



20th Anniversary Year Corporate Sponsor

Title Sponsor



Hello fellow Porschephiles! I hope you are having a great summer and are staying healthy and safe. The ongoing Covid-19 pandemic, and all of the social and political ramifications it has had, makes me want to leave the year 2020 in the rear-view mirror in a hurry. I'm sure it's the same for you. Thankfully, one of the few things we can safely do is enjoy our Porsches. We missed the driving tour to the Overlook, but Emily and I did compete in the SCCA Ice Cream Rally in Owensboro with fellow PCA region members Terry Davis and Paul Dornburg. This was our first rally; the key was getting to checkpoints exactly in the time allotted; no faster, and no slower. Who knew that my car could actually go the speed limit or below it on an empty country road, and that we'd have fun driving it that way? I'm looking forward to more events like this, and hopefully we can incorporate a rally aspect to one of our driving tours. Stay tuned!

And speaking of "tuned," I've discovered another way to enjoy my Porsche – by modifying it! I've never been a wrench-turner, and I've really been extremely hesitant to fool around in an engine bay since I crossed some jumper cables on my first car, a 78 Datsun 280-Z, and almost burned up the fender. Why would I try to outsmart the engineers who design the best cars in the world (except for the silly pop-out cupholder design)? However, after driving at a Porsche event in the mountains in

June and hearing and seeing all of the great sports car mods, I have decided to take the plunge. The first step was upgrading the stock car stereo in my 2008 997 C2S Cab. I bought a new Kenwood head unit with Apple Carplay and was able to keep the original Bose speakers. It sounds great, and really adds to my driving experience.

I just finished the second modification. I did a ton of research on how to make the car's motor sound better and add performance as well. I settled on a Fabspeed carbon fiber Competition Y-pipe intake. It looks like there are two lampshades in my motor bay now. But oh, the sound! When the car hits about 5000 RPM, it is truly fantastic, and more like a race car. Now I'm trying to decide on what to do with the exhaust – a gundo hack? A Darren Fister modification? Or the Fabspeed Maxflo pipes? They say that modifying a car begins as a hobby. Then it becomes an obsession. We shall see!

So what modifications have you done on your car? Our monthly First Saturday club meetings are a great time to talk about that. Bring your car to the next meeting, and let's talk about it. Until then, stay safe, and I'll see you on the road.

- Curt



“Real” Porsches and other stuff

SO, what makes a “Real” Porsche, and who are these “Purists” we hear about that get to decide? Being a YouTube junkie and a subscriber to several car magazines I have seen through the years much wailing and rending of garments whenever a new model is introduced by the Titans of Stuttgart. Of course once everything settles down and the cars have been around awhile, they are shown in a different light, which invariably points out their true virtues. Well, maybe not without caveats - the early 996 headlights are still a topic of discussion. When the “accordion bumper” 911 came out in 1974, the “purists” opined the only Porsches worth owning were the older long-hood 911's and of course the 356.

The 924 was considered an abomination and an embarrassment to Porsche, an underpowered conglomeration of Porsche, Audi, and VW with the engine in the front. It wasn't too bad for the 944, which was seen as better than the 924. Calling the 928 Porsche a replacement for the 911, killed enthusiasts' acceptance of the car almost immediately.

In 1989, the 964 911 was accepted as an okay replacement for the G50 911, and the 993 911 was seen as a suitable evolution (now considered by some as the best 911).

And then...and then in 1996 the 911 996 debuted in Turbo S and GT form. The remaining models came out in 1997. The 996 was—of all things—liquid cooled! “Oh, we can't have this,” said so many people with opinions on the car. “The headlights aren't round. They look like scrambled eggs!” The

model then took off, with over 175,000 produced from 1996-2006. Evidently it was a real Porsche after all. It was certainly easier to own and drive, regardless of the IMS scare that affected roughly 5% of 996's over the car's life span.

One of my memories of the 996-I stems from a track day at Road America around 1998 with my brother in his BMW. Many brands of cars participated, including Porsches, BMWs, VW's, American and Japanese cars, everyone was there and welcome. I got a ride in a 930 which I still remember today, but the star of the weekend was the new 996. It was the only car to break 100mph on the long Road America front straight. Real Porsche? You betcha.

