

Deer Sportswagen

August 2008

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



Photo by Aaron Rubenking

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Der Sportwagen

Kansas City Region
Porsche Club of America
August 2008

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Business Card	\$13	\$ 55	3.5" x 2"

See www.kcrpca.org for website advertising rates!

Moving?

Porsche Club of America National Office requests that all address changes and record updates, including phone, fax, email and car model information, be sent directly to Carolyn Ewbank, Membership Committee Chair. Her address is in the back of **PANORAMA** magazine. It would be helpful if you would also send any changes to Kansas City Region Membership Chairman, Doug Pierce. Following this procedure should ensure that you get timely receipt of all magazines and newsletters.

Join us for Breakfast!

Every Saturday at 7:30 am, the Club meets for breakfast at LePeep Restaurant at 79th & Quivira in Lenexa, KS.



It's a great opportunity to get to know other Club members, look at an ever-changing collection of Porsches, and enjoy a tasty meal.

Innerhalb

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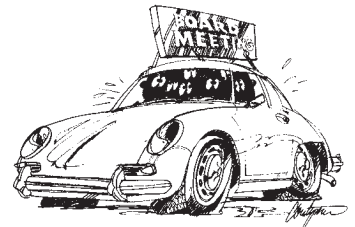


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Monthly Board Meetings

Kansas City Region PCA Board Meetings are held on the first Tuesday of each month beginning at 7:00 pm. Any KCRPCA member is welcome to attend. Meetings are held at the home of Greg Wright, 4709 NE Shady Lane, Kansas City, MO.



Next month's meeting: September 2



Greg Wright, President

Die Anmerkung von Greg

Greetings

I am really new to the realm of being a "car guy." I skipped that phase of growing up probably due to timing and innate abilities. When I was 12-15 years old, the Beatles, Transcendental Meditation, mathematics and girls occupied my interests.

Yes, I watched Formula 1, but somehow did not make the connection with my Volkswagen to Porsche. I could barely change my oil and had little of my stepfather's inordinate mechanical abilities.

It took a "bucket list"-type of illness in 1999 to push me into analyzing what I would really like to drive for fun. In retrospect, I guess this latent "car thing" may have started a few years earlier when I purchased a 6-speed Nissan Maxima. At the time, I couldn't imagine a faster car, until one day I drove a Q45 which had a 4.5 liter V-8 with 280 hp. What a dreamboat that thing was—Mustang GT-dusting acceleration, brakes that would stop on a dime and full leather luxury.

Albeit a bit heavy, the Q was a hoot to drive on the highway and in town. I don't remember the cars I owned between the Q45 and 2000, must have been a combination of company cars consisting of an Explorer, a GMC pickup and a Ford F150 in 1997. I spent a lot of time between Kansas City and a Navy base in Indiana from 1995 and early 1999. Not much time for fun on the road with that much distance from home.

In the Fall of 1999, I began watching the KC Star classifieds for a Porsche, I had already been rebuffed by the folks at State Line Nissan for a test drive of the Boxster S. Little did they know I had the checkbook with me when I asked for a spin. Growing up, we had a TWA pilot in our cul-de-sac who owned a 911, as well as a nearby neighbor whose 911 we could hear for more than a mile from the house when he would accelerate on the highway towards downtown KC. As it turns out, the seminal moment in becoming a "car guy" happened while in high school, it just remained latent for 27 years.

Now that I am driving Porsche number four and am a subscriber to *Auto Week*, *Excellence*, *Christophorus* and *Panorama*, the transformation is unmistakable. I am clearly somewhere in my early twenties, teetering on the verge of buying something foolish with that new car smell. Reading the article about the 997.2 in *Auto Week* and *Pano*, I began to get excited because of the superlatives that blanketed the articles. Talking with the folks at Aristocrat today at the RS Spyder viewing, I sensed some excitement from them that Porsche could build a car with more horsepower and yet save fuel, not to mention the new manual/automatic 7-speed transmission called PDK.

Could this be the car to supplant the 996 TT? We'll see if I can part with the 450 hp and AWD, the "Heap" truly is a tough act to follow. My hands are sweating just thinking about the prospect of Midnight Blue. Wait, what about the 997 GT3,

or better yet, the GT3RS? Too hard to find, and a bit pricey, there are so many choices out there. Speaking of which, the Kansas City Region has a full calendar of events coming up this Summer and Fall. Please see our schedule on the last page for a fun-filled event just around the next corner.

—Greg



Cindy Thomas, Editor

From the Editor

Whew!

It's been a hot one this Summer. However, your intrepid Porsche Club members press on in rain or high humidity with fun activities throughout. Our Region is very fortunate to have dedicated members who volunteer to make these activities possible for everyone. Special thanks go to Neill Flood who stepped in as VP of Social Activities for a relocating Steve Kramer. Neill's experience with planning social activities has transferred over from when he was a Harley club member. Please thank him when you see him at a future event. Also, by the time you get this in your snail-mailbox, he will be a married man! Congratulations to Neill and Dawn!

Another thanks goes to Aristocrat Motors for inviting the Club to the RS Spyder viewing in July. This was a special treat and an article about the event will be published in the September issue of *Der Sportwagen*. Thanks to Aaron Rubenking for the gorgeous photo on the cover this month!

We would like to welcome two new advertisers, GWA Homes and Der Essen Platz, to *Der Sportwagen*! Their ads can be found in this issue on page 14 and 5 respectively. Please consider them in your future home and German food purchases.

