

May/June 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
May/June 2009

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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 Yarbrough's Restaurant at 10310 Shawnee Mission Parkway 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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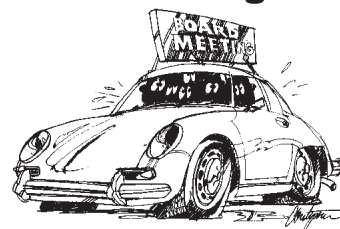


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Monthly Board Meetings

Kansas City Region PCA Board Meetings are held on the first Tuesday of each month beginning at 7:00 pm at the home of Sean Reardon 2200 Louisiana St in Lawrence. Any KCRPCA member is welcome to attend.



Next month's meeting: July 7th

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Sean Reardon, President

Die Anmerkung von Sean

Wow, I hope nobody from my office reads this column. I recently gave an informal lunchtime seminar to my small office about time management, something that most architects have zero concept of. I bring this up as it's 9:30pm on the 15th, and Aaron, our esteemed newsletter editor has set the 15th as the deadline for article submissions. But I have an excuse- I'm sitting in my hotel room to attend our region's zillionth running of our annual Ozark Weekend. Oddly enough, it really is a dark and stormy night.

Anyway, I just realized that the people assembled here for this year's event probably win the most random car award as a group: bright green long hood 911, 996 cabriolet, Toyota Corolla (do we really care about its color?), silver Boxster, another Silver Boxster, 968, Corvette, probably a third silver Boxster, one of the last of the real 911's (as I was told by its proud owner), black 944 Turbo S and a couple others that my memory won't hold. Oh, and wait, another of those real 911's, in the same color as the aforementioned 911. So much for silver Boxsters being unoriginal. The owners are equally eclectic with several from out of our region, a few KCRPCA regulars, a few seldom seen or returning members, one brand spankin' new member who literally bought the car two days before the event, and a couple Texans. This promises to be a fun weekend!

Why talk about an event that will be long done before these words reach your mailbox? Well, this is a cool event for our region that I'm convinced many people may only take for granted. With its position on the calendar at the beginning of the spring/summer driving season, many new members find it a great opportunity to show off their Porsche for the first time. For me, it's a great excuse to take the Porsche on some really great roads while meeting lots of new people. Also, I'm willing to bet a large percentage of our active membership began their involvement with the club from past participation in an Ozark Weekend. My first ever concours event was at an Ozark Weekend and I've been hooked ever since. Adding to the color of this event are the stories with our out of town guests. I can still recall the Gibsons, or rather Angie Gibson, blowing

away the autocross competition in their rental Boxster. Or the couple with the black 928 who drove all the way down from Canada just to attend our event. Well, the good news is, I'm here and enjoying the event with several others and will surely have more stories to tell. The bad news is, you'll have to wait nearly a year before the next Ozark Weekend!

Oh, and by the way, if you haven't already, sign up to join several others from Kansas City to attend the PCA Parade in Keystone, Colorado this summer!

—scr



Aaron Rubenking, Editor
Haley Hoelscher, Co-Editor

From the Editors

First of all we want to apologize for the length of time between newsletters as we have been encountering some mailing issues. If you haven't heard, Aaron proposed to me at none other than the KCRPCA Club Race at Heartland Park Topeka just a few weekends ago! It was absolutely amazing to get to share such an exciting (and completely unexpected) event with all of our friends in the Club. Aaron surprised me by bringing my parents out to the Club Race without my knowing and having them hold up signs that said, "Haley Will You Marry Me?" before getting down on one knee and proposing. It was definitely the coolest day ever. Anyway, now that we are back on schedule, we hope you enjoy this May/June Newsletter!

