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CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

APRIL 2024

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**Denotes Voting Board Member*



Photo by Larry Clarino

PRES SEZ

A

warm welcome to PCA members and Porsche enthusiasts. It is hard to believe

how fast the year has gone by. Spring is fast approaching and with it the seasonal changes.

Changes have also occurred with the CIR PCA Board of Directors. Rodney Schroder has stepped down as President of the club. Per the CIR/PCA bylaws, I have moved from the Vice President role and have assumed the President's role. Larry Clarino has agreed to fill the VP role. Larry and I will maintain these leadership roles through the balance of 2024 and 2025. The remainder of the board remains unchanged.

We thank Rodney for his contributions to the club and wish him the best as an active member of the CIR/PCA.

I look forward to leading the club for the next two years. I am passionate about Porsches and have been a gear head my entire life. We have a strong and experienced board of directors. It will be a pleasure to work with this team and continue the growth of the club. Please feel free to reach out to me directly for any questions, ideas or concerns.

As we move forward in 2024 one focus of the board is to expand activities and improve participation of the club members. Please look at the large number of activities that are being entered in the club calendar. We are quickly approaching the ability to do a Porsche-related event multiple weekends of each month. A shout out to Will Anthony and Don Perkins for taking an active leadership role in this area.

Club member participation is one area that is going to require a "Village" approach. Membership in CIR stands at over 800. However, active members stand at about 100. Please reach out to members that you know and make sure they are aware of the activities that have been planned.

Enough rambling for this month, I look forward to meeting each one of you at activities throughout the year.

All the Best

EDITOR'S NOTE

Well, there has been a bit of a change in the Central Indiana Region (CIR) management team. Rodney Schroeder has stepped down from the presidency, however, Rodney did bring a fresh new approach to the club with several terrific new programs to get more members involved. We want to thank him for his efforts and the results have been immediate. More on that in a bit.

Mike Kelley, as the elected VP, has moved up to the presidency and yours truly has been appointed VP by the board of directors. Will Anthony, membership chair, has taken on the added role of leadership of events and is creating a committee with the help of Don Perkins in the new roll of Events Coordinator. Club events and activities are of course, the thread that holds a car club together. Will and Don are building a solid foundation to make our club super active. Just look at the CIR calendar for the upcoming months. And there are lots of cool things in the works. Stand by!

An events manual has been established to help all members organize activities. Check it out at: <https://cirpca.org/wp-content/uploads/2024/02/How-to-create-a-PCA-Event.pdf>

This new manual will help you create and execute a CIR event with ease. And speaking of organizing events, now you can help your favorite charity or even non-region members. The CIR now has a written policy on how you can structure a club event to support and raise money for any non-profit or non-member that you may feel is worthy. Check out that new policy on page 7 in this issue. Because of our non-profit status, this has been an issue in the past. With this new



policy, all that has been cleared up and there is an easy way to do it while keeping the IRS happy. Many Porsche owners and CIR members are involved with charities. Be sure to check out the new guidelines.

The club is in a really good place for the future. We have a great team in place and a plan for continuity. We should all feel good about the CIR. Now with Spring about here, let's go play with our Porsches!

Don't forget "An Evening with Bobby Rahal, Indy 500 Winner, at the Westfield Playhouse; presented by SONAX." Don't miss this amazing night at the Basile Westfield Playhouse; 220 North Union Street; Westfield, IN 46074, as one of the best CIR/PCA events of all time. In 1986, Bobby Rahal dramatically passed Kevin Hogan with two laps to go to win the Indy 500!

Sunday, May 5, 2024, 7:00 p.m. at the Basile Westfield Playhouse; 220 North Union Street; Westfield, IN 46074. \$25 per ticket. Limited to just 150 tickets. 100% of ticket sales goes to the Bobby Rahal Foundation supporting kids' charities.

To order tickets: <https://cirpca.org/event/21466>

Jay

Everyone has a Porsche Story.

Everyone that gets a Porsche has a story to tell about the adventures they've 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 PCMA.



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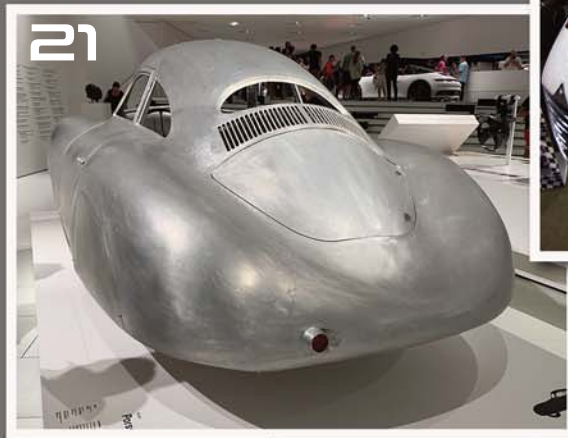
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 Snider: Austrian Alps (part 2)/PCA First Treffen at Sea
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and Non-profit

Many CIR members are active in their communities and help out local and national charities. Yes, Porsche owners like to give back, a wonderful philosophy. Now there is a way to combine your love for Porsches and help your favorite charity.

The CIR is a 501c (7), non-profit, we are limited by regulation in supporting charities and non-members, but we can hold events for charitable benefits and non-members. At the February Central Indiana Region board meeting the board codified a policy for our membership to support favorite charities and non-members and raise funds for them. The CIR will support any member that would like to host an event or activity for a valid charity or a non-member in need. Just contact the board with your ideas and plans and the CIR will help make wishes come true.

<https://cirpca.org/contact-us-2>.



***Central Indiana Region of the Porsche Club of America
Charity and non-member benefit policy
(Approved by the CIR board on February 5, 2024)***

Whereas the Central Indiana Region (CIR) of the Porsche Club of America is a 501c (7) non-profit social club, and cannot give donations to outside charities or non-members, the Central Indiana Region hereby establishes the following policy.

As a 501c (7) non-profit social club, all income and revenue must be for the benefit of the CIR membership.

Any member that wishes to support a charity or non-member, may establish a CIR event or activity, with the express intention of supporting that charity or non-member.

Any revenue raised from, but not limited to, admission charge, ticket sales and/or any fund raising, at that individual event or activity, will be for the benefit of that charity or non-member. This fund-raising effort must be advertised and made clear to the general CIR membership.

Any member may request said event or activity be put on the CIR calendar.

The CIR president will appoint, with CIR board endorsement, as per CIR bylaws, a chairman of the CIR Charity Review Committee and establish this committee to vet and approve or reject any fund-raising event or activity.

This committee will also be available to assist the requesting CIR member with the production of that CIR event or activity.

