



PCA 50th Anniversary and Membership Station at Sebring 12 Hour in March

There will be a PCA 50th Anniversary and Membership station within the Porsche Corral at the Sebring 12 Hour race on Friday, March 18 and Saturday, March 19. The Porsche Corral is hosted by Porsche Cars North America and by Florida Porsche dealers. The Porsche Corral will be located on the right side of the entrance road shortly after you enter the Raceway through the main gates. The International Motor Sports Association (IMSA) is supporting the Sebring Porsche Corral with scheduled appearances by Porsche racing teams race drivers for informal talks and autographs. In addition, IMSA will offer strictly supervised Parade laps of the track on Friday afternoon with a two lap maximum open to the first 100 registered Porsches on a first come, first serve basis. Join us at Sebring for the 53rd Annual Mobil 1 Twelve Hours of Sebring, March 16-19.

For information contact Ruben Ledesma, 10216 Hunt Club Lane, Palm Beach Gardens, FL 33418. 561-627-7645, rl986@bellsouth.net.

Mid America Motorwork's Annual "Get Your Parts Before Summer Starts" Swapfest



Get the parts you need for your Corvette, Porsche, Classic Volkswagen and New Beetle.

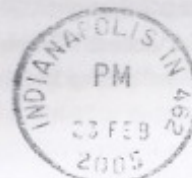
Saturday, April 2, 2005 • 8 a.m. to 3 p.m.
Mid America Corporate Campus, Effingham, IL.
(Visit www.midamotorworks.com for directions)

- **Reserve Your Exhibitor Space Today** - Call 800-279-0487 and mention code SFCL55 or register online at www.midamotorworks.com
- **20'x20' Exhibitor Spaces:** \$50 each (non-refundable), limit two spaces.
- **NO Commercial Exhibits:** All private sellers - only Corvette, Porsche and Volkswagen parts, accessories, or memorabilia allowed for sale.
- **Scratch & Dent Area:** Mid America will sell returned, scratched, and discontinued parts at discount prices.
- **Catalog Sales:** Catalog orders placed at Swapfest, during show hours, receive 10% off, plus free ground shipping.
- **FREE admission to the public!**
- **Sell Your Car!** "Car Corral" registration is \$25 per vehicle (non-refundable), limit 2 spaces.
- **Shipping Available:** For your convenience, you can ship purchases if you do not want to transport the items yourself.

RESERVE YOUR SPACE TODAY!

Central Indiana Region
Porsche Club of America
4700 Herbemont Road
Martinsville, IN 46151

232.6422



Feb 2005



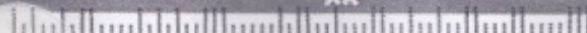
Address Correction Requested

**MICHAEL ROBBINS
7533 WESTFIELD BLVD
INDIANAPOLIS IN 46240-2834**

5/20/05
MAY 19
10-30 PM

THURS 17
10-11 PM
10-11 PM

246-10-30 PM



Letter from the President

What do you do after watching a few hours of the Rolex 24? You take advantage of the 50-degree weather and knock the rust off your rotors and take a spirited drive. It's not a dream. I was able to do this while taking advantage of the unusually warm February weather.

Before you know it, registration for Spring Brake will be full and you won't be able to attend. You have signed up for Spring Brake, haven't you? It fills up fast, and on February 5th we opened registration to non CIR members. March 1st registration is open to everyone if there is space available. Go to the website www.cirpca.org and sign up ASAP.

I'm sorry to report that long time club member Chuck Langsenkamp passed away on February 8th at the age of 69. Chuck helped to write the club bylaws and has held almost every office, including President. Chuck drove a 1980 Porsche 924 named "Prosit", one of the finest examples of 924 I have ever seen. Chuck's Huber Winery tours celebrated its 21st year in 2004! The tour is the longest running club event, all due to Chuck's dedication. The loss of CIR history and stories is hard to measure. But his impact on the club will never be forgotten. You can visit <http://chuck.langsenkamp.com/> for more information on Chuck and his hobbies.

