors filming dance events around the Midwest.

After retirement from Lassus Brothers, it took Greg about three months to decide sitting at home was not for him. "I now work, part-time, a few days a week at the Lowes Home Center in Fort Wayne. The neat part is I am not in one department but get to work all over the store I'm kind of a handy man so I fit in well helping customers all over the store. And I walk three or four miles each day and really enjoy it."

With the Porsche Club, Greg enjoys HPDE's and would love to see the club do an occasional autocross. He is active in keeping the CIR's northern contingent busy planning a couple of lunches, and drivers every year.



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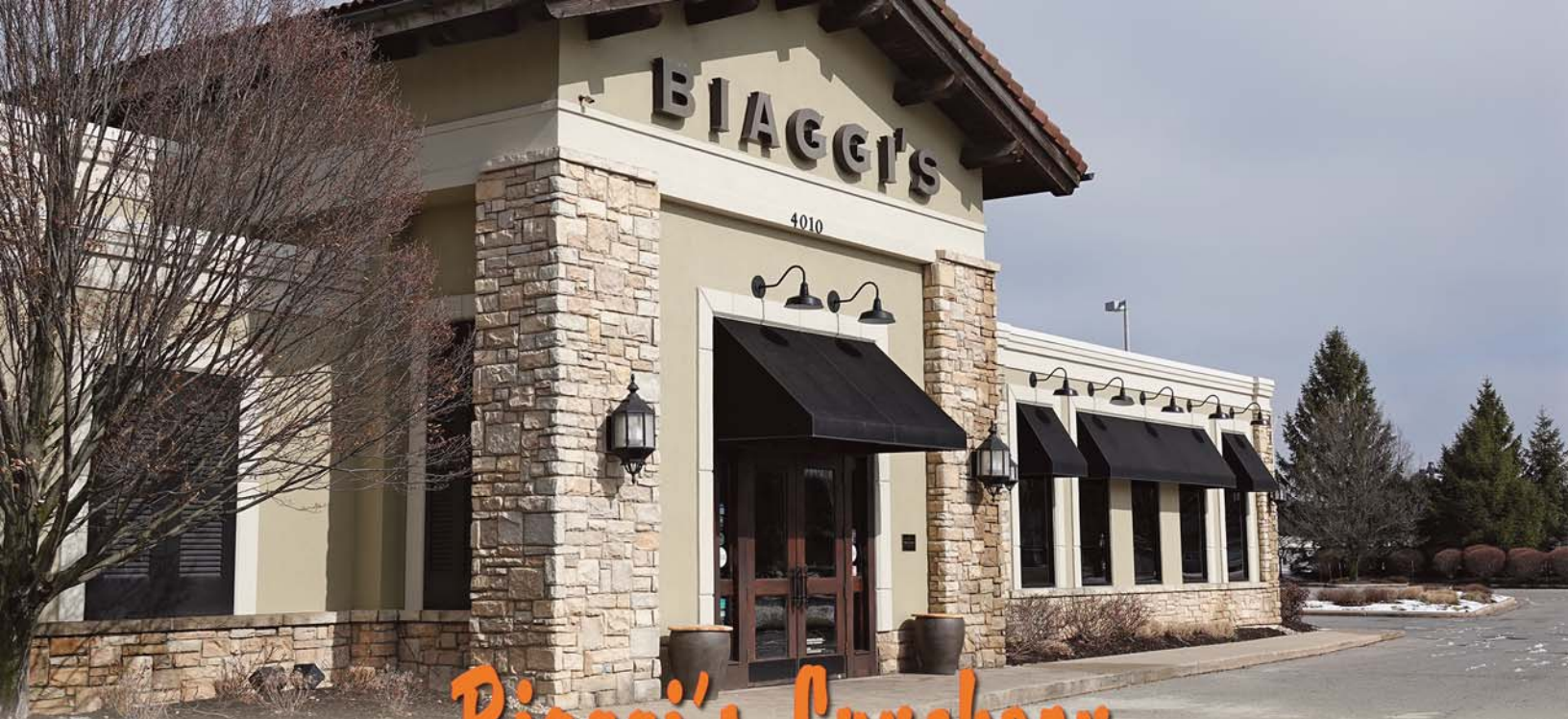


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Biaggi's Luncheon

Article by Greg Smith & Photos by Larry Clarino

The first Saturday breakfast was actually a luncheon for the month of March. Biaggi's Ristorante Italiano at 4010 W Jefferson Blvd, Fort Wayne, just down the street from Porsche Fort Wayne, was the site of more than twenty PCA members enjoying the mid-day repast. The event organized by the Central Indiana Region's membership chairman Greg Smith brought together Central Indiana and Michiana PCA Region members in a cross-regional collaboration of literally, breaking bread.

