

September/October 2009

Der Sportwagen

Official Publication of the Kansas City Region Porsche Club of America

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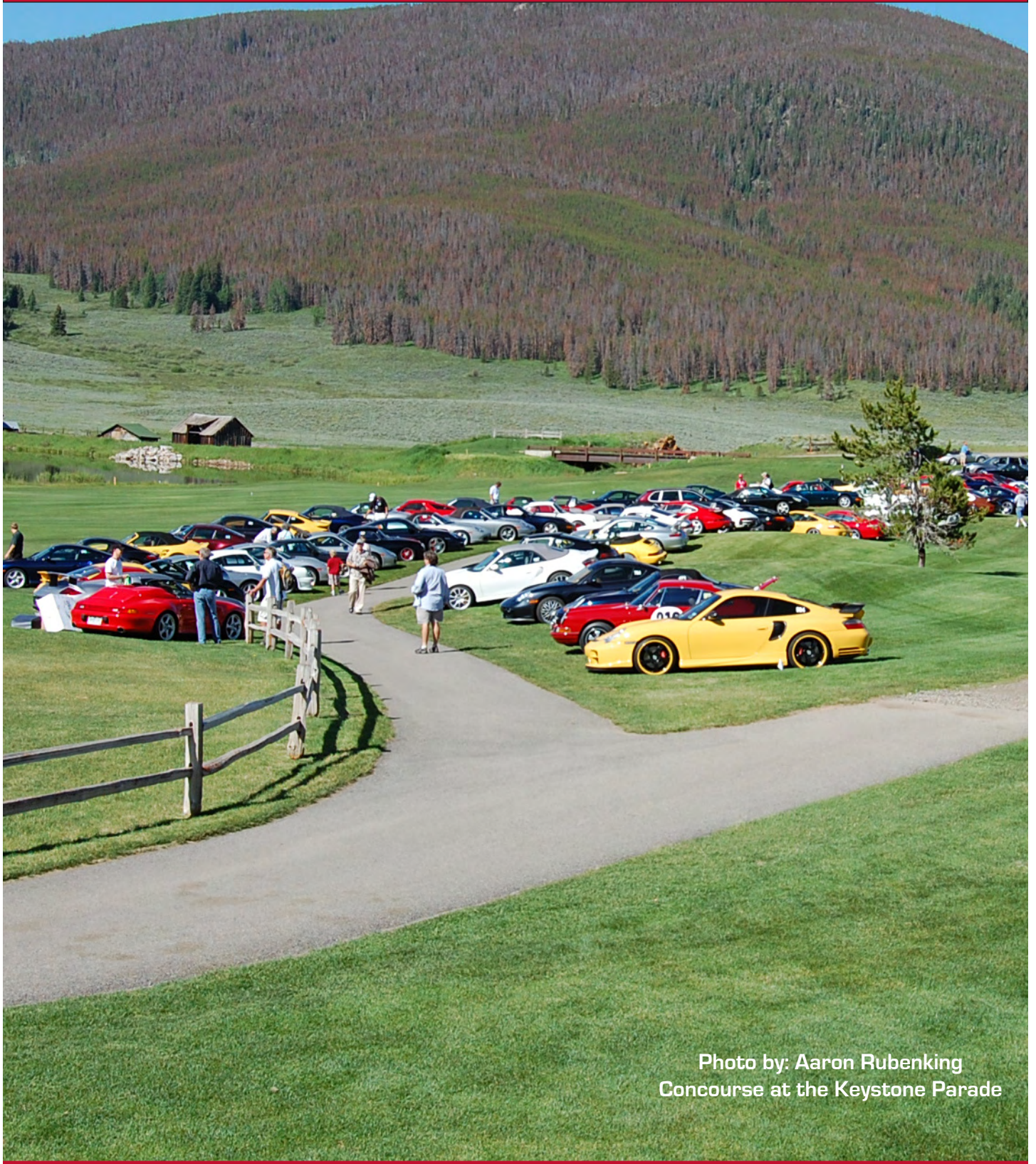


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Der Sportwagen

Kansas City Region
Porsche Club of America
September/October 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 Shawnee, 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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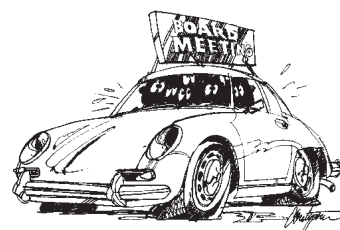
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Specify safety pin, double magnet or spring clip catch. Contact Bob Gould at 913-897-0115 or rgould@earthlink.net.