You haven't gotten your SAP USGP tickets yet? Why not? We have a limited supply of club tickets left. If you want to sit in the best seats in the house you need to visit www.cirpca.org and order them online. Only members that buy tickets through the club can participate in many of the special upcoming USGP events.

UPCOMING EVENTS

February

11-20 2005 Chicago Auto Show

MARCH

8 Club Meeting 7:30pm
@ Union Jack's - West Side
18-19 PCA 50th Anniversary Corral
at Sebring 12 Hour Race

APRIL

2 Mid-America Motorworks
"Swapfest" Effingham, IL
9 O'Daniel Porsche Tech Session
Fort Wayne
12 Club Meeting 7:30pm
@ Mickey's Irish Pub- Carmel
16-17 Spring Color Tour
Morristown - Cincinnati
22-24 Spring Brake Driver's Education
Putnam Park Road Course
30 May Day III Cookout
Randy & Cindi Faunce Residence

I'm also happy to announce that Doug Livingston has stepped forward and will be the 2005 Race Chairman. Doug owns ProSport Drivers Group and is heavy into supporting club racing. He also puts on several track days at Putnam Park. Doug has several new ideas and suggestions for the race. Everyone needs to give Doug a big thanks and their support.

You may have noticed that we don't have any events scheduled for March, we made up for it in April!!! We have an event every weekend in April! Please try to attend at least one event. Your club is always looking for new events and members, if you have a suggestion please contact any board member or attend a monthly club meeting.

-Damon Beals CIR President

In Loving Memory of Chuck Langsenkamp



Charles Lewis Langsenkamp, affectionately known to everyone as "Chuck", passed away February 8th, 2005. He was 69.

Born in New York City to Eleanor and Charles Hendricks, Chuck spent most of his life in Indianapolis after moving there with his mother, who later married Frank Langsenkamp, in 1950.

During college, he spent a summer in Europe, purchasing an MG TC, which he had shipped back to the states, and enjoyed retelling the stories of his adventures there. Over the years, he's owned many of the well-known cars of the last 50 years, including MG's, Jaguars, Mustangs, and a Camaro, plus a couple Ford Broncos, and finally his latest, a 1980 Porsche 924 called "Prosit".

Chuck married Barbara Bretzman in 1960, he was a wonderful father to Chris, his only child.

Chuck gave much of his recreational time and energy to the Sports Car Club of America, and the Central Indiana Region Porsche Club of America. He served as various stewards and on the board of directors at several elected posts for both organizations, including CIRPCA President.

Everyone who spent time with Chuck, and knew him well, regarded him as compassionate, warm, and generous, ready to lend a hand to friends and neighbors at a moment's notice.

Gone from us too soon, it is with pride, adoration, and sorrow that this is dedicated to him.

-Chris Langsenkamp



Jim Scarborough



CAR OF THE MONTH



1988 928 S4

I was not looking to buy a Porsche, in particular. I was simply looking to update what I had been driving. My wish list included: a manual gearbox, 200 horses or better, and legitimate seating for 4. It seemed those three criteria were a difficult combo. Only one of the dozen or so cars I tried had it all - the 928 S4. Not only did it fit the bill on the main three, it also had the best ride, response to starting, stopping and steering, creature comforts, interior finish, all around exterior style - has there ever been car that looks as good pulling away from you as it does coming at you - best back end aesthetics - heck, this thing looks good from any angle - even the paint color and window tinting were just right. It wasn't a difficult decision.

That was nearly 14 years and some 281,000 miles ago (odometer currently @ 319k+). The 928 is my year-round daily driver. Add the occasional family road trip and scenic two lane drives, and this car does it all, very well.