—Aaron and Haley

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Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

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Jeff Wood	1
Daniel & Morgan Georgie	1
Johnathan Green	1
Jim Weir	1

NEW MEMBERS—APRIL 2009

Robert Risen

Shawnee, KS 66226
Black 1974 914

John & Elsa Simion

Lee's Summit, MO 64082
Arctic Silver 1999 Boxster

Charles Wiedenhoft

Olathe, KS 66061
Silver 2008 911

Brian St. Denis

Overland Park, KS 66224
Transfer from Rocky Mountain Region

NEW MEMBERS—MAY 2009

James Battle

Manhattan, KS 66502
Silver 2005 Boxster

Dallas Glassinger

Sebeta, KS 66534
Guards Red 1987 924S
Transfer from the Schönesland Region

Bruce & Jessica Myers

Lawrence, KS 66049
Red 1987 911 Carrera
Transfer from the Nord Stern Region

Aristocrat Motors: 2009 Club Race Sponsor

By Cindy Thomas, KCRPCA Webmaster

A huge THANK YOU to Aristocrat Motors for its generosity again this year in sponsoring the 2009 Porsches in the Heartland Club Race! Aristocrat's sponsorship funds, pace car and goodie store really make this event a class act. I've heard that many look forward to this event also to catch up on their Porsche accessory purchases.



A special thanks goes to Robert Hellweg, Larry Miller and Mike Diaz for arranging a 2009 911 Carrera S (with PDK transmission) as the pace car. It performed well as a pace car while on track and was comfortable as we waited on the sidelines during the races. Since I had to pick it up a day earlier than I anticipated, it was also a pleasure as a daily driver. The Bose sound package with satellite radio, leather power comfort seats and sunroof were creature comforts that made the experience civilized; while the Porsche Doppelkupplung (PDK) automatic transmission, 385 HP 6-cylinder and PAG code (Launch Control) made it incredibly responsive and fun to drive.

The 911 performed reassuringly on wet roads when the weather didn't cooperate Saturday and Sunday morning of the race. KCRPCA President and this year's pace car driver, Sean Reardon, smoothly executed the manual transmission override. Luckily, he forgot about Launch Control.

Best of all (or perhaps not), was that I fell in love with the 911. I always will be a Boxster girl, but this beautiful Porsche Racing Green Metallic 911 made me appreciate what all the 911 lovers are always talking about. There's nothing like the feel of a car that performs as if it was reading your mind. I only get this feeling when I'm behind the wheel of a Porsche.

Again, thanks, Aristocrat Motors, for your generosity and the beautiful memories.

—Cindy

43rd Annual Ozark Weekend

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep



The 43rd Annual Ozark Weekend was held again this year at the Lake of the Ozarks Tan-Tar-A Resort May 15-17. 24 members from 4 Regions with 12 Porsches attended including PCA National Secretary, Caren Cooper, and her husband, West Dillard from the Hill Country Region of Texas.

On Thursday evening a pre-event dinner at Der Essen Platz, formerly of Cole Camp, Missouri, and a long-time Der Sportwagen advertiser, attracted 4 couples for a delicious German meal overlooking the Lake at sunset. Present at dinner were our Kansas City Region's newest members, Josh Burterin and wife Pamela Berggren, having joined PCA just the day before.

Friday morning was our golf outing, or the option of doing whatever else seemed like fun at the time. Some explored the resort, others made the short drive to the Mecca of the Outlet Mall, while others hit the links, reconvening that evening at the Tan-Tar-A Black Bear Lodge for an informal welcome reception with dinner for those needing sustenance. Welcome packages were distributed that included materials covering local attractions as well as the final event schedule. Plans for Saturday were discussed at length.

The shine and show started at 9:00am Saturday morning in the Hidden Lakes parking lot with the Porsches, and one Toyota Corolla (Caren and West's rental car) on display. No official judging was done other than determining a vote for your favorite in the line up and the cleanest, best prepared example. Jim and Elaine Hager took the Peoples Choice award with their Anaconda Green 1972 911. The Mr. Clean award went to Leonard and Melody Zechiedrich of the Ozark Region for their Speed Yellow 968. Yes, the Leonard and Melody of the annual Eureka Springs fall PCA Palooza fame made the trip up from Arkansas with Leonard's parents, Earl and Nancy, to participate in an event without having to organize it. Their award was very well deserved indeed considering that the Zechiedrich's braved severe thunderstorms with heavy rain over a good portion of their trip north. The Toyota got no votes — in either category.