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: October 6th

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Sean Reardon, President

Die Anmerkung von Sean

A third kid? Wow, are you kidding me?? This was all I could think of while my old college friend began telling me they'd like to make an addition to their family. He's telling me this over the phone while his first two kids are screaming in the background. While I'm not sure whether to feel happy or sorry for him, I could only start to draw a parallel as I too think about an addition to the family. Well, kind of. Friends and family know I have a soft spot for the air cooled 911's and see me constantly drool over any interesting SC or 3.2 Carrera that comes within a 100 yard radius. So once again I've pulled out all my old 911 brochures, Excellence Tech Notes I and II and a half dozen random books dedicated to the subject. I've literally gotten a "request denied" message from cars.com from looking at too many ads and I believe pca.org had a record number of advertisement replies from one member in a one hour period. It's so bad I ask people replying to my questions to remind me which 911 they are selling! So have I found anything cool? Maybe, but I'll keep that as a surprise. One poor lady in Indiana has put up with my 25 question list and a request for photos of everything from close-ups of the windshield wiper nozzles to a shot of the firing order sticker in the engine compartment. Great color on her car but the potentially original 130,000 mile clutch scares me. Another fella claims his car is great but just needs a new paint job. No big deal there since painting a 911 properly is only about as complicated as rebuilding the engine. The ebay cars are great; these sellers just expect you'll make a cash offer based on their crummy photos and fanciful description of a 1986 G50 911 SC Carrera 2. I'm still trying to find that model in my Porsche Family Tree booklet. And if you want some real entertainment, send an email to the guy in North Carolina selling his Euro SC; based on his replies I can't tell if he's drunk or just missing some marbles. While I'd love to once again have an air cooled in my garage, I sometimes think the search is more fun than the ownership...stay tuned.

On a side note, you may have noticed the newsletter has two months listed at the top and skipped the August issue. Anyone who knows me knows my thoughts on the current economy, so I'll forgo that speech. Bottom line is the newsletter costs a small

fortune every month to publish, not to mention the countless hours of effort by Aaron and Haley. We are going to a bi-monthly format to not only save costs for the region but as an experiment toward the possible phasing out of the hardcopy newsletter in favor of electronic only. We learned much during newsletter seminars at Parade this year and several regions are going this no paper route. During most off months, a postcard announcing upcoming events will be delivered to your mailbox. Let us know what you think!

—scr

Aaron Rubenking, Editor
Haley Hoelscher, Co-Editor

From the Editors

Well, it has been another busy couple of months for both of us! It was quite a shock to the system to come home from Parade in Colorado but we are now back into the usual swing of things and now welcoming our own beautiful weather. We just got an email today from Aristocrat about the Kansas City Ballet's Patron's Society event. Porsche on Pointe will be September 10th from 6-8 in the Aristocrat Porsche Showroom. A huge thanks also goes out to Aristocrat for becoming our newest sponsor! Please see their ad on the front inside cover. See you in 2 months. Hope you had a great Labor Day!

—Aaron and Haley

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Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

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David Stadtmueller	2
Jim & Kim Brown	2
Tim & Nancy Helton	1
Phillip Heffron	1
Bruce & Mary Ann Cappel	1

Fun Drive to Lake Lotawana

By Neill Flood, Kansas City Region Executive Vice President



The weather forecast for the fun drive to Lake Lotawanna didn't look good as rain was expected that evening. As most of us "Midwesterners" know, the local weather forecasters are not always correct and my fingers were crossed that the rain would either miss our event or start late in the evening. Unfortunately, that plan didn't work as it started to sprinkle as my garage door opened to awaken the Turbo from its nap.

Once enroute to the Independence Center Shopping Mall where our event was to begin, thoughts of being the only car present for the Fun Drive crossed my mind. Thankfully, our club has some hardcore enthusiasts as rain wouldn't keep them away from driving their cars on this scenic drive. I was also pleasantly surprised to have the opportunity to meet several members that hadn't participated in the fun drives before and many of the "regulars" were present as well. After everyone had a few minutes to chat it was time for the drive to begin.

