



Letter from the President

Yet again I find myself in front of the keyboard trying to figure out how to thank so many people. I wanted to start this month's message with a huge thanks to the many people that helped the club with all the activities surrounding the USGP.

-Bob Snider , who handled and mailed all 310 of the club tickets.

-Tom Brentlinger, our activities chairman, who did a terrific job on the Super Cup dinner, and all the other events surrounding the USGP.

-Chad Spidel, of Tom Wood Porsche/Audi, for the monetary contribution to the dinner.

-To all the facility and staff of the Indiana State Museum, IMAX Theater and Crystal Catering for making the event so special. And to the board of CIR for supporting the event.

If you where unable to attend the Super Cup dinner you missed a great event, and a great IMAX film 'Top Speed'. Several members have contributed pictures on the clubs website, go see what you missed.

As of the writing of this message, we still are unsure of the details about the refunds for the USGP, we will post updates to the website and will have further information in coming CIRculars. I only wish the politics of F1 had taken another route, I was so looking forward to not seeing a Ferrari in the winners circle.

May marked my 10th year as a CIR PCA member; I was surprised to receive a certificate and 10 year sticker in the mail. In reflecting on my years as a member I remember doing nothing but reading the CIRcular

and Pano every month. It took me a few years before I became active and starting doing a few events. The more members I met the more friends I made and before I knew it was having a great time at events and doing more and more. This club is your club become active and lend your support and talent.

Last month I asked anyone with an interest in AutoX to contact the board, I am sorry to say no one has shown any interest. We have several big events still planned for this year check out the activates calendar.

-Damon Beals CIR President

PCA 911 Club Coupe

ATLANTA, June 27, 2005 – In recognition of the 50th Anniversary of the Porsche Club of America, Porsche has created an exclusive 911 Carrera® S Coupe model featuring a distinctive exterior color, unique interior styling and commemorative touches, and a more powerful and higher performing engine. Limited to an exclusive production

run of just 50 cars initially made available to eligible PCA members, the 911 Club Coupe was unveiled this past weekend at PCA's 50th Annual Porsche Parade in Hershey, Pa.

The 911 Club Coupe's most visual exterior feature is its distinguishing Azurro California color. This paint color is a modern interpretation of azure blue, a color made popular on Porsche 356 sports cars when the PCA was founded 50 years ago. The rear portion of the standard center console is also painted in Azurro California. As an option, the backs of the sport seats can be painted in this striking metallic blue color, as well.

The Club Coupe is the first in the current generation of Porsche 911 sports cars to be equipped with the X51 Powerkit. This feature increases output of the 3.8-liter, flat-six cylinder Carrera S engine from 355 to 381 horsepower and peak torque from 295 to 306 ft. lbs., making it the most powerful non-turbocharged engine yet offered in a Porsche 911 production car for North America. Distinguished by its carbon fiber air cleaner housing, the X51 Powerkit boosts performance through a series of engine enhancements including a larger throttle body, optimized intake airflow, cylinder heads and exhaust manifold modifications, changes in the control unit, and the inclusion of a sport exhaust system. The result produces a 0 to 60 mph time of a quick 4.4 seconds and a top track speed of an impressive 186 mph.

Manufacturers' suggested retail pricing for the 911 Club Coupe begins at \$99,911 US. It is anticipated that PCA members will purchase all 48 cars offered for sale. Due to their exclusivity, the purchasing process for these cars will be initiated through a special website (www.porsche.com/911clubcoupe) that is dedicated to the model. This website contains full terms and conditions of the sales offer.

As part of the PCA's Golden Anniversary recognition, one of the 50 911 Club Coupes will be randomly given away to a lucky PCA member. Sweepstakes rules and eligibility are found on the same website referenced above. No purchase necessary to enter the Sweepstakes. The Sweepstakes is open to eligible U.S. and Canadian PCA members until Sept. 12, 2005.