Congratulations to Christie Boeder of Nord Stern in her Second Place finish (Class IV) in the PCA newsletter contest this year. *Der Sportwagen* received Second Place (Class III) as well. Additionally, congratulations to Kansas City's Rich Carlson in being awarded First Place in the Mercedes Club national newsletter contest. I have been fortunate to have met Christie and Rich and their respective Clubs are blessed by their hard work and dedication.

Finally . . . we will miss you, Ned and BJ! We wish you two well and find comfort in knowing that the Olympic Peninsula Region will soon learn of your devious rally instructions!

—Cindy

Farewell

By Ned Luce, KCRPCA Member

As many of you know, BJ and I are moving from Lee's Summit to Port Ludlow, WA on the Olympic Peninsula over the Labor Day weekend. Both of our married children live in Seattle with our three grandsons and we have been looking forward to making this move for several years. (If you know of anyone wanting a nice home on a small lake in Lee's Summit, send them our way!)

We got our first Porsche, a 1965 356 SC Cabriolet, in 1970 in Washington, DC and even though we only kept it for a couple of years until the first of our children was born, we knew there would be another one someday. We moved to KC in 1979 with the next Porsche, a 1967 911 from Sausalito, CA, and have now had three more 911s.

We joined the KC Region of PCA in 1984 and have thoroughly enjoyed the activities in the Club from open houses, to driver's education, to Oktoberfest, to concours, to tours, to autocrosses, etc. The first event I went to was an open house at Don and Sandy Johnson's in Independence on a hot Fall Sunday in 1984. I thought that the Club would be fun because all of these people must live over here in Missouri. Unfortunately, I came to realize that every Saturday morning all those folks were having Saturday breakfast and most other events in Johnson County! Luckily, my office was near Bob Hindson Racing in downtown KC so I could get help or Porsche talk on a convenient basis. However, the real convenience now is that the current owner of BHR, Aaron Holstrum, lives in my neighborhood and drives my car (and BJ's Mini Cooper) in for service!

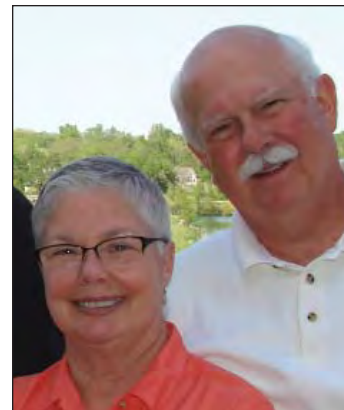
We attended 12 Porsche Parades starting in Dallas in 1987, doing all of the Parade Rallies and remaining married, and finishing in the top 15 several times. (When BJ is on her game, she is the best of all the navigators.) We will miss Ozark Weekend and the other social events and I will miss the excitement and camaraderie of the driver's education program here. We will particularly miss many of the good people we have come to know and enjoy: Cindy, Chris, Al (both of them), Karen, Brian, Betsy, Sean, Greg, Kathy, ShaAnne, Chuck, Rob, Connie, Bob, Marge, Ron, Ralph, Richard, Neill, Vance and many more.

We look forward to hooking up with the folks in the Olympic Peninsula Region, a fairly new region with a small, but enthusiastic membership. I particularly look forward to seeing lots of RS Americas, our 911 for the last eight years, since Kansas and Missouri have a TOTAL of 4 RSAs in the PCA RSA Registry and Washington has 27. That should be fun! We also look forward seeing more of our family and getting into a somewhat smaller home with a HUGE view of Puget Sound and the Cascade Mountain Range.

The memories of good times and great people are too many to list. However, we are looking forward to continuing to be active in PCA and seeing you at Parade or when you come and see us.

Warmest regards,

—Ned



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Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

ANNIVERSARIES—JULY 2008

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Warren & Lynn Koeller	32
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Fred Northcraft	20
Charles & Anita Hill	17
Michael & Beverly Hynes	9
Greg & Kathy Wright	8
Robert Pick	6
Doug & Kim Furnell	6
Robert & Starr Roe	6
Jerry & Mary Lynn Clark	5
Fred & Jill Wohlgemuth	5
Mike and Sherri Morgan	5
Tyler Thomas	4
Jerrett & Jennifer Rule	4
Rob Scutti	3
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Gary & Judy Nagel	3
Garry Gribble	3
John & Lea Barker	3
Kevin Thomas	2
Nathan Sanko	2
Paul Bloemer	2
Mark & Diana Dalen	2
John & Allison Green	2
Michael Eby	2
Edward & Kimberly Hope	1
James Michael Dale	1
Richard & Kerry Hubbard	1

ANNIVERSARIES—AUGUST 2008

Murray & Patricia Steeble	17
Robert A. Maxwell	13
Doug & Susan Girod	13
Evan & Jessica Kenney	11
Nathan & Melanie Haas	11
Ed Simmermon	9
David Sudduth	9
Scott & Sharonne Cozad	9
Edmond & Helen Scherer	9
John & Tara Andrews	8
Chris & Michele Dunlap	8
Chris Picklo	7
Ben & Kelly Wornall	6
Wilfredo Santos	6
Michael Armentrout	5
Tom & Darlene Brandtonies	5
Brad Yost	5
Thomas Lauvetz	4
Rick Kostner	4
Susan Sabin	3
Steven & Terri Lynn Kramer	3
Jonathan Miller	3
Stephan Wilhelmy	2
Sean & Paula Brennan	2
David & Dana Kriet	1
Steve & Lynn Ashe	1
Eric & Lindsay Martin	1
Daniel & Lynn Churay	1
Paul Rankin	1
Gary & Arlene Krings	1

