

January 2009

Der Sportwagen

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



Photo by Aaron Rubenking

Der Sportwagen

Kansas City Region
Porsche Club of America
January 2009

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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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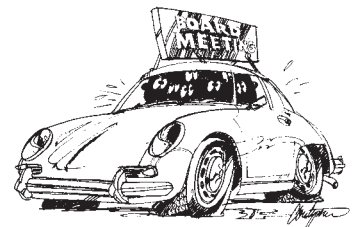


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Monthly Board Meetings

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.



Next month's meeting: Changing of the Guard Dinner (see page 8)

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Greg Wright, President

Die Anmerkung von Greg

Happy New Year

It has been a pleasure and honor to serve as President of the Kansas City Region Porsche Club of America for the past two years.

My job was made easy thanks to the Board members who served with me. I had the luxury of a dozen really active individuals throughout my tenure that consistently organized fun events for our members to participate in. While this column is the last thing I will do as acting Prez, my last official engagement will be at the Changing of the Guard dinner January 31st when I will have an opportunity to thank all the folks who made it happen, and hand over the Stahlhelm to Sean Reardon, the President-Elect.

I have romanced the idea of a new car on several occasions in the last few years, sometimes spilling into this column with my rumblings. I have recently read extensively about the new 911 with/without PDK and would love to see an all-wheel drive version in the garage. The only obstacle in the way stems from the economic maelstrom we find ourselves in. Although a new car might have some discounts attached to it to counteract the slow to non-existent sales, the used car market is down the tubes creating a large barrier for entry into the new car smell.

In the spirit of "love the one your with," I took the 996 Turbo out this morning in the snow/ice for a trip to the YMCA for a swim workout. Streets in the neighborhood were covered with a thin layer of snow/ice and cars were creeping along. The AWD with PASM is simply bulletproof. Even without the benefit of all-season tires, it is almost impossible to get the car out of sorts, though I do try. The only time I was not in complete control was when I was braking for the left-hand turn into the parking lot. Under acceleration, the car goes where it is pointed, without fail. The obvious "take-away" from this adventure is stay off the brakes.

Back to the future; the economy will not slow

down the fun that is planned for 2009. We have a schedule for the whole year penciled in, but it will always remain flexible for great ideas and events. Last year's Ozark Weekend featured a Casino Night that was great fun for all who attended. Because of the positive reviews, we are bringing the casino experience back to KC where our hosts will be Stephen and Roxanne Kaspar of ImagineAuto on February 21st. Several gaming tables will be interspersed with the beautiful cars that ImagineAuto always has on display. In order to personalize the event, we are asking for everyone to bring their favorite hors d'oeuvres to share. The minimal \$10 entry fee is to defer the expense of the gaming tables and dealers.

The next six weeks are marked by a wine tasting at Paulo & Bill's, followed by a Pub Night/St. Patrick's celebration, and then an open house at the Waymans'. What an awesome start to a new year!

—Greg



Aaron Rubenking, Editor
Haley Hoelscher, Co-Editor

From the Editors

I would like to thank the Club for giving Haley and I the opportunity to become your new Editors. The transition has been made very easy for us due to the wonderful work that Cindy

Thomas has done. Thanks Cindy!

We look forward to hearing all of your ideas so feel free to e-mail them to us at dersportwagen@gmail.com. This is YOUR newsletter, let us know what you want to read!

Now with all of that aside, it does not seem like Spring can get here soon enough. We have been lucky so far this year with enough "nice" weather but we still long for the days of sitting at the track with friends. One of these days Haley and I will actually put a number on the 968 and join in on all the fun! Hope to see you all at the Changing of the Guard (see page 8).

—Aaron & Haley

Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

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John Byram Jr.	2
Brant Wininger	2
Buren Crawford	2
Edward Dallam	2
Randy Olson	2
Robert & Barbara Kenney	2
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NEW MEMBERS—JANUARY 2009

Mark & Ann Killen
Leawood, KS 66224
Silver 2007 911 Turbo

Michael & Pamela McCurley
Wood Heights, MO 64204
White 1991 964

AUF WIEDERSEHEN—DECEMBER 2008

Robert & Marry Montgomery
Wakarusa, KS 66546
Transferring to the
Great Plains Region

National Scrutineer

Article by Sean Reardon, KCRPCA President-Elect



Leaving snow-packed roads in Kansas City for Florida is a good thing. Especially considering it's only Wednesday and I'll be spending four full days in Florida in February at Sebring International Raceway working as a race scrutineer for PCA Club Racing. I'm pretty sure there could be worse ways to spend a weekend. First stop is Dallas at which point I plan to meet up with Michael, a fellow National PCA staffer working the race. One tasteless Caesar wrap later and I run into Michael and we settle on board on our flight to Orlando. I'm helpless without radio, clipboard and ink stamp so all those are carried with me on the plane. I always assume checked bags will end up 640 miles from where I'm going. X-ray security attendants love me.