UPCOMING EVENTS

JULY	
9-10	CIR Autocross with Corvette Club @ Grissom AFB
12	Club Meeting 7:30pm Mickey's Pub - Carmel
15-17	Ohio Valley Race @ Putnam Prk
16	CIR Poker Run 11:45am depart IMS Museum parking lot
23-24	Mid-Ohio Driver's Ed @ Putnam
23-24	Car & Driver 50th Ann. @ IRP
30	Porsches to Oxford - 10 Region Gathering (Oxford, OH)
AUGUST	
6	Club Breakfast - Le Peeps DT
7	NASCAR Brickyard 400
9	Club Meeting 7:30pm
SEPTEMBER	
3	Club Breakfast - Le Peeps DT
13	Club Meeting 7:30pm
16-18	CIR Thunder Club Race @ Putnam Park
17-18	CIR New Harmony Weekend Mooresville - New Harmony



CAR OF THE MONTH



The 914 you see pictured here is my 3rd 914. It has travelled quite a bit around the US. It was originally purchased from Vasek Polak Porsche in Hermosa Beach, CA in 1972. Originally a 1.7 liter, the light ivory targa lived in Sherman Oaks for approximately 15 years. The current owner moved to Mountain View, CA - near San Francisco - and upgraded the motor to 2.0 liters and dual Weber carbs. At this time the clean & solid car was turned into a sunny-day and weekend driver. The next 10 years it only accumulated 10,000 miles. The low mileage probably resulted from the car's failing California smog tests several times. Not being able to tune the car properly, it was sold to a 914 enthusiast and reseller in Lake Oswego, OR. He had the car a short while then listed it on eBay. This is where I come into the picture. The seller is well known in the 914 community so I offered up \$5,000 for the car - sight unseen! I had hoped to fly out to Oregon and drive the car to Indy, but the weather would not cooperate, so the owner towed it to Los Angeles and dropped it off at a shop in Marina Del Rey that was working on my race car project. The new plan was to pick it up during a scheduled trip to Los Angeles 2 months later. I picked up the car and drove around town while on a business trip but discovered that we couldn't tune it to run properly. The shop was too busy at the time to go deep in the motor to solve the problem so a friend of mine from Novato, California drove down to LA and towed it back to the San Francisco area where his shop was located. At that point we found the car's paperwork and history stashed in the rear trunk. After sorting through stacks of paperwork he noticed a strange part number for the cam. After some quick checking by our friends at 914Club.com the part number was reported to be a VW Bus cam, not really appropriate for our use. I ordered a new cam from WebCam that suited the car's use and the motor was rebuilt and cleaned and the tin powder coated. I couldn't hang around SF while this was being done, so the work took place while I was back in Indy. A couple months after dropping off the car I flew to Hot Springs, AR. I was meeting up with my friend and a few others at a 914 event. They drove the

now quick little 914 all the way from San Francisco! I drove the car all weekend and then drove it back to Indianapolis. The only hiccup was a slightly clogged carb jet that needed a bit of attention at altitude. I didn't get too much time driving the car as Fall quickly turned to Winter. It went into hibernation until the next Spring. As Spring Brake 2004 quickly approached I was anxious to get this little car on the track for some much-needed seat time. Whitey, the car's name, did great all weekend proving to be a very competent little car even without any sway bars! Then I made my big mistake.



After being stuck behind a car that should be much faster for what seemed to be forever, I finally got a wave-by and then I missed a shift! Instead of shifting from 3rd to 4th I shifted from 3rd to 2nd. Ouch! I bet I spun it up to 9,000 rpms. I limped back to the pits and began to survey the damage. It leaked oil and had a strange blop-ity sound which turned out to be a blown pushrod tube seal. The real damage was in the heads, with a busted retainer and spring and a smacked piston. While the motor was apart I decided it needed a bit of a bump in displacement, so I ordered a set of 96mm high compression pistons and sent the heads off for repair. I've also added front and rear sway bars as well as 16x6 911 Fuchs painted and polished to perfection by Al Reed Polishing in Anaheim, CA. I'm still working on getting Whitey all put back together. It will have to happen fairly soon, though, because it's going on another long trip. This time it's going back to it's original location in Hermosa Beach, CA. I'm moving back to the Los Angeles area and am currently looking for a residence in Hermosa Beach or Manhattan Beach. Hopefully, I'll get it back together for a CIR event or two before I leave. I've really enjoyed my time with CIR and recommend that any of you that would like to get more involved to come out to a Club Meeting. They are the 2nd Tuesday of every month at 7:30pm. It's fun time to have dinner and a beverage and talk Porsche and CIR!!



Activities Report

May and June were both months full of activities and it looks like many members enjoyed the variety of events.

Several members made the trek to Mid Ohio for the American Le Mans race the weekend before the Indy 500. Being my first trip to Mid Ohio I now know why it is revered and look forward to an opportunity to get a little track time there in a future DE event.

