

March/April 2010

Der Sportwagen

Official Publication of the Kansas City Region Porsche Club of America

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Der Sportwagen

Kansas City Region
Porsche Club of America
March/April 2010

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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 Pegah's Restaurant at 11005 Johnson Drive 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

Departments

- 05 President's Column
- 05 From the Editors
- 06 KC Region Calendar of Events
- 07 Membership
- 19 PCA Zone 10 Calendar
- 24 Classifieds

Features

- 06 Changing of the Guard Recap
- 08-12, 14-15 Our Trip to Porsche Mecca
- 16 Kansas City Region Club Race
- 17 Getting to Know . . . Tim Bubniak
- 18 Nelson-Atkins Museum Tour & Lunch
- 21-23 44th Annual Ozark Weekend in KC
- 25-27 Ozark Weekend: A History

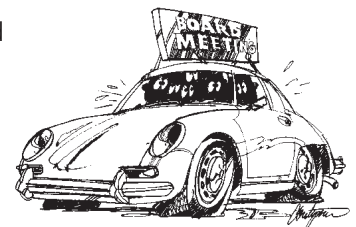


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Monthly Board Meetings

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: April 6th

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Sean Reardon, President

Die Anmerkung von Sean

Only 500 miles huh? Dang, well perhaps Terri and Steven need to watch Ferris Bueller's Day Off for a few tips. Congrats to the Kramers and a big Thank You to Dan and Rich from Aristocrat for ending this year's Changing of the Guard dinner on an exciting note, giving those lucky winners the use of a Panamera for a full weekend. Think we can convince Aristocrat to give away the use of a new 911 Turbo Cab for a weekend (better yet a whole week)??

Life with the green car has been a blast so far. Something I've never fully enjoyed until now are the myriad of little projects you can tackle with an air-cooled Carrera. While built like a tank, they are amazingly simple and straightforward to work on. Pulling apart random pieces of the 911 reminds me of days of youth disassembling my bicycle or Dad's bench vice for no particular reason. And so far we've already disassembled some very random parts of this car. Spotting an oil leak under the rear of the car I finally felt like things really were back to normal in my garage. Alas, the drip was from a rear shock... what the hell? Scott Harrison quickly provided us with a new set of Bilsteins, and voila, one easy Friday evening and a few cuss words later a shiny green pair of dampers hold up the rear end of the bargain nicely. We all know how crappy 1980's factory 911 sounds systems are. Another easy evening with a new Sony stereo and some useless German wiring diagrams now gives me a spectacular sound system that ranks 3 on a scale of 1 to 10. I learned my brute strength reattaching the front bumper during the minor restoration of the front bumper, valance and chin spoiler. There's really no need for two bolts at each bumper bracket is there? And this past weekend I was looking forward to the magical results of a \$10 piece of metal for my rattly steering column. With Jason my trusty assistant helping, we worked to quickly get the steering wheel off, ready to press in the new bushing when, oh hell somebody already installed one of these damn things! So why

does it still rattle? No big deal, add a little duct tape and use a bigger hammer for instant results. My next goal is to figure out how to get some bailing wire into the car...

Remember, spring is just around the corner, so get those Porsches ready for the Wayman's Open House, PCA Club Racing, and our newest event, a private tour of the new Steven Holl designed Bloch Building at the Nelson Art Gallery.

—scr

Aaron Rubenking, Editor
Haley Hoelscher, Co-Editor

From the Editors

Well, I would just like to say that this year is already flying by for us! It seems unbelievable that we could possibly be in the third month of 2010. We have been busier than ever (if that is possible) with both of us working, both of us going to school, planning our wedding, completely remodeling our first house that we bought in February and of course, trying to keep up with the great KCRPCA events we have going on! We are particularly excited for the upcoming Club Race. I am the Volunteer Coordinator (as if I needed something else to do . . . it's too bad I enjoy it all so much!) and am always looking for extra help during that weekend. If you are interested in helping out on any of the days please shoot me an e-mail at Haley.Hoelscher@gmail.com. The more the merrier. Here's hoping for a wonderful (and sunny) weekend!

—Haley & Aaron

CORRECTION to the January/February 2010 newsletter article "KCRPCA 50th Anniversary Gala". Proper credit should be given to design of the new World I War Museum. The new building was designed by ASAI Architecture and the exhibits were designed by Ralph Appelbaum Associates. The Holocaust Museum building was designed by Pei Cobb Freed & Partners in association with Finegold Alexander + Associates Inc., the exhibits were designed by Ralph Appelbaum Associates.

Changing of the Guard Recap

By Ron Tippie, Kansas City Region Board of Directors

Our annual Changing of the Guard was held January 16th at Fiorella's Jack Stack Barbeque in Martin City. You knew it was going to be an interesting night as the weather warmed up enough to melt some snow and present an out of the ordinary fog for the evening. 59 of our friends, including Dan Sherman and Rich Randazzo of Aristocrat Motors, attended this inaugural event of our KCRPCA's 50th year.

For those not familiar with the Changing of the Guard, it is an official KCRPCA board meeting where we introduce newly elected members, recognize amazing contributions from the past year, and present the Ron Kitchen award, all while feasting on incredible barbeque and conversing with wonderful friends. The Ron Kitchen award is presented in honor of the late Ron Kitchen to a club member who exhibits enthusiasm for motor sports either by participating or helping others to participate. I think the Ron Kitchen award is our club's highest honor as it emphasizes the qualities that make participating with our regional club the

rewarding experience it is. This year's honoree is John Byram.