The Tech Quiz was administered concurrently with the shine and show by our own tech quiz guru, Rob Waldrop, and did not disappoint. Challenges to answers were entertained by Mr. Waldrop at the conclusion of the testing period for a charge of \$10, non refundable of course, with Rob proclaimed as the only arbiter. The first place finisher was our Kansas City Region President Sean Reardon with yours truly taking second place with some good guessing and a few known answers. Leonard Zechiedrich took third place honors not far behind.

At 10:30 cars were called into line for the premier event of the weekend, a 160 mile driving tour through the wilds of central Missouri with a stop at the Native Stone Winery outside of Jefferson City for lunch. The basic course was determined by Vice President of Social Activities, Jan Pierce, with the assistance of some non-Porsche Club natives of the area now living in the Kansas City metro. It seems that when you grow up in central Missouri, you get to know all of the out-of-the-way obscure back roads for some reason. After a short drivers meeting, off we went clearing the traffic congestion of the Osage Beach area without incident. The first leg was especially interesting for Allen and Pattie Klassen who said they came close to visiting the Post Office in a very small town on the route that had no posted reduction in the 55 mph speed limit, but a 20 mph chicane through the center of the maybe one block long metropolis.

The first rest stop outside of Tuscumbia allowed for a brief respite and jettison of excess fluids taken on at breakfast in preparation for the most challenging portion of the route ahead to Meta. After another 40 minutes of 25 to 40 mph curves in 55 mph speed zones, with a judicious quantity of rapid elevation change thrown in, most welcomed the rest stop at Meta if for no other reason than to get their feet back on the ground. Next stop – Native Stone Winery.

The winery and brewery is a small family owned operation near the Lewis and Clark named Bull Rock on the Missouri River northwest of Jefferson City. All grapes used in their wines are grown on site, with the pressing, fermentation, and bottling done in a small building behind the main house. It is quaint operation and hosts weddings, family reunions, and groups such as ours. It has a fairly full service restaurant of which we availed ourselves for lunch.

The return trip to Tan-Tar-A was not quite as challenging, and a short-cut down the 4 lane US 54 was offered

Continued on next page—

providing a more direct return. For those still with the driving desire, a return route following the Missouri River for awhile though Marion and Sandy Hook before heading south through California (where we lost the Hagers down US 50 to a graduation ceremony that evening) and Eldon was available.

Saturday evening fun started at 7:00pm with a pizza party before bowling at Tan-Tar-A Lanes. During the pizza festivities a review of proper bowling procedures and scoring was done. It was here that we all learned that Mr. West Dillard had successfully taken 2 semesters of bowling in college and thusly apparently knew everything that needed to be known about bowling.

We hit the lanes at 8:00 and knew by 8:10 that no one was going to quit their day job for the Pro Bowling Tour. Shortly after our arrival, the nightly "Cosmic Bowling" session started with reduced normal lighting, black lights, revolving beacons, mirror balls, etc. More beer was required to deal with "Cosmic Bowling". West gave us an immediate technique demonstration by crossing the foul line by falling down delivering his ball down the lane while insisting on using the wrong hand. Over the course of the evening, it was determined that West's parents probably wasted their money sending him to college.