Once underway, we were joined by a local law enforcement officer (Smokey Bear) that seemed to also enjoy our route as he was present much longer than expected. I'm sure movies like Smokey and the Bandit and Cannonball Run crossed the mind of our visitor, but he soon decided to pursue other opportunities. Although we experienced rain during this drive the route is one of my favorites of all the fun drives as the variety of

corners, hills, and scenery are very enjoyable. Upon arrival at the Marina Grog and Galley, the views of Lake Lotawanna were fantastic and a private room was prepared for our group by the restaurant staff. After dinner, a boat tour of Lake Lotawanna was mentioned by KCRPCA member John Clark but the weather had not cleared up enough for that to happen. Maybe next year John??

Thanks to all the participants for bringing their cars out into the rain for an evening of excellent food and conversation. Look forward to seeing you at the upcoming Shrimp Boil at Steve and Terri Kramers.

—Neill

NEW MEMBERS—JUNE 2009

Bill Duckworth
Shawnee, KS 66217
Silver 2000 911

Marilee McGinness
Mission Hills, KS 66208
Silver 2004 911 C4S

Victoria Smith
Kansas City, MO 64113
Silver 2003 911

Derek Worth
Topeka, KS 66610
Silver 2002 911

William & Laura Mary Smith
Kansas City, MO 64111
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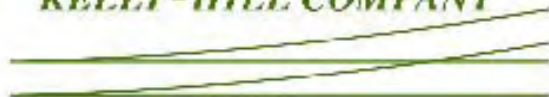
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09 PORSCHE IN THE HEARTLAND

Calendar of Events

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

See page 18 for PCA Zone 10 Calendar

September

- | | |
|-----|--|
| 12 | Shrimp Boil (See page 14) |
| TBA | Panamera Open House at Aristocrat Motors (See Website for Updates) |

October

- | | |
|-------|---|
| 3 | Open House at the Journeys' (See page 16) |
| 16-18 | Fallfast DE at Heartland Park Topeka |
| 31 | Oktoberfest Rally |

November

- | | |
|---|----------------------|
| 1 | Oktoberfest Car Show |
|---|----------------------|

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944 SPEC/SP1 Build, Part 5:

Engine Upgrades

By Karl Wilen, Kansas City Region PCA Member



Wow, hard to believe a month has gone by since the last article! This month's article is going to deal with Engine/performance upgrades in the SP1/SPEC 944 series. So, it should be about a paragraph long, as there aren't a lot of allowable upgrades which you can enhance the engine with.

First though, I need to make a note about my safety equipment article. After receiving a roll cage from Autopower Industries which was suppose to be NASA legal, we later found out that due to the cross bar design, the bar was not legal to acquire your NASA log book. The rear diagonal bar behind the driver's seat, and the rear horizontal bar where your shoulder straps attach, must cross and be welded together. Now, while the bar is not legal for NASA, it is still legal for PCA SP1. So, until they change this, I guess NASA will allow you to run the car in a race, but not get your log book. Not sure how that works, but that is what we have been told. Now back to our regular scheduled program.....

One of the biggest improvements allowed in the SPEC/SP1 class which has not been allowed in the PCA club racing is allowing the complete removal of the AC/HVAC system. The PCA rules have bugged me for years. In the stock class where 944 turbos are racing against 911's, the 911's are allowed to remove the AC belt from the engine, thus adding a little bit of horsepower because of not having the drag from turning the AC compressor. While the physical unit must stay in the 911, the fact that it is no longer a rotating engine component

leads to an advantage. With the 944, you can't do that. The 944 belt also runs the alternator, as well as the AC unit. The AC unit contains the belt tensioner, so you can't bypass it effectively. The problem I see with the stock PCA rules, is that in Europe, AC was an option, and they used a FACTORY AC delete bracket, which removed the compressor and lowered the alternator to the compressor location, so a shorter belt could be installed and tensioned properly, and the AC compressor removed from the car, so there was a factory part to remove this. If they allowed removal of the AC system in the 911 and the 944, both cars would get a slight bump in horsepower, and also remove weight which is up high on the motor, and lower the center of gravity. As long as the cars still made their minimum weight requirement, there wouldn't be any issues. It also makes maintenance a lot easier not to have those components in the way. In SPEC/SP1 series though, the entire AC system can be removed using an AC delete bracket. Lines can be removed, as well as the interior AC unit. Total weight savings can be well over 50lbs, and you gain a lot of access in the engine bay for repairs. Removing the AC compressor also prevents problems from failure of the AC unit/compressor clutch which make lock up and seize/break the belt. The PCA stock class solution is to replace it with another unit, even though the system is probably not functioning. Removing the AC condenser in the 944 (which sits in front of the radiator), will also allow the car to run cooler in the summer heat.