This year's Changing of the Guard also contained a few surprises. Not only did Aristocrat Motors have representatives Dan and Rich attend, they provided an assortment of door prizes and get this, they gave away a weekend's use of a new Panamera. How cool was that! Steve and Terry Kramer were the lucky winners of Porsche's latest motoring experience.

The Changing of the Guard is a fun event and if you have not attended in the past, plan ahead and set aside some time for next year's meeting. In fact, this entire year will be loaded with events celebrating the past 50 years of our Porsche club and the gala event June 12th, at Liberty Memorial, will be a once in our lifetime, not to be missed, celebration. Check in with our web site, www.kcrpca.org, and look for postcard updates to be sure to not miss any great experiences.

—Ron

Calendar of Events

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

See page 18 for PCA Zone 10 Calendar

March

27 Open House at the Wayman's [See page]

April

16-18 PCA Club Race and DE, Heartland Park Topeka [See page]
25 Nelson Art Gallery Photo Op, Tour and Luch

May

15-16 Ozark Weekend, Ameristar, Kansas City [More Info to Come]

Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

ANNIVERSARIES—MARCH 2009

Bob & Marise Benson	43
Robert & Jacqueline Newton	41
Fred & Cathy Seligson	35
Terry & Denise Calloway	34
Doug & Lillus McAllister	29
Gary Baker	22
Kelly & Kathi Toombs	21
Steve Cousins	19
John & Jodi Clark	17
Glenn & Sue Hutchison	17
Jim & Elaine Hager	16
Scott & Julie Tychsen	16
Jake B. Finch	12
Scott Harrison	11
Brian & Elizabeth Braham	11
Rick & Karen Fiske	10
Scott & Janet Bjerke	8
Ken & Angela Smiley	8
Andrew Doak	6
Roger & Jennifer Templin	6
Gerald Early	5
Wes McCullough	3
Greg Wilson	2
Jonathan Rich	2

NEW MEMBERS— JANUARY/FEBRUARY 2009

David & Cecelia Emmerich
Blue Springs, MO 64014
1985 944

Steven Gray
Kansas City, MO 64151
Black 2001 911

James Malarkey
Belton City, MO 64114
2007 Boxster

Kenneth Stalder
DeSoto, KS 66018
Red 1986 944

ANNIVERSARIES—APRIL 2009

Bob & Kathleen Serra	38
Charles & Sue Johnson	38
Larry & Pat Haas	35
Rob & Connie Waldrop II	33
Clifford & Sue Anderson	32
Bill & Sue Carroll	30
Annelee Marsh	30
Bruce & Ann Ebling	26
Chris Cunningham	10
Alan & Melinn Geery	10
Nicholas & Diane Georgieff	10
Kristopher Brusco	9
John Russell	8
Donald & Rosalind Nash	7
Christopher & Michelle Franklin	7
Larry Dickinson	6
Steve & Brenda Wilson	6
Gary Gibson	6
Chris Doyle	6
Joel Karns	5
Neill & Dawn Flood	5
Brian & Erica Forsythe	3
Stuart Borders	3
Andrew & Veronica Wiksten	2
Jeffery Ragsdale	2
John & Elsa Simion	1
Charles Wiedenhoft	1
Robert Risen	1

NEW MEMBERS— JANUARY/FEBRUARY 2009

Brendan Summers
Leawood, KS 66209
Silver 1999 Boxster

Charles Vossler
Prairie Village, KS 66208
Black 2006 911S

Our Trip to Porsche Mecca

By Doug Pierce, PCA Zone 10 Representative and KCRPCA Board Member



Dateline Stuttgart, Germany. After spending a week chasing Hansel and Gretel through the Black Forest, we're back in Stuttgart where we started this adventure. "We" are my spouse, Jan (also KCRPCA VP Social Activities), my cousin Wayne (another car guy) with his wife, Courtney, and me - our standard international travel foursome. We had departed the US in late September on a direct flight from Atlanta to Stuttgart for a Germany vacation of 10 days. The group had determined that the Black Forest was the place to see. Me, just leave me in Stuttgart. I could find something to do for the 10 days there. But no, off to Wolfach in the heart of the Black Forest by rail. Unfortunately, no time on the Autobahn, at least this trip.

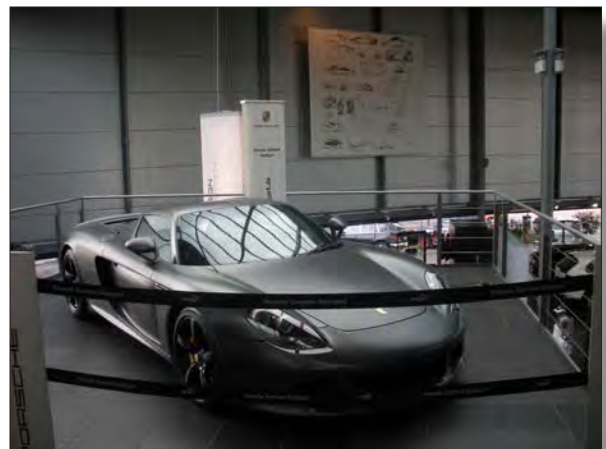
Anyway, back in Stuttgart. We stayed at the InterCity Hotel right in the main Stuttgart train station. Quite nice and very convenient. We had dinner that evening at a restaurant called The Block House, a steak house, right across the street from the hotel. After a week of really excellent German food, we were ready for a taste of home, and this place could have been anywhere in the mid section of the United States. Later, we found out that the locals really like it too.