NEW MEMBERS—JUNE 2008

Valentin & Rhonda Alvarez
Overland Park, KS 66224
Black 2004 996

Daniel & Morgan Georgie
Fairway, KS 66205
Guards Red 1984 911

Jonathan Green
Shawnee, KS 66216
Brown 1973 911

Michael Kisler
Leawood, KS 66209
Black 2995 996

Jim Weir
Kansas City, MO 64152
Arctic Silver 2007 Cayman

Jeff Wood
Kansas City, MO 64151
2004 Boxster S

Mark Schmidt
Lees Summit, MO 64082
2003 Boxster S
Transfer in from the Alpine Mountain Region

NEW MEMBERS—JULY 2008

Bruce Barrow
Prairie Village, KS 66207
Black 2001 996 TT

Michael Closz
Overland Park, KS 66223
Black 2005 911

James & Maja Cummings
Kansas City, KS 66109
Arctic Silver 2001 Boxster S

Jim Gentry
Leawood, KS 66209
Atlas Grey 2007 Cayman

Richard Gibson
Leawood, KS 66206
White 1999 911 C2

James Hill
Gladstone, MO 64119
Mirage Belge 2000 911

Jeffrey & Donna Lilley
Lees Summit, MO 64064
Gold 1971 911E

In Memoriam

Shawn Kramer

1972 – 2008

By Brian Braham, KCRPCA Member

On July 2, 2008, the Kansas City Porsche community lost one of its best. Shawn Kramer, 36, passed away quietly at his home after battling cancer for the past year.

Shawn was a classic, high-energy Renaissance man. Although his vocation was primarily small engine repair (he was the #1 factory-certified *STIHL* technician in Kansas City), his interests covered a broad range of other activities. He was a serious hobbyist in woodworking, cooking, gardening and leaded glass, and was an avid collector of German glass Christmas ornaments (!). But his real calling was sports cars.

Shawn joined the KCRPCA in 1997 after purchasing his first Porsche, a yellow 1972 911 Targa. In his early years as a Club member, Shawn and his wife Debbie could be seen attending most of the Club activities: open houses, Ozark weekends, Oktoberfests, Porsche Parades and track events. As he matured as a PCA member, he found his passion rested in attending Driver Education events. He purchased a 1987 944 Turbo for use as a track car and began an extensive restoration of the Targa. In 2005 Shawn also purchased a 1990 Guards Red 944 Cabriolet for his wife so she could more directly share in the Porsche experience.

I first met Shawn at one of the Driver Education events in 2000. He and Chris Doyle pitted next to me and graciously offered me lunch (a 3/4 pound fresh-grilled hamburger) with the stipulation

that I bring (and cook) the food at the next DE. I did, and we all became close friends, attending track events together from then on. If you were a driver

or spectator at any of the Heartland Park Drivers Education events from 2000 through 2008, you no doubt saw Shawn and his Diamond Blue 944 Turbo at the track. He was the guy wearing shorts, even in 30-degree weather.

Shawn's interest in Porsches continued to grow. In 2004, he began working

with Clark Motorsports as a mechanic. As a member of the Clark Motorsports team, he helped support cars at the various track events. He often sacrificed one of his own "run sessions" in order to help a fellow driver repair his car.

In 2007, Shawn decided he would turn his 944 into a true "track monster" (bigger turbo, trick bottom end, full track suspension, etc.). Although the car was not completed in time for Shawn to drive it in any of the 2008 DEs, he was able to drive Chris Doyle's 944 Turbo in both the April and June events. Shawn knew what he was ultimately facing, and getting back on the track was a dream of his. He realized that dream twice this year.

I am lucky to be able to say that Shawn was one of my best friends. He was a warm, funny, generous and, above all, honest man. If you met him, you liked him. A great guy, and a great loss for our Club.

—Brian



iA to Host Swap Meet

August 16, 2008

By Roxanne Kaspar of ImagineAuto, KCRPCA Member

ImagineAuto is holding their first-ever "Swap & Shop"! Take this opportunity to clear out the garage, your storage unit, or the trunk of your car of all the old parts, new parts, unneeded parts, mis-ordered parts, never-got-around-to-doing-the-project parts and sell them! The Swap & Shop is not limited to just car parts (and not limited to Porsche!). Bring your old car-related novelties, magazines, books, toys or even sell the complete car—anything CAR related. It's simple, bring your own display table (if needed), you deal with your buyer, take the cash and voila! Garage is looking cleaner already . . .

Don't forget that it is a swap and SHOP. Without the buyers, these sellers aren't going to accomplish much. So if you are in the market for new, used, or forgotten parts, cars, books, toys, etc., the iA Swap Meet is the place to be!

We would appreciate it if you would RSVP for a spot on the lot if you plan on being a seller. Spread the word and bring your friends!

But wait . . . there's more!

Kids Day @ iA

In conjunction with the iA Swap Meet, we will also be holding the first-ever Kids Day @ iA. Bring your kids, kids bring your friends, but most importantly kids—BRING YOUR FAVORITE RIDE! Bicycle, tricycle, scooter, skateboard, motorcycle, anything with wheels and hang out iA-Style!

Activities Include: Driving Course, Car Wash/Detail Center, Inflatable Maze, Food, Face Painting, T-Shirts, Goodie Bags & More!