By the third game things had deteriorated, at least for most of us, and the gallery was starting to dwindle. Fatigue and age were setting in badly. The trash talk was mounting. At the end, the Awards Ceremony was transferred to the Black Bear Lodge bar where trophies were presented to the winners. Coming in first in the Best "MAN" category was Allen "Sandbagger" Klassen with the high 3 game average of 141.3, and also taking the High Single Game trophy with a score of 173. The Klassen family cleaned up with the Best Bowling attire won by Pattie. Other people managed to take home some hardware with Pamela "Smooth" Berggren awarded the Best "WOMAN" trophy with an average of 109.7 and Connie "Gutters-For-U" Waldrop solidly winning the prestigious and highly coveted Most Gutter Balls trophy (number of gutter balls withheld to maintain civility).

Breakfast Sunday morning was a bit more subdued. West was suffering from a bad case of Bowlers Butt (which subsequently I learned was getting better with time). And I think there may have been a hang-over or two. Apparently everyone attending Ozark Weekend made it home without incident. Reports are that a great time was had by all.

—Doug



A Much-Needed Rest Stop



Jan Pierce Teeing Off

Fun Drive—Lexington, MO.

By Neill Flood, Kansas City Region PCA Vice President



Please make plans to join us Saturday, June 20th for a scenic fun drive to historic Lexington, MO for lunch. Once we arrive in Lexington, an excellent meal awaits us at the Somerset Cottage located in the downtown area of Lexington. After lunch, participants can tour the variety of antique shops in town, and the site of the Civil War Battle of Lexington is within a mile of the restaurant as well.

This will be about a one-hour drive, and we will meet at the Home Depot Parking Lot in Lee's Summit, MO (651 SE Oldham Parkway, Lee's Summit, MO 64081) at 10:00 am and promptly depart at 10:30 am. The Home Depot is located near 50 Highway and the 291 North Exit.

This is an excellent opportunity to enjoy your Porsche with fellow PCA members and we look forward to seeing you at the event.

Feel free to contact Neill Flood (913-424-3092) with any questions.

—Neill

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Porsche Parade 2009

Keystone, Colorado—What's it all about

Part Six

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep



The 54th Porsche Parade in Keystone, Colorado is getting close, June 29 thru July 4. Registration remains open until June 15. Therefore, there is still a fair amount of time left to sign-up.

To get your Parade experience in gear, the first thing you'll want to do Monday the 29th is to go to Parade Check-In at the Conference Center and get your name tag, packet(s), tickets, wrist bands and other materials that you will need throughout the week for the activities in which you have decided to participate. Just a word of advice, look through the materials you are given thoroughly as most questions you may have throughout the week are answered there. The most up-to-date schedule of activities is provided in your materials obtained at Check-In. Check-In is scheduled to open at 8:00am and remain open all day until 5:00pm. Have your registration entry number available that you should have gotten by email when you registered. If you don't know it, you can look it up on an Entrant List located at the door as you will check-in at a station according to your entry number. Of course, one of the first things you will do is sign the PCA waiver(s) so members should have their PCA membership card and number, along with a driver's license with them. It is also advisable to have everyone in your party - member, family member(s), associate member(s), and anyone else you have requested a name tag for - all together at registration. It makes it easier on everybody if everyone comes in as a group. In addition, if you want to be seated with your friends at the larger banquets, you should all get to Registration at basically the same time as banquet seating is individually selected on a first-come first-served basis. At registration you will have the opportunity to review your activities for the week, and make modifications/additions, within limits. If you have not volunteered to assist in an activity at Parade, now is a good time to do so if you are so inclined.

The Parade runs on volunteers. Actually, the whole PCA organization from the National President through the newest member is run by volunteers with few exceptions. Parade would either be prohibitively

expensive, or not happen at all without the tremendous amount of help at the event from member volunteers. So, if you have a bit of free time, talk to the folks at the volunteer table (themselves volunteers) to see if there is a slot that you can fill. By volunteering, you are invited to the Volunteer Party on Saturday the 4th. A large number of door prizes are given out to the volunteers at the Party ranging from very simple, but nice, to extravagant, like a complete set of new tires. The Party is worth attending, but you have to pull some volunteer duty to be invited.