Our Porsche factory tour was scheduled for 10:00 the next morning starting from the lobby of the new museum. We arrived an hour early not really knowing our way around or how far the Porsche facilities were from the train stop in Zuffenhausen. The Porsche complex is actually located in Zuffenhausen, not Stuttgart, which is kind of like Gladstone is to Kansas City. As it turns out, there is a train stop right at the Porscheplatz. A few steps down from the station platform and you are in the shadow of the new Porsche Museum. To your right is the museum building, to your left is the factory dealership, and straight ahead across the roundabout is the entrance to Werks II.

We wandered about outside for a bit before going into the dealership to kill some time before our tour. Everything from the Panamera to a gun metal matte grey Carrera GT was on display. At this point in time, Porsches in Germany are significantly more expensive than in the States. A Panamera S on the floor, with about the same level of options as the one we just saw weeks earlier at the Aristocrat



Outside the Porsche Factory



Matte Grey Carrera GT

All Photos by Doug Pierce

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Two Beautiful Examples of Porsche's Racing Heritage

unveiling during the Plaza Art Fair, was 133,000 euro vs. \$122,000. And that price was before the 1.46 dollar to euro exchange rate [it's worse than that now]. So we here in the US are apparently getting a real bargain.

Time to head for the museum. Porsche offers factory tours lasting approximately 2 hours in either German or English on a reservation basis. To be sure to get the day and time that you want, reservations should be made a couple of months in advance although our particular tour was not full. We found it interesting that we were the only native English speaking people in our tour, the others from various countries knowing English, but not German. Once assembled, properly visitor badged, and instructed that there were to be no photographs taken in the plant (or your camera would be confiscated), we were off across the roundabout to the Werks II gate. Our first destination was the engine plant.

We entered the relatively new engine plant building through a door near the unloading docks. All Porsche engines for all models, Cayman to Cayenne, 911 to Panamera, are assembled here. We proceeded through the "grocery store" on our way to the assembly area. Engine parts and assemblies from outside suppliers, most in the greater Stuttgart area, are delivered here, sorted, and stocked in a large open area, just-in-time to be incorporated into a Porsche engine. They call it the grocery store because that is basically how it operates. Technicians, build sheet in hand, go through the grocery store picking all the parts required for that specific individual engine, putting the parts into one of 3 connected automated "carts" as they go. Everything is bar coded and scanned as the process proceeds. When the picking process is done, the carts are scanned again for completeness with any missing or erroneous parts identified. The cart can not advance to the engine assembly area until the

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system is satisfied that everything is correct.

Upon passing the final check, the unmanned, autonomous 3 section cart proceeds across an elevated causeway to the engine assembly plant. There the 3 sections separate with one going to the head assembly area, one going to the block/crankcase area, and the last going to, and holding in, the accessory area. As the heads are assembled, the block/crankcase line moves the engine along where technicians proceed to install bearings, crankshaft, cylinders (as appropriate for the engine) rods and pistons, and all other components required for that individual engine with the parts cart dutifully following the engine down the line as it goes. Typical throughout the entire plant, most of the assembly is done by human beings working in small teams with only the extremely exacting, exceedingly tedious, or overly heavy components handled by robots. Teams are rotated every 3 to 4 weeks to different tasks keeping job fatigue and boredom to a minimum. As parts are incorporated into the engine, everything is again scanned

and verified by the system certifying that everything matches and is correctly going into that particular engine. Miraculously, the fully assembled heads for that engine show up right on time at a point on the line where they are needed. At the end of the block/crankcase line, the completed basic engine moves to the accessory line where all external components such as alternators, wiring harnesses, ac compressors, etc. are attached. At the end of the accessory assembly line, the completed engine is coupled to a machine that pressurizes the oil, cooling, and vacuum systems while spinning it up to about 2,000 RPM for 10 minutes confirming that all systems are operating properly with no leaks. Less than 1% require remedial work. A Boxster engine takes 166 minutes to assemble, start to finish. Engine complete, it goes onto another automated cart heading for the main assembly building, or to shipping heading for one of the other Porsche factories in Finland (Boxster and Cayman) or Leipzig (Cayenne and Panamera).



Vintage Porsche



Porsche: There is No Substitute

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From the engine plant we proceeded to the upholstery shop. I've never seen so much leather in one place. Cow hides, mostly from southern Germany and Switzerland, are sorted and scanned by computer for flaws, then scanned again by experienced eyes with defects missed by the automated system marked by hand and entered into the computer. From there hides go to the pressurized water cutter. Cuts are made by a fine water jet firing at over 40,000 psi controlled by computer routed to avoid detected flaws while getting the most usable pieces from an individual hide. On average, only 50% of any given hide is usable for Porsche upholstery. The left over pieces unusable to Porsche, some of them pretty large, are sold to makers of other types of leather products. I think the small pieces are used for key fobs. All stitching is done by skilled craftsmen with no automation involved. With the myriad of the normal options available, customers can still get just about whatever interior treatment they want if normal doesn't suit them, expensive, but available. A world class female tennis pro had recently ordered a 911 with a custom almost electric blue ostrich skin interior. They had a sample of the ostrich skin to show us, and personally, I'm glad it's not mine. Striking, I'm sure, but a way bit too much for me.