Any costs for producing any event or activity for the benefit of a charity or non-member, must not come out of any Central Indiana Region accounts. This would include but not be limited to, the cost of selling any admission charge, ticket sales, as from Pay Pal or any commission ticket service.

CIRPCA.ORG



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

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

Join other members and Like Us on Facebook!



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

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 2024 ISSUE OF CIRCULAR IS JUNE 1 2024

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 2024.

Send photos as separate email attachments (highest resolution possible) and ***do not embed 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)

- Euro Motorworks/5
- Graham Rahal Performance/14
- Indy Bra/30
- James Embry-KW/9
- MotorVault/41
- Mint Detail/25
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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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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

- 1** Club Meeting — starting at 7:30 p.m.
- 13-14** *Spring Color Tour* — Starting at the Kopper Kettle Inn in Morristown, IN.
- 20** *Breakfast @ Wild Eggs* — starting at 8:00 a.m. in Fishers, IN
- 26-28** *Spring Brake*: <https://clubregistration.net/>

May

- 4** *Cars & Coffee at Java Jo's* — in Lafayette, IN/ starting at 9:00 a.m.
- 5** *An Evening with Bobby Rahal* — 7:00 p.m. — 9:00 p.m. At the Westfield Playhouse. Buy Tickets @ <https://cirpca.org/event/21466/>
- 6** Club Meeting — starting at 7:00 p.m.
- 11** *CIR/PCA Indy Grand Prix* — 3:30 p.m. to 5:30 p.m.
- 23** *Meet & Greet at Tom Wood* — 6:00 p.m. to 8:00 p.m.
- 25** *Autocross at TireRack* — 8:00 a.m. to 5:00 p.m.

June

- 3** Club Meeting — starting at 7:00 p.m.
- 8** *Notre Dame Historic Campus Tour & Lunch* — Meet on Notre Dame campus at 12:30 p.m.
- 15** *Cars & Coffee at Fishers Duncan & Donuts* — starting at 9:00 a.m.
- 22** *Cammack Station Destination Dinner* — in Muncie from 6:00 p.m. to 8:00 p.m.
- 29** *Driving Tour to West Fork Whiskey* — leaving promptly at 1:00 p.m.

July

- 1** Club Meeting — starting at 7:00 p.m.
- 6** *Autocross at TireRack* — 8:00 a.m. to 5:00 p.m.



Cars & Coffee for Everyone!



**We know you like Porsches
and we bet you like coffee!**

How about some upcoming Porsche
Cars and Coffee?

All over our region, too, so you can't
say they are too long a drive. Be
sure to RSVP on the CIR calendar as
there is limited parking, and we
need to know how much coffee to
make! <https://cirpca.org/calendar/>

The dates are:

May 4th, at Java Jo's in Lafayette

*June 15th, at the Fishers Dunkin
Donuts*

*July 27th, at Coffee House Five,
in Greenwood.*

Check Out These Upcoming Events

CIR presents the Third Annual “Evening with” Series...

**An Evening with Bobby Rahal,
Indy 500 Winner, Team Owner,
F1 Driver, & 3-Time CART
Champion; presented by SONAX.**

May 5, 2024 @ 7:00 pm — 9:00 pm
Westfield Playhouse Tickets: \$25.00

As Race Month arrives in Indy, join us on May 5, 2024, as CIR-PCA spends “An Evening with Bobby Rahal, Indy 500 Winner, at the Westfield Playhouse; 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.

Bobby is now owner of Rahal Letterman Lanigan Racing, based in Zionsville, In. <https://cirpca.org/event/21466/>



Notre Dame

Lunch & Historical Campus Tour

Saturday, June 8th

Join us for lunch at Legends of Notre Dame on the Notre Dame campus on Saturday, June 8th, at 12:30PM. At 2:00PM, following lunch, we will have a 90-minute historical walking tour of the campus led by guides from the student community. It promises to be a wonderful visit to one of the most storied universities in America.

This event is limited to 40 participants...so sign up soon! There is a \$10.00 per person charge to cover the tour cost.

At Legends we will order off the menu and each person will be responsible for paying his /her own bill plus a 20% gratuity which will automatically be added.

<https://cirpca.org/event/notre-dame-lunch-historical-campus-tour/>



Driving Tour to West Fork Whiskey

Saturday, June 29th

Please join us for a driving tour to West Fork Whiskey. Our starting location will be the Motor District at 1 Motor District Circle in Westfield. Our ending location will be West Fork Whiskey located at 10 East 191th Street in Westfield. Start time will be 1pm, and we should arrive at our destination at around 2:30. Please arrive at the starting point a little early so that we can have the drivers meeting promptly at 1pm. The estimated mileage is sixty miles. Our event organizer is Brian Palmer. Please RSVP so we will know how many people to expect.

<https://cirpca.org/event/driving-tour-to-west-fork-whiskey/>
Hope to see you there.



Cammack Station Destination Dinner

Saturday, June 22nd

Cammack Station Destination Dinner is from 6-8 p.m. Very fun car club favorite casual diner with great decor, drive-in food and great desserts! West side of Muncie. West Room is reserved. Please RSVP so we will know how many people to expect.

<https://cirpca.org/event/cammack-station-destination-dinner/>

Porsche Ice Experience

Article by Randy Faunce

Me and my team and our cars.

Hey, have you ever ventured into the Arctic Circle? In February?

Have you even considered the possibility of driving a new Porsche on ice in Finland?

Well, I've been thinking about that driving option for several years since I first heard Porsche offered a driving experience way up north, in the dead of winter.

But there was never an open student slot for me to occupy, until this year! Lucky, I read the marketing email received at the end of December announcing the addition of some instructors for this program, and to please check their web site for available dates: (<https://experience.porsche.com/ice/ice-experience/about-ice-experience>). TOO COOL — there were dates in early February.

While this is similar to the Performance Driver Education programs I've participated in for three-decades, this time I'm back to being a student. The reduced speeds on slick surfaces bordered by soft banks of groomed snow require no helmets. As all meals with lodging is included, about the only thing I needed to do was book my flights and pack my long johns for sub-zero weather.

The class of early February '24, Porsche Ice Experience was split into teams of 8 drivers each with each team sharing 4 cars at a time and each team running the same drills together. A key difference in this PDE program is swapping with your driving partner mid-drill for shared seat time. The instructors would observe from key vantage points,



radioing tips to each driver as the drill progressed. With walkie-talkies in every car, our team could all hear each other and call out warnings of spins or 'banking' when a tow was needed.

This is a Car Control School to be sure. We were experiencing a desired lack of control on packed ice and snow. You fellow track hounds, especially those who've also driven on a skid pad, would feel right at home here — skid pads and simple road courses all around. Add a couple slalom and hourglass layouts for a more complete experience. Even if you've never tracked your car, only enjoyed the occasional 'spirited' drive, there is nothing here that would overwhelm you. The registrant demographic included all ages, guys and gals!