The First Saturday breakfast at Le Peeps was well attended with about 18 people taking in breakfast and more new members getting introduced. We'll pick up the First Saturday activities again in August since many members will be enjoying the July 4th holiday with family. Hope you'll put it on your calendar for August 6th ... and don't forget to go to www.CIRPCA.org and let us know you plan to attend.

The 89th running of the Indianapolis 500 was about as exciting as it's been for a long time. Interest in Danica was at its peak, the racing was great and congratulations go to Dan Weldon and Andretti-Green Racing for driving a great race.

On June 11th the 7th Annual Funfest for Porsche at Mid America Motorworks saw 12 CIRPCA cars arrive en masse in Effingham, IL. That's the biggest caravan that I can remember and I understand everyone had a great time. Some members stayed for both days of the event and everyone got a free mid-afternoon car wash complements of Mother Nature.

On the same weekend Randy Faunce, Damon Beals and I represented CIRPCA at the Michiana DE event at Gingerman Raceway. It was hot, hot, hot and the track time was goooood.

On June 18th many CIRPCA members were joined by Porsche owners from across the country in the annual Car Cruise and SuperCup dinner. The cruise through downtown showcased our favorite marque to F1 fans from around the globe and culminated at the Indiana State Museum for the 4th Annual SuperCup dinner. We didn't get an absolute count, but there must have been close to 100 Porsches spanning the length of the Old Washington Street Bridge. What an incredible display! It was a short walk to the Indiana State Museum where we enjoyed visiting with more than 150 Porsche enthusiasts, had a great dinner and took in the Porsche-sponsored IMAX film "Top Speed". It was a very cool event.

A big thank you goes out to all the volunteers who helped make the entire evening a success and to Tom Wood Porsche who made a very nice financial contribution.

It is rumored that an F1 race was held on the 19th ... but there's little evidence to support it.

Contact any Board member or go to <http://cirpca.org/events/> for more information about the entire club calendar. If you can't make it to our monthly meetings, but want to know more about club events, please feel free to send an email to activities@cirpca.org.

Autocross with Corvette Club - July 9-10

The Delco Electronics and Miami Valley Corvette Clubs are sponsoring a huge Autocross event at Grissom Air Force Reserve Base in Bunker Hill, IN (just North of Kokomo, IN). Mike Van Winkle from the Delco Corvette Club and CIRPCA member has invited all to come watch or compete. You may contact Mike at (765) 453-4233 for more details.

Read 'em and Weep Poker Run - July 16

Sean Lee is heading up our first Poker Run (at least in recent memory). We will depart from the Indianapolis Motor Speedway Museum parking lot. Check-in at 11:45am. More information and registration details will be posted to the club website and page 6 of this newsletter.

Porsches to Oxford - July 30

The Mid Ohio Region is sponsoring Porsches to Oxford. That's Oxford, Ohio. MORPCA has made arrangements with the city to have the ENTIRE downtown area blocked off on Saturday, July 30. With it's proximity to Dayton, Cincinnati, Columbus, Indianapolis, Louisville, and Lexington you can expect a great turnout! Go to www.porsches2oxford.com/registration.html and register your intent to attend.

Big Band Concert @ Conner Prairie - August 20

CIRPCA has been invited to present our Porsches in a car show at Conner Prairie's Symphony on the Prairie before the start of their "Big Band" concert on Saturday, August 20. The Symphony is giving us two free admission tickets for each car that's on display. What a great deal! Show off the wheels, picnic on the lawn, listen to a great big band orchestra and maybe even get in a dance or two. Ladies - if the word "dance" is not in your partner's vocabulary substitute "beer" wherever it appears. The Buselli-Wallarab Big Band is sure to get everyone's toes tapping while treating us to some great old standards. This swingin' night under the stars is not to be missed! Come early for the car show and get free dance lessons too -- just don't miss this weekend.

To get the free tickets you need to pre-register at www.CIRPCA.org and you must drive and display your Porsche.

Your activities chair must admit that he's still recovering from 3 months of furious activity and is a little behind in planning the events for the ensuing months. We'll catch our breath and be back with more details on more good stuff. We encourage you to attend the monthly club meetings if you can. If you have an idea for an event or would like to assist please be sure to contact me at activities@cirpca.org.