On to the assembly building to watch the cars being put together. Unlike many auto manufacturers, Porsche assembles multiple models on the same assembly line at the same time, a 911, followed by a Boxster, followed by a GT3, followed by a 911 Turbo, followed by a Cup car, and on and on in no particular order. In fact, Porsche can run any model down the Zuffenhausen line other than the Cayenne and Panamera. They are just too big. Because land area at the factory is limited, Porsche has had to design assembly lines vertically. Body assembly and paint start on the ground floor of a building across the street from the main assembly building and proceed up through that building. Completed painted bodies are then transported to the main assembly building on a conveyor 6 stories up, and proceed through the final assembly process from top to bottom through the building with the finished product driven out the back door to a hold-

ing area when completed. Like the engine plant, everything is highly choreographed with the correct parts for that particular car arriving at the correct assembly station at precisely the correct time via automated driverless carts. Again with the barcodes and constant checking.

After most of the interior has been installed, the body moves into an area where the drive train and suspension systems are married to it. In an adjacent subassembly area, the engine (that we probably had seen being assembled some 45 minutes before) is mated to the transmission, suspension, and other related components, and is moved on a low conveyor to a position directly under the appropriate body suspended above it. The drive train and suspension is raised and the body lowered using long dowels that have been threaded into 8 of the 26 attachment points to assure proper alignment. When in proper position, a team of technicians proceeds to make 18 of the attachments while the threaded dowels are removed for the final 8 bolts. It's now starting to look like a real car. As the cars leave this area, they travel over the walkway on their return to the main assembly line. There was a quiz as to what the car was, being visible only from the underside: mid-engine – Boxster (Caymans are still built in Finland, most Boxster production has, at least for now, been moved to Zuffenhausen), rear-engine with driveshaft to the front – 911 C4, rear engine with turbochargers and no front driveshaft – GT2, etc. etc.

The final station we were allowed to observe was for the installation of wheels and tires. With the huge number of wheel and tire options available, this area is very automated, but highly human at the same time. Wheels and tires are loaded on racks, one at each corner of the car, and are precisely fed to a technician, again one at each corner, who mates the correct tire to the correct wheel on what appeared to be an almost standard tire machine. A lift takes the completed wheel, turns and rotates it to the proper position, places

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Cross-Section of a 911



Porsche GT1's

it on the car, and drives all the lugs at once. All 4 wheels and tires, on the car, in less than 3 minutes.

Tour complete, the fastest 2 hours imaginable, we were escorted back to the Werks II gate where we had entered. This was the location where we were to meet Ms. Sandra Mayr, head of the Porsche AG Worldwide Club Coordination Department, for lunch. I have gotten to know Sandra, and her North America representative, Paul Gregor, through my Zone 10 Rep duties mostly at Parade and PCA meetings throughout the year. It was nice to see her on her home turf for a change. She had graciously invited us to the Guest Casino, the private dining room for guests, right at the factory. Located on the top floor of the Porsche office building, we had a panoramic view of the new museum across the Porscheplatz roundabout. Quite, quite impressive, but then it's supposed to be.

Lunch done, what to do with ourselves for the rest of the day. I guess there was the museum. At lunch we had discussed some of the current and past Porsche marketing materials and learned about the extensive archives

of such things, and much more, located in the museum. Sandra made contact with the assistant archives curator and handed us off to him for a behind the scenes tour of the archives as we grudgingly said our goodbyes.

The museum archives, what an experience. Documentation concerning just about everything ever produced by Porsche, anything Porsche has ever done, or anything that has produced media coverage about Porsche is there. There is a room of just Porsche publications – newspaper articles, magazines, books, just about any printed material published in just about any country around the world about Porsche. This is the room where they keep commemorative gifts of Porsche's 50th anniversary given by various organizations a few years ago. The PCA engraved crystal gift is prominently displayed here. Then there is the room of film and photos, all temperature and humidity controlled of course, filled with 16 mm film of races, model introductions, and just about anything else Porsche related you can imagine, not to mention the still photographs and slides. Another room was filled with files and large flat files containing nearly all posters and marketing materials ever produced by

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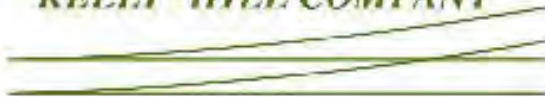
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09 PORSCHE IN THE HEARTLAND

—Continued from page 12

Porsche. At random we looked into one of the flat file drawers to find the 911 posters for the 1967 model introduction. Unbelievable.

Being brought back to the “real” world, we paid our museum admission fee of 6 euro (4 euro with a PCA membership card), picked up our english translation electronic audio guide, and headed up the what seemed like mile long escalator to the main exhibit floor. The museum building, just completed December 2008, is architecturally fascinating in and of itself. The design is unobtrusive, framing the exhibits rather than competing with them, yet impressive in its own right. It makes the most of an awkward site, remember ground space is at a premium at the Porsche complex, being hemmed in by the Porscheplatz roundabout, a major street on one side, and the railroad on another, none meeting at right angles. The building functions extremely well and has become a focal point for the entire area.