After 32 years of learning and teaching SM00000THNESS as car control, here we're encouraged to be a bit abrupt on the brakes entering a turn to initiate a controlled spin while driving around a sweeping corner — DRIFTING!

That was the goal on every corner of every course we drove all three days! Our instructors demonstrated a drift-inducing technique known as the Rally Flick: when just entering a sweeping lefthand turn, start with a gentle left steering input, then, as the car begins to respond to the turn-in, flick the steering wheel to the right and back to the left and, voilà, an oversteer that you'd need to then catch and control to maintain the DRIFT! Talk about enhancing a driver's recovery skills, if there's any one thing I gained from this program, that was it: enhanced recovery skills!

Each drill lasted about an hour, then a brief break in a warm building, and back to the still-running (warm) cars to the next drill. We went from C2 GTs to C4 GTs, then Turbo 4s, Taycans, and a second set of C4 GTs. ALL were fitted with Michelin studded winter tires. We all agreed the 911 Turbo was our favorite for this program, the C4 GTs a close second. The C2 GTs was NOT disappointing in any way, though the all-wheel drive of the other 911s had a noticeable advantage.

The surprise, with its VERY low center of gravity, no-slip all-wheel drive, and nearly 50/50 weight balance was the Taycan. We could feel the extra weight of the batteries, and there was a decided tendency for oversteer, the back kicking out far more freely than any of the 911's!

Of the 10 'banks' (needing a tow) we had as a group, four of them were in Taycans, 40% of the tows with just 20% of the drive time. And we saw more than one being towed back to the garage, out of energy, dead batteries, not surprising in the cold.

Speaking of 'banks', the instructors kept a tally of the rescues needed over the first 2 1/2 days — our Team Three totaled just ten for a 1st place finish for the fewest tows needed. The prize for first place? A session driving a Special Edition Porsche 911 Dakar-Rallye!



Starting the course.

What a wonderful experience this program was, getting to know my fellow drivers. Only two of us from the United States; we were assigned as driving partners, although, he was born in Russia before college in the USA. A German, four Dutch, and one from Australia completed our team.

In fact, it was immediately obvious over half the entrants in this entire program class were Aussies escaping their 90 degree summer heat to arrive in -24 degree temps. As the days progressed, each of us racked up triple-digit mileage behind the wheel, friendly jabs over the walkie-talkies when someone 'banked,' heartfelt Cheers / Prost / Na Zdravie / Saluti / Salud, at the bars each evening, and a general wonder as we listened to each describe their lives in their respective homelands.



Practicing high speeds on extra-long handling tracks.



The Porsche Experience folks were quite generous in returning a portion of our program investment in food and beverages, including full hot buffet breakfast with eggs your way, even salmon Benedict every morning,

There were snacks and drinks during breaks between drills, local recipes for lunch and multi-course dinners with multiple wine glasses at the ready. There was an open bar before each evening meal, and I learned they brought in a prominent chef for meal planning and prep, even when we enjoyed our



Sweeping lefthand turn drift-inducing technique known as the Rally Flick.

evening meal in the Snow Village, an inn and restaurant made entirely of snow and ice!

And the oh-so-helpful staff — WOW! These folks assisted with my booking of non-program excursions of dogsledding, snowmobiling to a reindeer ranch, and to a night venue for Northern Lights viewing, booking extra nights to my resort-hotel stay, arranging late evening shuttles to the

airport, helping to make my entire Arctic Experience an experience to remember forever. Thanks to You ALL!

Randy Faunce, Director Emeritus Performance Driver Education Central Indiana Region Porsche Club of America
www.TrakTrek.weebly.com (video of this adventure to post here soon).

*A smile and a wave from our Randy.
You know he had a great time.*



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Just part of the Skillman collection.

Ray Skillman Classic & Race Car Museum

Article by Larry Clarino

Photography by Larry Clarino & Jim Hatfield

The Central Indiana Region paid a visit to the Ray Skillman Classic & Race Car Museum on February 10, 2024. More than a hundred members and guests gathered at the Greenwood, Indiana, location in a non-descript building behind the massive Ray Skillman Ford dealership. The Skillman collection includes more than 85 Indy cars ranging from the early 20s through more recent cars from the early 2000s.

The collection includes the 1965 Brawner Hawk, Mario Andretti's 500 rookie car, that Skillman acquired from Ray Evernham. Many of Dan Gurney Eagles are in the collection, including a couple of the very advanced boundary layer cars, an attempt at using laminar flow on Indy cars. (Of course they were soon banned by USAC as too advanced.)

Ray Skillman, who joined all the CIR visitors, loves to tell the stories behind each of the several hundred cars on display. "My real interest is the race cars now. I love midgets and sprint cars, that's my favorite part of the collection, but every



One of the hundreds of motorsport signs in the collection.



'65 Brawner Hawk, Mario Andretti's Indy 500 rookie car.

car here has a story, each is special in its own way.”

This is not just a collection of wonderful cars, planes, and memorabilia, but the Skillman collection is a research center for many forms of motorsports. Donnie Garner, the curator and general manager of the museum, is working on a definitive historical listing of every Kurtis-Karft midget and sprint car, some dating back to the 1930s.

By the way, the CIR wants to welcome museum general manager, Donnie Gardner, and Ray’s son, Bill Skillman, to the club, both are avid Porsche owners and new club members.



1966 Johnny Rutherford's Patrick Petroleum Eagle.



Some of Ray's son, Bill's collection.



1968, Graham Hill's Lotus-56, STP Turbine car.



Midgets from the '30's to the '90's.

1954 Kurtis Sumar Special Streamliner. Driven at Indy by Jimmy Daywalt.



A wonderful E-Type power plant.





FOCUS ON Fred and Maureen Greulich

Article & Photography by Larry Clarino

Fred and Maureen Greulich, our CIR Spotlight couple for this issue, found their Porsche in a most unconventional way. Fred was working for the French multinational pharmaceutical company Sanofi in Massachusetts, when they sent him to Germany to meet with Porsche Consulting GmbH. Bet you didn't know Porsche not only builds our favorite cars but also owns one of the top management consultancies on the planet.

Well, in 2015 as part of the assignment to dive into the way the Germans and specifically the way Porsche Automobil Holding SE approached management development and manufacturing processes, Fred and his team got a very special private tour of the Porsche production facility in Zuffenhausen.

Fred told us, "This was not your regular plant tour. This was learning the way Porsche approached manufacturing and the philosophy of building some of the best cars in the world. I was fascinated by the way they do things, from the stitching of the seats, to the way the nuts and bolts are installed. I was hooked. A colleague kept saying 'Fred, it's about the process, I said. "No, it's about the product!""