Signature handmade pizza, soups, salads, and pasta seemed to be the preferred choice from the gang in attendance. This reporter can attest the chicken parmesan is excellent!

Biaggi's private Wine Room once again was the intimate location, for the meal inducing a sense of a Tuscan wine cellar. This was the second time our region enjoyed the hospitality of Biaggi's. With the event selling out in just a matter of days it looks like we will have to move to a larger room at this warm and comfortable restaurant.

With the day before the lunch producing one of the weirdest weather episodes in memory, (heavy rain, dramatically dropping temperatures turning to wet heavy snow in Northeast Indiana) Porsche Cayenne and Macan SUV's outnumbered Porsche sports cars in the parking lot by a significant number. All and all, it was a terrific fun day, and believe it or not the sun came out and a feeling of springtime was in the air.



Membership chair Greg Smith & wife Sharon.

Menus open, let lunch begin.



CIR Historian, Bob Snider & wife Brigitta.





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Autocross Anyone?

Article & Photos by Will Anthony

*I*f you want to try some competitive driving, but don't feel ready to take on a HPDE, then autocross might be for you. Autocross is a competitive driving event, but unlike an HPDE there is generally only one car on the course at a time. The object is more precision driving than speed.

The track is usually a large empty parking lot and is delineated by cones. The runs are timed, and the runs are grouped by class of car. You can drive virtually any well maintained vehicle in an autocross, although I would not suggest a school bus or a motor home!

You must stay within the course as defined by the cones. Driving outside of the course is a disqualification and a DNF (Did Not Finish). And don't touch the cones. Depending on the specific group rules, you will have a one or two second penalty added to your time for each cone you hit. A cone can be upright or laid on its side, a pointer cone. The pointer cones are used to designate which direction you are supposed to take at an intersection and to designate a gate.

The drivers in an autocross are split into at least two groups. While one group is driving, the other group is working at the different positions around the course: starter, grid, corner worker.

For an autocross, a nimble car will often do better than more powerful one. Mini Coopers and Miatas are



excellent cars to run because they are small and can turn very sharply. If I had a dollar for every Camaro or Mustang GT I've seen end up in the grass, I could purchase a new GT3. In the six years I've been driving in autocross I've never seen a car have a major accident, nor have I ever seen one car hit another car.

One of the best autocross tracks around is the tire testing facility at Tire Rack in South Bend. I have autocrossed there with the Michiana PCA Region, The Michiana BMWCCA Chapter, and the South Bend SCCA Region. The SCCA holds autocross events in the Fort Wayne area also.

One of the largest courses in the area is set up by the SCCA Indianapolis Region at Grissom Air Reserve Base, north of Kokomo, Indiana. You do not need to belong to the SCCA to participate in their events however, there is a discount for members. Autocross events are also supported by PCA National. Two days of autocross are always part of the national Porsche Parades, and the awards are given at a special banquet.

The Central Indiana Region does not hold any autocross events at this time, but if you are interested in getting them started contact any board member. It would be fun to do.



So, this summer, whether its and HPDE an Auto Cross, or a social event, just get out and drive.

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2023 SPRING CIRCULAR



The Technology of the New Porsche 963 Hypercar/GTP

Article & Photography courtesy of Porsche AG Motorsports

Season 23, IMSA Weather Tech SportsCar Championship in Daytona.

The Porsche 963 banks on powerful DNA from RS Spyder and 918 Spyder. On December 16, 2020, Porsche announced its commitment to developing an LMDh prototype for racing from January 2023. The prospect of fielding a vehicle in both the FIA World Endurance Championship (WEC) and the North American IMSA WeatherTech SportsCar Championship proved to be the deciding factor for the Executive Board's decision at Porsche AG.

Less than five months later, Porsche divulged its close partnership with Team Penske. The new Porsche Penske Motorsport team for international racing was born.

The regulations stipulate that all new vehicles for the LMDh category must be based on an LMP2 chassis. Four potential partners were available: Multimatic, Oreca, Dallara and Ligier.



Roger Penske

Porsche 963,
Porsche Penske
Motorsport driven by
(#7), Felipe Nasr (BR),
Matt Campbell (AUS),
Michael Christensen (DK).



After an in-depth evaluation, Porsche made the early call to work with Multimatic. As the largest of the four LMP2 manufacturers, the automobile technology company based in Toronto, Canada also contributes components for the Porsche 911 RSR, the 911 GT3 R and 911 GT3 Cup.