Officiating a race like Sebring, with well over 250 entrants requires three National stewards, four timing techs and seven scrutineers. The race weekend spans four days which are broken down into two night racing sessions, two travel days, several radio battery recharges and gallons of coffee.

Arriving in Orlando, Michael and I meet up with several other National staff members. Consolidation of rental cars means packing several adults, our normal luggage, and a ridiculous sewer pipe-looking thing with timing equipment into our car. Now, off to the hotel. Hotels are an interesting phenomenon in PCA club racing. Each Region is asked to provide accommodations for the National staff. Some are good, some are really good, and some require an effort to simply nod and smile when asked by the Regional folks how your room is. How about the rooms for Sebring? Depends who you ask (better leave it at that). But we're still in Orlando; we save the drive to Sebring for Thursday. During the drive to Sebring we're all silently asking ourselves, as we pass through mile after humid mile of dead flat sand and scrub brush, why on Earth would anyone choose to live in central Florida?

The 48 Hours of Sebring is the first PCA club race of the season, it precedes the ALMS 12 Hours of Sebring by one month so you get a mix of amateur, novice, professional, and I-just-bought-a-Cup-car drivers. Many of the pro guys use this race to learn the track and get extra experience for the 12 Hours.

Upon arrival at our hotel we decide it looks nice. Now it is time to meet with the PCA National stewards at their hotel next to the track. Wait, why are they in a different hotel? Odd... Anyway, the stewards like to get the whole National staff together before a race to cover the weekend schedule, coordinate with the Region folks, discuss any issue-specific drivers or cars and talk about any other new business for the weekend. Enjoying the relatively warm outdoor air, a chorus of flat-six Cup car engines running practice laps 100 yards away accompanies our meeting. While very cool at first, the novelty soon wears off as we can barely hear anyone talk. Registration opens in a couple hours so we better get our act together quickly. Duly registered, the drivers seek us for paper tech. We trade those drivers with proper log book and signed 2008 tech forms for a tech sticker, an ink stamp and the wish of a fun and safe weekend. New cars or those with significant modifications need to see one of us to be physically checked out. I let the guys with more technical background handle this. Our long day is only beginning. We have night practice to monitor.

2008 marked the first year of PCA night racing at Sebring. This means all these racecars need taillights and headlights. A highlight of the weekend for me is a first-hand demonstration of the headlight switch for a panicked driver 20 seconds before entering the racetrack. I guess the Cup cars don't come with owner's manuals. The race organizers had some extra lighting installed

Continued on next page—

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around the track but despite this, the track remains extremely dark and very bumpy, making for a difficult combination, especially for the less experienced drivers, of which few, if any, have raced at night.

Day One finally ends at 9:30 pm with little more drama than expected. A few wrecks, some paperwork and a brief meeting among the National staff to discuss breakfast, arrival times, etc. Day Two, Friday, starts wet. Thankfully though, things dry before cars go on track. For a typical practice or race session, one or two scrutineers will be on the grid to visually check that cars are okay to be on track, looking for loose hood pins, open window nets, smoking exhaust and proper safety gear. One scrutineer mans the black flag station on pit lane where he maintains control over the radio and will conduct friendly chats with drivers who forget to keep the car on the racing surface. Remaining scrutineers serve as extra eyes on pit lane or as “rovers”, moving through the paddock to help track down incident cars or run other errands for the stewards or timing techs. Proper radio protocol is very critical for any race weekend, but even more so with an event with over a dozen National staff and over 75 cars on track at any given time. We learn early in our scrutineer careers how to convey lots of information in very few words. Also we learn to be discrete and courteous on air; race teams have scanners and like to use them. Friday ends with night sprint races. While cool to listen to and watch, we’re all glad Friday night ends the inaugural night action. However, our night doesn’t end until we track down all incident cars and fill out the necessary paperwork documenting any contact incidents, delivering them to the stewards. As the eyes and ears for the stewards, we only have to convey what we saw of the damage and stories from the drivers. Thankfully, the stewards make the hard decision of how to assess judgment for the situation.