Fred's career has always been involved with operations. After graduating from Worcester Polytechnic Institute, he went to work for Proctor & Gamble, followed by duties with several operations consulting firms, including a stint with the Danbury Mint, makers of amazing die-cast car models most of us have at home.

Maureen, a Brown University grad, started her career as

a Latin teacher in a private high school in Manhattan. After some time off to have kids, she went back to teaching, working her way to become the superintendent of schools in Marlborough, Mass. The couple will be celebrating their 45th wedding anniversary this year.

Fred and Maureen were bitten by the sports car bug back in 2002 when they acquired bright red '00 Mercedes-Benz SLK. "We had fun with it, then in 2008 we bought a red 2006 BMW Z4, a step up. In 2015 after the work in Germany, we found a 2015 white; base Boxster at Porsche of Nashua, NH. Every month, the dealership would hold drives for their customers. They would plan the routes on the New England roads and provide meals. They would get 50 to 60 cars. There were several Porsche dealers around, and they all did this sort of thing."

After the couple retired in 2018, they moved to Fishers to be near the kids and grandkids. That's when they first



joined the PCA. They knew the time was right for a Porsche 911. Maureen and Fred wanted a convertible, so they started hunting. After a long search they found a dark blue 2020 Porsche 911 992 Cabriolet at Porsche of Lincolnwood in Illinois. "We got a great deal on the car. The CEO, Michael Loeber, drove the car over the summer. It only had 1800 miles on it, so we bought it as a new car-the first owners. We absolutely love it."

The couple also love to travel. "We suffer from 'No Trip Phobia', a fear on not having a trip planned. Currently in the works are a family excursion to Sedona, Arizona, a visit to Iceland, as well as several weekend driving trips," said Maureen. Luckily the couple have a daughter in the travel planning business.

As part of the Central Indiana Region, Maureen and Fred have organized several drives and dinners and are very active club members. Last fall's visit to the Wilber Wright

Birthplace, followed by a drive to the Wine Garage in Fishers, was organized by the Greulichs. Maureen has co-chaired the last two Holiday Party events with Pam, and they continue to be a valuable asset to our club.



License plate says 911 in German.



4th Annual Event at *Pasto Italiano*

Article & Photography by Larry Clarino

Russel Bell was all smiles.

For the fourth year in a row, the Central Indiana Region's New Year kickoff event was our late lunch in Westfield at the little Italian restaurant, Pasto Italiano. This past January 29th saw a packed house at the eatery as more than 50 CIR club members enjoyed, not only wonderful food, but the guitar of Benito DiBartoli.

Proprietors Patsy and Kent McNall have become kind of honorary members of the CIR with their strong support of our club. They also own Patsy's Pub in Westfield, which has hosted a recent Happy Hour, and will be having a Happy Hour All Porsche Car Show in the coming months. Be sure to keep an eye on the CIRPCA.org website calendar for announcements of new events.

It is so nice to see our members getting together as 2024 takes hold.



Even the sitting at the bar was full.



Lynn and Don Andersen having pre dinner conversation.

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PART 2

Austrian Alps Porsche Drive

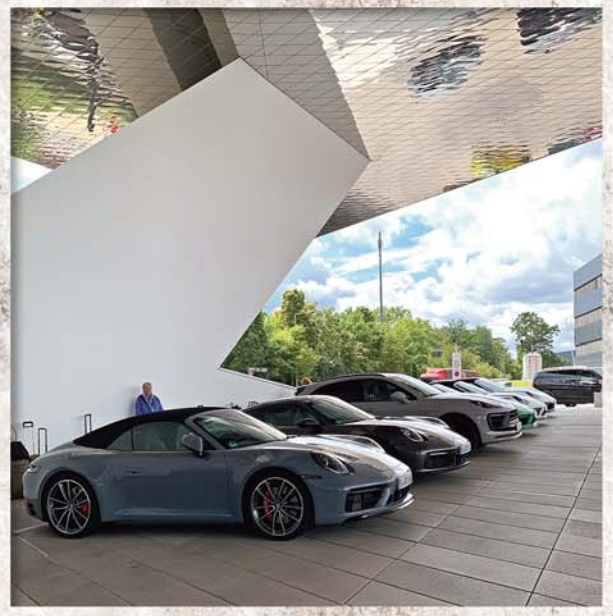
Audi Forum, Porsche Museums, and Konstanz, Germany

Article & Photos by Bob & Brigitta Snider

Day two started with a full buffet breakfast at our hotel and then a coach ride to the city of Neckarsulm for a self-guided tour of the Audi Forum Museum. Neckarsulm is one of the main Audi plants and is where my 1977 924 was made, so this was especially interesting to me. The Forum is an all-encompassing modern museum as Audi was part of the merger of four different German auto manufacturers — Audi, Horch, DKW and Wanderer — forming Auto Union, later adding NSU. This is the reason behind Audi's logo of four interlocking circles. They have on display all of Audi's latest along with all the other historical brands of vehicles. Early bicycles, motorcycles, race bikes and race cars are exhibited.

After lunch at the Audi Forum Café, it was back to Stuttgart and the ultra-modern Porsche Museum, where we were scheduled to pick up our Porsches.

Most of our group had reserved 911s, but my wife, Brigitta,



Half of our cars under the Porsche Museum.

and I booked a base Macan for our the week ahead. Much to our surprise, we were given a 2023 Macan GTS! We own a '21 Macan S, so we got to compare it with our own car for a full week of adventure.

All of our group's 11 Porsches were lined up ready for us when we arrived in front of the museum, at Porscheplatz, in Stuttgart-Zuffenhausen. It was an impressive sight indeed. and the anticipation was palatable. Some in the group had never driven a Porsche before, so this would be a completely new experience.

The cost to rent our Macan GTS for a full week was \$1,236 plus there was a fully refundable damage deposit of 2,500 Euros (a little over \$2,500). The rental included full coverage insurance, but you are responsible for gas and tolls. Gas is priced by liters in Euros, so take the price times four and you will be

All photos from the 75th Anniversary Display at the Porsche Museum.