But then it got really bad. In 2002 the Cayenne SUV bowed to much yelling and booing, but went on to sell in record numbers. Production hit 500,000 cars in 2019. The Macan is enjoyed by even more drivers than the Cayenne, and the Panamera is recognized as the sports car of luxury sedans. These cars all drive like the sports cars of their segments, and sales show their acceptance in the car market.

We won't get into the new turbo cars with smaller power plants. Let it suffice to say that Porsche has done a good job giving us great sports cars while meeting the EU fuel efficiency and pollution laws.

The controversial Taycan is the current "it's not a real Porsche" due to being electric (gasp!) and consequently not providing the traditional Porsche exhaust note. It's even capable of driving itself, and what Porsche owner wants to be driven around? We'll see over time if the Taycan is accepted as a "real" Porsche.

Through the history of Porsche, the company's cars have always been a cut above, and even the models that are not accepted at launch become aspirational as they age. They're all Real Porsches, regardless of their purpose, and Porsche continues to lead the way.

So until next month, stay safe, stay healthy, and as always, Wax on-Wax Off!

Gus (same person, this is my Marine Corps nickname, which I prefer to my given name Rich)

- *Gus*



We have had an influx of New Members joining SIR the past two months, even despite COVID 19. Even though our Activities and Events are being revised, the spirit and enthusiasm of our Club has not waned.

Please search out New Members at our future Events and help to make them feel welcome to SIR. New Members are the life blood of any organization and help to sustain and grow our Club. Thanks to all Members, Affiliates, Sponsors and Friends of SIR for their continued support.

- Scott

Gold Level Sponsors



Here is our club's Treasury Report:

Previous balance.	\$ 5,902.10
New balance.	\$ 5,902.10

- Criss

Gold Level Sponsors



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Hi, Everyone.

There are two new additions to the SIR website. Thanks to Michele Dora and Mike Mammoser, I have posted pictures from the Overlook Drive. New, too, are photos Curt Hamilton shot while enjoying his Porsche in various parts of the USA. See the home page for links.

PCA recently hosted a webinar for its region webmasters. Three presenters covered issues such as online security, the annual website competition, coming changes to PCA's website, and planned opportunities for integrating certain features from that site into region sites.

Security is the most pressing issue, with PCA insisting that all regions be hosted on secure servers. 100 out of 144 active region sites are now on secure servers. 60 of those are hosted by PCA. I am recreating our site with different software in preparation for a move in early September (sooner, if possible).

Another issue concerns the publishing of members' personal information such as email addresses and phone numbers. PCA would prefer that we keep that information off of our sites. One of the presenters said they were able to provide PCA email addresses for use on our site for officers that will mask their true email address.

Our revised site will still contain Member Profile pages for everyone willing to participate. If you have a page on the site, please review it as soon as you can and tell me if any changes are needed before I move the site. This is one of the features that help prospective members decide to join us. I will, however, remove email addresses and phone numbers when updating these pages.

The biggest "selling" feature is the collection of Event Pages. The photos and captions from our drives and social events clearly illustrate the appeal of our activities and the degree of participation. The site currently covers years going back to 2010. I may need to delete some of the oldest years in order to finish in the next few weeks.

Regarding the website competition, a team is developing a simplified online scoring system to make judging quicker, easier, and "less subjective". The competition has always struck me as being less about effective communication, user friendliness and good design (all subjective qualities) than about how many boxes can be checked on a list of required elements. If you read the rules and judging criteria, you might agree with my opinion.

Finally, PCA is building new features into its website. We may be able to include these features or portals to them over the next year or two. This would expand the information and resources available to our site's visitors. In the end, the SIR website should be safer from hacking, members' privacy should be increased, and the site should eventually provide more informative content and helpful tools.