Speaking of parties, as PCA Zone 10 Representative, I will again be hosting a Zone 10 Party at Parade, probably right before the Welcome Party. I have gotten a detailed list of all Parade attendees from Zone 10 (68 at last count) and will be contacting you directly by email with details concerning date, time, and place for our Zone 10 Party this year. A notice will also be posted in the Parade Hospitality Suite as a fall-back position. This Party gives all members from Zone 10 a chance to get together for a short period of time to get to know each other and have a bit of fun. Also invited are other members of the PCA National Staff including our National President, Kurt Gibson (a Zone 10 member), Zone Reps, and dignitaries as their schedules allow. This is always a good time.

To enjoy the Porsche Parade, especially your first one, don't try to do too much. There are far more activities available than any individual will have time to do. The current master schedule I have is 9 single spaced pages. Some of the activities listed are behind the scenes meetings and work details, but most are not. However, there has been a bit of breathing room inserted into the schedule so you can have some time on your own to meet old (or new) friends, eat on your own at a restaurant of your choice, or just R&R.

Above all, have fun. Take in as much as you comfortably can and don't worry about what you missed. There's always next year.....in St. Charles, Illinois, again easy travel distance from many places in PCA Zone 10.

I'm looking forward to seeing you in Keystone.

—Doug

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09 PORSCHEs IN THE HEARTLAND



T-Bones Baseball Game

By Jan Pierce, Kansas City Region Vice President of Social Activities

Come join your Porsche Club friends on Friday night, July 31, 2009, at Community America Ballpark to see the Kansas City T-Bones Baseball Club meet the Gary-Southshore RailCats.

We have reserved a block of tickets behind home plate so that we will be able to catch all the action. If you are already a fan, you know how much fun a T-Bones game can be. There is always plenty of entertainment in addition to the game. If you are not a fan yet, this is a great time to find out for yourself. Tickets are \$11.00 each. Parking is free.

All ticket reservations must be in by Wednesday, July 15, 2009. Please mail your check, payable to "KCRPCA" to:

Jim Phillips, Treasurer
6409 Maple Drive
Mission, Kansas 66202

Please include your return address on your check so tickets can be mailed to you on Monday, July 20, 2009. Hope to see you there!

—Jan

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944 SPEC/SP1 Build, Part 3:

Safety

By Karl Wilen, Kansas City Region PCA Member



Here is the most important article there is.....safety. While safety also very much pertains to having a well maintained car, I am going to talk about the required equipment that must be installed in the car to pass tech inspection and ensure the safety of the driver in a race environment.

In the previous article, I mentioned that the stock seats are quite heavy. Since they are not properly designed for racing situations, we will remove them and replace them with a proper lightweight racing seat. You can spend a lot of money on a good quality seat, and it is very important to choose a seat that fits you well. For this, buying over the internet is not the best option if you haven't sat in the specific seat you are buying. Why? Because the race seat must fit you properly in order to be considered safe. Everyone is built differently in regards to shape and size, so it is very important to find a seat that you like and that is sized to fit you correctly. I recommend finding a place that you can sit in various seats before purchasing, so you are 100% sure it fits properly. Seat prices can range anywhere from \$400 to over \$1000 per seat. Kirky brand seats are some of the most widely used seats as they are the most affordable. They make a simple, all aluminum construction that is very affordable. Then of course, there are fiberglass seats available from vendors such as Sparco, Recaro, and Corbeau. If you don't know what seat you need, head out to the track to a club race or DE, and you will find plenty of people that will let you sit in their car to see if their particular seat fits you. It will give you a good idea as to what direction you need to go. A seat back brace is also required, which attaches to the seat back, and to the roll cage to ensure the seat does not move in the event of a seat back failure during an accident. I really like the Kirky seat in regards to the seat back brace, because you can drill through the aluminum construction, and securely fix the seat back brace to the seat and the roll bar. This ensures the seat is not going to move in the event of an accident. If you have a fiberglass seat, the seat back brace will need to be firmly against the back of the seat, but you will not be able to attach it directly to the seat brace. Just make sure your seat meets the regulations set by NASA and PCA before purchasing!

