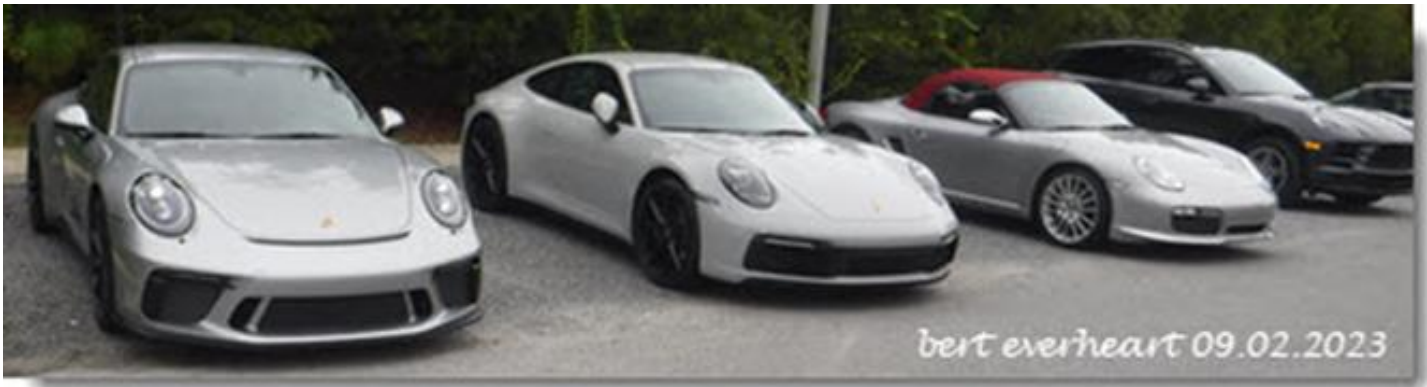


# Der Porsche Brief

North Florida Porsche Club of America



IN THE FAST LANE

## PORSCHE AT INDY

There are two very famous races with storied and long histories. The Indianapolis 500 and the 24 Hours of Le Mans.  
Part II

NORTH FLORIDA

## 4TH ANNUAL ROBERT C. WILSON MEMORIAL AUTOX

AutoX weekend Socials, Race, After Holiday Party, and Special Sunday Dine and Drive highlights.

IN THE SPOTLIGHT

## MARDI GRAS SNO-BALLS, LLC

AutoX vendor Mardi Gras Sno-Balls, LLC joined us at the AutoX.

IN PCA NEWS

## PRESIDENT'S CORNER

Michael Lee's 1st quarter 2024 message - an introduction and invitation to join in our events.

IN THE RACING WORLD

## 24 HOURS OF ROLEX

Steve Bolles and family had a great time at the 24 hours of Rolex event, Check out the videos!

NORTH FLORIDA

## DIRECTORS PAGE

Meet the Board of Directors - online profiles now updated.

## PORSCHE AT INDY - PART II PORSCHE TYPE 940?

By Roy Vaughn

In Part II we are going to look at the Porsche factory backed Interscope Racing entry of 1980, the Type 940. Or rather, the Porsche Indy 500 entry that almost was.

Here's a recap from Part I. There are two very famous races with storied and long histories. The Indianapolis 500 and the 24 Hours of Le Mans. Indy hosted its first race in 1911 and will host its 108th running in May 2024. The 24 Hours of Le Mans first ran in 1923 and will celebrate its 92nd running in June 2024.



Porsche, since its inception, has had a varied and distinguished history at Le Mans winning at every level from small-displacement class wins to a many-time overall winner. And while Porsche has had spectacular success at Le Mans, at Indy, not so much. Even though Porsche has not been successful at Indy, doesn't mean that the efforts haven't been interesting. We give you the Porsche Type 940!

There are various stories on where the Type 940 program originated. Some authorities say that Porsche management leaders in Zuffenhausen began toying with the idea of

an Indy 500 entry in the mid-1970s. Others state that Jo Hoppen, the competition director for Porsche+Audi Division of Volkswagen of America, began to lobby Zuffenhausen for an Indy 500 program. Regardless of the origin of the program, in 1978, Porsche reached an agreement with Interscope Racing to enter the 1980 Indianapolis 500.