In addition to the existing business relationship, the enormous production capacities also spoke in favor of Multimatic — a critical factor given that the Porsche 963 will also be raced by customers on both sides of the Atlantic in its first year of competition.

The new racing prototype is easily recognizable as a real Porsche. Its design combines modern elements with historic roots. The front section is reminiscent of the soft shapes of the legendary 956 and 962, while the continuous illuminated strip is a salute to the characteristic hallmark of the current 992-generation.

“The regulations give us a performance window, explains Christian Eifrig, technical project manager of the Porsche 963, “In terms of downforce and lap times, the vehicle must remain within a defined performance range as prescribed by the regulations. This is the only way for the sport’s governing bodies to equalize the cars of different manufacturers using Balance of Performance (BoP).”

The BoP rating for different vehicles in the new top classes, ensures a level playing field and thrilling racing. Factors such as minimum weight, maximum revs per minute or energy per stint make the vehicles equivalent in terms of performance.

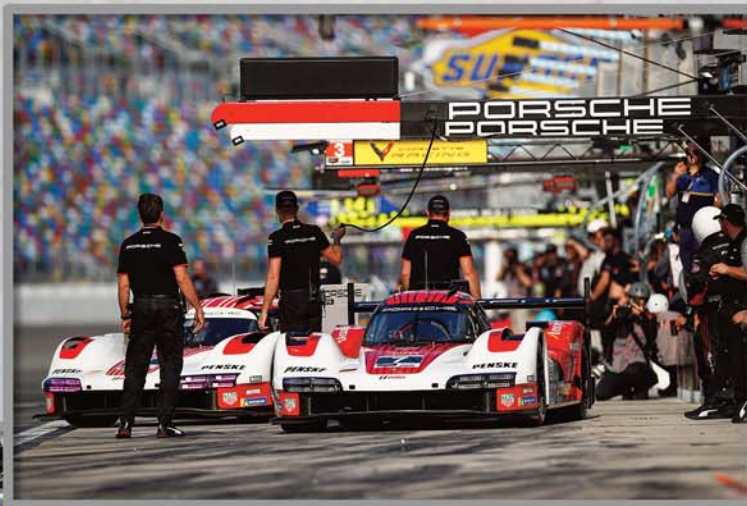
“It’s quite challenging to reach this performance window. At the same time, it’s about achieving the typical Porsche look. We had the difficult task of finding the perfect compromise between efficient aerodynamics and an immediately recognizable design language.

V8 turbo engine: Modern unit based on the Porsche RS Spyder.

While the regulations specify that the hybrid components and the gearbox must be cost — efficient standardized components, it allows great leeway in choosing the combustion engine.

Stefan Moser, as the head engineer responsible for the Porsche 963 powertrain, and his team opted for the 4.6-litre engine from the Porsche 918 Spyder.

In the LMDh prototype, the power unit runs with two turbochargers from the Dutch manufacturer Van der Lee, which increases pressure by just 0.3 bars. The charger units are mounted on the ‘hot side’, in the 90-degree opening of the V- geometry.



*TOP to Bottom
2023 IMSA Roar before
The Rolex 24.
The 24 Hours of Daytona.
V-8 Twin Turbo Engine.
Steering Wheel*

“The good thing is that the engine retains its basic characteristics as a naturally aspirated unit and has a swift throttle response. The relatively low boost pressure builds quickly and therefore there is no so-called turbo lag,” said Moser. “Converting the production engine to feature turbo technology was easy: around 80 percent of all components come from the 918.”

Another advantage of a 4.6-litre engine: in the 918 Spyder, Porsche had already designed the V8 to work with a hybrid system.

The standardized components of the electric boost system are supplied by the manufacturers Bosch (motor generator unit, electronics, and software) and Williams Advanced Engineering (high-voltage battery).

The Motor Generator Unit (MGU), which is responsible for the power output and recuperation under braking at the rear axle, works diregearbox. The MGU sits in the bell housing between the engine and the gearbox.

The hybrid’s entire electrical system produces up to 800 volts. The uniform battery has an energy capacity of 1.35 kWh, which can be used any time under acceleration. An output of 30 to 50 kW, 40 to 68 HP, is available in short bursts.

When the thrust of the MGU kicks in, the power engine, which can reach over 8,000 rpm (depending on the BoP), automatically decreases. The regulations stipulate the power output precisely. The design and concept satisfy the highest demands of modern motorsport

Porsche Penske fuel Nozzel.



