

July/August 2010

Der Sportwagen

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



Photo by: Neill Flood
50th Anniversary Gala

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Der Sportwagen

Kansas City Region
Porsche Club of America
July/August 2010

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Business Card	\$25	\$75	3.5" x 2"

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

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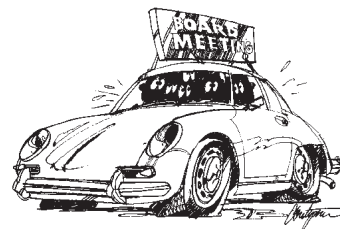


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Specify safety pin, double magnet or spring clip catch. Contact Bob Gould at 913-897-0115 or rgould@earthlink.net.

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: August 3rd

Verantwortlich (In Charge)

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Pikes Peak Victory

From Jill Beck, National Newsletter Chair

Colorado Springs - June 27, 2010 - Jeff Zwart, from Woody Creek, Colorado, driving the specially-prepared Luminor Watch Porsche 911 GT3 Cup race car, has won and set a new record in the 2WD Time Attack class in Sunday's 88th running of the Pikes Peak Hillclimb.

Zwart, now a seven-time Pikes Peak class winner, not only broke Rhys Millen's 2009 class record by 38 seconds (after smashing his qualifying record by 18 seconds), but went faster than all but five of the entire field - three Unlimited Class and two Open Wheels cars, all with 600-plus horsepower. His 911 GT3 Cup car also beat all the production based race cars entries, 2WD and 4WD. Nobulhiro Tajima, from Japan, won the hillclimb overall in an eight-cylinder, turbocharged Suzuki 4WD one-off race car with an Unlimited Class entry.

Zwart said the key to his victory was the confidence that build up every time he drove the car.

"In my previous six victories - all in Porsche street-based turbo cars - I spent most of my practice time trying to tame the car to fit this difficult course; With this Porsche 911 Cup car, it was clear to me from the beginning that the car was challenging me to drive my best, and I went faster every time I stepped behind the wheel. Each time I thought I was asking too much from the car, especially when I carried maximum speed into one of those hairpins, the Porsche responded and challenged me to push even harder," said Zwart.

He also repeated his amazement from Friday's qualifying session that the normally-aspirated car didn't lose horsepower from its 9,000-foot-elevation start and the 14,000-foot finish line. A combination of the 450-hp, 3.8-liter Porsche Cup car engine and expert engine map adjustments from Porsche Motorsport North America gave Zwart the performance of a lifetime.

Zwart again praised the Pirelli road racing rain tires, which he felt held their grip evenly on both the gravel and tarmac surfaces, a necessity as the course has been transformed from all gravel to half and half. Next year, with two more miles of the 12-mile course scheduled for paving, road-racing-based tires will make more sense than ever. The team made some adjustments to tire pressures on all four wheels prior to qualifying. Pirelli had developed a tire for Zwart based on the rain tire they use for the Rolex Grand-Am series.

"Without Luminor Watches, Porsche Motorsport North America, and Pirelli tires support, this victory would not have been possible," said Zwart.

Porsche Motorsport started with a 2007 Cup car, updated it to 2010 specifications, and installed a new 450 horsepower 3.8-liter engine currently in use in the Patron GT3 Challenge, American Le Mans Series Challenge Class, and the Porsche Supercup series. The engine management mapping was modified to perform well in high altitude as the race starts at 9,390 feet and finishes at the summit, 14,110 feet above sea level, and ride height was increased for the gravel sections of the course. The underbody was also modified to protect the car from gravel and stones similar to rally competition. Zwart has now won his class at Pikes Peak - all in Porsches - in 1994, 1995, 1996, 1997, 1998, 2002 and 2010, setting new class records four times. Most recently, before this weekend, he co-drove a Porsche Cayenne with Pikes Peak veteran Paul Dallenbach at the challenging TransSyberia Rally (Moscow to Mongolia) in 2007. He also has an SCCA PRO Rally Championship (1990) and a SCORE Baja 1000 class win (2004) to his credit.

The Porsche 911 GT3 Cup car, built on the same assembly line in Stuttgart as the street-legal Porsche 911s, is raced all over the world in the Porsche Supercup series as well as various Porsche Carrera Cup and Challenge Cups, including IMSA Patron GT3 Challenge. New last year was the addition of the American Le Mans Series Challenge class, where the Porsche 911 GT3 Cup cars contest the full endurance series run by the Le Mans racers.



Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

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Stephen & Joan Craig	40
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Doug & Kim Furnell	8
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Mike & Sherri Morgan	7
Tyler Thomas	6
Jarrett & Jennifer Rule	6
Gary & Judy Nagel	5
Garry Gribble	5
John & Lea Barker	5
Robert Brennan	4
Paul Bloemer	4
Bruce Barrow	2
James Hill	2
James & Maja Cummings	2
Derek Worth	1
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ANNIVERSARIES—AUGUST 2010

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David Sudduth	11
Scott & Sharonne Cozad	11
Edmond & Helen Scherer	11
John & Tara Andrews	10
Chris & Michele Dunlap	10
Wilfredo Santos	8
Michael Armentrout	7
Brad Yost	7
Sean & Paula Brennan	4
David & Dana Kriet	3
Eric & Lindsay Martin	3
Gary & Arlene Krings	3
Tim Abraham	2
Dolon Silimon	2
Jeffrey Gilmore	2
Terry Tagg	2
Bill Duckworth	1
John Gillmore	1

Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

NEW MEMBERS— JULY/AUGUST 2010

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Leawood, KS 66211
Black 2000 911

Levy Bernard

Leawood, KS 66211
Red 2006 911

Tim & Karen Carlin

Overland Park, KS 66221
Black 2006 Cayman S

Dave Carriker

Independence, KS 67301
2003 911

Jorge Paradelo

Fairway, KS 66205
Silver 2008 Cayman S

Cyril & Melissa Welter

Lee's Summit, MO 64064
Blue 2004 911

Floyd & Linda Scott

Kansas City, MO 64105
1987 944 Turbo
Transferred in from the Alaska Region

Larry & Kayleen Ziman

Kansas City, MO 68462
Gray 2003 911
Transferred in from the Ozark Region

Calendar of Events

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

See page 18 for PCA Zone 10 Calendar

August

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Fun Drive to Genovese Italian Restaurant in Lawrence, KS (Page 12)

September

18

Shrimp Boil at the Bennetts' Stately English Home (Page 17)

October

1-3

Oktoberfest Drivers Ed at Heartland Park, Topeka

December

4

Christmas Party

Great Plains Carrera GT 2010

By Richard Bennett KCRPCA Member

First of all let me congratulate and thank Great Plains Region and George Anderson- Motorsport Park Hastings(MPH) President, for hosting a warm, friendly, efficient event, and the PCA organizers Doug Pierce, John Crosby and the others for ensuring things ran cleanly and safely. 4 races (including the fun race) makes for a great weekend of racing.

Engaging in Motorsport is an addictive habit, whether, Rallying, Autocross, Drag racing Road racing, Drivers Ed or any of the other motor related sports. Over the years I have engaged in many Motorport activities and the theme seems to be the same, desiring the best/newest equipment, followed by a realization it's not within budget. Leading to compromises, wrenching, racing, breaking, and then a repeat of the whole process. It always seems that the wrenching takes 10X the time that a race weekend lasts. Fortunately for me the Hastings weekend was just the opposite, I just turned up and raced.

My last race weekend had been Porsches in the Heartland in April. I had started and finished in all races. For once the car was one still in one piece (very unusual for me, as anyone who knows me has seen). For the next race at Hastings I simply had to adjust suspension settings and clean and polish.

This would be the 3rd race weekend for the new car, which I built in 2009 after my last car went to the Racecar graveyard (actually it was a crusher, but that's another story). The first event with the new car was Hallett 2009. I had hoped for a simple test and tune weekend to fine tune the car in preparation for Heartland in 2010. Braking problems made the car difficult to drive and I ended up sharing a personal experience with a tire wall (that's another story also). I managed to finish the Hallett weekend

and drove the car back on the trailer, which is always a good end to any weekend. With brakes optimized and bodywork repaired. The car was ready for Heartland. and, as I mentioned previously that weekend went remarkably well.

Next event was the Great Plains Carrera GT, held this year at the fairly new (2007) Motorsports Park Hastings (MPH) track at Hastings Nebraska. George Anderson runs the track, he is very attentive to, and knows his customers. George is always welcoming, and makes sure everyone is taken care of. The big yellow Bacardi bus goes out on a regular basis, to give racers and guests a view of the track, the racing line, and areas to be careful.