Interscope Racing was owned by Ted Field of the family that owns Marshall-Field Department Stores. Interscope was an entrant in Formula 5000, IMSA, Indy car, and occasionally even in Formula One. They had a successful IMSA sports car team having won the Daytona 24 Hours in 1979 with Danny Ongais and Hurley Haywood in a Porsche-customer 935. Danny, a native Hawaiian, was variously nicknamed “the Flyin’ Hawaiian” or more commonly “Danny On-the Gas”. In 1978, with the Interscope Racing Team, he won 5 Indy Car races, particularly on the fast ovals. Porsche decided that Interscope was the way to go to the Indy 500.



Work started on the engine with the major changes being a reduction in displacement from 3.0 to 2.65 liters to comply with then current Indy Car regulations. Also, one of the turbochargers had to be removed since the rules only allowed for a single turbo.

New cylinder heads and other modifications were required for the engine to run on methanol, the fuel used in Indy Cars.



Estimates of engine output vary between 630 and 800 HP at 9000 RPM. The new engine was to be mounted in a chassis being co-developed by Porsche and Interscope Racing. That car would become the Type 940 and was being designed to take advantage of the lighter weight and lower physical profile of the Porsche engine which would allow for improved aerodynamics.

In the fall of 1979, the Interscope Porsche began testing with Ongais at the wheel. The testing was with the engine in an old Interscope Parnelli chassis since the new Porsche chassis was not yet available.

Porsche's timing couldn't have been worse. U.S. open-wheel racing was in a civil war. On one side of the conflict was the United States Auto Club (USAC) and on the other side was newly formed Championship Auto Racing Teams (CART), a group of car owners that were at odds with the way the sport was being governed.



At that time USAC was writing new regulations for turbocharged engines. The V-8 Cosworth would be given a max of 23.2 PSI of boost pressure, the 4-cylinder Offenhauser turbo 29.0 PSI, and Porsche's six cylinder would be in the middle at 26.1 PSI. The concession to the six-cylinder engine angered some competitors, in particular A.J. Foyt, who lobbied USAC for "simplified" rules governing turbo boost. He wanted 29.0 PSI for all four-cylinder engines and 23.2 PSI for engines with more than 4 cylinders.

Porsche continued to test the InterScope car with the car showing serious speed. An Indy 500 qualification simulation at Ontario Speedway, virtually identical to Indy, Ongais posted a four-lap average of 190.761 MPH. (The pole qualifying speed for the 1980 Indy 500 was 192.256 MPH.)

A month out from the 1980 Indy 500, the governing body caved into pressure from other Indy car competitors and "simplified" the rules governing turbo boost. The Porsche engine would now be allowed only 23.2 PSI of boost pressure and not the 26.1 PSI previously mandated.

This new limit meant that Porsche would be giving away 80 HP to its nearest rivals which nine weeks before the race was impossible to overcome. Having invested time and money in the Indy Car effort and having an engine designed to run on the higher boost pressure, Porsche took the only action available and terminated the program. "The height of unfairness." and "The biggest disappointment I have ever experienced in motor sport." Manfred Jantke, Porsche Head of Sports was quoted. For several weeks Jantke attempted to negotiate with officials but to no avail.



At that point, the Porsche executive board issued the statement “a grave and disappointing decision for the company.” Porsche withdrew from the Indy 500 before a single practice lap at Indy could be driven. The ten engines and four cars which have been built to date were useless, fit only for a museum.

Interscope Racing and Danny Ongais would go on to qualify 15th and finish 7th in the 1980 Indy 500 with an older Parnelli chassis with Cosworth power. What might have been!

