



CIRCULAR

PUMPKIN RUN WEEKEND: SPOOK-TACULAR!!!



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Let Terry, Tim, and Brent put their 62 years of combined Porsche experience to work for you. This month, we'd like to introduce Tim Hudson. Tim is a Porsche certified technician with over 12 years of experience exclusively servicing Porsche vehicles. At Rennsport Reunion III, Tim was honored as one of the top 20 Porsche technicians in North America.

Every year, our Porsche certified technicians must attend 80 hours of classroom training and monthly certification tests for the latest updates. We have the most up to date special tools, test equipment, and bulletins provided by the factory so that we can provide you with the best possible service for your Porsche.

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Visit the New CIR Website!

The New CIR Web Site is up and running! Because it's a completely new site, ***you first must register.*** Just follow the instructions found on the [home page](#).

After you have completed your CIR Web Site registration, explore the new site, and make a special effort to peruse the [Events Calendar](#).

Each event requires a separate sign-up. Some require payment and some are free. But you are certain to find something fun to do with your fellow Porsche enthusiasts!

October 2011 CIRPCA President's Message



Many of you just experienced a remarkable weekend at Putnam Park, enjoying the camaraderie of your track friends, pushing your cars to new found limits, commenting on the good fortune of perfect weather and finding an excuse to dress up like all your neighborhood kids on Halloween as you attended the Saturday evening dinner. So congratulations and thank you's for participating and multiple thank you's to George Barker and his committee for orchestrating such a fine production. He'll launch again in the spring so take advantage of this winter to go at it again.

Our Annual Meeting will take place on Saturday, November 19, 2011, starting at 6 PM and ending at 8 PM at the Hollyhock Hill restaurant on College Avenue in Indianapolis. The price is very reasonable for the multiple entrée items presented for your dining pleasure. We only have a two hour window at this very popular and busy facility so we'll have our very short but necessary business meeting, the installation of your new officers and one grand evening of food, beverage and friends. Please join us by registering on line – you'll be so pleased that you did.

The Holiday Brunch at The Garrison restaurant is also booked for December 11th starting at 11:00 AM with a grand buffet that won't leave you hungering for more. We always have a spirited gift exchange along with the wonderful setting and food so join us for this last official event of the year. To participate, please register on line for all

those attending. To be included in the gift exchange, and who wouldn't want to be, just bring a wrapped gift for which you spent \$20 or less – no, it doesn't have to be car related – and get ready to have some fun. If there are two or three in your party and all want to participate, then bring two or three gifts to exchange – the more the merrier.

We're winding down the calendar year and preparing for the exchange of leadership within your organization. A lot has been accomplished and there is still a lot to do. For those of you who would like to become more involved with your CIRPCA organization, there is still time to make a call or send an email to let us know of your interest. You won't find a better group of dedicated individuals to share time with and you won't find that it takes all that much time.

I hope your November is everything you anticipated that it would be, that your Porsche is anxiously awaiting all that the Indiana winters have to offer and that your club membership has the opportunity to see you at one of our nearby upcoming events prepared especially for you.

Don Shuck
President
CIRPCA



Porsche Club of America
It's not just the cars, it's the people.



Welcome to Porsche Drive USA

The world of Porsche, exciting, captivating and full of intrigue. From epic motorsport victories in the world's most famous races, to the evolution of the iconic 911. The Porsche story continues to fascinate and this is your destination to Race through the World of Porsche.

Get to the heart of Porsche with Drive. Through this dynamic website watch videos, view pictures and read articles to explore what makes Porsche so unique.

We believe that a good story should be shared. You will find that all of the videos, images and articles found on Drive are intended to easily be shared. The chances are if you like something on Drive you will know someone else who will as well.

Simply use the number of 'sharing buttons' found across Drive.

Porsche Drive will be continually updated with that latest content, pictures, stories and videos from the world of Porsche, so make it a regular destination.

<http://porscheusa.com/drive>



In The Zone

By Ron Carr
Zone 4 Representative



November and December are traditionally a time when the regions slow down and reflect upon the great times that were had during the past driving season, and begin to put into place the people and event planning that will make next year even better!

Don't forget to participate in your region's holiday festivities, annual meeting, planning sessions, and selection of officers for the upcoming term.