Sebring International Raceway began life as a World War II B-17 training base. Post-war racing

took hold and the place has been famous ever since. The track claims to be the oldest permanent road racing course in America, and will be hosting the 57th edition of the 12 Hours of Sebring in March 2009. Driving around the extensive paddock with acres of concrete, it’s easy to see the airbase roots.

Days Three and Four blend together. There are lots and lots of Porsche race cars. There is also lots of track time. Lastly, there are lots of racing incidents, which explains why so many scrutineers are required at this event. Every contact incident requires that a damage report for each car be written by a scrutineer. We also take the opportunity to visit with the driver to ensure they’re okay and to hear their perception of what happened on track. The final, and in my estimation, most nerve-wracking events of the weekend are the 90 minute enduros. All enduro races have a mandatory five minute pit stop. With this length of race, refueling is allowed and necessary for most cars. These pit stops have many opportunities for mayhem so we station ourselves up and down pit lane to ensure drivers and crews remain safe and calm. Have I mentioned that most drivers and crews are amateurs? The last checked flag signals the end of racing for the drivers and only the beginning of the end for the National staff. Tracking down the last of the incident cars, packing the equipment, parking golf carts and waiting for the stewards to make the last of their judgments fills at least two hours after the track falls silent. Though I’m desperately tired and would do anything to find sleep, I’m happy to say one of the most enjoyable moments of the weekend for me is sitting down to a leisurely Sunday dinner with all the National staff. This time allows us to reminisce about the weekend and to learn more about each other. It’s also one of those times that I’m even more thankful to have sent that innocent email to Vicki, our steward for our own races here in Kansas City, asking if there’s any way I can help the PCA on a National level. What a great gig I’ve stumbled into.

—Sean

Changing of the Guard

January 31, 2009

By Sean Reardon, KCRPCA Executive Vice President

Come join us for this annual tradition celebrating the peaceful change of leadership for the Kansas City Region PCA. Held at Fiorella's Jack Stack Barbeque, we guarantee that fine food, good drink and warm weather will be on tap. This event is an excellent opportunity for Club members to thank our outgoing Board members and welcome in the new. The Ron Kitchen Trophy for acknowledging one KCRPCA member's enthusiasm for racing and driving Porsches will be presented as well.

The event starts at 6:30 pm, January 31, 2009, at Fiorella's Private Dining 13645 Holmes in south Kansas City. Please send \$25 per person to:

Jim Phillips
6409 Maple Drive
Mission, Kansas 66202

Hope to see you there!

—Sean

Results of Election

By Jack Bishop KCRPCA Secretary



The ballots have been counted! The slate of candidates prepared by Cindy Thomas and the nomination committee has been unanimously elected:

Sean Reardon—President
Neill Flood—Executive Vice President
Robert Wayman—Vice President, Driving Activities
Jan Pierce—Vice President, Social Activities
Treasurer—Jim Phillips
Secretary—Jack Bishop
Ralph Light—Director
Aaron Rubenking—Director
Ron Tippie—Director

Congratulations to all!

—Jack



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Mardi Gras Casino Night

Article by Neill Flood, KCRPCA Executive Vice President



Although a vast majority of people celebrate Mardi Gras in New Orleans, we've decided to have our own version of this fun event in Kansas! Please join us on Saturday, February 21st at 6:00 pm for a Mardi Gras Casino Night. This event will be hosted by ImagineAuto. They are located at 8344 Melrose Drive, Lenexa, KS 66214. To satisfy our hunger, the food will be done "potluck" style where everyone attending will bring a food item. Additionally, beverages will be done BYOB (Bring Your Own Beverage). After we have had an enjoyable potluck meal together, the real fun will start when the "funny money" is passed out. Then, a variety of casino equipment available for our gambling desires (with games such a Blackjack, Roulette and Poker) which will be staffed by professionals will be rolled out. Admission to this event will be \$10 per person and an RSVP is required by February 13th to ensure the appropriate amount of gambling equipment is available. Checks can be made out and sent to:

Jim Phillips, Treasurer
6409 Maple Drive
Mission, KS 66202

To RSVP, please contact Dawn Flood at 913-424-8864. Dawn will also ask you what potluck food item you are planning on bringing so have it in mind when you call. Also, don't hesitate to bring your beads and other fun Mardi Gras items to the party!