[In Part III, we move on to the late 1980's as Porsche attempts to go Indy Car racing again.](#)

# 4TH ANNUAL ROBERT C. WILSON MEMORIAL AUTOX WEEKEND

By Michael Lee and N FL PCA Membership Contributors



Pictured left to right:  
 Sonnenschein Region 2024 President, Kevin Marshal  
 Zone 12 Representative, Leslie Sikorski,  
 North Florida Region 2024 President, Michael Lee.

The 4<sup>th</sup> Annual Bob Wilson Memorial Auto X weekend kicked off with a social, Friday evening at Island Wings.

One of the special aspects of this event was the participation of the [Sonnenschein Region](#) along with the [PCA North Florida Region](#) and attendance for the whole weekend by Zone 12 Representative Leslie Sikorski.

The Bob Wilson Memorial Auto X began Saturday morning with Tech Check, Safety Briefing and Course Work. The weather held long enough for everyone to run the course four times.

**A great day of Auto X - Special thanks to Wally Lindenmuth for making it all possible.**

## The 2024 AutoX Winners

The Ladies Division winner:

*1st - S. Bolles.*

She also had the most improved time.

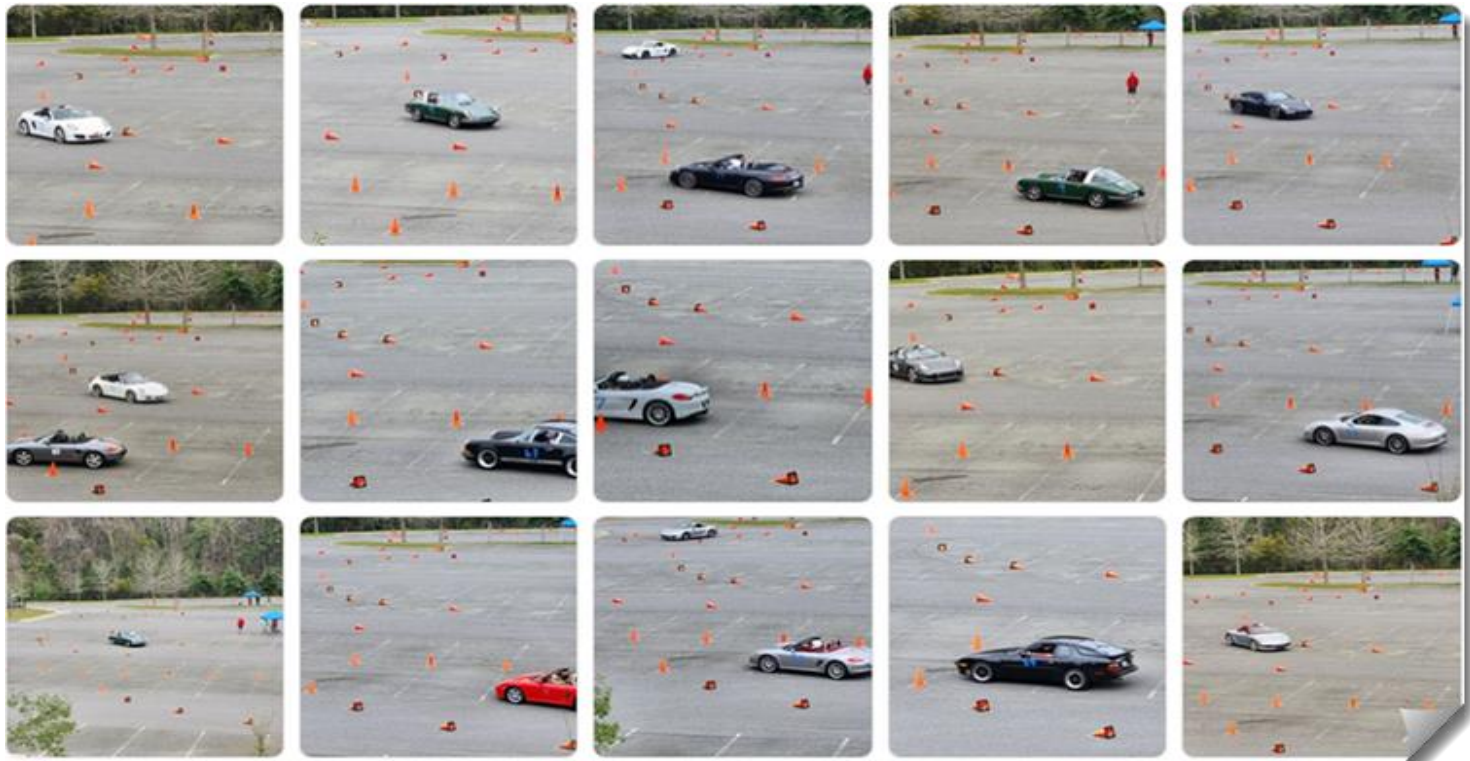
Men's Division winners:

*1st - B. Jacobus*

*2nd - B. Taylor*

*3rd - J. Jericho*

Our youngest competitor was 16 years old and from [Sonnenschein Region](#).





Bob's wife, Christa was our special guest at the 2024 After The Holiday party held the Saturday evening after the Memorial Bob Wilson Auto X.



Our After The Holidays party was held at the Blue Halo restaurant, and a great time was had by all. Shirley Kerns handled all the door prize logistics and everyone took something home.



The bonus for the **Bob Wilson Memorial Auto X** event was the **Sunday Dine and Drive**. Special thanks to our cruise director, John Sipay, who orchestrated the wonderful drive ending with lunch at Wakulla Springs Lodge. All-in-all a terrific weekend. Too many participants to thank, however, Steve, Shirley, John, Wally, Kevin, Spencer, volunteers galore and Leslie Sikorski are just a few.





## In the Spotlight: Mardi Gras Sno-Balls LLC



Special shout out to our food vendor at the 2024 Bob Wilson AutoX:

**Mardis Gras Sno-Balls, LLC** owned by David Paul. Their refreshments were a great addition to the event.

Thanks also, to Spencer Gilleon for coordinating their appearance!

## PRESIDENT'S CORNER: MICHAEL LEE

2024 President North Florida Region of PCA



### Greetings, North Florida Region of the Porsche Club of America (NFL PCA)!

For those of you I haven't yet met, and as your 2024 President, let me introduce myself. As you know, Porsche ownership is required to even be a member of the Club, and mine is a 2002 911 Carrera Cabriolet. For those of you more into the model numbers, this is a 996. It is very close to my daily driver...except in forecastable inclement weather.

We all have great enthusiasm for our cars and often when we meet, we first identify folks by their ride. The great thing about the club is that as long as you own a Porsche, no one cares what it is. You will find one of the outstanding attributes of our club members is the lack of snootiness. No one looks down on your Cayenne because you are not a serious race driver. You own a Porsche, you are welcome. You often hear at a NFL PCA even the Porsche phrase, "It is not just the cars...it's the people." This is especially true in our Region.

Our Region is spread over a broad area from just west of Jacksonville to the Destin area, and we currently have more than 225 members. We have events for everyone.

Every third Wednesday we have a social get together that is just that-social! You don't have to be car-centric to attend. Come on out and just meet our fabulous members. They are great people who you will be pleased to meet.

Sometimes we plan larger events like the one held the weekend of March 8-10, which will truly included something for everyone. The weekend was kicked off with a social on Friday evening at Island Wings Bar and Grill from 5-7p. Saturday was our annual Robert Wilson Memorial Auto X. If you are unfamiliar with what an Auto X is, check out [Tech Tactics LIVE: What you need to know about autocross and speed secrets](#)

Saturday evening we held our After The Holidays dinner party at [Blue Halo](#), which will included a Tech Quiz for a special prize. The food was as fantastic as the company.

Our weekend concluded on Sunday with a Dine and Drive. This non-competitive event was both fun and educational. The drive ended at the [Wakulla Springs Lodge](#) where we enjoyed lunch before dispersing. Whew! What a weekend.

Socializing, competitive driving, relaxing driving, and an educational quiz. These are the types of events we will have throughout the year. Please come join us and be a part of the fun.