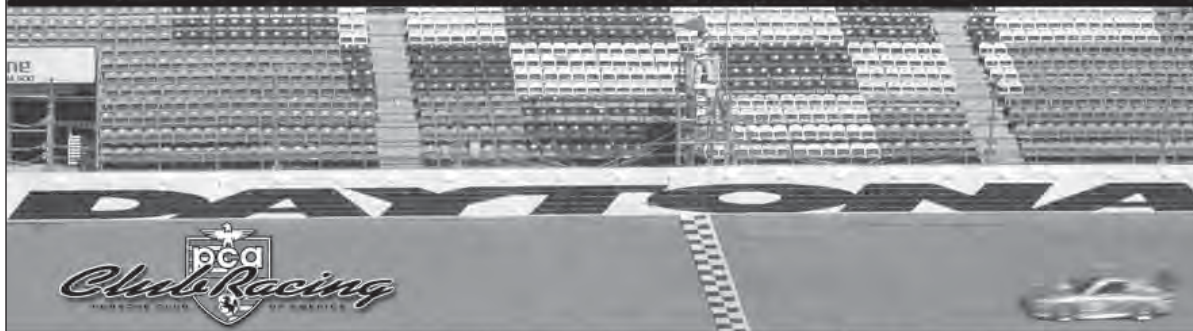
Both events take place simultaneously on August 16th, 10:00 am to 2:00 pm at ImagineAuto located at 8344 Melrose Drive, Lenexa, KS 66214, just east of I-35 and 87th Street.

Questions? Ready to reserve your spot? Call 913-310-9927 or questions@imagineauto.com.

—Roxanne

Don't You Wish You Could Be Here At Daytona...You Can Be!

The annual "**PCA OctoberFast Daytona Club Races**", sponsored by the Florida Crown and Citrus Regions, will be held at the world famous Daytona International Speedway on **October 10 -12, 2008**. There will be four race groups, a total of 320 race cars, running both Sprint and Enduro races. There will also be advanced Solo DE sessions. You will run the same 3.56 mile road course that is used for the Rolex 24 Hours of Daytona, utilizing the infield road course and the high banks of Daytona! Registration information for this prestigious race event can be found at www.pcadaytonarace.com.



REGISTER TODAY TO ENSURE YOUR SPOT IN THIS EXCITING EVENT!

My Excellent Adventure at Heartland Park

Article and photos provided by Cheryl Burney, KCRPCA Member

After 25 years of Porsche ownership, nearly 10 years of PCA membership, numerous years of car shows and volunteering at car club events, I finally took the plunge! I completed a PCA-sponsored Driver's Education (DE) event and it was a blast!

The second best reason to be in a car club has got to be driving on a racetrack! If you haven't done this already, dash out and sign up for the next DE. The sign-up process is simple and the equipment requirements are minimal, just a car and a helmet. You can even borrow a helmet if you don't have your own (hey, borrow a car too—that's what I did)!

The DE schedule for first-timers (or beginners) is relaxed and well-thought out with a good balance of classroom instruction prior to the practical application. Even so, I couldn't sleep the night before, and was anxious to get started. Arriving at the track early Saturday morning, we turned in our tech forms, had our helmets checked and were given a numbered decal to place on our car window. This number indicated our assigned run group. Each run group is rated according to experience and skill level. Of the 73 drivers who signed up for the event, 19 were instructors, 16 were advanced students and 24 were rated as intermediate. The remaining 14 of us were beginners.

The first order of business was a meeting for all drivers where we received an overview of the weekend's event schedule, general guidelines and basic rules of the track, including flag signals. Our beginners group then met in a classroom session where an instructor covered more detailed information on the track, safety instructions and car dynamics (handling). Meanwhile, the advanced students were beginning their first run of the day. Over the two-day event, each run group had plenty of track time.

First time out, my instructor drove the first few laps and talked me through each corner. He was careful to show me how to use various markers on the track and beyond to position my car, and he demonstrated how best to turn in and turn out of each corner. With 14 turns and an equal number of entry and exit points, it was a bit overwhelming as I tried to

remember the lines, as well as look ahead to anticipate the next turn. During my first few laps, I hardly noticed the corner workers stationed at critical points around the course. However, with each lap I became more familiar with the track and how to set up for each turn. Soon, corner workers also came into focus—very important, because these great folks keep drivers and the track safe, us-



ing flag signals to communicate caution ahead, etc.

By the end of my first weekend, I could visualize the entire track and each turn (I now often see it in my sleep)! I am still learning the corners by name (number), but I have acquired an up-close and personal knowledge of Turn 6! I managed to take a quick detour out

into the grass at Turn 6 early in my training. Yep, it buffed right out! Although I understand the lines, turn-in points, apex and track-out positions, executing all of that is quite another matter. It means sustaining my mental focus, looking ahead, setting up and being smooth. Hopefully, each lap was getting me closer to doing all of those things well.

I must say that

driving on a racetrack was probably my most excellent PCA adventure. The fun that I had at the track lingered long after the weekend had passed. Of course, the very best part of being in any car club is the great people you get to meet and hang out with. My personal thanks to my champion instructor, Mr. Dale Flesburg, to my kcws.org home team and PCA workhorses who made the weekend possible—they have names like Wilen, Hess, Bennett, Knight, Wright, McIntyre and Wayman. It was great, and you were all a riot!

—Cheryl



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08 PORSCHE IN THE HEARTLAND

Bangers on the Barbeque

Open House at the Bennetts'

By Robert Wayman, KCRPCA Board Member
Photos by Cindy Thomas, Editor and KCRPCA Board Member



Cheers to Richard and Judy Bennett for hosting our Open House on Saturday July 19th. A great crowd showed up including new members Mark Schmidt and Casey McCarthy, several offspring and at least one dog. Autocross cones led the throng to the patio where Richard held court in front of his Turbo Grill (yes it really is a turbo) and stone and granite BBQ. Richard hand-built the entire BBQ and if a tornado ever passes through Lee's Summit, this BBQ will be the last thing standing. Too bad his race car is not as robust.