The first month of ownership, I was introduced to the Porsche Club, and a previously unknown concept called 'driver education'. How cool is that? To drive my car on a closed circuit road course, as fast as my skills and nerve would allow? What a thrill!!

Now, several years later, it seems almost routine to drop the girls off at school on my way to a Friday event at Putnam Park, have a blast all day on track, then pick the girls up on the way home. How many cars on the road can do THAT?!?

In one six week period, the car was on four different tracks at five different events racking up well over 1,000 exhilarating track miles. On the mechanical side, the car has been easy to maintain - pretty much normal, shade-tree, do-it-myself routine stuff until it had nearly 200,000 miles. A new engine, replace the clutch, steering racks, new Bilsteins and Eibachs, a new CD changer, half a dozen updated speakers, miscellaneous a/c and other touch-ups, and it was ready for another ultra-fun, trouble free 100,000 miles or more.

While it's been suggested I should enter club racing and kick some butt, I'm not ready to gut the World's Best Family Road Cruiser and turn it into a dedicated track car. Maybe if/when Porsche starts building that new front engine car with the Cayenne drive train...

-Randy Faunce

A Letter from the Editor

Let me introduce myself, my name is Sean Lee. I was born and raised in the Indianapolis area. I bought my first Porsche, a 1976 914, when I was 21. It was a fun car but suffered from the dreaded rear suspension console rust. It took ten years but I bought another 914 when I was living in Los Angeles in 1999. I joined the Porsche



Club of America shortly thereafter. I decided that the 2 liter motor wasn't enough for me and started the process of converting to a -6. With the help of my mechanic we sourced a tired 2.7 RS spec motor and started the rebuild process. Not being able to leave well-enough alone, we added 944 turbo front calipers, Boxster rears, a roll cage, and numerous other goodies to the car. It's close to being mechanically finished and I look forward to the day when I get to actually drive it! With that car in the shop so long I needed another Porsche to drive. I started with an '86 951, then a '63 356 Super 90 Coupe and now I've got another 914, a '72 with a 2.0 in it. If you were at last year's Spring Brake you may have seen it. I love Porsche cars and 914s in particular, but it's the passionate people attracted to these quirky little cars that I enjoy most. I'm very active in the 914 Club and promote an event in Columbus, Indiana for the 914 crowd.

Now, with my introduction out of the way, Welcome to the revived Central Indiana Region CIRcular newsletter. I'm excited about my duty as newsletter editor. The CIR board decided that a newsletter is an important tool for communicating with all of it's members and has made it a priority. Look for the newsletter each month to contain a calendar of upcoming events, stories from recent events, information about the vehicles we all love, and articles on our members and supporters. I can use your help. If you have story ideas, or stories that you would like to share, please feel free to contact me at Editor@CIRPCA.org. Thanks for reading! I hope you enjoy it!!



Jim Scarborough





Provocative Design to House Porsche History in New Museum Opening 2007

ATLANTA, February 8, 2005 --- Dr. Ing. h.c.F. Porsche AG, Stuttgart, today announced details of the new Porsche museum in Zuffenhausen, a suburb of Stuttgart where the company has been based for more than 50 years. Intended to replace the current museum housed in a small building in the factory compound, design of the 50-million-Euro project, to be located adjacent to the factory on the main thoroughfare in the city, was awarded to Delugan Meissl architects of Vienna, Austria.

A total of 170 European architectural firms bid on the project, and Porsche chose Delugan Meissl from among ten finalists.

When completed, Porsche expects the number of museum and factory visitors to increase from 80,000 per year to more than 200,000. While the current museum can house only 20 cars, the new one at "Porscheplatz" will display more than 80. Construction will begin later this year and is schedule for completion in 2007.