The Hastings Carrera GT event followed a typical PCA 3 day race weekend, with Friday test and tune under DE rules (ie designated overtaking zones, and passing only with signals).

Friday is a great time to shake the car down, re learn the track, and get your head back into the racing frame of mind. As always I was tire challenged. I took a set for the Saturday and Sunday Races, and another for Friday. I figured I would easily make it through. So much for that idea. By the second run I had corded the fronts and only race rubber left.

As I am known for, I tried various experiments of rears on the front etc to try and get some tires on the front, to no avail as the tires would rub. After hours of trying various things I managed to find a tire at Hoosier and at least get in the last run of the day. Not the best start, but at least the car was running and handling well.



Continued on next page—

—Continued from previous page PCA national arrived in the afternoon.

Registration and Tech was uneventful except my new car photo's were not in the logbook, so I received an indignant look and much stapling of photographs.

Saturday began the "official" race event under PCA club Racing rules and 13/13 enforcement. (any incident resulting in damage to another car results in a 13 month probation) Not a good thing to have on your resume!! The field was split into two race groups. The fast group included some great cars, Roland mandarin brought his 930 GTA car, there were a couple of Cup cars, and a couple of beautifully turned on Cayman S's, one in the pink Pig livery, the other in the Martini colors. We also had Cup cars and spec Boxsters and 944's etc.

The event was remarkably trouble free although we did have some retirements due to mechanical problems. Roland Manarin broke a rear hub, on his GT1S 930 at the start of the Blue race having turned the boost up, so he could beat the Cup cars. It must be nice to have so much power that the driveline can't take it. Not a problem for Roland though, he just jumped in his street GT2, and managed to win the last race of the day.

Ron Igou broke an A arm ball joint on his 944 (not the first time that's happened to a 944, and probably not the last). Ron was about to go home but we convinced him to stay and with spares from the Petersons and wrenching help from Terry Morris, Ron was back in action. That's a common theme in PCA, no-one wants to see a fellow racer go home. His misfortune continued with a flat tire and overheating and eventually threw the towel in.

My car undertook intense scrutiny from PCA National, with an Endoscope up the intake tract. Having been through a colonoscopy, I felt for my car being violated in such an undignified manner. PCA were checking for a stock Turbo, which of course is exactly what they found, and I got a clean bill of health.

Failures during the Saturday sessions had resulted in reduced fields in both race groups, and it was agreed that for the Sunday races, all cars would be combined into 1 race group.

I for one am a great fan of large groups of cars on the track. Racing with other cars on track is what makes it the most fun, so for me the more the merrier. Everyone played well together and there were no incidents that I am aware of, and a good time was had by all.

From my perspective I had my best weekend ever. The car ran flawlessly and handled and braked well all day (so unlike me). I was questioned at one point by the corner workers regarding a "clicking noise" that I put down to a rear wheel bearing. With no ability to fix it I added it to the things to do when I got back home. I never put a wheel off track, or spun all weekend, and I never had to wrench on anything other than change tires and pads, and check fluids (again, so unlike me). 1 fun race and 3 sprint races, started and finished all without incident, what a blast.

My thanks to MJG Racing Inc, Clark Motorsports, and most importantly my wife and kids, in allowing me to indulge in this obsession with cars and racing, without them I could, 't do it. My Daughter Sammy really jumped in for the first time to help in the pits changing tires and helping out. She's only 13, but I think she may have the disease as she is starting to show symptoms. My wife get frustrate, understandably so as the passion is time consuming. My response to her comment "you always working on your car" is "at least I am not hanging out in bars". I sometimes think though, that hanging out in bars, would be cheaper, less time consuming and less frustrating. Having said that a good weekend like Hastings, makes up for the bad ones at least for the short term. So for now I'll stick with the gasoline drug, as I can only afford one addiction.

—Richard



Left: Richard's car with one of his Pit crew, the other played video games all weekend.