The next item of extreme importance is the selection of your racing harnesses. SPEC/SP1 requires the use of a 5, 6, or 7 point harness, with the 6 point harness being most commonly used. A 6 point harness has shown to reduce pelvic thrust in an accident significantly over that of a 5 point harness, so I don't typically recommend 5 point harnesses anymore as the costs are similar. It is just as easy to drop in the extra mounting point on the submarine belt. 7 point harnesses are recommended for seats that recline more than 30 degrees, which is more rare. Current FIA approved harnesses with 2" lap belts are approved. Don't skimp on a cheap harness, it keeps you where you need to be in an accident. Since a hans device is now required for all racers, make sure to get the shoulder harnesses made specifically for the hans device, so they do not slide off the hans unit. Figure \$250-300 per harness setup.

Next up is the head protection. Like a seat, purchasing a helmet should only be done after trying them on in person. With different shapes and sizes of the human head, it is impossible to make a helmet that fits everyone just based off of a size chart. A helmet rating of Schnell 2000 (SA 2000) or newer is acceptable. Ratings other than "SA" (Special Application) are not approved in the NASA series, though FIA and SFI rated helmets are acceptable (see NASA ruling for exact FIA and SFI approved helmets). Helmets

Continued on next page—

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can range anywhere from \$300 to well over \$1000.

I must say, as a chiropractor, I was pretty excited to write this article. I get to use words like cervical spine, whiplash, and basilar skull fracture! All of which lead me to an item of extreme importance.....the hans device. In the event of an impact, the seat harness immediately prevents the body and the torso from moving forward, unfortunately, it does not limit the movement of the head, which will continue to move forward in the direction of impact at the same velocity as before as the crash. Once the head reaches endplay in the forward motion, it will snap backwards and come in contact with the back of the headrest (or vise versa depending on the direction of impact). This motion, and the sudden stop at both ends, can be fatal. Whiplash studies show that even in an accident as slow as 5 mph, damage to the ligaments and muscles in the neck can be significant, as well as damage to the osseous structure of the spine. Increase those speeds significantly, and the base of the skull can sustain enough damage to be fatal, which is known as a basilar skull fracture. Since the inception of using the hans device by NASCAR in 2002, there have been no fatal wrecks to date in that series. While NASCAR has suffered numerous deaths due to basilar skull fractures, it was the death of Dale Earnhardt in 2001 which really caused the push for the requirement of the hans device. The hans device mounts on your shoulders, attaches to your helmet, and is restrained by your shoulder harnesses to prevent any head movement independent of the rest of the body during an accident, preventing damage to the skull and cervical spine. That is the basic concept of the hans device. I have been working on an article which will cover the hans device specifically and more in depth that will be published in a future issue! The hans device will set you back anywhere from \$700 for the basic model, to over \$1500 lightweight professional models.



Helmet and Hans Device

Next obvious item of extreme importance is the roll cage. NASA requires a 6 point full roll cage with driver's dual side bars and passenger single bar (dual is recommended, but not required). The roll cage is designed to protect the occupants in the event ofyou guessed it, a rollover accident. The roll cage must be able to support the weight of the car when laying upside down on it's roof, and the tubing requirements can be found on NASA's website depending on the weight of your vehicle. The cage must be padded everywhere that it is possible for the driver's helmet/head to come in contact with the cage. SFI 45.1 padding is required, which is a high-density foam, unlike the traditional full wrap soft foam you use to see in

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Installed Roll Cage

older race cars. There are numerous sources for roll cages out there, including but not limited to Hanksville hotrods (custom cages), Autopower Industries, and Safety Devices, or have your own cage custom made following the requirements laid out by NASA. Expect to pay anywhere from \$800-1500 for the cage, plus install.