—Neill

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Holiday Party

Article and Photos by Dawn Flood, KCRPCA Member



It was a night of friends, food, and an elegant backdrop of lights and holiday decorations galore. The evening started out with light drinks and hors d'oeuvres with conversations about the fortunate clear, beautiful sky with hints of mourning for weather of holiday parties past. The InterContinental Hotel prepared an assortment of cheeses, appetizers and a carving station for honey ham sandwiches. The spirits from the cash bar



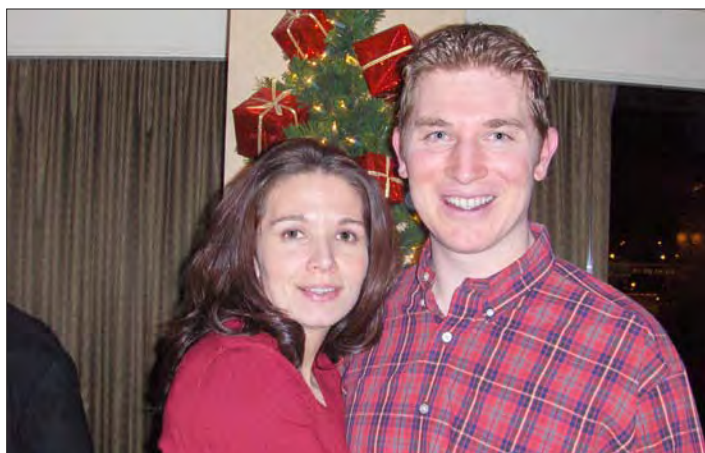
contributed bountifully to the holiday cheer as well as the witty spirits of the PCA members in attendance. Attached to the room were two balconies that displayed a breathtaking view of the plaza lights and the holiday traditions within.

President-elect] and his wife Angie had made the trip from Springfield, MO to spend the evening with us. Also in attendance was our current Kansas City Regional President, Greg Wright and our president-elect, Sean Reardon. After the official party came to a close, many PCA members continued down to the hotel bar for delectable chocolate treats. Neill and I would like to thank Connie Waldrop for her assistance in the planning of the menu and to all members who attended the party this year. We look forward to seeing you at the Changing of the Guard at Fiorella's Private Dining in KC. [See page 8]



—Dawn

It was nice to see Kurt Gibson (National PCA



Porsche Parade 2009

Keystone, Colorado—What's it all about

Part Two

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep



One of the major competitions to be held at all Parades, including the 2009 Keystone, Colorado Parade which is to be held June 29 thru July 4, and one of the most anticipated, is the Concours d'Elegance. The Concours is usually the first of the Parade core competitions held, and is again the first in 2009, to be held on Tuesday, June 30, located on the fairways of the Keystone Ranch Golf Course.

Entry into the Concours is open to anyone registered for Parade. You must sign-up for the Concours at the time of Parade registration. It is helpful at registration to have determined your car group and class prior to actually registering. Concours rules and car classifications are spelled out in the Parade Competition Rules (PCR) every year. The PCR is available online at the PCA National website, www.pca.org, under the Member Services and Contacts tab on the home page. From there, click on Library/Admin, then under the Porsche Parade heading—Parade Competition Rules (PCR). The four major classification groups are Restoration, Preservation, Preparation and Performance. All the details concerning what group your particular car would fall under, including further divisions, classes, etc., are spelled out in detail in the PCR. The default Group/Division, especially for the first time Parade attendee driving a street car, is probably Preparation/Touring. This category is the closest to most Regional Concours competitions with the judging based mainly on the actual cleaning and preparation of the car for showing.

At least a day prior to the Concours, and sometimes a couple of days, a special Concours washing and prep area is opened to

all those registered for the event. This is especially important to those who have driven their car any distance to Parade. Often the preparation area is sponsored by a car care products company such as Zymöl or Griot's Garage, usually with samples of their products to try on your car. However, this is not always the case and you should bring all of your personal wash/preparation equipment and products with you. The Concours prep area is open to touring for anyone registered for Parade and I would recommend at least walking through to see how other people make their cars ready. It's unbelievable to what extent some competitors will go in preparing their vehicle for a Parade Concours.