Also, don't be shy about stepping forward to volunteer to help out with your Club's activities- your skills are needed to make PCA work for everyone.

If the weather interferes with travelling any distance to your local region event, you may find an event closer in an adjoining region- here are a few suggestions for your holiday celebrations ***In the Zone***.

Check your local region's website and newsletter for the latest details on events close to you, and check the [Zone 4 Website](#) for other regions events.

- On October 28-30, Central Indiana Region will hold their annual **Pumpkin Run** Performance Drivers Education event at Putnam Park Road Course in Mt. Meridian, IN. Details and registration information can be found on the CIR website.
- The last BIG Hurrah of the season is upon us- **Ohio Valley Region 50th Anniversary**—October 29 & 30, 2011 in Cincinnati, Ohio. Come and celebrate!!! See the OVR website for details, and [Clubregistration.net](#) to sign up- there are still openings.
- The Western Michigan Region will host their **Annual Planning Dinner** on Monday, November 7th at Bistro Bella Vita downtown Grand Rapids, MI. See website for details.
- The Mid-Ohio Region resumes its **Trickle-Charged Saturday** Tech Sessions at KRAFT-
- WERKS in Marengo OH on November 12th. See the MOR website or newsletter for details.
- **Porsche Prom- Sock Hop** is the last event of the Allegheny Regions 50th anniversary celebrations, to be held on November 12th at the Teutonia Mannerchor German Club in Pittsburgh, PA. German food, beer, and 50's dress will prevail. For registration, see the AR-PCA.com website.
- Also on Saturday, November 12th will be the Northern Ohio Region **Annual Meeting/ Elections** at Stoddard Parts in Highland Heights, OH. Carry-in side dishes and NOR provides the main dish and beverages. See the website for details.
- The Central Indiana Region will host their **Annual Banquet** on November 19th at the Hollyhock Hill Restaurant in Indianapolis, IN. Reservations are required- see the CIR website.
- The **Holiday Dinner Party** for the Maumee Valley Region will again be held at the Toledo Museum of Art, Glass Pavilion on November 18th. Details can be found in the region newsletter and on the website.
- SAVE THE DATE Saturday December 10th - **NOR Holiday Party**, Marriott, Cleveland East, Warrensville Heights, OH Details to follow.
- The Southeast Michigan Region **General Membership Dinner Meeting** will be held Friday, November 11th. Additional details are available on the website.
- SAVE THE DATE Saturday December 10th – **SEM Holiday Party**. Details to follow.

The Water Cooler - Jim Legault *CIRcular* Editor



I hope you will indulge me, for a few minutes. As I write this on October 23, I still have not fully come to terms with Dan Wheldon's death and why it has affected me so much. I've been a racing fan for 50+ years. I've never grieved over someone I didn't know. Until now.

A couple of days ago, I found a link on popoffvalve.com, to a story on the [Central Florida SCCA website](http://CentralFloridaSCCAwebsite.com). It was written by Brendan Kaczmarek, a 21 year old from Pennsylvania. Brendan is a pilot, has a degree in air traffic controlling, and is a licensed SCCA corner worker. And is, I think, wise beyond his years.

Brendan kindly permitted me to reprint his tribute to Dan Wheldon. Please read it. It's about more than racing, more than loss.

A Tribute to Dan Wheldon by Brendan Kaczmarek

Much will be written about this day in the coming hours, days, and weeks. I've been thinking about writing a piece something like this and I don't think there's a better time than now. If you're not a racing fan, please read on... In the end, it's not about racing.

Dan Wheldon, an amazingly talented driver, an incredible gentleman, a loving husband, and a proud father, was taken from the world today. In the hour or two following the accident, one could easily get a sense that the news was likely not good. Yet even when the inevitable came, the news that Dan had lost his life in a violent accident that seemed so preventable, the loss was immense.

I took the attitude of preparation for the two-hour wait between the accident and the news. How will this news affect my mood? Will I cry? What will people think when I explain a racing driver died and that's the reason for something I outwardly display very little?

Yet the end result was still the same. I made it through the announcement, the drivers climbing into their cars, and even the first two of the parade laps to honor a fallen hero, a talent gone by the wayside. I started to lose it at the bagpipes. I then

attempted a mass text to my marshaling friends, my track family, that this day was a tragedy for the entire racing fraternity and a reminder that everything that goes on is still dangerous.