Right: Martini Cayman S belonging to Henry Davis



Left: Roland Manarin's GT1S

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PORSCHE IN THE HEARTLAND 2010
50 YEARS OF KCRPCA 1960-2010



Fun Drive to Lawrence

By Neill Flood, Kansas City Region Executive Vice President



Please make plans to join us **Saturday, August 7th**, for an off-the-beaten-path drive to Lawrence, KS for lunch at the Genovese Restaurant. Once we arrive, we will enjoy excellent food and can view the unique shops on Massachusetts Street after lunch.

This will be about a one-hour drive, and we will meet at the Sears Parking lot in Lenexa, KS (8540 Maurer Rd, Lenexa, KS 66219) at **10:00 AM** and **promptly depart at 10:30 AM**. The Sears is located near I-435 and 87th Street.

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

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

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THE KANSAS CITY REGION IS 50 YEARS YOUNG

By: Bob Gould, KCRPCA Member

On June 12, the Kansas City Region of the Porsche Club of America celebrated its 50th anniversary. It was a momentous occasion held in a spectacular setting, the National WW I Museum at Liberty Memorial. It was apparent to me, having hosted similar events, that the anniversary committee did their home work. I'm sure that most of the attendees would agree that this was great event that will long be remembered.

When the word spread that there would be a 50th anniversary celebration, a plea came for photos of times past. I have a few hundred, perhaps thousands, and off they went to Connie Waldrop's home and the selection committee. I hoped that they would keep them, but alas, they have been returned to me.

The celebration was attended by a past friend and member, Phil Mullen. I was most surprised when I received an email from him thanks to Membership Chairman Doug Pierce. My first experience with Phil was at an Ozark Weekend in 1977. Someone had set up a TSD rally and Phil needed a navigator. Having never been on a rally, I was a rank amateur. I was told to read the instructions and look for check points. I kept telling Phil that he was driving his 356 too fast. He told me we were running late. I knew we were going to bust that rally, but I learned a lot and we still have the winning trophies. Phil and I soon renewed an old friendship and celebrated his visit in Kansas City for the anniversary.

On the Mall

The club reserved the Liberty Memorial Mall parking area just for Porsches for this event. Maneuvering the cars and drivers took time, but our leaders persisted and eventually the cars were placed according to the master plan and the view was fantastic. There were more than 60 cars on the mall. I suspect that every passenger model produced by Porsche was represented. The weather forecast was not good – possible thunderstorms – but the sun smiled on the Porsches and there was no rain that evening.

As car parking was taking place, wife Marj and her friends went to the museum to select our seating for the dinner. The table she choose was seated with many from the board for the Ozarks '83, the Porsche Parade sponsored by Kansas City and St. Louis at Lake of the Ozarks. Conversations recalled a lot of memories and work and a parade that was Hot! Hot1 Hot!

Hold that Pose

Anytime you have an event of this type, it is essential that important people are photographed. Cindy Thomas was director of photography and worked diligently to photograph former presidents (15 were in attendance), long time members (23 with more than 25 years of service), national officers including National President, Kurt Gibson plus local officers and our own board members. And not to be forgotten was an original founding officer of the club, Bud Reno. He was one proud senior member. In between photo shoots, we had the opportunity to taste some hors d'oeuvres and purchase a drink.

The Gala

The dinner, catered by Pierponts, featured three outstanding entrees, including prime rib, my favorite. It was a sell-out crowd of 150 members and guests. Finally, we were able to see the photos of our past history as we viewed 500 photos on the big screen dating back to the '60s when the only Porsche model was the 356. They were fun and interesting, bringing back lost memories.

Ned Luce, a former long time member of the Kansas City region was imported out of retirement from Port Ludlow, Washington, to be our master of ceremonies. He, too, managed to bring forth some embarrassing memories for yours truly but I guess it was fun for everyone else. We were introduced to National President Kurt Gibson and his wife, Angie, both well known by KC members for many years.

Special recognition was given to representatives of Aristocrat Motors, Robert Hellweg and Dan Shearman, for their support through the years and especially for premier sponsorship of the gala. As a big surprise, Aristocrat offered a Panamera for a week of fun driving. The lucky winner was Julie Wrenn, spouse of Scott Tyksen. Julie, did they also supply the gas?

The Finale

After dinner, for those so inclined, champagne and coffee were served under the stars on the rooftop observation deck where we could observe the lights of the city. Navigating the steps in the dark caused a couple of spills but I don't believe anyone had a serious body dent. The historic Western Auto sign was the brightest light on the horizon. I wondered if anyone present had ever bought a part for a Porsche at a Western Auto store. It's doubtful, unless it was a VW part that would also fit on a 356.