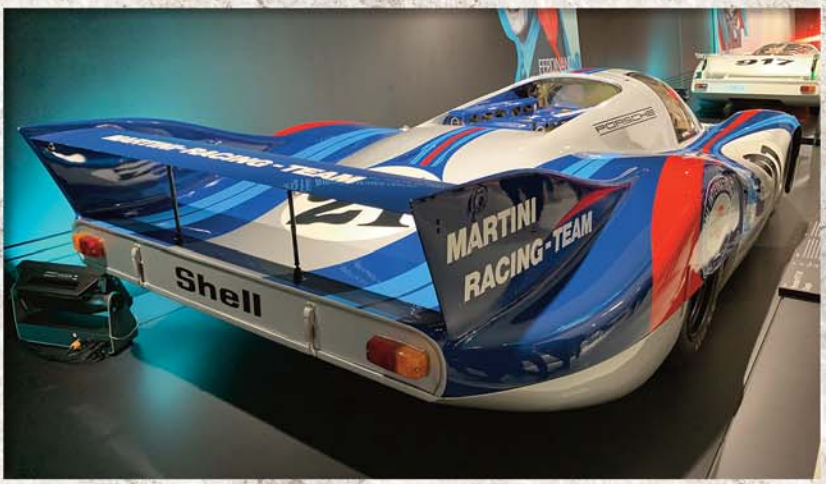
Porsche No. 1 at the Porsche Museum in Stuttgart — where it all started in 1948.



2021 Porsche Gran Turismo Vision GT Study.



1939 Porsche Type-64 "Record Car".



1970 Porsche 917 LH (long tail).

pretty close to dollars per gallon. Each day, we were given the route to that night's hotel location. We just put it in our car's navigation and followed the route to that night's hotel

So, we were off on a week's worth of driving Porsche, and immediately we were put on the amazing German Autobahn, still with no speed limits, at least in the open country parts between major cities. It was not long before I was up to over 200kph, 124mph, legally! But look out for speed limits coming into major cities. You have to constantly watch for those as speeding tickets are very expensive in Germany, and there are speed cameras everywhere!

They also have roundabouts everywhere. (Think Carmel on steroids.) Between, watching for speed limits, negotiating rotaries, taking the correct exit and listening for direction prompts — you are kept busy driving in Germany.

Our second night's stay was in the city of Konstanz, on Lake Constance. It is a huge lake in southern Germany called the Bodensee, south of Stuttgart and surrounded by Germany, Switzerland and Austria. Our hotel was the Hotel Steigenberger Insel, a former monastery located directly on the lake and next to the city center. Dinner that night was on our own and, after touring the old town, we just had dinner in the hotel bar, looking out onto the water. Others in the group ventured out into the city for local fare.

In Part three we are off to Switzerland and Austria on our Porsche adventure.



First stop in Konstanz, Germany.



Opening Dinner at Porsche Museum's Christophorus Restaurant with PCA & CIR members.



Brigitta with our 2023 Macan GTS on an Austrian mountain pass stop.



LA Lit & Toy Show

Article & Photography by Will Anthony

The Porsche and Vintage VW Literature, Toy, Model and Memorabilia Swap Meet is an annual event presented by Stoddard Restoration Parts in Los Angeles. This year was the 40th renewal of the meet. Held at the LAX Hilton, you knew you were in the right place when the first thing you saw as you walked in, was a 356 convertible, which seemed to be floating in the air.

The Lit & Toy Show is a great place to pick up those one-of-a-kind parts and memorabilia. If you are planning to repair or restore a 356, or an early 911, this is a must-see show with entire tables filled with steering wheels, dash gauges, engine parts, and small body parts. If you had questions, there was plenty of help to get them answered.

Nathan Merz, the PCA Appraisal/Evaluation Chair, an expert on car evaluations and pricing, was available for questions. In addition, there were several vendors that specialize in repair manuals and parts guides.

Approximately 300 vendors had displays set up with many tables filled with Porsche and VW toys and memorabilia, some with nothing but scale models. These included specialty cars, like Club Coupes, and even the latest production cars. Alas, scale models of my beloved 997s, were very difficult to find. Pricing of the models at the show were much better than the items found on ebay.

There were several tables displaying Porsche posters, signs, and any display item you could think of. Original Porsche brochures and sales guides, particularly for the water-cooled models, were stacked high. Do you want to know what the available options were for your 996 Boxster? There is a book for that. What about the sales book for a 911 Spyder? Yup, that too. Have you always wanted the

997 Turbo Limited Special Edition? You might not be able to afford the car, but you can purchase the original dealer display book.

One thing I was surprised to find was the beautiful Porsche original artwork. One artist had a very large display in the entry hall. Another had a display in the largest ballroom.

If you wanted to spend a bit more time in the area, there were several other “Porsche” centric events. These included tours of several area car museums and restoration shops. Even a visit to the Peterson Museum was available. If you want to add to your Porsche “toys”, this event is the place to go. The 2025 LA Lit & Toy Show, presented by Stoddard, will be February 22, 2025 at the LAX Hilton.

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1st place winner 356.

Werks Reunion 2024

AMELIA ISLAND, FLORIDA

Article & Photos by Will Anthony

Most of us have heard about The Porsche Club's Werks Reunions, but how many of us really know what they are? They were created to celebrate the Porsche marque and fellowship of simply being a Porsche enthusiast. If that sounds like a Car Show to you, well, you would be right...but a car show with a German twist.

At the event you don't even need be a PCA member, you just register to the Werks Reunion Corral to attend or to be judged. Porsches are grouped by models and types. Cars are judged, not at a concours level, but with more fun in mind!

The Porsches to be judged are parked in groups by car model classes with racecars, GTs, and RSs in separate groups. The Werks judges are selected from the volunteers. With no judging certification required, things are more laid back. They do look at overall condition. This would include scratches, dents, faded paint, and so on. Your car needs to be clean, but you do not have to worry about having dirt on the underside of the brake pedal like in a real concours. There are three factors important to Werks judging, that don't matter at a concours. First is usage. What's your average mileage a year? How often do you drive the car? Is it your daily driver? In this



The 911s in the Corral was packed.



The first category of cars getting ready to be judged.

case, a daily driver will get more points than a garage queen.

The second is how long you have owned the car. The longer you have owned it, the better your score. The last factor is your story with the car. Every Porsche has a story. How did you find it? What made you want to own it?

I entered my '08, 911 Targa 4. The car is Nordic Gold with a coco-brown leather interior. This is the car that was featured in the November '23 issue of Panorama. There were 16 cars in my class. First place went to a dark blue Carrera GTS. Second place went to a Blue 911Cab. Third to a White Carrera GT2.

I spoke to the lead judge after the winners were announced. He told me it was very difficult to judge the top five cars, which included mine. He went on to say that my car was in excellent condition and very unique and the judges liked the story of how I found it. However, I lost points because I rarely drive the car, and I had not owned it that long.

With judging completed, all of the first-place cars did a lap around the podium and received their awards. There were many amazing Porsches at the event, and I got to chat with several PCA members from across the country. Attendance was more a thousand people in spite of the rainy weather. You can bet I'll be back at Amelia Island next spring for the '25 Werks Reunion. By the way, there will be another PCA Werks Reunion in Monterey California this fall.



Spectators and owners checking out Porsche Experience Cars.



Vendors in white tents were selling everything from Cobb Tuning to Werks posters.