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Speaking of the cooling system, SPEC/SP1 allows you to run any radiator in the car, as long as it fits in the stock location without modifying the mounting location. The stock 944 radiator, not only has a fairly thin core, but also has plastic end tanks which are known to crack with age. There are some aftermarket companies which manufacture all aluminum radiators for the 944 with a thicker core, which is a great investment. With the cost of a new stock radiator, going aftermarket is the smart choice. As with any race car, coolant should not be used in the system, but rather distilled water. Additives, such as Redline Water Wetter, can be added to the water which will enhance the cooling abilities. The radiator fans can be hardwired to fan switches so you can manually turn the fans on and off as you deem necessary, though some guys remove them completely (which will really only affect you when idling in the grid). The thermostat is free and highly advised to be used.

As we know, The SPEC/SP1 series covers the 83-88 2.5L engines. The issue, is that the later cars had a higher compression ratio (10.5:1), with a bump in horsepower. So, to allow for fairness, the early cars are allowed to shave their head down to increase their compression ratio to a maximum of 10.5:1. The later cars may only shave their heads for trueness if they have it off during maintenance repairs. The head gasket must be factory or factory replacement.

Now for the oiling system. Any aftermarket external oil cooler may be used. It is recommended to mount these coolers in the fender well, fog light area, etc, and not in front of the radiator. The car will run cooler with full air flow to both. Accusump oil reservoirs may also be used to aid in additional oiling to ensure longevity of the engine. The crankshaft may be cross drilled to allow extra oiling to the bearings. The numerous 83 and 84

crankshafts that I have seen are ALL cross drilled from the factory, so if you have an early engine, you don't have to do this modification. Balancing, shaving, perpendicular drilling, lightening, of internal engine components, etc are all NOT allowed. The other modification that may be made to the engine for oiling, is the addition of an oil pan baffle to prevent oil starvation on hard left hand cornering. There are numerous vendors out there that offer this kit, which must be welded to the inside of the pan. Included in these kits is a strip of metal to attach to the pickup tube screen as well to allow for increased oil pickup. Since the stock pickup tubes are known to crack, the upper areas can be reinforced to help prevent this.

Now on to other areas of the engine. The throttle body and intake manifold must remain stock with the exception of using a throttle cam, which allows for a little peppier response. You can simplify the vacuum system by removing idle stabilizer valves (really only needed in cold winter conditions, and not necessary on a track car), vacuum lines to the emissions system, AC idle valves (on the early cars), etc. You can basically get the engine down to running on about 3 vacuum lines without a problem. All emissions equipment can be removed.....forget the environment.....this is a race car burning loads of fossil fuels! Take that California! Again, simplifying the system makes the cars a lot easier to work on. The air intake system can be modified to accept an exposed cone filter over using the stock air box, but having dyno tested both setups, the stock air box is a much more efficient system at bringing in cold air. With the cone filter, you will bring in more air into the system, but after a few laps, you will be sucking in hot air from the engine bay, so any gains from the increased air, are negated by the hot air.

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Cold air = horsepower, and the stock air box is actually very good at doing that. If you can figure out a way to run a cone filter to the fender well, then you might be on to something....just keep it out of the engine bay. Fueling systems and engine management systems must remain stock, with the exception of being able to install a fuel cell in place of the stock fuel tank. Spark plugs and wires are free as well.

In regards to exhaust, the stock headers must be retained, though they can be wrapped with a removable material. Anything after the headers is open to modification, but remember, the engines like a little back pressure, so don't go installing a 4" exhaust. I highly recommend removing the catalytic converter, but still running a free flowing muffler. If you decide to use a full straight pipe from the headers back, everyone behind you will hate you.....it's loud,

which will be a problem if you run on a track with a maximum decibel noise level.

The drive train is open to using any clutch disc, though the pressure plate and flywheel must remain stock. The differential must also remain stock, as well as the first 4 gears in the transaxle. 5th gear however, can be updated to the 924S/1988 944 shorter 5th. The turbo 5th gear is also the same updated gear IIRC. Short shifters are not allowed.