Demonstrating impressive cross-cultural expertise, Richard served up burgers and brats to perfection with grilled corn on the cob coming in from the neighbors' house. A plethora of side dishes and desserts were there as well for the carb-unchallenged. The patio was fully-decorated

in Porsche memorabilia with parts galore strewn about to serve as hints for the big trivia quiz (first place, a nice bottle of wine), which was held following the feast. Richard

took a small beating from the crowd for some of his more obtuse clues, but everyone participated and learned something new (there were extra points given if you spelled tires with a "Y").

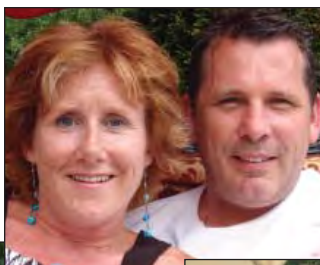
In the end, I assure you it was just a coincidence that the winners of the wine (Al Hess and yours truly) were sitting next to each other!

The evening went on to include more great conversation, a beautiful sunset and a few burned stogies.

Thanks again to Richard and Judy for hosting and to everyone for coming. We have a great group of folks in our Club and it is

fantastic to get together and spend time with each other. Hope you can join us at our next event which will be detailed in *Der Sportwagen*. See you there!

—Bob



Ice Cream Rally

August 23, 2008

By Neill Flood, KCRPCA Vice President—Social Activities



Please join us Saturday, August 23rd at 10:00 am for an Ice Cream Rally. We will meet at the Yahooz Restaurant parking lot located at the Leawood Town Center Plaza (4701 Town Center Drive, Leawood, KS) and promptly start the Rally at 10:30 am.

If you haven't attended a Rally before,

you're in for a treat as this isn't a timed event, but focuses on your observation skills.

The final destination of the Rally is an Ice Cream Parlor where everyone can trade stories about their Rally experience. Feel free to contact Neill Flood (913-424-3092) with questions.

—Neill

Porsche Parade 2008

Report From Charlotte

Article and photos by Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

This year's Porsche Parade was headquartered in downtown (uptown in North Carolina lingo) Charlotte, a much different atmosphere in comparison to the San Diego resort of last year, but just as accommodating. The weather cooperated with cooler than normal temperatures and low humidity, very unusual for late June/early July according to the locals.

Early Saturday morning, the 13 PCA Zone Representatives gathered for meetings and review of presentations for the 2009 PCA Escape. Three very high-quality, attractive presentations were received and resulted in a difficult selection process. The Escape proposal accepted was that for an Escape to the Birthplace of Aviation, Dayton, Ohio, October 1-4, 2009, to be hosted by the Ohio Valley Region. That afternoon was the PCA Board of Directors meeting attended by a packed house.

Sunday, Concours day. Hundreds of Porsches occupied one of the central streets of downtown (sorry, uptown) Charlotte with Porsche paddock areas for cars not being judged down many of the intersecting side streets. It went on for blocks. Porsches of all production models through nearly the entire history of Porsche were displayed.

Again this year prior to the Sunday evening Welcome Party, we had a Zone 10 get-together at a place called Jolina's just a block or so from the Parade Center Westin hotel, an interesting combination of Tex-Mex and Carolina BBQ. Approximately 25 Zone 10 members representing the Central Iowa, Dakotas, Red River, Nord Stern, Ozark Lakes, St. Louis, Wichita and Kansas City Regions were able to attend. The Parade Welcome Party was held a bit later right across the street at the Carolina Convention Center.

Monday was tech quiz and gimmick rally day with drivers and navigators needing to navigate one of two routes while attempting to follow directions and instructions interspersed with riddles and puns. Tours of area

NASCAR shops and seminars filled the remainder of the day.

Monday closed with the ever-popular Concours Banquet with its numerous awards and door prizes. Our Zone 10 was well-represented in the top PCA awards presented. The Nord Stern Region received the Ferry Porsche "Region of the Year" trophy while David Grant of the Red River Region was awarded the Lazar-Blanchard "Enthusiast of the Year" trophy. Both awards were presented by PCA President Prescott Kelly and Hans Peter Porsche, grandson of company founder Ferdinand Porsche and son of Ferry Porsche attending his 30th Porsche Parade. David was able to have Peter Porsche sign his "keeper" trophy later in the week for a significant enhancement.



Tuesday was the time-speed-distance (TSD) Rally for the serious rallyers who returned to an ice cream social in the ~~downtown~~ uptown park and technical seminars all afternoon. This was also the first of two days for the Heritage and Historical car display. Some 68 Porsches ranging from early production cars and early race cars through the latest road cars and the RS Spyder were on display, some from private collections that had never been on display before. Porsche AG retired competitions manager and car project leader, Norbert Singer, was on hand both mornings to present his experiences with Porsche racing from the inside, a truly unique perspective and one possibly not to be repeated. Tuesday evening was dedicated to the Nacho & Margarita Party with awards including the results of the Newsletter contest. Nord Stern's Christie Boeder took second in the Class IV competition, with KC Region's Cindy Thomas also taking home a second place finish with *Der Sportwagen* in Class III.

Wednesday was Autocross day at Lowes Motor Speedway 18 miles northeast of the uptown (see, I'm get-

Continued on next page . . .

Porsche Parade 2008 . . . continued from previous page

ting it) area. With a few glitches at the beginning, things ran more or less smoothly the rest of the day finishing approximately two hours later than planned. Dinner for Wednesday was on your own, but the day was finished with a desserts party later in the evening where the TSD Rally and Autocross awards were announced.