- Tom Brentlinger, CIR Activities Chair



PORSCHE® RELEASES INITIAL DETAILS OF NEW PROTOTYPE RACECAR LMP2 Car Features Entirely New Porsche Power Train and Chassis

ATLANTA, June 21, 2005 – Porsche today disclosed early technical information and images of the first prototype racecar it has designed and constructed since the 1998 24 Hours of Le Mans winning Porsche 911® GT1. The new model was commissioned by Porsche Cars North America, Inc. (PCNA) and Porsche Motorsport North America (PMNA) for racing customers who compete in the LMP2 (Le Mans Prototype 2) class of the American Le Mans Series (ALMS). It features a completely new Porsche engine, transmission, and chassis, all incorporating the latest in Porsche automotive technology and created to conform to new 2006 rules and regulations of international sanctioning body Automobile Club de l'Ouest (ACO).



The heart of the new Porsche LMP2 is its newly-designed 3.4-liter, 90-degree, V8 engine. Limited to 480 horsepower at 10,100 rpm by ACO air restrictor regulations, the power plant

is lightweight with a very low center of gravity. It features four valves per cylinder, a dry sump lubrication system, and an air intake manifold with single cylinder throttle valves. The engine is mated to a Porsche-engineered sequential six-speed constant mesh transmission. A structural part of the car, the gearbox is operated by a paddle shift system on the steering wheel and incorporates a triple-disc carbon fiber racing clutch.

Like the 1998 911 GT1 racecar and current Carrera® GT street car, the Porsche LMP2's monocoque chassis is constructed of carbon fiber. Attached to this strong yet lightweight framework (built to the latest safety standards of international road racing) is a front and rear double-wishbone suspension with ball joints, adjustable front and rear anti-roll bars, and four-way shock absorbers. For optimal stopping performance, the braking system includes twin master cylinders, adjustable brake balance, and internally vented carbon brake discs (380 mm front and 355 mm rear). For driver comfort and safety, the new prototype is equipped with power steering and a tire pressure control system. An integral partner in the car's development process, Michelin is supplying race tires for



the new Porsche prototype.

Similar to modern aircraft construction, the bodywork is comprised of carbon fiber reinforced by Kevlar composites. Incorporating an adjustable rear wing, it has been created for maximum aerodynamic efficiency and the lowest possible weight and replacement cost. Considering the car is intended for customer teams, its LMP2 mandated weight of 1,653 lbs. or 750 kgs. was achieved through an integrated lightweight design rather than the mere use of expensive and exotic materials.

Penske Motorsports, Inc., a wholly owned subsidiary of Penske Racing, Inc., will field the new Porsche prototype in its first full season of competition exclusively in 2006. It is anticipated they will debut the new Porsche prototype at the final two races of the 2005 ALMS season, the Oct. 1st Petit Le Mans at Road Atlanta and the Oct. 16th season finale at Laguna Seca, as test events before entering the entire 2006 season.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne® sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 207 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.





CARS FOR SALE

1992 911 C4 Nice car no track time,garaged and covered,H-R springs,Bilstiens,Euro ride settings,power seats,sunroof,Alpine 6 CD changer, new speakers,partial leather,built in radar. 75000mile check-up by Euromotorworks. 80,000miles One ding in the roof. Runs and drives like new. Contact John Dodd via the CIR website at CIRPCA.org

1987 911 Carrera 3C Beautifully maintained cosmetically and mechanically. A terrific daily driver, or a great introduction for track driving. Locally owned and serviced since 1994. 150,000mi. Guards Red w/ black leather interior. A/C and all electricals work great. Interior completely refurbished by previous owner three years ago. Probably will not see many 87's in this type of condition, and at this price. It is a must see.

1987 930 Turbo William B. Kleinman, M.D. 5001 Buttonwood Crescent Indianapolis, IN 46228 FOR SALE 1987 930 TURBO, STOCK D-CLASS CLUB RACER Maintained meticulously perfect body, paint, chassis. Two races on freshly rebuilt engine, tranny, clutch. Perfect race-ready condition. Two sets Forgeline 17"; two sets Fuchs stock 16". Price includes: Trailex aluminum trailer with new tires; original 930 whale tail and front spoiler. \$45,000. wbr@hand.md 317-471-4324.

1994 968 Coupe Black/Black 6 Spd 40K miles Carmel 317-319 7057 or ed_pascoe@steris.com



TO LIST YOUR CAR FOR SALE HERE, JUST LIST IT ON THE CIR WEBSITE.

Insurance Lesson Learned

I just wanted to share my experience with my insurance company and what I learned. If you drive an older Porsche like I do this may be of interest.