Competition, especially in the Preservation and Restoration classes, can be intense. Parade Concours is not at all like the fairly laid-back competitions that take place at most of our local Regional level. The Concours is taken very seriously, by many of the competitors. As an example, people have been known to disassemble their car, clean every single part, reassemble it, shrink wrap it so that it can't become contaminated, and ship it to Parade where it is unwrapped mere hours before the start of the Concours and put into position at the event with excruciating care. This is an extreme example, of course, but has happened—I've seen it.

Once your car has been set at the Concours site, only minor preparation touch-ups such as dusting, final glass detailing and fingerprint removal are allowed until judging starts. Once judging starts, you are not to do anything to your car until such time that it is being judged. Then you will be asked by the judges to open hood, lid and compartments as well as remove spare tires (if any) and tools for

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inspection. You are expected to be with your car when judges arrive to evaluate your car. After your car has been judged, you are free to wander the grounds and look at the other cars. Usually you can't remove your car from the Concours area until judging is complete and you are directed to move. Don't forget to load up your final touch-up equipment and anything else that has been removed from your car prior to judging (put your name on everything so that you can be reunited with anything that may have escaped).

Many Concours, Keystone included, have a paddock/corral associated with the event where any Parade registrant can display their Porsche, without being judged, at or near the official Concours area. Things start early including the corral. Keystone paddock/corral cars are to be placed the afternoon prior to the actual Concours. Porsches entered in the Concours to be judged start pre-staging for the event at 5:30 am (that's O-dark-thirty for many of us) the morning of. Judging starts at 9:00 am and runs most of the day. As part of the Keystone Concours, there will also be a Heritage and Historic Porsche display with a variety of race, limited production and historic cars including some shipped in from the Porsche AG Museum in Stuttgart.

Keystone Parade Concours information is available on the official 2009 Parade website at www.porscheparade2009.com/Concours.aspx.

Entry in a Parade Concours is not for everyone, but the experience of competing is invigorating. You will have your car judged by some of the most knowledgeable Porsche aficionados in the country/world. Information gleaned from Parade Concours judges can be vital for better preparation of your car competing at a Regional Concours, or for your next Parade where you'll do better. If you've gone to the trouble of attending Parade, why not enter the Concours d'Elegance?

—Doug



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On With the Mods. . . Suspension Time!

Article and photos by Stephen Kaspar, KCRPCA Tech Editor



Originally, when we brought the 997TT in from Chicago there was very little in the way of modifications available for the car. We created some in the form of tuning and worked with other companies to build intakes, etc. The thing that simply was not available while leaving the Porsche Active Stability Management (PASM) in place were suspension modifications. Knowing that the car was really not headed to the Dakar Rally we quickly teamed with Tech Art and waited until the first set of TA lowering springs hit American soil. Once they were shipped in and installed, the car finally had a stance that we could be proud of. The ride was firmer, but like with any lowering spring addition, you always seem to find yourself saying, does that rebound with the spring feel right. . . nah must be in my head. So we accepted that for the money spent, it was certainly well worth the gain and the looks it created.

Over the Summer we received a brand new Bilstein Dampstronic suspension. It has been sitting for what feels like forever, next to the couch in my office. Work projects and day-to-day business certainly put the slow down on personal projects. So finally, we have found a small window of time to install my brand new suspension.

Unlike the suspension kits from Bilstein for past or current cars that would use the PSS9s or PSS10s, this system doesn't have the ability to control dampening of the system by a knob on the top of the housing. The system



Continued on next page—

—Continued from previous page



remains completely PASM-compliant and has all the workings to internally lock up the strut for a stiffer ride just like the factory. The difference is the progressive nature of the system. The more the system is pushed, the more aggressive it becomes on the road. If you take an easy drive to the grocery store, the system is very compliant and drives well. In fact, it seems to drive much better than stock in my opinion. There is no bobbing, no uneasy roll and it is very firm and sure on the road. If you need a little more kick, just hit the sport button and allow the system to lock it down and hit the track. This is without question one of the best improvements for the car both on the street and for track use.

Installation is pretty straight-forward. All you have to do is pull the old ones off and install the new ones in the exact same fashion. This system is completely adjustable and the ride height is open to your heart's content. I personally chose the ride height of a GT3RS. The alignment specs I chose are not that of GT3RS but one of a cross between the GT2 and the TT. This is a win-win for many situations and certainly for daily driving.