The main exhibition area will represent Porsche chronologically and give a post-1948 product history. Visitors will have the opportunity to experience various 'theme islands' including: Targa Florio, The 917 Era, Le Mans and Evolution 911. The first floor will also house the

Porsche archive, the workshop used to restore historic vehicles, a display called "Experiencing the Porsche Cosmos," and a chronology of Porsche history prior to 1948, showcasing the designs of Ferdinand Porsche, who worked as an engineer for a variety of companies and created celebrated cars such as the Mercedes-Benz 55K, Auto

Union Grand Prix race car and the original Volkswagen.

Amenities will include a Porsche shop, a visitor's restaurant, a coffee bar and an exclusive restaurant with a large roof terrace. An adjacent parking facility will have a 300-car capacity, which will allow outside groups to use



the museum for events.

"This design is innovative, modern and challenging," said Dr. Wendelin Wiedeking, Porsche AG Chairman and CEO. "This new development will highlight our parent plant in Zuffenhausen, extending our reach far beyond the borders of Stuttgart."

The new Porsche museum will appear detached, forming a monolithic body that appears to hover above the ground and the first floor level. The building will contain an exhibition area of approximately 5,000 square meters.

CARS FOR SALE

1972 911 T PCA I class race car. RS front and rear bumpers, ducktail, 2.4L, MFI with rebuilt pump, Good condition, full cage, omp, weltmeister, simpson, lexan windshield, 3 sets of rims and tires, great starter race or DE car. No time to play. Will consider trades of 84 or older 911 targa, cabrio or coupe. 317-289-3672

1977 911S Sunroof Coupe. Exceptional condition for a 28 year old car. 92,000 miles with less than 1000 miles on a Farmer rebuilt engine and transmission. New clutch, SSI heat exchangers, MSD ignition, Crane coil, K&B air filter, fog lights, alarm system, new Blaupunkt AM/FM CD player with four speakers plus an alpine subwoofer, Weltmeister short shifter, lowered, factory Fuchs wheels, good Yokohama rubber, car cover, aftermarket rear spoiler, coco mats, lifetime front hood shocks, Silver with black interior. Complete history (it has been in my family since new) all records and manuals. Never driven in snow, very seldom in rain. Must sell (bought a Boxster!) 317-845-9058 or email jekel1962@iquest.net

1984 928S AT,PS,PB,PW,PDL, AC, sunroof, like new interior, fair paint, runs and drives well, new rack and pinion, tie rods, air pump, belts, hoses, etc... some spare parts, AM-FM Cass, 6 disc CD, metallic bronze with camel interior. Selling all my toys to upgrade to a newer street car. 317-289-3672

1967 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: Trallex aluminum trailer with new tires; original 930 whale tail and front spoiler. \$45,000. wblk@hand.md 317-471-4324

2000 996 Cab 17k miles; new tires; mirage/ black. best offer or trade for crew cab 4x4 or Japanese sedan +cash. Brice Guckien Zionsville 590-6364



Driver Education - Another Perspective

I've had this long running argument with my mother for years about my interest and passion for auto racing and high performance driving. She insists that it is simply a typical male macho thing, I argue it is more cerebral, like golf - all about technique, concentration and execution.

I've been thinking more about my approach to high performance driving since reading a recent article in Autoweek by Chris Economacki. In that article, Mr Economacki distinguishes great race drivers from great "racers". Jim Clark and Jackie Stewart were great racing drivers, their approach to racing was clinical, it was about car set-up, engineering and precision in driving. Great racers on the other hand are what most people (like my Mom) think of when they think of auto racing. This is all about the courage, bravado and aggressive bump and grind American oval track style racing. AJ Foyt comes to mind, and more recently Tony Stewart. No doubt the great racers make for good entertainment, it just isn't what lights my fire.

After 10 years of driver education and a handful of PCA club races, I will attest I am neither a great race driver nor a great racer! My interest in the sport is as keen as ever, for me it's the concentration and the precision that has me going back for more every year.

