

Der Sportwagen

May / June 2011

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



Let's Go Club Racing!
Photo by Jim Rand

"I COULDN'T FIND THE CAR I'D BEEN DREAMING OF,
SO I DECIDED TO BUILD IT MYSELF"

— FERRY PORSCHE



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From the Editor

David Lessmann, Editor Der Sportwagen

Wow! This newsletter concludes a whirlwind tour for me. Between work, taxes, the Club Race program, the Club Race itself, and last but certainly not least, the May/Jun issue of Der Sportwagen, the past month or so has been a blur. Fortunately, quantity has not diluted quality in this case, thanks to our many contributing editors and photographers. In fact, quite the opposite has happened. Based on the contributions of some new folks, specifically photographers Jim Rand and Jack Bishop, plus the solid work of our regular contributors, we have a great issue for your reading enjoyment.

First off there's the 2011 PCA Club Race presented by Aristocrat Motors and the KCRPCA. Due to the timing of this event, it was not possible to get our Club Race stories published in this issue, but not to worry. Thanks to the efforts of Jim and Jack, we have some great pictures to share from our club's biggest event in 2011. Hopefully this will pique your interest for the next issue, featuring a behind the wheel article by Richard Bennett, as part of our extensive Club Race coverage. You won't want to miss it!

However, I digress, back to this issue. We start on sound footing with this month's technical article by Karl (Doc) Wilen. Karl takes a complex subject, variable valve timing, and explains it so even a novice (like me) can understand how it works. By the time you finish the article you'll be ready to tear apart your own Porsche to see what other mechanical goodies Ferdinand Piëch has chocked inside.

Before you do that, you must read Scott Harrison's article. Scott provides a 7-point dissertation on how to do your own wrenching safely. Look for that on page 12.

If all this sounds like a lot of boring techno/mechanical mumbo jumbo, then I recommend you proceed immediately to Tim Abraham's light-hearted article on the Rolex 24 at Daytona. If Tim doesn't have you smiling by the end of his article, then you need to have Doc Wilen check your funny bone to insure it's aligned properly.

Porsche-based auto racing is a recurring theme in this month's edition and this theme would not be complete without mentioning chump car, a grass roots style of racing. Fortunately long-time KCRPCA member, former president, and forever racer, Chris McIntyre offered to document a local team effort in the 2011 season. Chris and three other PCA members take on the best that Chump Car racing has to offer and you'll be able

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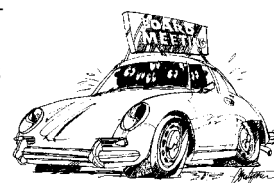
Der Sportwagen

Kansas City Region
Porsche Club of America
May / June 2011

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Monthly Board Meetings

Kansas City Region PCA Board Meetings are held on the first Thursday of each month beginning at 7:00 PM at the home of Ralph Light, 9985 Hemlock Dr, Overland Park, KS. Any KCRPCA member is welcome to attend.



Next month's meeting: May 5, 2010

Verantwortlich (In Charge)