I didn't make it through the text. I simply could not do it.

I broke down and began to cry at the thought of the five or six people who would receive the text. Why? They're not necessarily Dan's best friend; few of them likely even knew him personally.

Ultimately, my thirteen years of boyish enthusiasm and three years of marshaling that evolved into productive passion taught me one thing: racing is a fraternity. When one enters racing at one of the many levels racing offers involvement - as a fan, as an analyst, as a writer, as a volunteer, as an official, as an amateur driver, as a professional... No matter where, you inject yourself into a realm of reality reserved for people that have a level of passion unparalleled by the casual fan. Your level of passion as someone who cannot get enough is matched only by the drivers who insist on risking their lives week in and week out.

That level of passion, unmatched anywhere in sport, is the bond that holds the racing fraternity together. U.S. Sports like football and baseball and sports more popular overseas such as soccer have been "reduced" to PR and money machines. While they still include elements of sport and athleticism, the will to win and the desire to succeed is becoming increasingly evident as being driven by money and fame.

Racing, at popularity levels below NASCAR, has little fame. It has very little money being circulated and the rewards for drivers outside of the major events in the public are slim. What, then, drives the desire for success? What drives someone past the obvious life-threatening dangers of such a sport and pushes him to the top of his game?

It's the same thing that pushes marshals to the corner posts despite their insistence that they have lives outside the track, placing themselves in harm's way for no pay. It's the same thing that pushes journalists to their keyboards and microphones. It's the

same thing that pushes analysts to a spreadsheet or fans to their wallets and to uncomfortable bleachers. It is a level of passion that only one's self can understand. It doesn't make sense to anyone that isn't you, and can't be articulated.

It is a level of passion that in and of itself can bond people who have never met into a fraternity, a fraternity that can be so jarred by the loss of a brother yet is strong enough to stand in its own reality, a microcosm of the reality "everyone else" knows.

Because frankly, being a real racing fan isn't about seeing "your driver" win or making sure that your fantasy picks are fulfilled. Being a real racing fan is about the love of sport, the desire to see a fair fight and a safe race. It's about wanting to see everyone that goes out make it home safe so that at the end of the day the fraternity remains strong and complete and is ready to accept new brothers who have "seen the light" and to welcome them with open arms.

It is strange, isn't it? New racing fans, new marshals, new reporters, and even new drivers often go unnoticed. Those that enter the fraternity rarely are given a second look. Yet somehow, when someone is lost from any realm of racing, from a passionate fan up to a world champion, it jars the fraternity into shock. Anyone may enter and anyone may leave... But when the harshness of the real world sets in and breaks the bond of a level of passion that cannot be articulated or broken by will, it hurts.

I was so bold as to ask a friend for a hug in all of this mess. Sadly the person was unable to oblige, but was nice enough to ask what was wrong. In trying to explain I hit a massive mental and emotional block. How do you explain that you spent an hour in tears over the loss of someone you have no actual friendship with? How can you justify that kind of reaction?

I stated a couple of times today that some days I feel incredibly blessed to be a racing fan, and other days I feel amazingly cursed. From the highest of highs during Bathurst last weekend to the loss of a driver whose love for his sport was beaten only by his love for his family, there are few things like this swing of emotions. Ultimately, though, one can only feel blessed and only be thankful for the ability to enjoy such a sport. For in the end, you get an appreciation for so much more in the real world -

safety, security, freedom, passion - than most people ever could.

But Dan's passing isn't just about reminding us that racing is still dangerous.

It is a reminder that something that brings so much joy can still bring so much pain.

It is a reminder that people in your life can never, ever be taken for granted.

It is a reminder that you don't ever have to do things alone. Someone will always be there with a hand on your shoulder.

It is a reminder that the more you love something, the more you give it, and that the more you give it, the more it gives you.

It is a reminder that life doesn't last forever, and that opportunity doesn't sleep at your doorstep night in and night out.

It is a reminder that your world does not only exist around you, but exists with you.

It is a reminder that your life means something to more people than you will ever know, and to make that count.