The racing bug got me very early in life. My Dad purchased a new '69 912 (Ivory w/Black 5 spd) when I was just eight years old. We lived 90 miles from Watkins Glen and

managed to attend just about every World Makes (Six Hours), Can-AM, Trans-Am, F5000 and United States GP until the Glen went under in the early 80's. To this day I have vivid memories of Jackie Stewart driving the L&M Chapparral, putting six inches of his left rear tire over the edge of the pavement on the exit of the infamous "90" on every lap! A little puff of dust in the same spot, every lap. I love the precision, and only through PCA driver education did I get a sense of just how difficult and challenging that is to do lap after lap.

I have surprised a good many people when I tell them that driver education is one of the most relaxing things I have ever done. Not lazy boy recliner relaxation but a mental relaxation that occurs after you realize you have spent twenty or twenty five minutes concentrating on a single activity. No phones, no pagers, e-mails, or children to interrupt, it is a great way to mentally unwind. A couple of hours of per day of track time will do wonders for your outlook on life.

As of today, February 15, CIR has just 12 novice slots open for our Spring Brake Driver education event open. Get your registrations in, last year we sold out of these novice openings with a few weeks remaining before the event. Come out and join the fun even if you are not driving, we'll have some great machinery on track. Mark your calendar, April 22-24 2005. Hawaiian Shirts are encouraged.

- Jim Scarbrough, CIR Driver Education Chair

Club Racing Report From Sebring International Raceway

Central Indiana Region was well represented by a few of our club racing competitors. Terry and Randy Heath, Mark Hupfer and Rick Fairweather all competed on the historic Sebring circuit. Starting the weekend off was a stiff cold wind on Friday's practice day, giving way to a warmer Saturday for sprint race qualifying and race. Mark Hupfer, in his new 2004 Porsche 996 GT3 Cup, was quick to come up to speed and contend with the 2004 Supercup Champion and current 24 Hours of Daytona race winners Wolf Henzler and Dominic Farnbacher. Mark qualified close to them and stayed with them through his sprint race finishing in third in GTC3.

Meanwhile, Terry Heath was getting pumped up for his attempt at winning his first race of the season in F stock. Terry qualified at the top of the starting grid and finished in second place. Rick Fairweather,

also competing in the F Stock class, finished his race in the most competitive Club Racing stock class in 17th - in a combined field of over 50 cars.

On Sunday, Mark and Terry enjoyed the return of high temps in southern Florida and prepared to compete in the biggest Club Race of the year. Both qualified second in class - Mark in the Black Enduro and Terry in the Red. They were happy but knew they had some stiff competition in the upcoming 90-minute enduro. Terry took to the track first and fought a long battle with the closest F car in the field. Never being more than 4 seconds behind, Terry took advantage of a full course caution and made a well-planned pit stop and came back out of the pits with 30 minutes to go and 7 seconds in front of the former class-leading car. With Terry laying down some of the hottest laps of the race, he was able to run well in front of his class and finished 1st in class and 7th

over all in a field of 62.

Mark took to the track in the later 90-minute enduro. It was as close to a Championship Supercup race as I have ever seen. Mark qualified 3rd next to the factory Porsche drivers. Not having been to Sebring in 6 years and his first weekend in his new car, Mark was turning great times. In the Florida sun Mark was running his car through the field, and with cockpit temps reaching 105 degrees and little ventilation, he had to be in great condition to keep up with the leaders. After the full course caution pit stop, Mark hung in finishing his enduro in 2nd place for GTC3 and 3rd over all.

All-in-all it was a great weekend in Sebring with Terry, Mark and Rick doing well in full competition while Randy was running in the DE getting ready for his first race later this season. That's all for now I'll see you at the track...

-Doug Livingston, Race Chairman





Driver's Ed Frequently Asked Questions

What is Driver Education? It is an opportunity to explore the limits of both you and your car in a controlled race track environment. All beginners and intermediate students will be assigned a CIR driving instructor. **THIS IS NOT A RACING SCHOOL.**

I want to participate but I don't want to drive my car, any alternatives? Yes, CIRPCA will offer

Introduction to DE which involves the same classroom sessions as the beginners, but instead of driving your car an assigned instructor will provide on-track rides during the C and D run groups. Look for CIRPCA exclusive registration in March 2005.