—Bob

Zone 10 Calendar

AUGUST

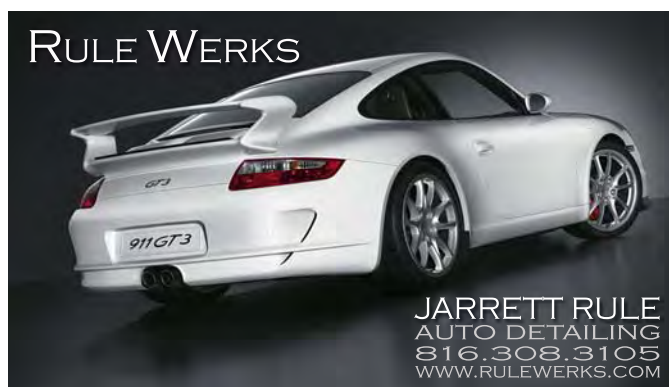
1	PCA Club Race & DE, Brainerd International Raceway	Nord Stern
8	Botham Vintage Car Show, Barneveld, WI	Central Iowa
22	Autocross	Wichita
26-29	Run for the Hills 8, Keystone, SD	Dakota
28	Valve Adjustment Tech	St. Louis
28-29	Mutually Assured Destruction of Omaha (24 Hours of LeMons series), Mid-America Motorplex, Pacific Junction, Iowa	
28	Cruise Nite Show 'n' Shine at Sonic	Great Plains
28	Lake Party (tentative)	Wichita

SEPTEMBER

4	Afternoon Drive, South Central Iowa	Central Iowa
5	Tour St. Louis	St. Louis
6	Annual Rochester Labor Day Picnic	Nord Stern
9-12	Escape, Sun Peaks Resort, British Columbia, Canada	
12	Autocross	Wichita
10	Last Fling Driver Training	Nord Stern
11-12	Last Fling Driver Education, Brainerd International Raceway	Nord Stern
18	Ste. Gen Winery Tour	St. Louis
18	Garage Crawl (tentative)	Wichita
24-26	RVBOWWOW 6 tour, Lake City, MN	Dakota
24-26	18 th Annual North Shore Fall Color Tour	Nord Stern
25-26	Fall Carrera Classic DE, Gateway International Raceway	St. Louis
26	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
26	Autocross	Wichita

OCTOBER

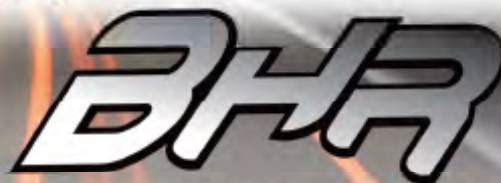
1-3	Drivers Education, Heartland Park Topeka	Kansas City
9	Lamber's Throed Rolls Run	St. Louis
10	Autocross	Wichita
10	Fall Leaf Drive	Central Iowa
17	All Porsche Car Show, Kemp Auto Museum	St. Louis
23	Fall Color Tour	St. Louis
30	Road Trip to Cottonwood Falls (tentative)	Wichita



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Annual Shrimp Boil

September 18, 2010 6:00 p.m.

Richard and Judy Bennett would like to invite you to their English Stately Home for the Annual KCRPCA Shrimp Boil on Saturday, September 18, 2010 at 304 N.E. Oaks Ridge Drive in Lee's Summit, Missouri. As many of you know, the Shrimp Boil is a long-standing Club tradition dating back to the 1980s and is always a favorite with members. This year's event will begin at 5:00 p.m. with appetizers and the shrimp will begin to boil about 6:00 p.m.

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

A through G

H through O

P through Z

Salads and side dishes

Desserts

Appetizers

Please e-mail the Lady Judy Bennett at trainerjudy@sbcglobal.net or call 816-682-4383 with your choice of dish to avoid duplications.

The Club will be providing shrimp and soft drinks. Warm ale will not be served so as not to upset the sensitive stomachs of the American guests. If you would like to have a cocktail, you are welcome to BYOB ... Just remember: The Bennett's like a tippie, so bring enough to share.