But more than anything, it is a reminder that you cannot go through life without understanding just what it means to be passionate about something, or indeed about everything. You cannot move idly day-by-day, for though you remove yourself from the pains life mistreats you with, you never understand the joys you are blessed with. The more you love something, the more it will make you cry but the harder it will make you laugh and the broader it will make you smile.

Just a temporary bump in the road is all it is.

We'll remember Dan Wheldon for the mother he shed tears for, his family and his children for whom he beamed with pride, his team, his coworkers, his friends, and his entire racing fraternity. But to Dan's memory, I raise a glass. Thank you for sharing everything you had with us - your talent, your passion, your smile, your joys, and your tears. The world lost a hell of a guy today.

Rest in peace, buddy.

Annual Banquet at Hollyhock Hill Restaurant on College Avenue

Saturday, November 19 from 6:00 to 8:00 pm.

Normally you go there as part of the wedding party but let me tell you this – they have the best fried chicken family style dinners in the five state area, and I'm not even a fried chicken fan.

There will be other items available as well but this is our end of year wrap up as well as say goodbye to the old officers and welcome in the new.

We've kept the price level down as low as we could while still feeling comfortable recommending the food so our price point will be \$35 per person.

Registration is available on the [CIR Website](#).

You'll like this place. Look for more information in our blast.

Click for more information about [Hollyhock Hill Restaurant](#).

8110 North College Avenue (317) 251-2294



Sleep Soundly Indianapolis, The Porsche Club Meridian Corridor is Clean

If you're one of eight million drivers a year who drive on Meridian Street between 96th and 116th, you may have seen the Central Indiana Porsche Adopt-A-Highway sign. On Saturday, September 24th, 2011, the CIR was well represented on another scheduled corridor cleanup event.

Stephanie Dayton and her husband Paul, Dan Hoffman, Bob Snider and Debbie and David Weaver started the cleanup about 9:00 and finished about 1:00. We finished with about twelve bags filled with the usual suspects: plastic bags, drink containers of all kinds, fast food refuse, etc. This time they even found a forty pound semi-trailer mud flap. They went to Bellacinos afterward for their reward, feeling a little tired but very good about what they accomplished.



Thanks to all those who contributed to this very worthwhile community service.

Next time you're on north Meridian Street, look for our signs.

If you'd like to volunteer a few hours of your time, please check the club calendar next spring. Wear old, weather-appropriate clothes, heavy duty gloves and heavy duty boots (sometimes the grass is wet). You might also want to bring a cell phone, in case we split into two groups. INDOT supplies work signs, safety vests and the heavy duty trash bags.

CIR Porsche sign on north bound Meridian Street near I-465 *Hope to see you at the cleanup next spring.*



2 MONTH CIRPCA CALENDAR



- **November 5 (Sat) First Saturday Breakfast - The Paragon, Indianapolis**
- **November 5 (Sat) Winterize Your Car Tech Session (following breakfast) - Auto-car Sports & Classics, 1755 Country Club Road, Indianapolis**
- **November 12 (Sat) Second Saturday Breakfast - Friends Too, Fort Wayne**
- **November 19 (Sat) Annual Banquet - Hollyhock Hill Restaurant, Indianapolis**
- **December 3 (Sat) First Saturday Breakfast - Zest Exciting Food, Indianapolis**
- **December 10 (Sat) Second Saturday Breakfast - TBD**
- **December 11 (SUN) Christmas Brunch - The Garrison Restaurant, Indianapolis**

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Rain. Snow. Ice.

All excellent conditions for silencing skeptics.

72 and sunny is nice, but by no means necessary. From the Carrera 4 and Panamera 4, to every Cayenne on the road, you can expect pure Porsche performance all year round. And all thanks to something called Porsche Intelligent Performance, a philosophy grounded in the continuous innovation of forward-looking technology. Technology like Porsche Traction Management (PTM) that sends power to all four wheels individually for enhanced grip and control. Technology like Porsche Stability Management (PSM), which automatically delivers stability around tight corners. Technology that has always kept us a step ahead of everything, including the weather. Experience Porsche year-round drivability for yourself with a test drive. Porsche. There is no substitute.

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Porsche Club of America
It's not just the cars, it's the people.