I think I want to try driving my car, how is a track environment "controlled?" We limit the number of cars on track not to exceed 15 cars per mile. Corner workers are placed strategically around the track to warn drivers of any situations ahead. Everyone is driving the same direction and any passing is controlled to only certain straight-aways and always requires the leading car to provide a passing signal.

Are there any prerequisites before I take the track? You must have your own Snell SA95 or SA2000 helmet, be at least eighteen and hold a valid driver's license. Beginners start with a classroom session covering basic terminology and high performance driving techniques, flags and track communications.

Who will I be driving with? In addition to the CIR instructor paired with you for the weekend, you will be grouped with about 22 other students of similar high performance driving experience. In general our Novice or "D" group consists of drivers with zero to 4 days of experience. Intermediate or "C" group drivers have 5-12 days of track experience.

Tell me more about helmets, where can I buy one? CIR PCA requires Snell Foundation "Special Applications" rated helmets. Current ratings are SA95 and SA2000. Beware, there are other Snell ratings for motorcycle helmets these are designated M95, M2000 and these DO NOT MEET CIR PCA REQUIREMENTS. The SA standard requires a flammability test, M standard does not. SA standard allows narrower visual field than M standard (note, some SA may not be street legal) SA standard has a roll bar impact test while M standard does not. Helmets may be purchased from these local suppliers:

SkillmanRacingParts.com, TracksideSupply.com, RacerPartsWholesale.com and ImpactRaceProducts.com.

Try on ANY helmet before you buy it

How much track time do I get? Our spring event has two 45 minute classroom sessions, one 30 minute on track morning session and two 25 minute on track afternoon sessions Saturday. Sunday is the same except for only one classroom session.

Gee, that doesn't sound like much track time? For new students this makes for a very busy day. Considering time to check over and grid your car prior to each on-track session then the debriefing with your instructor after each session; each session consumes 50-55 minutes. Mix in classroom and a little time watching the other groups on track and socializing the day will fly by. Most are mentally exhausted at the end of the day - get some rest!

How fast can I go? After learning the proper line through the turns and demonstrating your feel for your car near the limits you are allowed to drive as fast as your instructor will allow. Proper control and car placement must be proven before your instructor will allow you to advance your speed.

Does my insurance cover me on the track? Consult your insurance agent prior to attending the event. This is a driver education event and as such it is not a competitive event. No times will be recorded, there are no awards. The purpose of this event is to teach you the proper line around the track and practice handling your car at speed.

Can I take my friends for a ride on the track? **ABSOLUTELY NOT!** The only passengers in cars will be designated CIR driving instructors. During lunch hour, track touring will be allowed but only at highway speeds.

What if it rains? We run rain or shine, driver window is always all the way down while on-track.

What is the format of the weekend? The weekend starts Friday evening 6-9 pm at the Holiday Inn Express in Cloverdale. There CIR organizers will perform a brief car safety check and make sure your helmet is Snell SA95 or SA2000 certified and then you will proceed to registration to check-in and receive your weekend information package. In the package you will find a schedule, run group assignments, instructor pairings, track rules etc. The track opens at 7 am Saturday (we encourage you to spend Friday night in Cloverdale) allowing just enough time to find a space in the paddock, unload your car, check tire pressures and attend the mandatory driver's meeting at 8:15. Cars on track at 9 am, last on track sessions end at 5 pm both days.



Chuck Lamsenhampp





I can't make it Friday night, can I register Saturday morning?

Yes, but it is discouraged. Safety checks and registration will be available 7:30 to 8:15 but it can be very busy. Any stragglers will be registered after 9 am.