- Jerry

Bronze Level Sponsors



*From the Event & Membership Chair
Mark Roethemeier*

Events Page August

Our most recent drive to the Overlook was a nice day for a drive. There was a possibility of showers but it did not rain, unlike the last week which has been one storm after another. As Johnny Carson used to say, timing is everything. So, we started out and added a couple cars along the way. I believe we had 16 cars which is not as many as we usually have for this drive, but then the conditions are unusual, to say the least! We stopped at the McDonalds in Tell City for a possible bathroom break. On the way out I heard some folks say, "did you see all the Corvettes across the street in the parking lot?". Well it is good to be noticed, but surprising to hear we were Corvettes!?! It is OK....

After the stop we took off driving along the Scenic Ohio River Drive and thru Cannelton. I little farther along the river and then we turned north into the Hoosier National Forest. Fortunately, we had a very clear run of it until we got to Sulfer where we got behind a Caddy, but they were surprisingly moving right along. Wow, the road is a treat. One turn after another with ups and downs, through the trees, and the one 180 degree tight turn back going up a hill. Great handling cars like Porsche really shine. We made a couple stops along the way to be sure everyone was connected and then we proceeded along the road.

The Overlook, as always, took good care of lunch. Everyone ordered individual plates and the plates were brought out separately. We sat in the room that looked down on the Ohio, and there were nice discussions and some laughs. It was nice to be out driving a Porsche and having Porsche friends!

Possible Events

Some of our favorite events have been those that include an enjoyable drive in our Porsches and end up at a pleasant restaurant for good food and socializing. The size of our group and the ability of the restaurant to accommodate us with distancing is still a factor for most places to be able to accept us....but the time is coming and at least I have been able to talk to them and get on their calendar!

Possible drives and destinations...in no particular order. I'm really trying to call on fond memories!

- The Indiana 66 drive thru the Hoosier National Forest to the Overlook Restaurant
- The drive to West Baden for lunch in the Sinclaire Dining room
- Drive thru the KY countryside to Patty's restaurant. (Newly remodeled and have been told it looks great)
- Drive thru KY to Rough River State Park with lunch in the Lodge dining room
- Drive to Jasper for a German Lunch at the Schnitzelbank
- Others....

The drive to Patty's looks like it needs to be delayed to later. KY has new orders from the Governor that restaurants are not allowed groups of more than 10 and capacity has been moved back to 25%.

KY destinations will not work for us for now....but maybe later.

I am looking into something on the Indiana side for Saturday 8/15.

Susan and Jerry Jindrich do a great job of taking pictures of our events. Take a look at our website to rekindle some memories.

<http://www.sir-pca.org/>

New Members

Bradley, Curtis

P.O. Box 39

Ridgway, IL 62979

2005 Boxster S Silver

2011 Cayenne S Silver

Welcome to Curtis

Dupont, Stephen

6408 Newburgh Rd
Evansville, IN 47715
2014 911 Carrera 4S Cabriolet Black

Welcome to Stephen

Gupta, Raghav

2088 Willow Lake Dr
Newburgh, IN 47630
2020 Panamera

Welcome to Raghav

Lohden, Aaron

2121 N Thomas Ave
Evansville, IN 47711
2018 Macan Turbo Aggregate Gray

Welcome to Aaron

Merrick, Randy

6917 Lincoln Avenue
Evansville, IN 47715
2015 Boxster S Grey

Welcome to Randy

Shane Oser

6407 West State Road 64
Huntingburg, IN 47542

944 Guards red

Welcome back Shane

Upcoming events

August 7-9: Spring Thing 2020 in Johnson City, TN. (Now Canceled) Hosted by our friends at the Smoky Mountain Region, this includes a welcome reception on Friday, Concours d'elegance and drive tours on twisty back roads and an awards banquet on Saturday, and autocross events at Bristol Motor Speedway on Sunday. Registration is here -

<https://greenriverdistricthealthdepartment.fullslate.com/services/31452?location=5>

August 15 Sat: We will have to reschedule Pattys as KY currently is restricted to groups limited to 10 or less.

I am looking at scheduling one of our favorites...A drive to Jasper for The Schnitzelbank...German Porsches and German food!

Sept 12 Sat: Drive to West Baden. One of our most popular destinations. If you have not been to West Baden and the domed hotel, it is magnificent. I have been many times and it always thrills me to walk in. A historic and fabulous place. We will be sure to take an interesting and fun drive!