Well, the weekend is near, this article is due on Monday, and we headed up to support the Nordstern region's DE at Road America. I need to get focused on chasing down the Pumpkin, so I'll see you guys in a few months.

Remember, any questions or comments on the article (or P-cars in general), you guys can reach me at dockarl@wilen.us or find me on rennlist as PorscheDoc.

—Karl

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Shrimp Boil at the Kramers'

By Neill Flood, Kansas City Region Executive Vice President



I am pleased to announce that Steve and Terri Kramer are once again opening their home at 13219 Beverly Street, Overland Park, KS 66209 to fellow Porsche Club Members for our annual shrimp boil. Mark your calendars for Saturday, September 12, 2009. Festivities will begin at 4:00 p.m. with appetizers, and the shrimp will begin to boil at about 5:00 pm.

Guests are asked to bring a dish to share. Members with last names beginning with:

A through G

H through O

P through Z

Appetizers

Salads and side dishes

Desserts

Please contact Teri Kramer at tskramer@earthlink.net or (913) 766-1129 with your selection of dish so she can help coordinate a variety. The club will be providing shrimp and soft drinks. If you would like to have a cocktail, you are welcome to BYOB.

Please send your check for \$15 (per person) made out to KCRPCA in care of:

Jim Phillips, Treasurer
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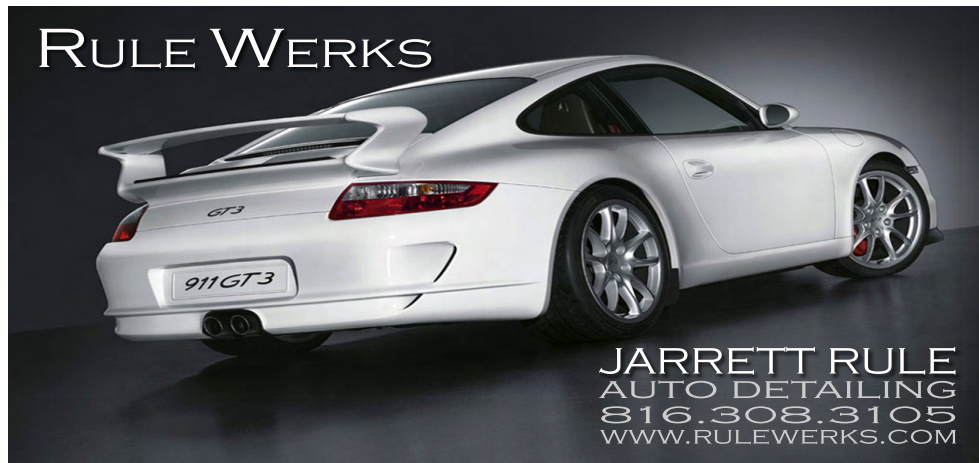
All checks must be in by September 5, so there is plenty of shrimp for everyone. The shrimp boil is a popular longstanding tradition with the club going back to 1980 when Jeff and Janice Stratford hosted the first event. Get your reservations in early.

—Neill



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Beethoven's Fun Drive

By Neill Flood, Kansas City Region Executive Vice President



Please make plans to join us Saturday, October 31st for a scenic drive to Beethoven's Restaurant (beethovens-paola.com) located in Paola, KS for lunch. Once we arrive at the restaurant, a variety of German entrées awaits us along with Steaks, and Seafood to name a few.

This will be about a 1 hour drive, and we will meet at the Ironwoods Park (14701 Mission Rd.) located in Leawood, KS at 11:00 AM and promptly depart at 11:30 AM. The Ironwoods Park is located off Mission Road (Between 143rd & 151st St) and we will be in the 2nd lot near the Lodge at Ironwoods.

After lunch, the fun drive participants will have the opportunity to tour the Paola Town Square area which offers a variety of locally owned shops in buildings dating back to the mid 1800's. This is a great opportunity to meet fellow Porsche enthusiasts and enjoy your car as well.

Please feel free to contact Neill Flood (913-424-3092) if you have any questions.

—Neill

Porsche Parade Recap

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep



Combine cool temperatures, low humidity, almost no rain, and over 800 Porsches and you have Porsche Parade 2009 in Keystone, Colorado. Nearly perfect.