I plan to take the day off Friday, is there anything going on at the track Friday? CIR offers track time to all instructors on Friday from 9-5 pm. If you are a student, you are encouraged to come out Friday, check-in, get your registration packet and get familiar with the track and facility. A limited number of rides with instructors may be available - see Chief Driving Instructor Curt DeVoe or Event Director Jim Scarbrough.

What do I need to do to my car? All cars must pass inspection by a qualified mechanic prior to the event. Drivers are responsible for the safety of their cars. You will receive a tech inspection form about 30 days before the event. No car modifications are generally required to participate (convertibles see below).

What are the big watch-outs car-wise? FRESH BRAKE FLUID! Brake fluid should be no more than 3 months old. Brake fluid takes on moisture over time and will lower the boiling point. BRAKE PADS! Check the thickness of your pads prior to the event. If they are more than 1/2 worn install new ones. YOU MUST HAVE YOUR OWN HELMET! Every year people come without a helmet-"I thought CIR provided loaners" or a helmet that is not "SA" rated. We require Snell Foundation "Special Application" rating SA95 or SA2000. You know the saying - if you have a \$5 head then get a \$5 helmet. TIRES! Tires need to be in good condition with no age cracks, no cuts or evidence of sidewall rubbing.



CONTACT INFORMATION

President	Damon Beals	(317) 274-7946
Vice President	Jim Scarbrough	(812) 379-4813
Treasurer	Larry Haskett	(317) 257-4047
Activities	Tom Brentlinger	(317) 539-5319
Membership	Chris Langsenkamp	(765) 528-2792
2004 President	Pete Simpson	(317) 580-1034
Newsletter	Sean Lee	(317) 322-1047

I have another commitment Sunday. Can I register for Saturday only? If you cannot attend the whole weekend find another date when you can. No refunds will be provided for those needing to leave early.

Where do I have my car inspected? Local Porsche dealerships and higher-end car repair shops are familiar with track safety inspections. (Euro Motorworks, Autocar Sports, Bob Farmer, and Riley Performance Motorsports)

My car is a convertible; can I participate in Driver Ed? Any make of car delivered with factory installed roll-over protection (911 Targa, 914, new 911, Boxster) meet the minimum standards for a PCA DE event. You will need to run with the convertible top or targa top in place. A roll bar is required for any open top car without factory installed roll-over protection. These cars must meet the "broomstick" test. This means the driver's helmeted head is below a bar (broomstick) placed one top of the windshield and roll bar.

Will track driving hurt my car? Unless your name is Massen, Fitzgerald or Haywood your car probably won't even know it has been on the track. Porsche's are uniquely qualified for track use. Even older cars when well maintained do just fine, you will be amazed at your car's capabilities and realize that your car is far more capable than the driver.

What do I need to bring to the track? Bring your car with the technical inspection form, your driver's license, the medical questionnaire, helmet, long sleeve cotton shirt, long cotton pants and smooth-soled non-slip shoes (tennis shoes). Fill your car up on the way to the track. Fuel may be available at the track, but count on \$6/gallon. There are gas stations 10 minutes from the track.

What else should I bring? Bring water or a sports drink, a simple tool kit with spares of things that may fail, hose clamps, duct tape, automotive fluids, an extra set of both wet and dry clothes, a folding chair, tarp and a camera - to document your fun!

How are car numbers assigned? CIR PCA has magnetic numbers for all participants. If you have carbon fiber/fiber-glass door panels or you object to magnetic numbers on your car you will need to produce your own numbers - white shoe polish or stick-on numbers at least 6 inches tall work. One set of numbers for each side of your car is required. This helps track corner workers identify you on track. Contact Pete Simpson, event registrar two weeks prior to the event to get your number assignment.

OK, I am sold. How do I register? Registration is available online. You will receive confirmation via e-mail when you have registered successfully. Check the CIRPCA.org website to see who else has registered. This will be a highlight of your year!