Porsche 963 (2022)

Single-seater prototype racing car for the LMDh category
(Le Mans Daytona h)

PORSCHE
MOTORSPORT

Engine Engine type: Water cooled V8 twin turbo engine Displacement: 4.6L Power: Combined performance (with MGU) 500 kW (680 PS) Fuel: 100% synthetic fuel in the WEC championship	Hybrid Single Specification Hybrid System MGU (Motor Generator Unit) at the rear axle Lithium-Ionen ESS (Energy Storage System)	Weight Minimum weight: 1.030 kg (without fuel and driver)
--	---	--

Drive/power transmission Clutch: CFK racing clutch Transmission: Single specification sequential 7-gear race gearbox, pneumatically actuated	Suspension Front axle: Double wishbone suspension, Pushrod-System, Hydraulic power steering Rear axle: Double wishbone suspension, Pushrod-System	Brakes Two independent brake circuits for front and rear axle, Brake by wire system
---	--	---

Body
 Wheelbase: 3.148 mm
 Width: 2.000 mm
 Height: 1.060 mm
 Length: < 5.100 mm

Tires (Michelin)
 FA: 12.5 J x 18 ET 29, with center lock and captive wheel nuts, Slick 29/71-18
 RA: 14 J x 18 ET 34, with center lock and captive wheel nuts, Slick 34/71-18

All photos courtesy of PCNA.





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PCA Sim Racing News March Update 2023

Article by Jim Legault

PCA Sim Racing continues to offer multiple events designed to pique the interest of Porsche Club sim racers at every level. Casual to hard core, beginner to pro, PCA Sim Racing has an event, or a full series, for you.

The just concluded Zone Group Championship (ZGC) tried out a new format for the 3 race series. Each Zone Group (ZG) could field up to 8 teams. Each team was comprised of 4 drivers and each of the four driver classes were assigned a point value, similar to the Platinum, Gold, Silver, and Bronze driver ratings in real life sports car racing. Group A was comprised of the higher rated crews and Group B was the lower rated crews.

A total of 28 cars from the 5 ZGs actually competed. Finding a full complement of drivers was challenging for some ZGs. Our own ZG 2&4, for example, could only muster 3 entries, putting us at a distinct disadvantage, at least as far as any championship aspirations were concerned! Races were 90 minutes in length, with each driver taking roughly equal driving stints.

In an ePodium Sports webcast interview following the final race at Sonoma, Chip Witt, who is the Area Racing Manager — Red Wood Region, and a PCA Sim Racing Steering Committee member emphasized that the basis of this ZGC was to give the ZGs an opportunity to build camaraderie among their ranks and build up drivers across the different classes. In this, I believe the ZGC was quite successful!

Here are the final Zone Group Championship Standings.

The *Arrive and Drive* League, designed to be a fun, low-stress, and friendly competition where there are no

Zone Group Championship Standings						
	P	Team Name	Zones	Race 1 Sebring	Race 2 Barber	Race 3 Sonoma
Group A	1	Central	5, 10, 13	630	320	650
	2	WWZ	6, 7, 8, 9, 11, 14	510	540	0
	3	Wildcats	1	300	350	320
	4	Hurricane Alley	3, 12	320	300	
	5	Founders of Schnell	2, 4	0	250	280
Group B	1	Wildcats	1	1060	1160	1330
	2	WWZ	6, 7, 8, 9, 11, 14	930	930	1310
	3	Central	5, 10, 13	450	550	590
	4	Hurricane Alley	3, 12	710	410	0
	5	Founders of Schnell	2, 4	250	510	0
ZG Total	1	Wildcats	1	1360	1510	1650
	2	WWZ	6, 7, 8, 9, 11, 14	1440	1470	1310
	3	Central	5, 10, 13	1080	870	1240
	4	Hurricane Alley	3, 12	1030	710	0
	5	Founders of Schnell	2, 4	250	760	280

series points and no “champion” is changing things up with new formats designed to enhance the racing experience for all classed drivers.

One popular format has been to put the lower rated drivers in a faster car, such as the GT3R and the higher rated drivers in a slower car, such as the Cayman GT4.

By the time you read this, a new format will be rolled out: the “Predator” race, or as it is sometimes called, the “Australian Pursuit” race.

In this style of racing, the lowest-rated drivers (Challenge Class) start from the grid. After a predetermined interval the next class (Sport) starts from pit lane, followed by Club Class, and finally Pro Class. In theory, an “average” driver from each class would finish the race in a dead heat!

I am really looking forward to giving this style of racing a try and I'll have a full report in the next issue.