Jan and I left for Colorado late Friday afternoon in nearly 100 degree heat and stifling humidity so as to arrive in Keystone early Sunday via Franktown, Colorado (where we lived in the late 80's), Denver, Fort Collins, Loveland, and Rocky Mountain National Park. We might just as well make a trip out of it. We got some relief in Colby, Kansas, when a small cold front moved through with wind and a bit of rain. The rain picked up all of the loose farmland suspended in the air and deposited the majority of it on our black 968. It looked like kids had been throwing mudballs at it for a week. Not to worry, the air conditioner still worked.

Arrival, check-in, meetings, and the other pre-Parade items went smoothly. We held our Zone 10 get-together right before the Parade opening Welcome Party in a pizza shop that overlooked Keystone Lake with mountains and clear blue sky beyond. Spectacular. The Parade Welcome Party, outside and also overlooking the lake, was well attended (maybe categorized as a mild feeding frenzy). As the sun went down it actually got cold which appeared to scatter the crowd a bit early.

Few, if any of the hotel rooms and condos had air conditioning, but it wasn't needed. It was usually comfortable during the day and cool to cold overnight. What you did need was chap stick. The humidity at over 9,000 feet elevation is low, very low, to the point of sucking water out of you quickly. The Parade organizers knowing this literally had a semi trailer truck full of bottled water available in the main parking lot that was distributed and dispensed freely to the participants.

The first major Parade competitive event was

the Concour held on the grounds of a golf course just down the road from Keystone. The setting was beautiful and the cars equally so. The first GT-1 I had ever seen live was there with several other rare examples including not one, but two 959's. The Porsche tractors were there, as well as an operational Porsche aircraft engine.

The following day started early, at least for us. Jan and I had registered for the golf tournament, not that we are anywhere close to good golfers, but we have fun at it. And, a chance to play at altitude with the resulting increased ball flight was too much to pass up. We played the Keystone River Course, the sister course to the Ranch Course where the Concours was held. These are two very different courses. The River Course is fairly heavily forested and craggy with, believe it or not, a river running through it, the Snake River, so water comes into play on many of the holes. The other course is more open and hilly with few trees to contend with. We were paired with Chris McIntire, not our Kansas City Region past president Chris McIntyre, but Chris McIntire from Boulder and Bonnie Miranda from Colorado Springs. Both very nice people with golfing abilities in our same general range, and "don't take it too seriously" attitudes. Our kind of folks. Thank God it was a 4 person scramble, best ball, as I proceeded to lose 2 balls on my first 2 shots. Our golfing partners were justifiably impressed. We didn't finish last, but close to it. However, we had a great deal of fun, enjoyed breathtaking views, and finished without embarrassing ourselves too badly.

The Concours Awards Banquet followed that evening, with the highlight of the night not the winners of the various Concour divisions, but a Porsche Panamera being driven into the ballroom.

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This was the very first major (yet unofficial) showing of the car in North America - Porsche AG and PCNA wanting to show it to PCA first. The car had been in California the day before finishing up an advertising photo shoot and was loaded onto a transport that evening. The transport broke down en route toward Colorado so they had the car moved to another transport, and arrived in Keystone basically at the start of the banquet. Timing is everything. Here finally was the actual car we have been hearing about for years that we could see, touch, and sit in. Very, very nice. It looks much better in person than 99% of the photos I've seen. And for those that hung around the banquet room long enough after the event was over (about midnight - we were not one of them), the PCNA folks gave some rides.

As the week marched on, there were more competitive events, more meetings, much more food, and large doses of socializing. At the final Victory Banquet, Region awards were given out,

not the least of which was a second place finish in the Group III newsletter category for our Cindy Thomas in her last year as editor of Der Sportwagen. All-in-all, the Kansas City Region did well at Parade. Bob Newton took a solid third in the Concours Street Modified, Touring, Performance class with his 1957 Speedster. Jim Phillips garnered second place hardware in the Cayenne category of the Tech Quiz. Don Lillig took fifth place in class with his 2000 Boxster S at the Autocross. Congratulations to Cindy, Bob, Jim, and Don!

At the very end, the official announcement of the 2011 Parade location was made - Killington, Vermont - and the 2010 Parade in St. Charles, Illinois touted. Again next year, Parade will be within fairly easy reach of the Kansas City Region, St. Charles being a western suburb of Chicago. Hopefully we can have even more members of our KCRPCA group make the trip to Parade in St. Charles.