This was a class of Whale Tails.





PCA's First Treffen at Sea

Article & Photos by Bob & Brigitta Snider

In 2022 the Everglades Region of the PCA came up with the idea for a cruise to the eastern Caribbean. After working with Princess Cruise Lines, it seems there was not enough interest as a lone region to make it work but PCA National was very interested.

The inaugural cruise on December 10-18, 2022, became the PCA Zone Fest at Sea aboard the Regal Princess. Executive Council Members, zone representatives and other PCA members across the country were invited to participate.

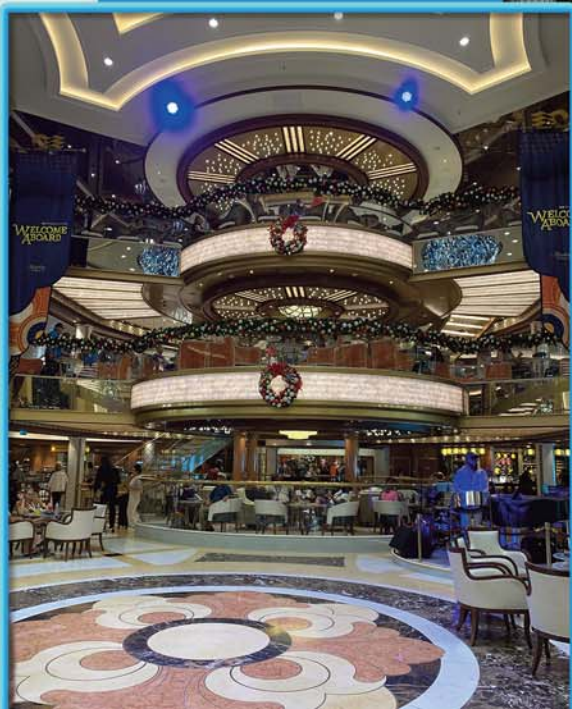
The PCA felt strongly that this could become an official national event to supplement the club's Treffens, thus Treffen at Sea was born.

December 9, 2023 marked the departure date of the first Treffen at Sea aboard the Regal Sky Princess, for a 7 day ocean adventure. Six Central Indiana Region members signed up for the roundtrip from Fort Lauderdale — Matt & Michelle Harrell of Indy, Russ & Claudia Bell from Huntington and Brigitta and myself from Muncie.

Our 7 day itinerary included a full-day cruising at the beginning and end of the trip with four ports of call in



Sky Princess Atrium Piazza all decorated for Christmas!



View from our Westin Hotel, Fort Lauderdale Beach.

between at Belize City, Belize; Roatan, Honduras; Costa Maya and Cozumel, Mexico on the Yucatan Peninsula.

Having never been on a Caribbean cruise, Brigitta and I jumped at the opportunity to escape the Midwestern winter and experience the beautiful, warm Caribbean during the Holiday Season. We were initially a little apprehensive about taking a cruise on this large a ship as we prefer the smaller boats, but we had been on an Alaska cruise with Holland America and had a wonderful time.

The bigger ships have a lot to offer with multi-story atriums, numerous themed restaurants and bars, several pools, diverse shopping and activities with top-level live entertainment and you never are at a loss for things to do. With their large scale, they are also able to offer significantly lower cost per passenger to exotic places you might never have dreamed of visiting.

Princess Cruises, a Carnival Cruise Company, went all out for us and arranged many activities just for PCA members like the Pirelli Welcome Social, a special Casino Night, a Porsche Diecast concours at Sea with over 200 models on display, and a Grand Prize drawing of an all-expenses paid, seven-day Princess Cruise of their choice.

The PCA held two formal dinners and a movie night under the stars featuring racing movies, along with painting seminars with national's own artist in residence, Kelly Telfer. There was even a Porsche cabin door décor competition. This was topped off with an '80s dance party with a costume contest around the ship's pool.

With non-stop professional entertainment every afternoon and evening in the ship's three-story Piazza Atrium, we



Mayan High Temple with relief stone carving — Lamania, Belize

Porsche Diecast Concours at Sea — 200 entries!



spent a lot of time in the Piazza, surrounded by three levels of restaurants and shops.

Every port-of-call offered exclusive Princess Shore Excursions that you could sign up for in advance or while on board. Each day there was a Porsche Club-only excursion where we could experience the tours with our own members from all over the country. The excursions varied in price, duration and theme. Some included a locally themed lunch. Having studied architecture in college, I was very interested in seeing the many Mayan temple ruins and experiencing the local cultures of three countries that I had never been to.

Would we go again, and did we thoroughly enjoy ourselves? Yes, and yes! We were very impressed with Princess Cruise Lines. Everything was first class, and we loved our Deluxe Balcony Stateroom. The event was such a huge success that PCA and Princess have decided to do it again with the next PCA Treffen at Sea to be an Alaskan Adventure on July 28 – August 4, 2024 on the 3,560-passenger Majestic Princess. Sign up now at: PCA Treffen at Sea | The Porsche Club of America.



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PCA Sim Racing News — April 2024

Article by Jim Legault

As I type this article (March 5), Series 11 has but three remaining races. Participation

has been quite robust through the first four events! Pro class typically sees nearly 40 entries, Club and Sport classes' average entries are in the mid to high 40s, while Challenge and Entry classes see around 20 entries per event.

The point battle in each class is still tight. A maximum of 75 points are available over the remaining three races, so each class championship is still wide open. Check out the current standings for each class on the Series 11 web page.

Two of the three final races will be held at tracks that PCA Sim Racing has never visited before: Zandvoort and Mugello. That could shake things up! The season finale, on the Daytona International Speedway Road Course, is a track familiar to most PCA Sim Racers. But with the high speeds and close quarters racing that we've seen so far, anything can happen!

You can catch the season finale on PCA Sim Racing's YouTube channel: April 3 (Challenge), April 4 (Sport), April 7 (Entry), April 10 (Club), and April 11 (Pro). The broadcasts start at 9:15 PM EDT.

The next big event in PCA Sim Racing is the PCA24, a 24-hour race to be held June 29 & 30 on the famous Circuit des 24 Heures du Mans. Le Mans for short. This will be the first ever 24-hour race for PCA Sim Racing. It also marks the first PCA Sim Racing event to welcome other "recognized sim racing groups". Teams of 1 to 4 drivers will contest the event and are encouraged promote their favorite charity.

The entire race will be broadcast live (details to be

announced). Please visit the <https://www.pca.org/news/pca24> for the latest updates.

Last, but not least, the really big news from iRacing is the long awaited arrival of rain! iRacing describes the all new weather system, called "Tempest Weather System", as "a true-to-life dynamic simulation of the multitude of physical and environmental factors experienced in racing in the rain, and how water interacts with both the racetrack and the tires of your racecar." Tempest was released on March 5, as part of a much larger overall update to iRacing.