—Stephen



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08 PORSCHE IN THE HEARTLAND

Getting to Know . . . Ron Tippie

For more go to www.kcrpca.org



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

Ron: Mostly social. I like looking for reasons to spend the day with the car and others who know them better than I.

DS: What Porsche do you currently drive?

Ron: 1999 Boxster, Pastel Yellow.

DS: What book(s) are you reading currently?

Ron: *Fuzzy Tail Friends*. Over and over. I also spend much time reading a book Sean [my son] calls *Mamma Moon*. He loves these books.

DS: What is your favorite vacation destination?

Ron: We recently discovered Palm Coast, FL. Fresh seafood and a quiet, private beach. It is the best place to do absolutely nothing.

DS: Have you ever attended a Porsche Parade?

Ron: Not yet, however, with the next Porsche Parade being next door in Colorado, we might make it our first one.

DS: Tell us about the most memorable Porsche experience you've had.

Ron: My most exciting experience was the first time putting the Boxster on the track at Heartland Park. I did the parade laps with 21 other cars, plus the pace car. I was third in line and the first four of us stuck as close as possible to the pace car, leaving the rest of the pack far behind. It was a thrilling, literally heart-pounding, run. These cars are amazing at sticking to the ground through turns. Again, my thanks to Nick, driving the pace car, for allowing us a true track experience.

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

Ron: *The Big Lebowski*. It appeals to my sarcastic sense of irony.

DS: Of the Porsches you've owned, which one is your favorite and why?

Ron: This is my first, and so far, only, one. It will probably always be my sentimental favorite as it was a Christmas gift from Regina. Also it was Sean's, our 21-month-old son, first car ride. We brought him home from the hospital in it. And yes, for those who count seats, it meant Regina had to come home in a different vehicle. To say this was a sacrifice for her would be an understatement. Sean and I both thank her for understanding.

DS: If you won the lottery, what is the first thing you would buy?

Ron: More garage space. It may have to have a new house attached, but definitely more garage space.

DS: Name the place you want to go but haven't been?

Ron: I want to tour Italy and then check out a few Greek Islands for a summer.

DS: The "one" thing you want to do before you die.

Ron: Once Sean is older, I would like to hike to the bottom of the Grand Canyon. I cannot help but think it will be different than sitting on the upper rim, as beautiful as that is.

DS: What is your favorite KCRPCA event and why?

Ron: Overall, I love the fun runs. Neill has created some great routes. More importantly, I enjoy seeing other cars, visiting with fellow PCAers, "spirited" driving and feasting with everyone at the end.

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

Ron: An aluminum Mercedes 300SL. On a more practical level, I would love to have a Carrera S Cabriolet. A back seat would allow us to share the Porsche experience much more often as Sean would then have a place to sit.



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Calendar of Events

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

See page 19 for PCA Zone 10 Calendar

January

31 Changing of the Guard Dinner (See page 8)

February

21 Mardi Gras Casino Night (See page 10)

March

1 Wine Tasting at Paulo & Bill's (Details TBA)

14 St Pat's Pub Night (Details TBA)

28 Open House at the Wayman's (Details TBA)

April

4 ImagineAuto Spring Car Thing (Details TBA)

17-19 Club Race/DE (Details TBA)

May

15-17 Ozark Getaway/Rally (TBD)

June

13-14 Summer DE

27-28 Caravan To Parade (Details TBA)

29-30 Parade in Keystone (See page 12-13)

July

1-4 Parade In Keystone (See page 12-13)

10 KCRPCA at the T-Bones Game (Details TBA)

18 Open House (Details TBA)

August

9 Autocross (Details TBA)

15 Fun Drive to Marina Grog & Galley (Details TBA)

September

12 Shrimp Boil (Details TBA)

27 Autocross (Details TBA)

October

9-11 FallFast DE (Details TBA)

10 Fun Drive to FallFast DE (Details TBA)

17 Oktoberfest Rally

18 Oktoberfest Car Show

November

1 Autocross (Details TBA)

13-15 PCA-Palooza (www.pca-palooza.com)

December

5 Holiday Party at the InterContinental (Details TBA)

PCA ZONE 10 CALENDAR
Updated 12/15/2008

JANUARY 2009

10	Holiday Party	Great Plains
17	Region 50th Anniversary Party	Nord Stern
24	Region 50th Anniversary Party	St. Louis
31	Changing of the Guard Dinner	Kansas City

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.schonesland.org
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