The 2023 Team Racing Series is already 1/3 complete! After the opening round 6-hour event at Daytona and the

3-hour race at Bathurst, a clear leader in each class has emerged. In endurance racing, however, anything can happen!

2023 Team Racing Series Standings					
P Team Name			Race 1 Daytona Road	Race 2 Mt. Panorama	Point Total
GT3-ProAm	1	Hydrorace JRT™ Racing	46	15	61
	2	Matrix Bronze	25	24	49
	3	Eureka!	30	19	49
	4	Imperial Motorsports - Magic Man	36	2	38
	5	Wonder Bread - MAASR	20	12	32
	6	Marble Motors	16	8	24
	7	LastTenth Racing	8	10	18
	8	DRE GT	12	4	16
	9	Dreadnought Racing	4	6	10
	10	Wurstrennen	2	1	3
	11	Not Fast OR Furious	0		0
GT3-Am	1	3 Amigos	46	18	64
	2	208 Racing	36	10	46
	3	Shake 'N Bake - MAASR	21	24	45
	4	Laughing Clown - MAASR	24	15	39
	5	CODE (RED)	30	8	38
	6	Anchor's Away	16	12	28
GT4-ProAm	1	SimRat Racing	47	24	71
	2	Matrix Silver	36	10	46
	3	Point Brake eSports	30	15	45
	4	Braking Bad Racing	16	18	34
	5	Three Stooges Racing	20	12	32
	6	Blue Thunder	24	8	32
GT4-Am	1	Matrix Orange	46	23	69
	2	Gone Broke Racing	36	18	54
	3	Matrix Green	31	8	39
	4	Backmarker Motorsports	24	11	35
	5	Kynarren Racing	20	12	32
	6	208 Racing Team Green		15	15

The remainder of the schedule has some great endurance racing venues and all will be webcast by ePodium Sports on YouTube.

- **April 16th —**
Nürburgring Gesamstrecke (24h layout)
- **July 30th —**
Circuit De Spa Francorchamps (Endurance)
- **September 17th —**
Fuji Speedway (Grand Prix)
- **October 15th —**
Road Atlanta (Full Course)

And last, but not least, Series10 is set to begin on March 15. In Series races each of the 5 classes will compete in their own event. The unique aspects of Series 10 includes: 1. A rotating cast of competition vehicle, 2. Both rolling and standing starts, 3. Both open and lone qualifying. And 4. In two of the events, the drivers will vote on the competition car of choice! Refer to the schedule below for the details.

I think this will prove to be a very interesting Series 10. Adaptability will be key! Webcast details are being negotiated as of this writing, so stay tuned!

If you are interested in learning more about PCA Sim Racing, I encourage you to check out the PCA Sim Racing website. You'll find everything there is to know about PCA Sim Racing, and more!

I am always happy to answer any specific questions you might have about getting involved in this very enjoyable hobby. Feel free to contact me through the **CIRPCA Contact Us** web page.

Event	Track	Track Config	Car	Wednesday	Thursday	Sunday
1		Full Course Rolling Start Open Qual	911 GT3R	Mar 15 - Club Mar 22 - Sport	Mar 16 - Pro Mar 23 - Challenge	Mar 26 - Entry
2		Full Course Standing Start Lone Qual	718 Cayman GT4 Clubsport	Mar 29 - Club Apr 5 - Sport	Mar 30 - Pro Apr 6 - Challenge	Apr 9 - Entry
3		Grand Prix Rolling Start Lone Qual	911 GT3 Cup (992)	Apr 12 - Club Apr 19 - Sport	Apr 13 - Pro Apr 20 - Challenge	Apr 23 - Entry
4		Classic Pits Standing Start Open Qual	Driver Voted Car	Apr 26 - Club May 3 - Sport	Apr 27 - Pro May 4 - Challenge	May 7 - Entry
5		Grand Prix Rolling Start Lone Qual	718 Cayman GT4 Clubsport	May 10 - Club May 17 - Sport	May 11 - Pro May 18 - Challenge	May 21 - Entry
6		Grand Prix Standing Start Lone Qual	911 GT3R	May 24 - Club May 31 - Sport	May 25 - Pro June 1 - Challenge	Jun 4 - Entry
7		Boot Rolling Start Lone Qual	911 GT3 Cup (992)	June 7 - Club June 14 - Sport	June 8 - Pro June 15 - Challenge	June 18 - Entry
8		International Standing Start Open Qual	Driver Voted Car	June 21 - Club June 28 - Sport	June 22 - Pro June 29 - Challenge	July 2 - Entry

Book Review

Article by Larry Clarino

You are in the Porsche Club, so there is probably a very good chance you have at least a passing, if not an ardent, interest in motor racing. With that in mind, ever wonder what some of the world's most famous racing drivers think of other famous racing drivers?