The Tempest Weather System completely replaces the old iRacing weather system. However, rain is an available option only on road courses and only on select vehicles, including all current GT3 Class cars. The Porsche 911 GT3 R (992) is included in that group. All GTP cars are also part of the rain rollout, including the Porsche 963 GTP.

I had planned to review two other popular racing sims in this issue that are not subscription based: Automobilista2 and Assetto Corsa. Due to issues beyond my control, that didn't happen! This is somewhat fortuitous though, in that both of the afore mentioned sims also have a dynamic weather feature, including rain. It will be interesting to compare the racing experience in all three sims side-by-side. Look for my assessment in the next issue!

As always, I would be pleased to answer any specific questions you might have about getting involved in sim racing or PCA Sim Racing. You can contact me through the *CIRPCA Contact Us* web page.



CONFIDENCE IN THE QUALITY OF REPAIR

Article by Tyler McGinity, Reggie's Motorworks

Photos courtesy of Reggie's Motorworks

There are usually specific reasons that many of us choose to drive the cars that we do. I assume that many of you don't drive a Porsche just because it sports the iconic golden crest on the hood. Maybe it's the bodacious styling or high quality of craftsmanship. How about the tone of a flat six singing as the revs run out?

When you have a vehicle that you're passionate about, it's important to translate that same passion into the care of the vehicle. Choosing a repair shop can make or break that special relationship that you have with your Porsche. The complexities of a P-car are something to be admired, but if they are not properly cared for with a fine-toothed comb, you can experience the dread of car maintenance.

For me, when a car is truly special, there is an engagement that is difficult to describe. There's a true connection between driver and machine that Porsche cars do very well. Something great happens when you go for a drive, a real drive, and the car responds sharply with ease, swiftly and precisely, almost as if it is asking for more. It could be cruising on beautiful back country roads or fully opening things up on a racetrack, you can't enjoy these special moments as a driver without total trust and confidence in your vehicle.

This trust begins by understanding that Porsches are engineered at a higher level than what my driving can extract. It also helps to implement a proactive maintenance plan and address any reliability concerns head on. This way confidence comes naturally when behind the wheel. Maybe I'll push things a tad farther than they're used to, but even when it all feels perfect and I'm in that special moment, things can still go wrong.

Most of us don't enjoy unexpected car repairs, especially higher-cost ones. But the only thing worse than the unexpected, high-cost fix is having the same problem repeated after leaving a repair shop.

This is a sore subject, especially if you have a problematic or tricky situation that seems to keep coming back. The

expectation on each visit is always going to be getting the issue resolved, properly, the first-time. When the repair process is completed, the goal is to be able to drive off into the sunset with a healthy and happy car.

Now I get it, stuff happens. Believe me when I say I have seen pretty much everything. But when it isn't the case of "stuff happening" and your car has a true failure due to improper repairs or details being missed, it is NOT a fun time. This can create distrust in your repair shop as well as inconvenience and in some cases major safety concerns.



Engine removal.

Recently, we had a 986 Boxster in for a major oil loss issue and smoke coming from under the vehicle. It didn't necessarily have fresh repairs, but they were fairly recent when looking at mileage and on the provided service records. In the engine, we found the rubber camshaft seals coming loose causing major oil leaks, some of which had metal brackets built to try and hold them in place. The air-oil separator (AOS) system failed and had caused too much pressure in the engine. This is a very common issue.

Upon further inspection, it appeared the engine had been resealed improperly with way too much silicone sealant. The goopy stuff was everywhere. We went back and forth on a game plan with the client, but ultimately decided to lower the engine for a closer more detailed inspection.

I'm happy we did. During teardown, we found low-quality parts installed and silicone being used in areas as a last resort to stop oil leaks. Rubber seals and O-rings had even been reused. Luckily, the camshaft journals did not get contaminated with sealant. It always takes extra time (and



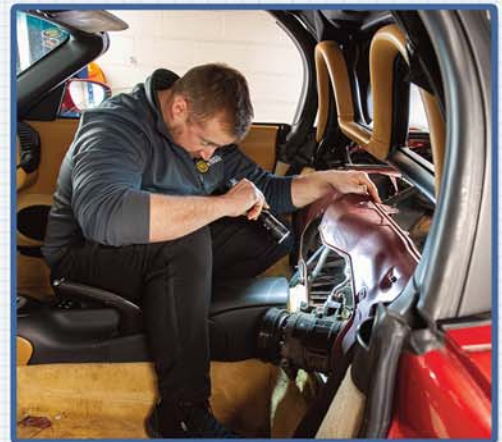
A closer look at the problems.

elbow grease) to redo an improper job, but it's worth it to know that the car will be much happier and healthier going forward.

We were able to resolve the primary issue, address some proactive maintenance and go above and beyond to build back some confidence between the owner and their car.

Porsche vehicles are special, and they need to be treated with specific care and respect when it comes to service or repair. The attention to detail that these cars require is of the utmost importance. Knowing that repairs have been performed to the highest standard is what gives you that trust in your machine. It should encourage you to push things a little harder knowing that everything will be fine.

If there's one takeaway from this, it's to make sure that you're confident in your shop selection and you don't just trust anyone to work on your P-car. And even more important is full transparency with your mechanic or shop. We are lucky to have a handful of high-class, top-quality choices in Central Indiana. Peace of mind in the quality of repairs and a relationship based on trust goes a long way towards enjoying a trouble-free driving season.



A full inspection.

CIR Goodie Store

Photos from PCA web store.



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

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Book Review

Article by Larry Clarino

The *Master Driver of the World*. Wow, that's some title, but Barney Oldfield was some driver and an even bigger character.

Author Mark Dill is a racing historian, certainly one of the true authorities on early American motorsports. Born and raised here in Indianapolis, he led the NORTEL program that saw victory in the 1997 Indy 500 with Arie Luyendyk and CIR member, Scott Goodyear's second place, both with NORTEL sponsorship.

The Master Driver of the World, Mark's second book, is the story of the 1914 Cactus Derby. An absolutely crazy 730-mile race from Los Angeles to Phoenix that they called a road race, but was more of an off-road race as there were practically no roads.

Oldfield, along with his friend and riding mechanic George Hill, brought the car they used at the 1914 Indianapolis 500, an Indianapolis-built Stutz speedway car, to compete in this grueling competition. This would be the equivalent today of taking a 2024 Dallara Indy Car to the Baja 500 and then smoking the field.