Thursday brought the volunteer workers brunch recognizing the contribution of all the volunteers that make Parade function. And it takes a bunch of volunteers. Huge quantities of door prizes were given away ranging from shirts to gasoline cards to sets of tires. And the brunch itself was good, too.

Next, and nearly last, on the Parade agenda was the Zone Challenge. You may remember that Zone 26 (Zones 4+10+12) took the Gold last year. This year Zone 23 was formed with our Zone 10 and Zone 13 teaming up. There was a new team fielded this year consisting of the PCA Executive Council, Parade sponsors, and the Porsche AG and PCNA delegations—lots of horsepower, little control, with a decidedly older suspension. Challenges this year consisted of a tire-changing drill, Porsche valve spring replacement and a race driving simulator. Zone 23 smoked the competition in the valve spring replacement, held our own in the tire change, and fell short in the race simulator. The simulator was so realistic that I broke into a sweat running the course and had a headache at the end from hitting the tire walls so many times. At least I didn't flip the car as some of my teammates did. In the end, we fell short of Zone 1 who was able to field a huge team complete with a cheerleader squad. Parade 2008 ended with the traditional Victory Banquet, final awards and door prizes including the annual all expenses paid trip to Germany for a lucky PCA member to visit the Porsche factory and other lesser sights.

We headed home on a flight early Friday morning looking forward to a weekend of cleaning up a backlog of a week's worth of work that I had put on the back burner over Parade week. Next year, Porsche Parade is in Keystone, Colorado. 2010 Parade was announced at this year's Charlotte Parade and will be in St. Charles, Illinois,



both a fairly easy drive from Kansas City and many other Zone 10 Regions. Hopefully, Zone 10 Regions can muster a large attendance in more easily accessible Keystone. There are few nicer places in the country than the Colorado mountains during the Summer. Take a look at the Parade 2009 website just activated at www.porscheparade2009.com.

I hope to see you at one of these upcoming Parades. Start planning now. Keystone registration opens March 2, 2009.

—Doug



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Getting to Know . . . **Haley Hoelscher**

Haley will be Co-Editor of Der Sportwagen with Aaron Rubenking beginning in January 2009



DS: Haley, why do you participate in the KCRPCA?

Haley: Because I absolutely LOVE cars, racing and especially Porsches.

DS: Your first ride in a Porsche?

Haley: A ride in Aaron Rubenking's 1986 951 about five years ago. The car is now gone, but I'm still hooked!

DS: What's your favorite slogan/saying?

Haley: "If you want to gather honey, don't knock over the beehive."

DS: What's your dream job?

Haley: I'm less than a year away from having my bachelors in radiologic science and would love to eventually become a radiologist.

DS: What books are you currently reading?

Haley: Dante Alighieri's *Inferno* and Vic Elford's biography.

DS: What's your favorite movie of all time?

Haley: *Grand Prix*.

DS: What is your favorite KCRPCA event and why?

Haley: Club Race—It has been so cool to see it grow over the years and I love the variety of cars that always make an appearance.

DS: If you won the lottery, what's the first thing you'd buy?

Haley: The Pink Pig! It's my all-time favorite!

DS: Have you ever attended a Porsche Parade?

Haley: Not yet, but we definitely plan on hitting the next one.

DS: Your favorite vacation destination . . .

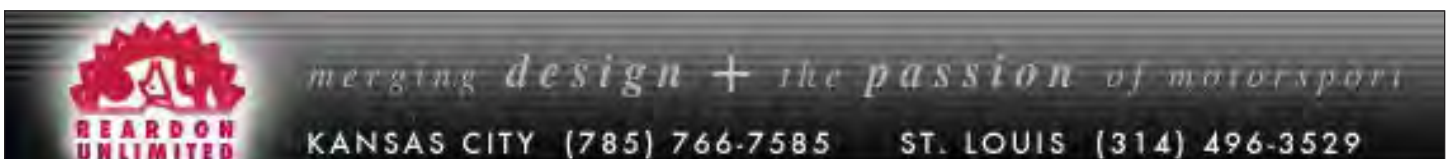
Haley: Bermuda—you can't beat the blue water and pink sand.

DS: If you had all the money in the world, THE car in your garage would be . . .

Haley: 993 Turbo S.

DS: At least one thing you want to do before you die?

Haley: Go to Le Mans.



Porsches and Powerboats

By Greg Wright, KCRPCA President

Photo by Jim Rand of Blue Springs Marine, KCRPCA Member

Blue Springs Marine hosted the Kansas City Region Porsche Club for a car show in the realm of water-bound crafts. Jim and Nancy Rand, KCR members and owners of a beautiful Midnight Blue Cayman, welcomed all attendees to the car show with a registration booth and several opportunities to enter drawings for door prizes. On our schedule for the day was the car show, a BBQ luncheon, a demo by the folks at Meguire's and officious judging of the cars on display.

Having played nine holes of golf before the event prior to heading out to Blue Springs, I wondered about the weather and potential rain from early morning. I wetted a chamois before leaving the house to buff up as needed upon arrival. There was a line-up of several Porsches, a beautiful black Ford Thunderbird and a Dodge Viper. Great stuff. I quickly buffed the car up and stored the golf clubs inside.

Progressively, the weather improved throughout the event. We were introduced to Tommy Trabue, a Vintage Racing driver and manufacturer of Ebttide Boats, who owns 20-some Porsches of all makes including a 718, 356s and 911s. What a gentleman with a Porsche

pedigree and a garage in Tennessee that I must stop by to visit some day.

The BBQ offered at the event was cooked by the award-winning chef Kent Edmondson, and was simply melt-in-your-mouth; the beans and potato salad were exquisite. Don't tell the folks at Bryant's, but I may have found a better pork sandwich. Unbelievable . . . enough said. Don't miss this event next time.