But the exhibits are what make any museum memorable, not really the building. The Porsche Museum is no exception, this from a purely subjective viewpoint, of course. Not only are there historic cars, Porsche Number One is prominent, but there are technology displays, there is a display of superimposed 911 profiles through the years that fade from one to the next, there is an area where you can stand and be surrounded by the sounds of various Porsches from 356's to 917's, there is a 917 engine disassembled and displayed as a blow-up diagram so you can see how it was put together, there are hundreds of motorsport trophies suspended in mid air, pre-production prototypes, and much, much more.

We had been in the museum for maybe 20 minutes when the subdued sounds of a normal museum atmosphere were interrupted by



The Famed Porsche 550 Spyder



The New Porsche Panamera

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The Porsche Museum



Rothman's 959

the thunder of a car running, and a rather loud car at that. We went up a level to find a 911 Super Cup car plugged into an exhaust extractor not only running, but being repeatedly revved by a museum technician. Once the "demonstration" was over he explained that all of the cars displayed in the museum are road worthy. They are all started and run at least once a month. The building is equipped throughout with a vacuum exhaust extraction system so that most cars can be run in place. Definitely not your normal museum.

We spent the rest of the afternoon touring the museum, at least until the ladies crapped out (I admit, it was an exhausting day). We reconvened back on the ground floor for a cup of coffee and watched renovation work being done on a 356 speedster in the restoration shop through the large windows between the café and shop. On our way out, we stopped at the gift shop for a look. Most of the items in the museum gift shop are available only

in the museum gift shop. There is no website or other way to order them once you leave. If you're there and see something of interest, you'd better buy it. We left with 365 euro worth of books and merchandise. Back to the InterCity Hotel by train and to the airport for the flight home the next morning.

For any Porsche enthusiast, a trip to the factory and museum is a must. If you get to Germany, try to work in at least a day at Zuffenhausen into your plans. National Geographic recently had an hour program dedicated to the Porsche factory in their Ultimate Factories series. The show was really good, but it's not at all like being there. We were there only for a day and I, for one, could have spent much more time. Jan, I'm sure, may have another opinion.

—Doug

Kansas City Region Club Race

By Bob Wayman, Kansas City Region Vice President of Driving Activities



The Kansas City Region-PCA will be holding its famous Porsches in the Heartland PCA Club Race and Advanced Drivers Education event at Heartland Park Topeka on April 16 through 18, 2010. Come out and see local and regional racers enjoy one of the first events of the year. Club Race registration and information is available at www.clubregistration.net and at www.pca.org/Activities/ClubRacing.aspx. Volunteering at the Club Race is a great way to get up and personal at a fantastic event and there is no better way to get involved in your Club. Contact our Volunteer Coordinator, Haley Hoelscher at Haley.Hoelscher@gmail.com.

The Drivers Education event is for approved advanced drivers and instructors only. A Drivers Education event for all driver levels will be held in October. Drivers education registration and information is available at www.clubregistration.net or on our website at www.kcrpca.org.

There will be escorted Parade laps at noon on both Saturday and Sunday (for a \$10 donation) that will allow everyone to take their personal car, with passengers for a tour of the track. An experience you won't soon forget, see the track like the racers do at regular highway speed.

Come on out and enjoy one of our best events of the year.

—Bob

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Getting to Know . . . Tim Bubniak

DS: What Porsche do you currently drive?

T: 1991 Guards Red 944S2 Cabrio

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

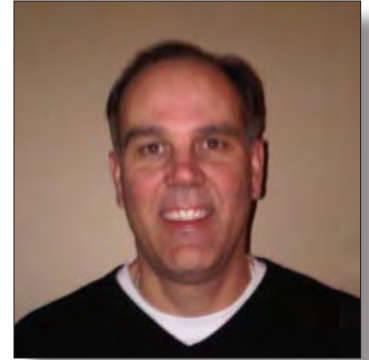
T: My current one is my first but definitely not my last

DS: What book are you currently reading?

T: The 5000 Year Leap

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

T: The Godfather Part I and Part II. Nothing else comes close.



DS: Where do you take your Porsche for service?

T: Karl Wilen

DS: What is your favorite KCRPCA event and why?

T: I really like the cruises. It is the best of all worlds with getting to put the cars through their paces and then have a nice meal with friends.

DS: Why do you participate in the KCRPCA?

T: The Club is full of good people that have a common love for cars and especially Porsche's. It always makes for a good time and good conversation when we gather.

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

T: I attended the Porsche Palooza this past November and had a great time. It was my first long road trip in the Porsche and I really enjoyed that.

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

T: With all the money in the world I would have a very large and full garage that Jay Leno would be envious of. If I had to pick a single car that I would really love to own I would say it would be the Aston Martin DB9. James Bond cool with 12 cylinders of power.

DS: My first ride in a Porsche . . .

T: When I test drove my current car I fell in love right away. I could not believe how much fun it was and I was hooked right then.

DS: Favorite slogan/saying . . .

T: You're only as happy as you set out to be!

DS: If you won the lottery, what's the 1st thing you'd buy?

T: Two plane tickets for Sheryl and I to get out of town before any other family members found out I had won.

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

T: The Middle East. We very much want to go to Isreal and Egypt but have just not gotten around to doing it yet.

DS: At least one thing I want to do before I die . . .

T: Visit every continent.