Barney Oldfield was a cigar-smoking, hard-drinking, huckster who appeared to be more concerned about making money than winning races. Barney was a promotor of the highest order. He would set up staged "races" with an early aeroplane around dirt tracks drawing thousands of spectators to get a glimpse of perhaps the first flying machine many had ever laid eyes on. Today, Barney would be considered a stunt driver/entertainer much like Evel Knievel was. At the same time, Oldfield could seriously drive a race car. He was the real deal in both racing and entertainment.

Dill gets into the thoughts and minds of the men of the time, through the popping up of real-life characters like author Jack London, tire magnet Harvey Firestone, and boxer Jack Johnson. Oldfield and Johnson, who was the first black heavyweight champ, staged match auto races in Brooklyn, New York. Mark brings a vigor of activity in telling of the story through the eyes of those that were there. He truly does make them come alive to the reader.

We have to give praise to the cover illustration of this book. Alex Wakefield's art is wonderful. This along with the Foreword by Willy T. Ribbs brings an era of racing to life at a very different time in society and sport. Well worth a read.

The Master Driver of the World is available at:

<https://www.markgdill.com/books> or

<https://store.bookbaby.com/book/the-master-driver-of-the-world>



Author Mark Dill

Photos from the book.



Lincoln Beachy "lights" Oldfield's stage.



Oldfield embarks to prove his mettle.





Rob McCrary, SONAX GM, demos new PPF cleaner.

Sonax Tech Session

Article & Photos by Larry Clarino

The Central Indiana Region sponsor SONAX USA held its fourth annual tech session on March 16th at their US headquarters and distribution center in Westfield, IN. This year we combined with our friends from the Hoosier Chapter of the BMW CCA with a crowd of around 80 members and guests. “The spring tech session kind of marks the beginning of the driving year for us at SONAX,” said general manager, Rob McCrary. “We love having you guys as our guests.”

SONAX is introducing several new additions to the US market with an entire line of PPF care and cleaning products. Demonstrations of the firm’s new paint-correction and PPF protection lines were the principal part of the session. “This is just the beginning, over the next few months we will have some very interesting products to talk about,” added McCrary. SONAX USA also owns the online car products distributor Auto Geek.

The CIR with SONAX, arranged for Ed Carpenter Racing’s president, Tim Broyles to speak to the group. SONAX is a sponsor of the ECR Indy Car race team. This year they will be campaigning 2 cars in the INDYCAR Series with 3 cars



SONAX's Amy Smith presents the grand prize to CIR's Betsy Davidson.

at the Indy 500. There are big changes in this year's Indy Cars with changes in the chassis for the upcoming hybrid addition to the current formula.

THE CIR wants to thank SONAX for the strong and on-going support of our organization. Be sure to check out the SONAX USA website at: <https://www.sonaxusa.com> and <https://www.autogeek.net>.

CIR joined with the BMW club for the '24 SONAX Tech Session.



Brent Kimerly showing new SONAX glass polish.



Tim Broyles, ECR Racing president.



CIR/PCA MAGNETIC MEMBER NAME TAGS

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

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Welcome New Members

December 1, 2023 — February 29, 2024

From Will Anthony, Membership Chair

Tim & Celeste Arens/Churubusco/2015 Cayenne S
Miles Bibb/Carmel/2020 718 Cayman GT4
Cori E. Brown/Carmel/2017 718 Boxster
Bernardo Jose Bulnes/Fort Wayne/2023 Panamera
Mathew A. Carman/Carmel/2016 Cayman
Stephen Counsel/Unionville/2004 Boxster S
Dana & Melinda Ennis/Carmel/2023 Macan GTS
Brad G. Fawcett/Carmel/2008 Carrera S
Ian Former/Spencer/2006 Cayman S
Michael B. Garner/Brownsburg/2001 Boxster S
David Harsh/Carmel/
Michael Lashmett/Speedway/2004 Carrera 4S
Mark E. Lee/Indianapolis/2008 Boxster RS 60 Spyder
Andrew Michie/Zionsville/2023 Carrera 4 GTS
Michael A. Ness/Lafayette/2001 Boxster
David T. Ochstein/Indianapolis/2008 Cayman
Ricky W. Orr/Fort Wayne/2019 718 Cayman GTS
Phillip Ripani/Carmel/2021 Cayenne
Kamryn D. Shaffer/North Salem/1988 944

William R. Skillman/Greenwood/1997 Carrera 4S
Troy Smith/Shelbyville/2000 Carrera
Jared Thomas/North Vernon/2020 Race Car
Mike D. Waybright/Columbia City/2014 Cayman S
Ben Weddle/Carmel/2021 Cayenne S Coupe
Alan P Winters/Carmel/2017 Macan GTS
Jack & Erica Zhang/Zionsville/2020 Taycan 4S

Test Drive Participants

Benjamin Fichter/Bloomington
Eric Hensley/Fishers
Stephen Johnson/Richmond

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!

CI/R Member Anniversaries

2024 Anniversaries

Coming Up in the 2nd Quarter

1974 — 50 Years

Charles Henzie/Avon/May
Brett Johnson/Indianapolis/June

1984 — 40 Years

Martin & Anna Baker/Zionsville/June
Richard Godlewski/Ormond Beach/June

1994 — 30 Years

John & Kyle Twenty/Zionsville/April
Roland & Jane Kohr/Terre Haute/May

1999 — 25 Years

Mike Fisher/Bloomington/April
Richard & Kimberlee Young/Carmel/April
Kathy & Richard Murrell/Indianapolis/May

2004 — 20 Years

Mathew Franklin & Walt Franklin/Columbus/May
Don & Candace Shuck/Logansport/May

Ben Ciravolo/Columbus/June
Steve & Laura Knitter/Indianapolis/June

2009 — 15 Years

David & Melinda Palmer/Columbia City/May
Gary & Julie Walker/Bluffton/May
William Linehan/Indianapolis/June
Robert & Judy Smithson/Columbus/June
James Wolfe/Carmel/June

2014 — 10 Years

James Gough/Greenwood/April
James Hiester/Bluffton/April
Michael & Kary Barnes/Fort Wayne/June
Robert & Emily Cross/New Castle/June
Andrew & Mary Papp/Bloomington/June
Ronald & Birgit Priest/Carmel/June

CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

APRIL 2024

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 2024 issue.

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

With over 20 years of sales, consignment, brokerage, and marketing experience of high-line and exotic vehicles, we opened our doors to work with like-minded enthusiasts. We are focused on offering sports cars, daily drivers, and track-oriented vehicles for enthusiasts. Providing an exceptional customer experience and building long-term relationships are of utmost importance. As an atypical dealer, we pride ourselves in being honest, operate with integrity, treat all customers the same, and passionately represent any vehicle that comes through our door.

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...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. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). New to Rallying? Parade is a great time to give it a try!



June 9-15, 2024
Birmingham Convention Center
Birmingham, Alabama
www.porscheparade.org