Car show award winners even surprised me. A late show at the event, Mark Harris won the People's Choice Award with his gorgeous black

1996 C4S, Michael Egger won the Sexiest Car Award with his 2001 996 Twin Turbo 911 dressed in black turbo twist wheels and race interior—hot baby! Somehow, the author won the Brightest and Deepest Color Award for a most-photographed 2002 996TT.

The folks at Blue Springs Marine offered numerous giveaways of Meguire products to attend to every detail of our cars. We all came home with a bunch of stuff to shine, polish and enhance the natural beauty of our vehicles. Great car show, great time, great food, can't beat the camaraderie and beautiful boats.

—Greg



**The new 3.4 liter V8
Porsche RS Spyder direct
fuel injection engine**

Photo courtesy Porsche Cars
North America

Deciphering Your 911 VIN

Article and photos by Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep



That 17-digit Vehicle Identification Number (VIN) affixed to your 911 has a major amount of information coded into it concerning the car to which it is attached. The challenge is figuring out what all of these numbers and letters mean. And then when you think you've got it figured out, there will be an anomaly for no apparent reason, or the whole system will change without notice.

A bit of history. In 1979 and 1980, the International Organization for Standardization, otherwise known as the ISO, adopted standards (ISO 3779 in 1979 and ISO 3780 in 1980) to address the plethora of divergent automobile numbering and identification systems employed by the world's vehicle manufacturers. A "standard" ISO-compliant VIN number comprised of 17 alphanumeric characters was adopted by the vast majority of manufacturers, including Porsche, with the first full year of use in the 1981 model year.

This article addresses Porsche 911s in the 1981-forward time frame. 911 VIN protocol prior to 1981 was revised numerous times, sometimes changing from year to year, and is another whole subject unto itself. Maybe for another day in the future to tackle that one.

A typical VIN is broken into several sections. I'll use an example of a typical Porsche 911 VIN (obtained randomly from an eBay Motors listing for a car recently up for auction) of WPOAB0916JS120515. As noted above, the VIN contains 17 alphanumeric characters. The letters I, O, and Q will never be used in a valid VIN basically because the "I" looks too much like a 1 (one) with the O and Q easily mistaken for a 0 (zero).

The first three characters of any VIN represent the World Manufacturer Identifier (WMI in ISO speak). The first character is the initial of the manufacturer's country, second, the initial of the manufacturer name, and third, is the manufacturer's vehicle type or manufacturing division and is usually, but not always, a number. In our example, the first character is "W" for West Germany (a hold-over from before the East/West Germany reunifica-

tion), the second character is "P" for Porsche (no tricks here), the third is "O". Up until the introduction of the Cayenne, this character was always O, and still is for everything other than the Cayenne which is a 1.

The next block of six characters, positions four through nine, is the Vehicle Descriptor Section (VDS).

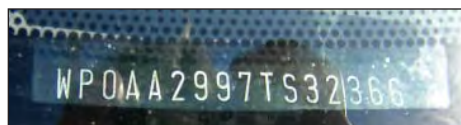
The VDS sequence is used to identify things such as vehicle type, model, body style, passenger restraints, etc. and varies from manufacturer to manufacturer, and even model to model from a single manufacturer. For the Porsche 911, the first three characters in this group designate whether the car is a US model or Rest of the World (ROW) model. ROW

model VDSs are ZZZ. So, if you find a 911 with ZZZ in the VIN you immediately know that it was originally sold somewhere other than the United States.

Assuming you are looking at a US model 911, as is our example, the A in the fourth position of the VDS indicates body style; A = coupe, B = targa (although sometimes an E in earlier cars), C = cabriolet (although again sometimes an E in earlier cars). In the fifth position is an indication that the engine version is for the US market and is typically an A or B, sometimes a C. The reason for this letter variation, I could not determine. The sixth position designates US passenger restraint systems and is always a number; 0 for seat belts only, 2 for airbags.

The next two characters, in the seventh and eighth positions, designate the Porsche model code, which are the first two numerals of the vehicle's model number, in our example 91 for 911. There is some overlap in later model years with 96 = 964 and 99 = 993, 996 and 997. Early 911 turbos were 93 (for 930), but not later turbos when the 930 numbering was dropped in the 964 program.

The function of the last character in the VDS sequence, the Check Digit, occupying the ninth position,



Continued on next page . . .

Deciphering Your 911 VIN . . . continued from previous page

is mandatory in North America, and is also used in many other parts of the world. Its purpose is to verify the accuracy of the VIN through a precise computation to determine the validity of the previous digits in the VIN so as to minimize fraud. The calculation includes transliteration of the alpha characters to numerical equivalents with the resulting numbers run through a mathematical algorithm. The resulting sum of the numbers is divided by 11 with the remainder being the Check Digit. If the remainder is 10, it is replaced with an X. This is one of the things the Department of Motor Vehicles (DMV) looks at when a car is registered. In addition to determining if the car has been stolen, they verify that the VIN is valid and not something you made up and slapped on the car just before you came in. Some DMVs have trouble with Rest of the World cars in that the ZZZ in the VIN can screw up their Check Digit calculation, thus telling them that the VIN is invalid. Many DMV personnel apparently do not realize that cars are built for other parts of the world and occasionally show up in the US. Their world is very small. Sometimes no bigger than the desk they occupy. So, be aware when registering a ROW car. Take additional documentation concerning VIN validity with you to avoid potential problems, just in case.