Nelson-Atkins Museum Tour & Lunch

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



On Sunday, April 25, 2010, we have a very special event planned at the Nelson-Atkins Museum of Art at 4525 Oak Street, Kansas City, Missouri. We will convene with our Porsches at 11:00 a.m. in front of the museum. We have been given special permission for a commemorative photograph of our members and their Porsches in the circle drive around the reflecting pool in front of the museum. This photograph is sure to be a classic. So bring your car and bring your camera. This is a picture you will want to keep.

At noon we will need to move all the cars from the circle drive to the parking garage (\$5.00 parking fee) and then we will meet in the Rozzelle Court Restaurant inside the Nelson for lunch. In the dramatic style of a 15th Century Italian courtyard, this restaurant offers self-service dining in an atmosphere unlike any other in the city. We have reserved several tables so we will be able to dine together as a group. Each individual pays for lunch separately at the self-service line.

At 1:30 we have scheduled a private tour of the new Bloch Building. The tour will concentrate on the architecture of this new addition to the Nelson-Atkins Museum, which was unveiled on June 9, 2007. If you choose, you can take your own audio-guided tour. Headphones are available in the Bloch Building lobby. Funded almost entirely by private support, the Museum suggests a donation of \$5.00. The tour will take approximately 1½ hours.

After the tour, I encourage you to step outside and enjoy what should be a beautiful spring day in the Kansas City Sculpture Park behind the Nelson. The gardens should be in full bloom and provide a perfect complement to the 31 sculptures located in this 22-acre park.

Don't miss this special opportunity to celebrate not only the 50-year history of KCRPCA but also the history of our city.

—Jan

PCA ZONE 10 CALENDAR
Update 12/15/2009

MARCH 2010

6	Dennis Albaugh Checy Collection	Schonesland
12	Looney Bin Comedy Club and Dinner	Wichita
13	St. Patrick's Parade	St. Louis
13	Dinner at Bella Vita	Great Plains
27	Open House at the Wayman's	Kansas City
27	Dinner RUn to UnderCliff by Joplin	Ozark Lakes

APRIL 2010

10-11	Spring Carrera Classic DE, Gateway International Raceway	St. Louis
16-18	PCA Club Race and Advanced DE, Heartland Park Topeka	Kansas City
17	Open House at the Kovacevich's	Schonesland
24	Cape Girardeau	St. Louis
25	Nelson Gallery Photo Op, Lunch, and Tour	Kansas City
25	Autocross	Wichita
30	First Fling Driver Training	Nord Stern

MAY 2010

1-2	First Fling Driver Education, Brainerd International Raceway	Nord Stern
1	Josephine's Run	St. Louis
8	Spring Drive	Nord Stern
15-16	Ozark Weekend, Ameristar, Kansas City, MO	Kansas City
15	Autocross School	Wichita
16	6th Annual Poker Run	St. Louis
16	Autocross	Wichita
22	Boxster Tech Session	St. Louis
22	Fargo Weekend	Red River

JUNE 2010

4-6	PCA Club Race, MPH, Hastings, NE	Great Plains
6	European Auto Show	St. Louis
12	Kansas City Region 50th Anniversary Gala, Liberty Memorial	Kansas City
12	Clarksville Run	St. Louis
12	Autocross School	Wichita
13	European Auto Show	St. Louis
13	Autocross	Wichita
18-20	Fast Fling Driver Education, Brainerd International Raceway	Nord Stern
26	Illinois Tour and Wine Taste	St. Louis

JULY 2010

3-9	Porche Parade, St. Charles, Illinois	
12-13	Driver Education, Road America	Nord Stern
23	Night at the T-Bones, Community America Ballpark, KC, KS	Kansas City
24	59th Anniversary Celebration	Wichita
25	Fast Eddie's Run	St. Louis
30-31	PCA Club Race & DE, Brainerd International Raceway	Nord Stern

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

Central Iowa Region: www.ciapca.org
 Deltas Region: www.dak.pca.org
 Great Plains Region: porsche.ellipse.net/
 Kansas City Region: www.kcpcar.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.slpcar.org/
 Wichita Region: www.pca.org/wic

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44th Annual Ozark Weekend in Kansas City

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

The Kansas City Region's 44th Annual Ozark Weekend will be Saturday, May 15 and Sunday, May 16, 2010. This year we are taking a slightly different twist on tradition. We will be staying a little closer to home, celebrating at the Ameristar Casino in Kansas City, Missouri. The Ameristar has been a popular location for KCRPCA Autocross for the last several years.

The weekend will start on Saturday afternoon with a Poker Run Rally. What better place than a casino for the start of our Texas Hold 'Em Poker Run through the beautiful rolling hills of Missouri surrounding the Ameristar Casino. This rally will test not only your poker luck, but also your navigation skills and ability to correctly answer rally questions. The winner will be the highest composite score of your poker hand and rally question answers. The rally will not be timed, so you will be able to stop and enjoy yourself along the way.

After an afternoon of rallying, you will have the opportunity to test your technical knowledge. A tech quiz will be given in the late afternoon in the Prairie Room at the Ameristar. You can be sure there will be a lot of commiserating about the afternoon's travel and travails over cocktails before dinner. We will dine in our own private room separate from the Horizon Buffet at the Ameristar. The Horizon Buffet has been rated "Best Buffet" by Kansas City Magazine. There are several different nationalities of food to choose from, including Kansas City Country Cooking. Then top it all off with a dessert buffet complete with chocolate foun-

tain. All this for only \$32.00 per person, including beverage. I guarantee you will not walk away hungry. For those of you wishing to make individual plans for dinner, there are nine different dining options available to you within the Ameristar complex. Consult www.Ameristar.com for more details.