Some of the smaller items required on the car include master electrical cut off switches to kill the power of the car in the event of an accident, window nets with an SFI rating of 5 years or less, and a fire extinguisher or complete system which can be easily accessed from the driver's seat. Each car will need to pass a full inspection in order to receive its log book, and expect to be randomly selected at various events for safety inspections as well.

—Karl

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Calendar of Events

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

See page 18-19 for PCA Zone 10 Calendar

June

- 7 Auto Cross (See Page 6)
- 13-14 Heat in the Heartland (See page 17)
- 20 Lexington, MO. Fun Drive (See page 9)
- 29-30 Parade in Keystone (See page 10)

July

- 31 KCRPCA at the T-Bones (See page 12)

August

- 9 Autocross
- 15 Fun Drive to Marina Grog & Galley Restaurant

September

- 12 Shrimp Boil
- 27 Autocross

October

- ~~9-11~~ 16-18 Fallfast DE at Heartland Park Topeka
- ~~17~~ (TBA) Oktoberfest Rally

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Kansas City Region – Porsche Club of America

HEAT IN THE HEARTLAND

The Kansas City Region PCA will be holding a Driver Education event June 13 and 14, 2009. All makes and models are encouraged to attend, not just Porsches. As always, the event provides plenty of track time. Classroom instruction, driving exercises, and in-car tuition is included for Novices, "Taste of the Track" participants and anyone else interested in learning more.

KCRPCA is one of the friendliest and hospitable Clubs in the country. DE events are action-packed and fun for all, regardless of experience level. There will be a host of highly-skilled and experienced Instructors on duty for Novice and Intermediate Instruction, or for tips on improving driving technique. Heartland Park is a challenging track, complete with elevation, camber and the famous and exhilarating "Alpha Zero." A great gift for the car nut.

Charity fun runs will be available during lunch for friends and families to see the track.

This is a "no frills" event designed to maximize your track time while keeping costs down.

Please complete registration at www.clubregistration.net. Once you enter your info, it is stored for future events and makes registration a breeze. Please be sure to update your driving resume on your profile so we can place you in the appropriate run group. We now offer payment via PayPal or you may send your entry fee to the address listed on the registration form. Additional information is available on our website: www.kcrpca.org, from Robert Wayman at 816-678-8370 or via email at trackstuff@kcrpca.org. You must be 18 years old, have a valid driver's license, come with a **2000** Snell-approved helmet (there are a limited number of loaner helmets available), and your car must pass a technical inspection. Open cars must have roll bars approved prior to the event. (Targas, 914s, Boxsters & Z4s are OK as delivered.) Please download the technical inspection form from our website, complete it prior to the event, and bring it with you, do not send it in with your registration.

Entry must be made by June 5th, so we receive your entry in time for run group assignments. Your registration fee includes an affiliate membership in the KCRPCA. Cancellations will result in a \$50 administration fee. Cancellations after **June 5th** will receive credit for our next event—**no refunds**. Space is limited; therefore acceptance is based on the entry date.

Description	Fee
Registration Fee	\$295
Late Registration (after June 5 th)	\$350
Instructor Registration	\$150
"Taste of the Track" Single 20-minute session	\$25
"Taste of the Track" All day, Single day	\$75

SAME DAY REGISTRATION \$375

ONE DAY REGISTRATION \$200

You will receive a confirmation email, please include your email address on the registration form. Tech form and additional info is available at www.kcrpca.org or www.clubregistration.net.