You may enroll online at www.KCRPCA.org or by mailing a check for £10-2 shillings & six-pence (\$15) per person made out to KCRPCA in care of:

Jim Phillips, Treasurer
6409 Maple Drive
Mission, KS 66202

All reservations must be in by September 11, 2010 in order to ensure there is plenty of shrimp for everyone. Get your reservations in early.

-Richard and Judy

Ozark Weekend

By Doug Pierce Zone Ten Rep.



A small but adventurous group of KCRPCA members braved the lousy, rainy, and cool weather on the weekend of May 15 to participate in the 44th edition of Ozark Weekend, this year held in the Kansas City area. Things got off to a great start with Bryant's BBQ at the Ameristar Casino (home base for the event) where most participants gathered for lunch prior to the Texas Hold 'Em poker rally.

The poker rally started at 1:00 shortly after lunch with the first stop at The Elms Spa and Resort in excelsior Springs. In addition to answering 20 questions while in route, a playing card had to be obtained at the first 2 stops to play as the 2 hole cards normally dealt in a Texas Hold 'Em hand.

The second stop was at the Watkins Mill Missouri State Park southwest of Lawson. Here, in addition to picking up another hole card, rally participants needed to tour the park Visitors Center and museum to ferret out answers to some of the obscure rally questions. Water and soft drinks were provided at the checkpoint.

Watkins Mill is one of only two intact 1800's vintage woolen mills in North America (the second being in Canada) and has been preserved as a State Park. There is a lot of history to be had here and well worth a day trip to explore the museum/visitors center and take the guided tours available for the mill itself and the Watkins home.

The rally ended around 4:30 at The Country Market in Rayville. This is a fairly new facility that will grow into a winery as their grapevines begin to produce. In addition to wine tasting, they offer various artisan breads baked in a wood fired oven, cheeses, salamis, and other snacks on an outdoor covered patio. Because of the weather, the patio

side curtains were down and the owner had fired up the heaters for us and it was plenty comfortable.

The Texas Hold 'Em three card Flop, single card Turn, and last card River were played shortly after everyone's arrival. Combined with the two hole cards collected during the rally, the best 5 cards formed an individual hand. The winning hand was a pair of Kings held by Allen and Patti Klasson. They received the coveted "High Hand" Texas Hold 'Em card weight as their trophy.

After eating way too much bread, we thanked our Country Market hosts and headed back to the Ameristar for the Rob Waldrop Tech Quiz followed by dinner. Rob's tech quiz was challenging as usual with only Richard Bennett getting more than half correct, taking the first place quiz honors. As the quiz was being taken, the rally question answers were being evaluated. There was some "discussion" concerning the correct answer for a few of the questions, official protests were threatened, but none actually filed. Again, the Klasson's took top honors with 18.5 of 20 correct answers, even though they admitted to having backtracked several times to find some of the answers.

When the 3 legs of the Ozark Weekend Saturday activities were added together, the magnificent grand prize I Came, I Saw, I Conquered overall trophy was taken home by Richard and Judy Bennett (with a bit of assistance from daughter Samantha – three sets of eyes are apparently better than two). The Klassons, of Ozark Weekend 2009 bowling fame, were a close overall second.

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The weather gods continued to not smile on Ozark Weekend during the Sunday Autocross with light rain and mist throughout. Yet a few die-hard enthusiasts turned out in cars including a range of Porsches, a 1971 MGB GT, and a 2008 Pontiac GTO. Despite the weather a fun and safe event was enjoyed by all.

Fast time of the day and Cone (head) Award went to Richard Bennett in a 1999 911 Carrera Cab with a time of 1:12.86, 2nd and close behind was Rudy Rodriguez in a 1997 Boxster with a time of 1:13.16. Doug Pierce rounded out the top 3 in his 1988 911 Carrera with a 1:15.77.

The Cone Award for the most improved time went to Jerry Koehle in his 1971 MGB GT

with an improvement of over 13 seconds. The fact that an English car kept running in the wet conditions was a feat in and of itself. Thanks go out to the Autocross organizers, Rudy Rodriguez, Mark Sherwood, Jack Bishop, and Jim Philips.

Ozark Weekend 2010 concluded with some new experiences by all, and not quite a clean sweep by the Klasson's (again), being taken out this year by the Bennett family.

—Doug



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