—Doug



Porsche's with a View

Photo by Doug Pierce

Journey Open House

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

Mark and Shelly Journey, 26 year members, are hosting an Open House at their farm in Linwood, Kansas on Saturday, October 3, 2009. Many of us have fond memories of a previous event held at their home a few years ago. This year they will be offering barbecue, brats and sweet corn. Come enjoy an afternoon in the country beginning at 2:00 p.m.

Guests are asked to bring a dish to share. Members with last names beginning with:

A through G	Desserts
H through O	Appetizers
P through Z	Salads and side dishes

Soft drinks will be provided. If you would like, BYOB.

The Journey's Home is at 18019 Linwood Road, Linwood, Kansas. From southern Johnson County it is best reached from K10 West. Go north at K7 to K32. Go west on K32 (which becomes Linwood Road) to the large water tower. Their home is four driveways west of the water tower.

From the northern part of the city it is best reached from K32 (which becomes Linwood Road) to the large water tower. Their home is four driveways west of the water tower.

If you have any questions, consult Mapquest.com or call (913) 301-3020.

Hope to see you there!

—Jan

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PCA ZONE 10 CALENDAR
Update 07/16/2009

SEPTEMBER 2009

3	Picnic	Nord Stern
3	Fatburger Porsche Pride Night	Great Plains
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
13	Havelock Car Show	Great Plains
13	Lauritzen All-Euro Car Show	Great Plains
18-20	Last Fling Drivers Education at BIR	Nord Stern
18-20	RVBOWOW 5 End of Summer Tour, MN, WI	Dakota
19	Winery Tour	St. Louis
19-20	Woodhouse Track Experience	Great Plains
20	Autocross	Wichita
25-27	Annual North Shore Fall Color Tour	Nord Stern
27	Autocross	Kansas City

OCTOBER 2009

1-4	PCA Escape to the Birthplace of Aviation, Dayton, OH	
3	Fall Color Tour	St. Louis
11	Autocross	Wichita
16-18	Fallfast DE at Heartland Park Topeka	Kansas City
17-18	Fall Carrera Classic Drivers Education, Gateway International	St. Louis
17	Oktoberfest Rally	Kansas City
17	Dawn Patrol and Sweetest Day Celebration	Dakota
17	Garage Crawl	Wichita
18	Fall Leaf Tour & 40th Anniversary Celebration	Central Iowa
18	Oktoberfest Car Show	Kansas City
23-25	Flaming Fall in Springfield	Ozark Lakes
24	Overnight Tour (NE Iowa)	Schönesland
24	MAM Boo Bash	Great Plains

NOVEMBER 2009

10	PCA Palooza, Eureka Springs, AR	
14	Porsche Dinner	Dakota
21	Dinner at Kobe's Steakhouse	Wichita

DECEMBER 2009

5	Holiday Party	St. Louis
5	Holiday Party	Kansas City
5	Road trip to Kansas City	Wichita
12	Christmas Get Together	Dakota
18	Holiday Party	Central Iowa

For detailed information about listed events, see the respective Region's website or the PCA National website at www.pcacorp.org.

Central Iowa Region: www.ciapca.org

Dakotas Region: www.dak.pca.org

Great Plains Region: porsche.ellipse.net/

Kansas City Region: www.kcspca.org

Nord Stern Region: www.nordstern.org

Ozark Lakes Region: www.olk.pca.org/

Red River Region: RedRiverPCA.org

Schönesland Region: www.schonesland.org

St. Louis Region: www.slipca.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: 1991 Porsche 911 Carrera 2, Red, A San Diego Car, Near Showroom New Condition Inside and Out, New Paint, New Tires, Interior Near Flawless, Documented Completely Overhauled/Updated Engine by Motormeister in Los Angeles, CA., Less than 5000 miles on Engine, Rare Tiptronic Automatic Transmission, A/C, Cruise, PowerLocks, Alarm System, Sun Roof, Premium Stereo, Dual Power Seats, Full Leather, AutoRear Spoiler, Comes With 2 Sets of Original Keys, Original Tools, Car Cover, and Owner's Manual. Everything Works Well. Asking \$22,900.000/Offer Contact John @ jmoore72@cox.net or call (316)-377-3711, El Dorado, KS.

FOR SALE: 1958 356 D: Excellent condition, registered with the 356D Registry, as seen at Art of the Cars Concours. \$120,000. Martha Comment, martbckc@aol.com

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