Production to Begin in 2013 at New, 42-Acre Site

ATLANTA – October 18, 2011 – Porsche today announced the expansion of its production facility in Leipzig, Germany as the company prepares to produce the “Cajun” model beginning in late 2013. Wolfgang Porsche, the Chairman of the Supervisory Board of Porsche Automotive, and Matthias Müller, Chairman of the Board of Management, joined guests from government and business to announce the news in Stuttgart on Tuesday.

“We are investing another 500 million euro [\$684.9 million] in the production facility to build the Cajun in Leipzig. This is not just a mark of confidence in the manufacturing skills of our Leipzig colleagues, but also an important contribution to the economic development of the region,” said Matthias Müller on the morning of the festivities.

The Leipzig site, currently home to 800 employees, has been producing the Porsche Cayenne since its conception in 2002, and also produces the four-seater Porsche Panamera. Porsche has invested approximately \$383 million (280 million euro) in the Leipzig site, with more than 420,000 cars produced to date.

Production of the “Cajun” will create approximately 1,000 additional jobs at the facility.

The plant sets environmental standards as well, being one of the world’s most efficient car factories. Efficient air recirculation and power cut-off technologies in the paint shop ensure economical energy use.

With the development of the upcoming “Cajun,” Porsche plans to expand its SUV line-up, adding a new, smaller SUV model below the Cayenne.



Pumpkin Run DE & Halloween Party Photos by George Barker

Whatever was sacrificed to the track gods sure worked; remember what you did/burnt or chanted because Spring Brake will be here before we know it.

The weather was clear, sunny and almost warm. Track conditions were near perfect and the driving was outstanding. What a great group of drivers, from not only our Central Indiana region but Kentucky, Ohio, Illinois, Wisconsin, Michigan and Missouri!





Rennsport Reunion IV by Wendy Shoffit, Photos by Greg Phillips



Porsche Rennsport (German for "Race Sport") Reunion began in 2001, an amazing display of Porsches old and new, held at Lime Rock Park in Lakeville, Connecticut. Porsche had been looking for a way to continue their company's 50th anniversary celebration. They wanted the people to be able to not only look at the historical cars, but also be able to touch them and meet the drivers who helped

make them famous. That first year there were over 100 cars, many of which were in "museum" condition. A few thousand attendees showed up to revel in the greatness.

Three years later, RR II was held at Daytona International Speedway, the site of Porsche's first overall victory in an international 24-hour sports car endurance race in 1968 (Rolex 24). The festivities included on track competition, plus a concours d'elegance (entrance by invitation only), and other special activities commemorating the 50th anniversary of the 356 and 550 Spyder and the 40th anniversary of the 911. What a year!

Daytona was such a grand success, Porsche decided to do it again three years later, in 2007. Continually rising in popularity, larger crowds than ever were expected. That year's event highlighted the 917 and celebrated the 25th anniversary of the

956/962. PCA's own Betty Jo Turner, editor of Panorama, was co-grand marshal along with PCNA's President and CEO, Peter Schwarzenbauer.

Three more years passed since RR III and enthusiasts had been eagerly anticipating the start of RR IV. This year, the location was moved to Laguna Seca in Monterey, California. Crowds were estimated to be the biggest yet. They were right. More than 35,000 spectators were on hand for this unforgettable event. Included amongst them were the Shoffit clan... all three of us. Once again there were co-grand marshals at this event, actor Jerry Seinfeld and Norbert Singer, retired Porsche Engineer. Seinfeld has a significant collection of Porsches, including the first production 911 (1964), the last production air-cooled 911 (a 1998 993) that he bought from the factory, the 917K that Steve McQueen drove in the movie LeMans, and others. Seinfeld brought a number of his most prized cars to Laguna Seca for display. Norbert Singer is considered one of Porsche's most brilliant innovators and he was on hand to sign autographs, and talk about the inspiration behind his designs and how he was the only Porsche racing engineer to have contributed to each of the brand's 16 LeMans victories.

Never have I seen such a spectacular collection of Porsches. I've been to 11 Porsche Parades and the Porsche Museum in Stuttgart, Germany. Maybe if you add them all up, it could equal the spectacularness of the one event, but I've never been able to get as close to these cars without security being called. Throughout the three day event, nearly every time I turned around I gasped at the next scene. Where else can you follow a 550 Spyder



into the track, only to be passed by a 959, avoiding a Carrera GT on the way to looking at a bunch of 917s? It was amazing.