After dinner you can enjoy live music, watch a movie at the one of the 18 theaters, play in the arcade, or try the casino if you are feeling lucky after the activities of the day. All this is just an easy stroll down the indoor Ameristar streetscape. Plus, there is hourly childcare at Kid's Quest. Just be sure not to stay out too late, because Sunday morning begins early with Autocross in the Ameristar parking lot.

If you have never autocrossed, if it has been years since you have tried, or if you are a club regular, all participants are welcome and encouraged to come out. Participants will be grouped by skill level and car type. Instructors will be available.

If you choose instead to sleep late, you can join us for Sunday brunch and recount your stories from the night before. We have reserved several tables in the Horizon Dining Room.

I encourage each of you to come out and participate in as much, or as little, of Ozark Weekend as meets your interest. There is a \$20 registration fee for all of Saturday afternoon's activities. The Sunday autocross partici-



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pants pay only the \$25 fee for that event, the Saturday registration fee is not required.

We have reserved a block of rooms at the Ameristar for Saturday night, May 15, 2010 at the discounted double occupancy room rate of \$139 plus taxes. If you don't mind sacrificing a little convenience, there are eight other hotels within a two-mile radius of the Ameristar with rooms ranging in price from \$49 to \$149. Check www.kcrpca.org for links to all these hotel sites. If booking a hotel room at the Ameristar, you will need to identify yourself with the group code #051510 in order to get our special group rate.

Make your plans early. We only have a hold on these rooms at the Ameristar until May 1, 2010. After that date, there is little chance there will be any rooms available at the Ameristar. Rooms "Sell Out" early, so don't delay.

Check out the Kansas City Region website (www.kcrpca.org) for links to the Ameristar and surrounding hotel sites. You can register online at www.kcrpca.org or complete the registration form in this newsletter and submit your check made payable to KCRPCA before May 1, 2010 to Jim Phillips, 6409 Maple Drive, Mission, Kansas 66202 along with your \$20 registration fee (if applicable) and fees for any events selected.

—Jan

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44th OZARK WEEKEND IN KANSAS CITY REGISTRATION FORM

(Please complete this form and return along with your check, made payable to "KCRPCA", in care of Jim Phillips, Treasurer, to the address below or register and pay online at www.kcrpca.org)

NAME _____
 PARTICIPATING FAMILY MEMBER NAME(S) _____
 ADDRESS _____
 PCA REGION _____
 TELEPHONE _____ CELL. TELEPHONE _____
 E-MAIL _____
 PORSCHE MODEL _____ YEAR _____ COLOR _____

(Please indicate the number of individuals participating in the box provided proceeding each listed activity even if there is no entrance fee, so we can make plans accordingly)

\$20 Registration Fee PER CAR for all Saturday May 15, 2010 activities
 (\$20 Registration Fee not required for Saturday dinner only and/or Sunday Autocross only)

Saturday, May 15 Activities

Noon to 1:00pm +/- (for those arriving early)
 Lunch at Arthur Bryant's BBQ at the Ameristar (separate checks)

1:30pm to 2:30pm start time
 Texas Hold 'Em Poker Run Rally, staggered start from the Ameristar Northeast Parking lot. Get your driving instructions at the parking lot start line.

4:00pm to 6:00pm - Tech Quiz in the Prairie Room adjacent to the Ameristar Horizon Buffet.
 Turn in your Rally questions answer sheet

6:00pm to 10:00pm Prairie Room adjacent to the Ameristar Horizon Buffet
 Cash bar opens at 6:00pm, Buffet Dinner, Poker Run and Tech Quiz awards
 \$32 per person

Sunday, May 16 Autocross

9:00am until finished
 Ameristar Parking Lot
 \$25 entrance fee PER DRIVER

Snell 2000 or newer helmet required
 (Several loaner helmets will be available)
 Instructors will be available

DRIVER(S) NAME(S) _____

DRIVERS LICENSE NUMBER(S) & STATE _____

DATE(S) OF BIRTH _____

AUTOCROSS EXPERIENCE

Beginner _____ Novice (less than 4 events) _____ Experienced _____

Hotel reservations for Saturday night at the Ameristar Hotel can be made by contacting the Ameristar directly at (866) 667-3386 or www.ameristar.com (click on "Hotel/Book a Room"). You will need to provide the necessary group code (051510) to be afforded our discounted group rate (\$139 + taxes). Any room(s) not cancelled 24 hours in advance of arrival date will be billed to the individual. Other lower cost hotels are available in the Ameristar area. Check the Kansas City Region website at www.kcrpca.org for links to other hotels.

Mail this Registration Form, with your check for the **Registration, Autocross, and Dinner Fees**, as applicable, made payable to KCRPCA, to:

Jim Phillips, KCRPCA Treasurer
 6409 Maple Drive
 Mission, KS 66202

You can also register and pay on-line through PayPal at our Kansas City Region website www.kcrpca.org. For more event details visit the website.

Once our block of hotel rooms has been filled, or May 1, whichever occurs earlier, the charge for hotel rooms will likely revert to the prevailing rate. KCRPCA has negotiated a substantially lower room rate for Saturday night vs. the advertised rate. So register early.