This 2021 book, *Drivers on Drivers*, from Phillip Porter will answer some of that curiosity. First, we have to say the profits of this book supports Hope for Tomorrow, a British cancer charity. Porter, together with a team of leading motorsport writers and broadcasters – Mark Cole, Ben Edwards, Louise Goodman, Simon Taylor, David Tremayne, Peter Windsor, and Ian Wagstaff, interviewed drivers from the '50's through the present, asking what they thought of their fellow competitors.

The result is a behind the scenes view of sometimes friendships, sometimes rivalries, sometimes respect, and well, let's just say, sometimes less than respect. The interviews cover many of our heroes, Jackie Stewart on Jim Clark, Gerhard Berger on Ayrton Senna, Mark Webber on Sebastian Vettel, and so many more. Most of the drivers are among the greats, but Porter includes journeymen drivers, a few rising stars, and a couple that are on the downside of their careers.

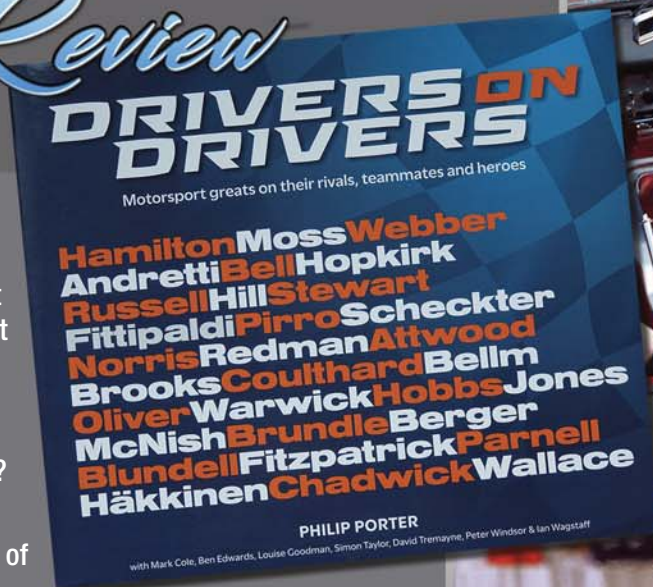
One of the most appealing things about this book is the timeline it covers. The late Tony Brooks who passed last year at ninety years of age, to a twenty-three-year-old, Lando Norris, all talking about their contemporaries. From Mario Andretti to Lewis Hamilton and more.

If you are of a certain age and remember that period in motorsports when tires were skinny and drivers were fat, and the racing was so dangerous, you will understand the stories of both humor and tragedy. If you are younger, to will get a feeling of the precariousness of that time.

One of my personal heroes was Sir Stirling Moss. Porter devotes eight pages to Moss, discussing and rating competitors, Fangio, Brooks, and Hawthorn, to Jimmy Clark and John Surtees.

Drivers on Drivers is a highly interesting book that will captivate every motorsport fan. Phillip Porter has plans to do more volumes using this format. We certainly hope he does.

Drivers on Drivers is available at Amazon or from Porter Press in England at <https://porterpress.co.uk/>.



Phillip Porter

Photos from the book.



Coulthard gives Hakkinen a Lift.



Hakkinen and Schumacher



Scheckter and Gilles Villeneuve.

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Porsche and Deluxe partner to support Female Driver Development Program for Motorsport Pyramid

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



Sabré Cook

Atlanta, Georgia. Porsche Motorsport North America (PMNA) and Deluxe Corporation have announced the creation of the Porsche Deluxe Female Driver Development Program.

The new Deluxe-supported initiative will provide a further opportunity to female race car drivers participating in the Porsche Motorsport Pyramid North America. Sabré Cook is named as the first recipient of the new scholarship. The Grand Junction, Colorado-native, now living in Indianapolis, secured her seat in the Porsche Deluxe Carrera Cup North America by virtue of winning an all-female driver shootout hosted by Kellymoss at the end of 2022.

The two-time Carrera Cup North America championship-winning Kellymoss operation will field the veteran open wheel and GT racer in the No. 37 Deluxe Porsche 911 GT3 Cup race car began with the premier one-make championship's season-opening rounds at Sebring International Raceway, March 15 – 17.