## 24 HOURS OF ROLEX

By Steve Bolles

The journey began with Daddy Bolles driving down on Wednesday afternoon to secure a camping spot in the infield. The gate official was kind enough to allow entry before Thursday morning's massive rush. Unfortunately, Sarah was delivering the food and beverage coolers Thursday evening. Dilemma, do I risk leaving the infield and not being allowed back in or stay and hunt for something to eat? I chose the latter. After roaming the pits, I found a food vender from Charlotte NC who provided me with a fried bologna sandwich and a coke.

Thursday began with the camping areas filling up with race fans setting up for 4 days of race filled fun. Practice laps were the day's agenda. Seth and Sarah arrive with all food and beverages.

Friday's BMW challenge race found a Porsche Cayman winning on the last couple of laps due to some great fuel management. George and Ansley arrive Friday evening in the 912 and join the other Porsche's in the Corral.

Saturday morning, thanks to Steve LaRosa, directed [George and Seth in pushing of Mike Smith's Porsche 935 Jägermeister race car to the starting grid.](#)

Rolex 24 begins, and we enjoyed wonderful fireworks display at 10:00 PM.

Sunday found the number 7 Porsche 963 in the lead and was the overall winner.

Great weekend and wow, did home feel good.

Cheers,  
Steve

**Extra:** Thanks to N. FL PCA Member John Sipay for sharing this link to the [video that Porsche produced on their winning efforts at this year's Daytona 24!](#)



# BOARD OF DIRECTORS

## Updated Board of Directors Biographies



### **Michael Lee - Tallahassee, FL**

**President** - Growing up in Champaign, Illinois, his father's insurance agent pulled up to the business one day in a Guards Red 914-6. He was a young teenager but he was hooked on Porsche. Michael thought it was the most beautiful car he had ever seen. Currently, he and his wife Laurie own a 2002 Carrera Cabriolet, 3.6i, 320 H.P. Flat 6 in Arctic Silver Metallic, which serves as Michael's daily driver in his real estate business. They recently drove the Blue Ridge Parkway looking at fall leaves and are planning some other longer drives. He currently helps manage the PCA NFL Facebook page.



### **Russ Aldrich - Santa Rosa Beach, FL**

**Vice President** - Russ is the Chief Financial Officer for Randy Wise Homes Inc. in the Destin/Ft Walton Beach area. He is a long time PCA member, beginning in 2006, and has served on the North Florida Region Board of Directors in the past. He has owned a 1988 928 and currently drives a 2015 Boxster. He lives in Blue Mountain Beach with his wife Cindy and enjoys spending time with family and his four granddaughters. He enjoys working on the "never ending" small projects around their house and occasionally playing golf (badly) with his family members.



### **James Sterrett - Lynn Haven, FL**

**Secretary** - Joined Riverside PCA in 1976 as an airman first class with a 1966 911. Serve as board member and Riverside President in 1985 with 1975 Carrera Targa. I've also enjoyed owning several Porsches over the years including 924s and a 914. Susan and I moved to Lynn Haven in 2017 and share 4 children and 4 grandchildren. Our stable contains a 2011 Cayman and a 2015 Macan S. People make Porsche great, and people make our club great.



### **Bruce Gould - Tallahassee, FL**

**Treasurer** - Bruce was a freshman in high school when a friend invited him to ride along in a local car rally. After that first ride in the friend's 914, he was hooked on the Porsche brand. It took quite a few years before he was able to purchase his first 911 but the wait was well worth it. His current Porsche is a 2018 Macan S. A sport SUV with Porsche comfort and performance, a great way to travel down the road with his wife Elizabeth and their new granddaughter.