There were eight total run groups for the racers to fit into, including two that were specifically for PCA Club Racers. Over 260 racers tried to sign up for Club Racing groups 7 & 8 (90+ in the first MINUTE registration was open), but only 94 total were allowed in, leaving 170+ on the waiting list. Several Maverick members actually made it in, including Jim Buckley, Doug Bielefeld, Billy Stevens, and Chuck Cole. What a thrill it must have been for those guys to drive on such a historic track at such a historic event.

This was our first time to Laguna Seca and to Rennsport Reunion, but you can guarantee it won't be our last. Over the course of the weekend, we



watched the racing from several vantage points. Some were closer up with fences in the way, others were farther away, making it tough to see car numbers, but by far the most spectacular viewing spot was waaaaaaay at the top of the hill, watching the famous "corkscrew." I can tell you now that there is no possible way for you to comprehend the intensity of that turn by watching it on tv or seeing still photos. I'm certain that on track it's even more amazing with an unmatched "pucker factor." James and I were almost able to get hot laps on track in a GT3 driven by professional instructors, but sadly it fell through. Just too many people and too little time.

Anyway, this event was the definition of sensory overload. Walking through the paddock took hours to even try to take it all in. In the background you could hear and see the racing groups on track. Overlay that sound with the announcers on speaker



talking a bit about the history, interviewing the great drivers and personalities there, and giving info about the cars on track. Add to all of that something they call "vendor row," which was a curving row of one tent after another filled with stuff to buy. Parts, racing gear, shirts, souvenir merchandise (they sold out way too early), food, drinks, artwork, books, vintage posters, and even these fun purses made from seat belt straps. Yeah, I know... crazy! Oh, and did I mention the hot air balloon and helicopter rides? Yeah, they had those, too!

The place was enormous and we were lucky they had complimentary shuttle golf cars to help get us to the farther reaches. Of course, donations to the Wounded Veterans Association were graciously accepted. Believe me, we were thrilled to get a ride and happy to contribute. They even had courtesy Cayennes that would take you to the top of the corkscrew where more vendors were to help keep you fed, hydrated, and fully stocked.

While the event was primarily hosted by Porsche, PCA had a strong presence. Laguna Seca has an island in the middle of the paddock, normally providing food service to visitors. PCA took over this



spot, surrounding it with beautiful Caymans on display, thereby dubbing it "Cayman Island." It was very impressive, complete with flags, banners, and a great hospitality tent. PCA volunteers were the ones to set up the paddock parking areas. One parking lot for 911s, one for Boxsters, 914s over here... 356es over there... you get the picture. It was impressive. Not only did PCA provide a tent,



but they had free water and sodas for PCA members. At \$4 a bottle elsewhere, it was a welcome sight. Each day they had set up a schedule of activities, as well. Friday they had a Q&A session with some of the historic drivers who were lucky enough to pilot the 917, including Vic Elford. Saturday they had several sessions: one with key members on the 991 project, another with Dr. Wolfgang Porsche and Hans Hermann, and the last one of the day was more current drivers, including Kees Nierop and Dick Barbour. The final Q&A session was one with legendary Porsche engineers, including Norbert Singer. We were fortunate that PCNA arranged these sessions for PCA members.

Porsche also took this opportunity to unveil their new 991. The sixth generation of the most successful model in its history. The new 911 has the first ever seven-speed manual gearbox. That way



you can tell your friends, "Mine goes to seven!" It has a large LCD touchscreen, an obvious influence of the Panamera. Although it's a larger car, it weighs about 100 pounds less than the 997. It's 3.9 inches longer, sits lower, and has a wider front track. The base model will include a 350 hp flat six (top speed of 180 mph) and an S version with 400 hp. The PDK transmission will also be offered in this model. It is expected that in the years to come there will be a Cabriolet, C4, Turbo, 4S, GT2, and GT3 version, as well. Rumor has it that there are even plans for a hybrid version. The overall styling is still very much the same and initially the differences are subtle. But isn't that what we all want? Nothing too dramatic, but still all 911. I'll have mine in red, please!