For Sale:

Mint condition 1988 Porsche 944 Turbo with 40,154 original miles with a Stage 2 and Mass Flow Sensor Kit. Only driven in nice weather on rare occasions; when not driven it is garaged and covered. New rear tires with only 5,000 miles wear. New brakes with 3,000 miles wear. Recently inspected and serviced by certified Porsche dealer in 2006. No cracks on any of the interior leather seats or dash. Looks and runs like brand new.

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Ozark Weekend: A History

By Connie Waldrop, Kansas City Region Member

Twenty five years ago, a small but determined group of Kansas City Region PCAers decided to have a spring "fling" weekend. This was probably the coming-out of the garage" event for many Porsches who had been stored away in the garage through the winter. They decided to name this party "Ozark Weekend".

- Sandi Johnson (Excerpt from March/April 1991 Der Sportwagen)

That first Ozark Weekend was in 1967 at the Mai Tai Resort in Lake of the Ozarks. Since then the Kansas City Region has celebrated 43 consecutive Ozark Weekends with this year's event becoming the 44th. Over the course of this time, the weekend has been celebrated at a variety of resorts at Lake of the Ozarks, in Branson, and yes on occasion in the Kansas City area. What is remarkable is that every year dedicated members have coordinated the weekend activities and provided many memorable times for club members. The membership has kept the tradition alive through both boom years and years with small attendance. Hopefully this tradition can continue so new members and those not so new who have never participated will take the opportunity to experience this special weekend to enhance their club experience.

Events in the early years consisted of economy runs and concours interspersed with champagne parties, eating, tours, and the much remembered and talked about Scorpions.

The famous Bud Reno Scorpions were made in the traditional plastic wastebasket (the only material it won't dissolve) and many of those partaking were happy to see a refilled basket Sunday morning to help take off the rough edges so they could get in condition for the rally starting at noon.

- Ozark weekend 1969



Getting Ready for the Economy Run
2nd Ozark Weekend 1968



Sunday Morning Concours
2nd Ozark Weekend 1968

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Through the 1970's Ozark Weekend continued to grow and prosper. The weekend was attracting anywhere from 25 – 50 cars from as many as five to seven regions. Locations ranged from the Mai Tai to Wulff Harbor, to the Osage House(formerly the Mai Tai), and the Howard Johnson's Motor Lodge. Events included rallies, economy runs, concours, and autocrosses. Autocrosses were held in the parking lots at both the Lady of the Lake Catholic Church and the World Wide Church of God. The two lots were as different as night and day.

*The autocross was held on the parking lot of our Lady of the Lake Catholic Church. The parking lot was u-shaped with a 30 to 35 foot hill running down the middle. The course started at one end of the u, whipped up the hill into a chicane on the other side, 180 degrees around the switchback, back thru the esses, up and over the hill and then to the finish where the course split off camber from the start area so the finish line would be far from the start line. Sound Wild? IT WAS!
Phil Mullen - June/July 1973 Ozark Weekend*

The parking lot at the World Wide Church of God was a massive expanse of asphalt with absolutely no barriers.



Preparing for the Concours at Wulff Harbor Resort
Ozark Weekend 1971



Autocross on the Acre Parking Lot at World Wide
Church of God - Ozark Weekend 1979

The early 1980's in the Ozarks were a very busy time for the region as it prepared to host the 1983 Porsche Parade at Marriott's Tan-Tar-A Resort. Throughout the 80's and into the 90's weekends were held at Howard Johnson's Motor Lodge, Tan-Tar-A Resort, The Osage House, Breckenridge(the former Osage House), Inn at Grand Glaize and in 1997 and 1998 The Crown

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Plaza/Radisson in Branson. Activities included hospitalities, concours, rallies, dinners, parties, autocrosses and many late evening trips to the local go-cart tracks. Through these years the parking lot surface at the World Wide Church of God wore out, crumbled and was overtaken by weeds. Peter Granat spent at least one challenging year creating an autocross course around the crumbled asphalt and by the time the event was finished not much asphalt remained. New autocross sites were the Camdenton High School, the Camdenton Vo-Tech School and Big Surf Water Park.



Maralin Granat & Jim Shoemaker at the 20th Ozark Weekend - 1986



Lining Up for the Rally
33rd Ozark Weekend - 1999

The weekend of May 12th - 14th, 2006, the region celebrated its 40th annual Ozark Weekend at Tan-Tar-A Resort. Five regions were represented including North Country Region in New Hampshire. Long time Kansas City members Don & Sandi Johnson who retired to New Hampshire in 1996 returned to help celebrate this Ozark Weekend milestone.

This is just a short recap of 43 years of Ozark Weekend history. I have experienced a good many of them and have fond memories of times spent with many members not only from Kansas City but from regions all over the mid west. I think Jim Barber said it best after his first Ozark Weekend experience.....

A final thought directed to those who have never attended a multiple event, multiple region Porsche club get-together. I never really thought much about going. My primary interest lies in driving, and SCCA eats up my time and budget. Additionally, I had always considered these things as primarily social events and therefore maybe not as much fun as the hardcore driving stuff. Boy, was I wrong. My guess is that people who are interested mostly in the social side of the club would have similar feelings from the opposite viewpoint. We've missed a big part of the total Porsche club experience up to now. So have you.

-Jim Barber

—Connie

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