In addition to its title partnership in the Porsche Deluxe Carrera Cup North America, as previously announced, Deluxe joins with PMNA to further promote the participation of female race car drivers across all levels of the Porsche Motorsport Pyramid North America. Deluxe, the Minnesota-based financial leader will back the Kellymoss prepared Porsche 911 GT3 Cup car that Cook will drive in the Pro class of the 2023 one-make race series. Further, both Cook and the Kellymoss organization become official representatives of Deluxe throughout the race season and in promotional events. Beyond backing by Deluxe, PMNA will assist Cook with event entry fees and one-on-one mentoring with Porsche Motorsport legend, Patrick Long.

Sabré Cook joins the Porsche Deluxe Carrera Cup North America for the first time in 2023. However, she is no stranger to racing success or to the Porsche brand. In fact, in 2021, she became the first female driver in the Porsche Sprint Challenge North America by Yokohama to have a podium finish (Circuit of The Americas). It was a success she earned during a one-off race weekend in the Porsche-only series while also contending in the W Series, an all-women's formula car championship that acted as a feeder to Formula 1®. Having started in small displacement single-seat, open wheel formula cars in 2017, Cook moved up the ranks into the F3-based W Series where she earned several top ten

finishes. She moves fulltime to Porsche one-make racing in 2023.

Sabr  Cook said, “Being the first recipient of the Kellymoss scholarship is such an incredible opportunity. To have Porsche and Deluxe as main supporters of that program, I feel really prepared to take advantage of this opportunity that lies before me in 2023.”

Victoria Thomas, co-owner/CFO, Kellymoss, said, “We are excited to have Deluxe and Porsche as partners to recognize the value of supporting women in motorsports. The goal is to bring more women forward as drivers, as technicians, as engineers and definitely as fans. Together, this group is going to be very powerful in producing a lot of awareness and we believe that will bring the change.”



Cook is set to do battle.

A Kelly-Moss 911 GT3 Porsche at Sebring



All photos courtesy of PCNA.

Photos from PCA web store.

CIR Goodie 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.

The Central Indiana Region Goodie Store is the only place you can buy apparel/items with the Region’s Logo. You can show your support for Central Indiana Region with any purchase from our store. You can buy products embroidered or printed with the Central Indiana Region logo as well as other regions products.

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.

CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA APRIL 2023

Larry and I would like to thank all the people who contributed to this edition of the CIRCULAR. Because of you folks, we have a jam packed issue of interesting stories and events. Hope we can do the same for the July 2023 issue.

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Full * WebAd * Event Co-sponsor	varies by event
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Half * Website Link	\$650
Quarter * Website Link	\$350
Business Card Ad	\$150

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- **Submission of all newsletter materials and ads** should go to the newsletter editor at:
<https://cirpca.org/contact-us-2/>
- **Address Changes** should go to PCA National at admin@pca.org
- The CIRCULAR is published online quarterly
- Central Indiana Region Porsche Club of America mailing address is:
CIRPCA
70 Monon Lane
Carmel, Indiana 46032
- **Board Meeting Minutes** are posted on the cirpca website at:
<https://cirpca.org/elementor-16930/>

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Welcome New Members

December 1, 2022 — February 28, 2023

From Greg Smith, Membership Chair

Theodore Ashcraft/Markleville/2022 911 Turbo S
Eric Berger /Huntertown/2018 Cayenne
Timothy & Matha Berger/Huntertown/2021 Macan Turbo
Arman Borhan/Columbus/2019 Cayenne S
Andrew Carson/Lebanon/2018 718 Cayman GTS
Mark Ferree & Alaina Thompson/Carmel/2001 Boxster
John Hess & Jennifer Taube/Indianapolis/2018 718 Boxster
Tom Kail/Noblesville/2017 718 Boxster
Michael & Tiffany Kirby/New Castle/1970 914
Art Lukowski/Noblesville/2017 911 Carrera S Cab
Robert Metcalf/Carmel/2016 911 Targa 4S
Scott Miller/Carmel/2020 Macan GTS
Shawn Miller/Indianapolis/1984 944
Patrick Molter/Westfield/2022 911 Turbo S
Danny Olson/Columbus/2017 Macan Turbo
Ralph & Sue Roper/Carmel/2006 911 Carrera S
Rodney Schroeder/Westfield/2018 718 Boxster
Ronald Sterkenburg/West Lafayette/1989 911 Carrera

Bill Sumansky & Tori Lewis/Palm Harbor/2004 Boxster S
Cory Swihart/Indianapolis/2019 911 Carrera T
Wayne Teipen/Greencastle/2010 Panamera Turbo
Chris & Angela Turner/Fishers/2009 Boxster S
Jeff Westbrook/Indianapolis/2002 911 Carrera
Greg Williams/Fort Wayne/2008 911 Carrera 4S
Troy Young/Fishers/2003 Boxster

Test Drive Participants

Doug Goodman/Franklin
Shane Nichols/Indianapolis

Membership Tip: Every PCA Membership comes with a free Co-Member that can be your spouse, 18 yr. or older son or daughter, friend or neighbor. They receive a PCA Membership Card and have the same club rights as yourself. The easiest way to add a Co-Member is to call the PCA National Office at 410-381-0911 MF 9-5 or add them when you renew your membership. Make their membership card a surprise gift. They will appreciate it!