PCA ZONE 10 CALENDAR

Update 05/10/2009

JUNE 2009

6	Sonic Show 'N Shine	Great Plains
7	European Auto Show, Plaza Frontenac	St. Louis
7-	Autocross at Ameristar Casino	Kansas City
7	Autocross	Wichita
12-14	Fast Fling Drivers Education at BIR	Nord Stern
13-14	Heat in the Heartland DE at Heartland Park Topeka	Kansas City
13	The Great Garage Tour	Great Plains
13	Autocross School and timed runs	Red River
14	Autocross	Wichita
21	Fathers Day Car Show at Springs Church	Red River
23	Dynamometer Day	Red River
25	Fatburger Porsche Pride Night	Great Plains
26-29	Keystone [SD] to Keystone [CO] tour	Dakota
28	All Porsche Show & Concours, Central Park, Roseville, MN	Nord Stern
29-7/4	2009 Porsche Parade, Keystone Colorado	

JULY 2009

11	Autocross School and timed runs	Red River
12	Fast Eddie's tour	St. Louis
18	Sonic Show 'N Shine	Great Plains
25	Tour of St. Louis	St. Louis
25	Afternoon Drive to Hill Top Stables	Central Iowa
25-26	DE at MAM	Great Plains
26	Autocross	Wichita
31-8/2	PCA Club Race & DE at BIR	Nord Stern
31	Outing to the T-Bones minor league baseball	Kansas City

AUGUST 2009

2	Ice Cream Social	Central Iowa
9	Autocross	Kansas City
15	Fun Drive to Marina Grog & Galley restaurant	Kansas City
22	Summer Tour	Schönesland
22	Rally starting at Maplewood Imports	Nord Stern
27-30	Run for the Hills 7 Multi-Region Event, Keystone, SD	Dakota
29	PCA Picnic	St. Louis
30	Sertoma - Iowa City Airport	Central Iowa

SEPTEMBER 2009

6	Salisbury Automobile Classic	Schönesland
7	6th Annual Rochester BBQ & Picnic	Nord Stern
12	Shrimp Boil	Kansas City
12	Progressive Picnic	Schönesland
12	Afternoon Drive - south central Iowa	Central Iowa
13	Luciano's Road Trip to Mulvane	Wichita
18-20	Fast Fling Drivers Education at BIR	Nord Stern

For detailed information about listed events, see the respective Region's website or the PCA National website:

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.schoenesland.org
St. Louis Region: www.stlpca.org/
Wichita Region: www.pca.org/wic

Classifieds

FOR SALE: 1989 944 Turbo S. Baltic Blue, Linen interior. 60K miles. Borla exhaust, cat. bypass and chipped. New tires. \$18,000 / Make offer. Car is in Omaha. Chris Davies 402-332-5888.

FOR SALE: 1998 993 Carrera S Coupe. One owner. 16,800 mi. Well-maintained in excellent condition. Arctic silver/classic grey supple leather. Rear seat delete option, full power driver seat, carbon-aluminum brake handle and shift lever, aluminum door sills with insignia, Porsche crest on seat head restraints. Six speed, motor sound pkg, 17 in. Cup wheels. Last of the air-cooled 911 series. Car cover, bra, books and records—full photos on request. Asking price: \$59,000.00 (motivated to sell) Call Denny Strauss in Omaha. Home: 402-330-1555, Cell: 402-639-0921, dstrauss43@yahoo.com.

FOR SALE: 1994 968 Cabriolet. This Porsche is triple black in color with black exterior, interior, and top. The car has 71,000 miles and has been very well maintained. This Porsche has extensive service records and comes with two sets of keys. There are no issues with the car and all parts of it are in perfect working order. The car includes all original tools, manuals, and original spare tire/inflator. The car has 90% tread on all four Continental Sport Contact 2 tires. Mobil 1 oil has always been used and was recently changed. Rear differential oil was also recently changed. The car includes a Porsche "Certificate of Authenticity" for a full list of options (Hi-Fi Sound, LSD, 17" Cup wheels, Power Drivers Seat, etc.). This car has always been garaged, pampered, and was not a daily driver. It needs nothing except to be driven. Asking price is \$17,500. Please email Bob Conner at porsche968@sipvine.com or call 913-956-6835.

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