I made a visit to my insurance agent last month looking to make some changes in my homeowners policy, while I was there he started going over my auto policies. He takes a look and says "Full coverage on the 97 Boxster, full coverage on the 83 944", he pauses, and says "you know we only pay book value on a car that old". I pause for a second and say "what is the book value?". He does a quick search of Kelly's Blue Book and says \$1600. I don't know about anyone else but I don't know where you can find a nice 83 944 for \$1600. So I asked about options and he said we could do a stated value policy, where they pay to the stated value and nothing more. All what was needed was some form of value, or estimate. I left the office trying to come up with a value in my head and then I remembered that PCA has a valuation program.

I went to the website filled out an online form and in a few days had a valuation in my mailbox. The valuation stated my car should be worth \$5600. I took that form back to my agent and he calculated a new policy.

I now know what I will get in the case of accident, and my payments are actually cheaper on the stated value policy than on a standard full coverage policy. I don't know if this type of policy is for everyone but if you're driving an older car like me you should talk to your agent and find out.

The URL to the PCA valuation website: http://www.pca.org/members/valuation.html

- Damon Beals



Sean Lee





Poker Run
CIR
PCA
 2005

Saturday July 16, 2005

11:45am Check-in

@ Indianapolis Motor Speedway Museum

12:10pm Driver Meeting

12:15pm Drivers Depart

3:00pm Cookout

@ Tom Brentlinger's House

\$20 in advance \$25 on-site registration

Each car will receive a map and directions to each check point. When your team arrives at a check point you will draw from a deck of cards and receive the next set of instructions and a map. The car with the best poker hand at the final check point wins. Ties are decided using standard poker rules. If two exact hands are presented, those teams will draw cards to break the tie.

Expect 2.5 - 3 hours of driving.

Prizes awarded for 1st - 3rd place include:

- Porsche Detailing Kit
- Driver's Education Registration
- Intro to Driver's Education Registration



Contact Sean@MoronThrottle.com with questions

Car and Driver 50th Anniversary

Indianapolis Raceway Park

July 23rd & 24th, 2005



Porsche AG

Join CAR and DRIVER at Indianapolis Raceway Park July 23 - 24, 2005 as we celebrate our 50th Anniversary! Fellow enthusiasts, CAR and DRIVER editors, and celebrity drivers will be on hand for many exciting events. Got a question for your favorite editor? You'll see them all! Want to test out your driving abilities? You can race against an editor on an autocross course in cars provided by CAR and DRIVER such as the Mustang GT or Dodge Viper, or you can sit back and enjoy the ride as professional drivers Hurley Haywood and Petter Solberg whip you around the 5/8ths oval in the cars you've dreamed about! For those of you that want to see how your own car stacks up against your peers, there will also be bracket drag racing and a 5-Decade Concours d'Elegance in which consumers and editors

will determine the best car by decade. There will be prizes for all winners!

Special entertainment events include a Saturday evening concert by Grand Funk Railroad, and a screening of The Cannonball Run, complete with in-person, play-by-play commentary by screenwriter Brock Yates.

Watch a live shoot on the IRP drag strip for SPEED Channel's newest reality TV series, PINKS. Using the setting of a classic 1950's drag race, PINKS will pit contestants in a best-two-out-of-three format, with the loser handing over the title (pink slip) to his or her vehicle.

Don't miss this once in a lifetime event! Racing spots are limited! Register now @ www.precisionracing.com/50th/index.php.





Recent Activities



Photos By
1 - James Legault
2 - Mike Dworek
3 - Geoff Kapke
4 - Jim Scarbrough

CONTACT INFORMATION

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**Porsche to launch wagon as new line, report says**

Reuters / May 26, 2005

FRANKFURT -- Porsche aims to introduce a large wagon as a fourth model line, a business magazine said on Thursday.

Manager magazine said the four-door car, named "Tourer", could be marketed in 2008 and would be almost as large as its Cayenne sport-utility vehicle. Porsche Chief Executive Wendelin Wiedeking will decide on the car in July and then seek approval from the supervisory board, the magazine said in a preview of its May 27 edition.

A Porsche spokesman said the report was pure speculation, reiterating that a decision on a fourth model line will be taken in the summer. A task force was mulling whether a new line should be built alone or in cooperation with a partner, he added. "The most economical solution will be implemented if there is a fourth model line," he said.

Porsche has been mulling whether to introduce a fourth model line in addition to the Boxster roadster, Cayenne and 911 premium sports car for a while.

The firm has said it will detail plans eventually to build a hybrid version of its Cayenne model.

RUMOR MILL

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Address Correction Requested