September 11-13: Fall Festival DE at Putnam Park. This driver education event is hosted by our neighbors at the Kentucky PCA Region. Learn how to refine your driving line, locate landmarks on the track, and increase your comfort level with certified driving instructors. Putnam Park's 1.8 mile, 10-turn circuit is great for all levels, from rookies to experienced racers. It has also been freshly repaved, adding to the experience! Information is here - <https://kypca.org/driver-education/>

Sept 19: Saturday – A new local Henderson Street festival. Curt Hamilton is a part of the organization. We will have a prominent place to park our Porsches along the street and then an opportunity to visit the street vendors.

SIR Calendar of Events

SIR 2020 schedule

8/7-9 Spring Thing in Johnson City, TN by Smoky Mountain Region

8/15 Sat Drive to the Schnitzelbank

9/5 Sat First Saturday gathering at D-Pat 9am

9/12 Sat Drive to West Baden

9/11-13 DE event at Putnam Park

9/19 Sat Henderson Porchfest

10/3 Sat Huber Winery – 4 PCA region gathering

10/2-4 DE Pumpkin Run at Putnam Park sponsored by CIR

10/10 Sat First Saturday gathering at D-Pat 9am

10/24-25 Rennsport Dragon Rally

Other events will be scheduled as possible

Green - Scheduled SIR driving event.

Blue - location to be determined. These are a non-driving events for SIR.

Orange - Informational notation of other area/zone events of possible interest to our members

Purple - Party/Social event. Does not include an SIR “sponsored drive”

*Planning ahead gives you the best chance to avoid conflicts.
Good times can happen to you when you
participate! Mark*

Is your member info up to date?

What all members need to do!!!

Membership info...what we all need to do!

What I need to suggest is that we all need to sign onto the PCA website and review our personal info/data. Many of our members have cars listed they no longer own or have not listed new cars they have acquired. There are also addresses, phone numbers, etc that could be updated.

But, one of the most important opportunities you have as a member is to be able to identify a “Co-member” to your account. There is no extra cost to do so! The co-member allows for an email address of the co-member that will allow for communication from PCA but also more importantly from SIR. If your co-member likes to keep track of their own schedule for planning purposes or for club news, they can be sure to receive updates from SIR. They also have access and privilege to other PCA services and info.

If you have not signed on to the PCA website for a while....it would help to have your member id, like on the front of your PCA ID card. If you remember your password, you are ready to go! If not, you can choose the “forgot password” path. Or, if it becomes too much of an issue, you can call

PCA for help Phone: (410) 381-0911

Still having trouble...I will try to help you get signed on.

Once signed on, of course there is plenty of Porsche PCA news and info to look at.

At the "home" page ...place the cursor over Membership, and then choose Account

Then, choose "edit" which will display your personal data. Check it over for correctness.

Then, next to account and under edit, select Membership (in red) which will allow you to create a co-member. Fill in all the info you can, add the email for communication from PCA and SIR and you are "good to go". Be sure to save each screen where you change or add info. The save will be at the bottom left (scroll down and down).

When it comes to adding the co-member, the only person that can do this is Member or by the member calling PCA... Phone: (410) 381-0911

If you need help or have questions I'll do all I can. I'm more than happy to help you out.

Mark 812-454 3035

Mark



From the PCA Zone Rep



PCA Sim Racing provides fun and competitive online racing against members from all 14 Zones!

Join PCA members from all 14 Zones.

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>

FOR MORE INFORMATION: <https://peasimracing.com>



PORSCHE CLUB OF AMERICA



Thanks for reading the newsletter and making SIRPCA the great club that it has become. Please send comments, questions, criticism to me at davehoss@fastmail.fm or any SIR board member. We need your feedback to make the newsletter and the club better in 2020! Remember, please send me an article for the newsletter. We're always interested in your Porsche related experience!

I also want to thank Jerry Jindrach for providing most of the graphics you see. Jerry is an invaluable asset to the club. He and Susan also take most of the pictures you see here and on the SIR PCA web site.

In addition I would like to thank Jerry & Susan Jindrach for helping me proof the newsletter. Another set of eyes is always good and appreciated.

Dave



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