### **Roy Vaughn**

**Membership Chairman** - Roy spent 28 years as an United States Air Force (USAF) pilot and retired as a Lt Col. After active-duty retirement, he worked as a Department of the Air Force Civilian at Air Force Special Operations Command for an additional 15 years. His first Porsche driving experience was in an Air Force friend's 914. He and his wife, Janelle, own a 1986 944 that was a Zuffenhausen delivery while stationed in Europe, and a 2015 sapphire blue Cayman. He has been a PCA Member since 2009. Roy is an avid race fan and has been ever since listening to the 1959 Indy 500 and always looks forward to the annual family trip to the Indy 500. His other interests include building 1/43rd scale model cars, one of which is on display in the Barber Motorsports Museum in Birmingham, mountain biking, and playing guitar (very badly).



### **Bert Everhart - Shalimar, FL**

**Director** - Bert is a serial Porsche owner having started with a 944 while stationed in Germany in the 90s, 2005 Cayenne which led to his entry into the PCA, 964Cab in Oman, 06 Boxster S, 2 x 17 Macans and current 15 991.1 convert. Bert believes Porsches are for driving, spiritedly.



### **John Sipay - Tallahassee, FL**

**Director** - John's Biography update is in progress.



### **Scott Roberts - Destin, FL**

**Director** - Scotty bought his first Porsche, a 1973 911T, brand new in London when he was flying F111E's at RAF Upper Heyford, UK. He joined PCA that year. He Married wife Jan in 1977 when she owned a 1971 911T. They belonged to Ark-La-Tex Region in Shreveport, then War Bonnet Region in Tulsa and attended Porsche Parades in '76 in Brainerd, '77 in San Diego, and '78 in Aspen. Scotty is a retired USAF Lt. Col. living in Destin, and owns a Midnight Blue Metallic 997 Carrera Cabriolet.



### **Spencer Gilleon**

**Director** - Spencer's Biography update is in progress.



### **Scott Groundwater - Bluewater Bay, FL**

**Director** - Growing up in Buffalo, New York, Scott's passion for sports cars started in the early 70's when his father purchased a used Triumph TR3. A few years later, while coming home from his newspaper route, he saw his first Porsche 911 parked on a side street. At that point, it became his dream car. After high school, Scott joined the USAF. He retired from Hurlburt Field after 21 years of service. Having 6 assignments in his first 9 years, owning a 911 kept getting shelved. A special duty assignment to Hurlburt's 16th SOS on AC-130's landed him on the Gulf Coast. After owning several BMW's and an Audi S4, Scott finally achieved his lifelong dream when he purchased his first Porsche. Scott and his wife Regina live in Bluewater Bay and currently own a 991 Carrera S Cabriolet and a Cayenne Platinum Edition.

# EXTRA! PANAMERA MAGAZINE: FROM THE REGIONS EMERALD COAST DRIVE TO DONATE PG 100



## Porsche Club of America

NORTH FLORIDA REGION

IT'S NOT JUST THE CARS — IT'S THE PEOPLE

Please don't miss the March issue of Panorama and the first page of the "From the Regions" section for a photo of our Region donating to "Feeding the Gulf Coast", the food bank servicing the 5 western counties of our Region.

We received the following email with regard to our event from "Feeding America" National Office.

Good afternoon, Roy,

I'm a new member of the PCA (Chicago Region), and I was pleasantly surprised to see our great partners, Feeding The Gulf Coast, featured in the recent March Panorama. I'm confident that Anna and the team provided a warm welcome and experience for you and your fellow PCA members. Your support is vital in providing nutritious food, community support and fostering long-term solutions.

Please extend a hearty 'Thank-You!' to the rest of your PCA region from us.



▲ "Members of North Florida Region presented a \$2,000 donation to Anna Goretski of Feeding the Gulf Coast as part of our region's Drive to Donate. The donation will provide up to 10,000 meals for the food insecure of the five western-most counties of our region."  
—ROY VAUGHN  
North Florida Region

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On 2 December Members of the North Florida PCA Region presented a \$2000 donation to Anna Goretski of "[Feeding the Gulf Coast](#)", the food bank that services the 5 western-most counties of our Region. Our donation from the "Drive to Donate" will provide 10,000 meals to the food insecure of our area. After our presentation it was off to David's Catfish House in Milton, FL for some good old southern cooking.