From here on out in the VIN sequence, manufacturers have wide latitude as to the significance of the characters and their location in the string. The tenth character of a 911 VIN is the vehicle's model year. It can either be a letter or a number. In our example, J indicates that this is a 1988 model. At Porsche, the 1980 model year was designated A (even though they didn't start using the new 17 character VIN system until the 1981 model year), 1981 - B, 1982 - C, and on through the alphabet (eliminating I, O, and Q as above, and also U and Z for some unknown reason) until ending at the 2000 model year with Y. The 2001 cars were designated 1 and then continue with consecutive numbers until model year 2009 which will be 9. Then it starts through the alphabet again with A for the 2010 model. In essence, the model year sequence repeats every 30 years. Conceivably, you could have an F model year car that could be either a 1985 or a 2015. You'll probably be able to tell which year it is just by looking.

Porsche's assembly plant location occupies the 11th VIN position. This is usually the first letter of the city where the plant is located. The S in our example indicates Stuttgart, as it will be for all 911s.

The remainder of the Porsche 911 VIN characters are the vehicle's serial number. For the US market, the first two digits designate the body style (again). Prior to the 964 program started in 1989-1/2, 12 = coupe, 16 = targa and 17 = cabriolet. From the 964 program on, the body style numbers changed frequently, sometimes every year. In addition, new numbers were created to designate limited production or specialty 911s such as the RS America, Speedster, Cup, etc. You really need a chart to figure it out. Other numbers, and/or the same numbers, were used in Rest of the World cars.

The last four digits of the VIN are the sequential production numbers. Theoretically, this represents the order in which the 911s come down the production line. But, because of the wide variety of customizations offered by the Porsche factory, cars are frequently pulled off the normal line for days, weeks or sometimes months for specialty work before being completed and rolled out the door with a VIN indicating a substantially lower sequence number than those cars leaving the factory at the same time.

If you are seriously interested in various year and model variations in VINs, and the cars themselves for that matter, get a copy of *Porsche 911 Red Book* by Patrick Paternie. The second edition covers 911s from 1965 through 2005. However, there are some VIN misprints that I found in the book, based upon my research from a number of other sources. I can understand why. VINs are complicated and seem to strangely change patterns at the whim of some unseen, all powerful VIN guru located in a place nobody can find at the Porsche factory. So much for "standardization," ISO.

—Doug



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PCA ZONE 10 CALENDAR
Update 7/17/2008**AUGUST**

9	Dusk Patrol and 40th Anniversary Party at the Forrette's	Dakota
10	Koni Challenge Iowa Speedway	Schonesland
15	Porsche Night on the Town, Davenport, Iowa	Central Iowa
16	Get on Down the Road Rally, Lakeville Theater parking lot start	Nord Stern
17	Tassle Ridge Winery	Schonesland
21-24	Run for the Hills 6 multi-region event	Dakota
24	Sertoma Car Show, Iowa City Airport	Central Iowa

SEPTEMBER

13	Crown Valley Winery tour	St. Louis
14	Havelock Car Show	Great Plains
18-20	PCA Escape to the Land of Enchantment, Albuquerque, NM	
19-21	RVBOWWOW4 (tour Lake Pepin area of Mississippi River in MN/WI)	Dakota
19-21	Annual North Shore Fall Color Tour	Nord Stern
23	Sienna Car Show	Wichita
26	Porsche Night on the Town, Dubuque, Iowa	Central Iowa
26-28	Last Fling Driver Training and Driver Ed - Brainerd, MN	Nord Stern
27-28	Fall Carrera Classic Drivers Ed - Gateway	St. Louis

OCTOBER

11	Anniversary Car Show Autocross	St. Louis
11	Westboro Fun Run	Great Plains
12	Porsche Only Car Show	St. Louis
12	Fall Leaf Tour	Central Iowa
17-19	Drivers Education, Heartland Park, Topeka	Kansas City
18	Breakfast at Tiffany's (Sweetest Day) - Hosted by Forrette	Dakota
25	Fall Colors Tour	St. Louis

NOVEMBER

8-9	PCA Palooza, Eureka Springs, Arkansas	
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DECEMBER

1	Holiday Party	St. Louis
12	Christmas Gathering hosted by the Eide's	Dakota
17	Board Meeting - Changing of the Guard	St. Louis
18	Holiday Party	Central Iowa

JANUARY 2009

24	Region 50th Anniversary Party	St. Louis
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For detailed information about listed events, see the respective Region's website or the PCA National website at www.pca.org.

Central Iowa Region: www.ciapca.org
Dakotas Region: www.dak.pca.org
Great Plains Region: Porsche.ellipse.net/
Kansas City Region: www.kcrpca.org
Nord Stern Region: www.nordstern.org

Ozark Lakes Region: www.olk.pca.org/
Red River Region: RedRiverPCA.org
Schönesland Region: www.shonesland.org
St. Louis Region: www.stlpca.org/
Wichita Region: www.pca.org/wic

Calendar of Events

See www.kcrpca.org for updated information about upcoming events.

See page 19 for PCA Zone 10 Calendar

2008

August

- 16 Swap Meet at ImagineAuto (see page 8)
- 23 Ice Cream Rally (see page 11)

September

- 13 Shrimp Boil (details TBA)
- 27 Fun Drive to Lawrence (details TBA)

October

- 12 KC German Auto Show at Hawthorne Plaza (details TBA)
- 17-19 KCRPCA DE at Heartland Park (details TBA)
- 18 Fun Drive to Topeka (details TBA)

November

- 15 Casino Night (details TBA)

December

- 6 or 13 KCRPCA Holiday Party (details TBA)

2009

January

- 31 Changing of the Guard Party (details TBA)

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