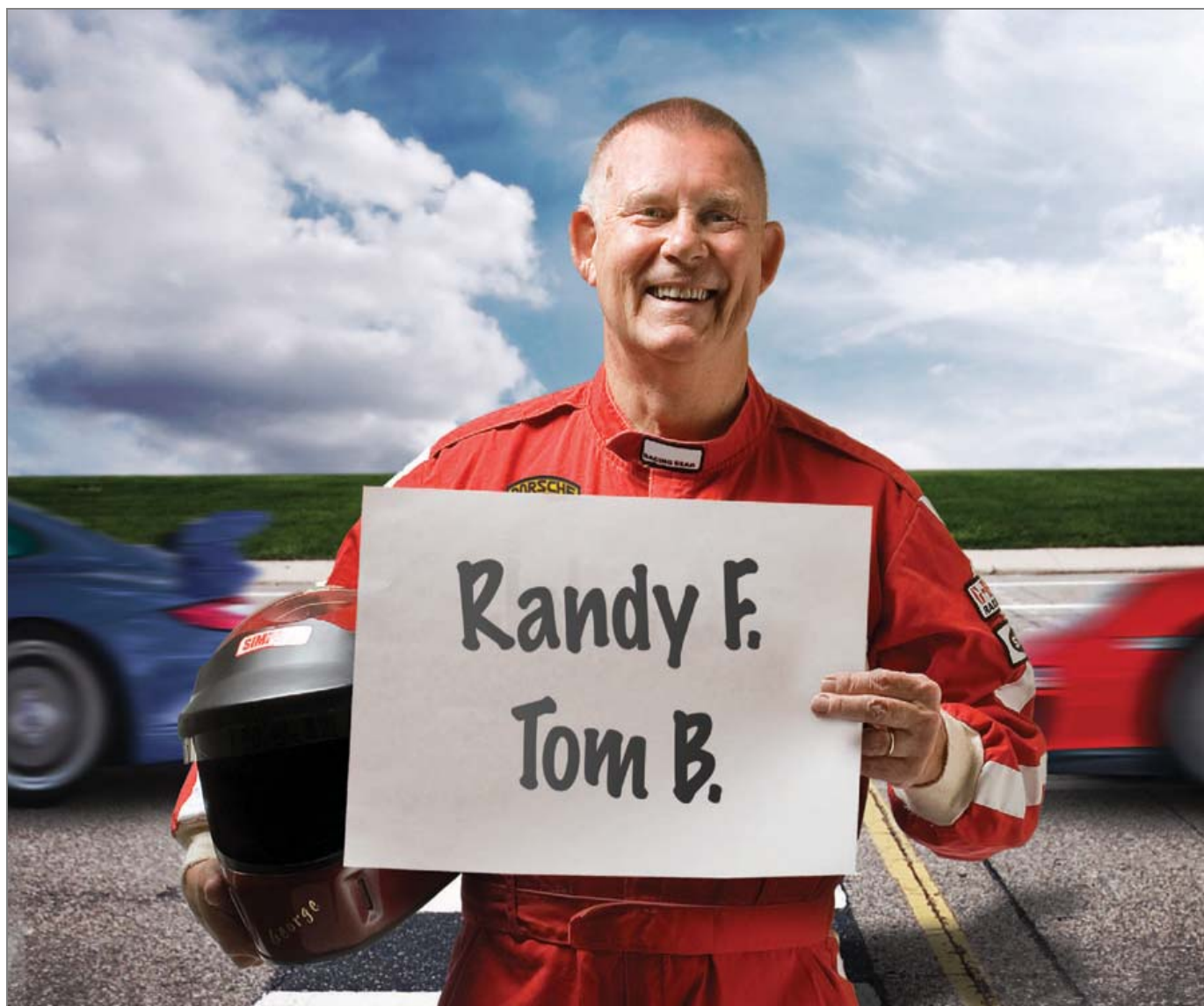
If you couldn't tell before, Rennsport Reunion IV was simply an awesome event. It's going to be hard to wait another three years for the next one, but you

Holiday Brunch at The Garrison

Sunday, December 11, 2011 11:00 AM until 2:00 PM, enjoy a feast and a grand holiday time at Fort Benjamin Harrison as we exchange pleasantries and gifts.

Enrollment information will be coming soon.





A WATERFURNACE GEOTHERMAL UNIT IS LIKE TAKING TWO CARS OFF THE ROAD

(Sorry, you can't pick *which* two...)

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