CIR Member Anniversaries

2023 Anniversaries

Coming Up in the 2nd Quarter

2003 — 20 Years

Andrew Soshnick/Zionsville/Apr.
Clarence Small/Indianapolis/Apr.
Gregory & Christopher Bradley/Naples/May
Gregory Yust/Fishers/June
Mark Westlake/Fishers/June
Ronald Weaver/Indianapolis/June

2008 — 15 Years

Glenn Plaster & Gregory Johnson/Indianapolis/June

2013 — 10 Years

Mike Woo/Bloomington/Apr.
Thomas Marcuccilli/Fort Wayne/Apr.
Tim Mulder/Martinville/May
Kevin & Stephanie Parks/Fort Wayne/June
James & Jody Miller/Zionsville/June
Jay Miller & Juliana Brenabe/Columbus/June
C Scott & Michelle Ellis/Crawfordsville/June
Kevin & Laura Carpenter/Fort Wayne/June



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James Embry

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(317) 903-0262 | JAMES@JAMESEMBRY.COM

James has lived in Indiana his whole life. James worked for a while as an engineer in the automotive industry prior to real estate. He remains a true car enthusiast! He has chosen real estate not only as a profession but is an active real estate investor as well. In 2021, James sold \$32.8 Million and 109 Units in real estate. In his free time he enjoys watching and helping his two children grow up while spending as much time as possible with his wife.



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AROUND THE ZONE

New Zone 4 Representative

Meet our new Zone 4 representative Dave Stetson:

I have enjoyed the company of Porsche Club members now for only 10 years. I was one of those boomers who had a VW beetle as a first car and lusted over the 356 and first 911's, but I never took the perceived financial leap to actually buy one until 2013.

As I eased into the social circle that is the Porsche Club, I was amazed by the variety of people I met and the depth of the friendships that developed. I am sure that this is the experience of most of you. I came to know many people from Zone 4 and beyond through our DE offerings, particularly those we had the privilege of hosting at the Indianapolis Motor Speedway. It is now my honor and pleasure to serve you as the Zone 4 representative to the National Executive Council.



I enjoy traveling but I admit that I have not ventured to many corners of the Zone. I have driven through the Upper Peninsula and down through Michigan once. I have been to Detroit several times (my sons-in-law live in St. Clair Shores) and to Lansing once.

Pennsylvania and Indiana are more familiar, but I have a lot to learn. It is a significant learning curve I face, and I trust that you all will educate me. I look forward to meeting as many of you as I can, and I hope that I can help your region run like a well-oiled machine. We are all here to have fun in our preferred way. I am here to help you do that.

Enjoy the people, enjoy the cars, and I hope to see you soon



Zone 4 Presidents' Meeting

On the weekend of February 25-26, CIR President Pete Walker and Vice President Amanda Brown attended the Zone 4 Presidents meeting in Maumee, OH. Organized by new Zone 4 Representative, Dave Stetson, this annual gathering of Region Presidents served as an intro for those newly-elected to the position and a refresher for veterans who have served from the prior year.

Saturday was all about PCA. We discussed the numbers (152,000 total members across the US and Canada, 6,100 members in Zone 4), talked about some of the minimum standards we need to follow, as well as various events Porsche has coming up. We also enjoyed sharing various events our Regions are putting on and how the Region presidents can work together to share them with our members.

Sunday's meetings covered Drivers Education. Keith Morgan, CIR's DE Registrar, joined us for a day filled with Track Talk. A LOT of PCA members like taking our beloved Porsches to the track, so in addition to gathering details as to other Regions events, we also discussed minimum standards as it relates to putting on a DE, tech forms, and shared stories of events we felt were successful.

We were fortunate to have a few National Committee members in attendance, as well as speak to several more via Zoom. PCA always says "It's not the cars, it's the people," and it really shows at a conference like this. We met several enthusiastic Region Officers who love the club and volunteer their time to give members every opportunity to participate. It was nice seeing familiar faces as well as meeting new Region officers and DE personnel.

911 Porsche photo courtesy PCNA.



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Taycan Turbo



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