PRESIDENT

Ralph Light
ralphlight10@yahoo.com
816-223-9353

EXECUTIVE VICE PRESIDENT

Robert Wayman
kctrackstuff@gmail.com
816-678-8370

VICE PRESIDENT—DRIVING ACTIVITIES

Richard Bennett
samluke@sbcglobal.net
816-729-2898

VICE PRESIDENT—SOCIAL ACTIVITIES

Judy Bennett
trainerjudy@sbcglobal.net
816-682-4383

TREASURER

Jim Phillips
JasVPhillips@aol.com
913-362-5714

SECRETARY

Jack Bishop
kcrpcasec@att.net
816-537-7365

PAST PRESIDENT

Sean Reardon
reardon911@gmail.com
785-766-7585

CLUB RACE CO-CHAIRMAN

Chris McIntyre
chris@merrillcompanies.com
913-381-4729

&

Al Hess
al@wtatrucks.com
816-985-7711

BOARD OF DIRECTORS

Tim Bubniak
tbubniak@aol.com
913-851-3973

Jerry Clark
gclark2@kc.rr.com
913-648-7906

Fred Quintana
fredquintana@comcast.net
816-308-3255

Roger Templin
templin79@yahoo.com
913-897-4771

ZONE 10 REP

Doug Pierce
zone10rep@yahoo.com
913-897-5444

MEMBERSHIP

Doug Pierce
pierce.architects@usa.net
913-897-5444

WEBMEISTER

Jim Cummings
webmaster@kcrpca.org
913-208-6551

DER SPORTWAGEN EDITOR

David Lessmann
dersportwagen@gmail.com
913-661-0636

TECH EDITOR

Stephen Kaspar
porschephd@gmail.com

HISTORIAN

Rob Waldrop
RFVII@milbankmfg.com
913-897-7373

AUTOCROSS

Rudy Rodriguez
rudys968and944s@aol.com
913-788-0007

Calendar of Events

See kcrpca.org for updated information about upcoming events.

See page 16 for PCA Zone 10 Calendar

- | | | |
|------------|----|--|
| May | 21 | Weston to Weston (see page 22) |
| | 22 | Autocross, Ameristar Casino (see page 24 - 25) |
| Jun | 12 | Ice Cream Social / Pop Quiz at Jim & Nancy Rands (see page 22) |
| | 26 | Autocross, Ameristar Casino |
| Jul | 16 | Bennett's BBQ - Details to follow |
| Aug | 21 | Fun Drive - Details to follow |
| Sep | 17 | Shrimp Boil |
| | 25 | Autocross, Ameristar Casino |

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to join them via the Chump Car Chronicles on page 11.

Finally we wrap-up the racing theme with a return of an ever popular event for KCRPCA members, autocross. Rudy Rodriguez and Jack Bishop are planning three separate events this year and you can find the details on pages 24 – 25.

Changing gears, if instead you prefer the social event scene, boy do we have you covered! Jan Pierce worked overtime this issue covering all the social events that took place this spring. Included are the Wine Tasting at Wine Flights, the Wayman open house, and the trip to the Truman Library. In addition, Social VP Judy Bennett is lining up some outstanding events to get us through the summer. And speaking of summer, it's time to sign-up for the 2011 Porsche Parade if you haven't done so already. The details are on page 15.

If you are a fan of the arts, one of the finest automotive concours in the Midwest needs the help of Porsche Club members. Check out the details on page 23.

Finally, I'm very pleased to welcome two new advertisers this issue, Rudy Rodriguez of Farmers Insurance, and Banger Industries. Advertisers help defray the club's printing costs, and printing *Der Sportwagen* is one of KCRPCA'S most costly undertakings. I hope you consider patronizing these advertisers based on the services they provide. To assist in that effort, *Der Sportwagen*, now offers an advertiser's index on page 28.

So there you have it. One jam-packed issue as we head into summer. As always send me your feedback as well as any Porsche-related story you want to share. I'll be happy to include it in a future issue of *Der Sportwagen*. Cheers!

—David



*Grid crew from the KCRPCA Club Race. Pictured from left to right: Lin Burney, Jim Graven, Tim Abraham, Karl Wilen, Steve Jones, Kevin Arburn, Aaron Rubenking, and David Lessmann. Not pictured but part of the grid crew are Kelly Norcross, Matt Abraham, Jim Bobowski, and Tia Wilen (Track Security). Watch for the next issue of *Der Sportwagen* to see how a set of rag-tag misfits was turned into a group of gridding professionals due to the efforts our veteran leader, Lin Burney.*

Der Sportwagen Staff

Managing Editor:	David Lessmann
Social Editor:	Jan Pierce
Autocross Editors:	Jack Bishop, Rudy Rodriguez
Club Racing & DE Editors:	Richard Bennett, Chris McIntyre
Tech Editor:	Karl Wilen
Regular Contributors:	President, Ralph Light Membership Chairman, Doug Pierce VP - Social Activities, Judy Bennett Zone 10 Representative, Doug Pierce
Photo Credits this Issue:	Judy Bennett, Jack Bishop, Jim Bobowski, Scott Harrison, Doug & Jan Pierce, Jim Rand, Karl Wilen, David Wilks

Send us your story and we'll print it. Just e-mail the story along with any photographs to dersportwagen@gmail.com.

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Quarter Page	\$50	\$125	3.5" x 4.75"
Business Card	\$25	\$75	3.5" x 2"

See www.kcrpca.org for website advertising rates!

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.



Vario Cam Plus

Karl Wilen, Der Sportwagen Tech Editor
dockarl@wilen.us

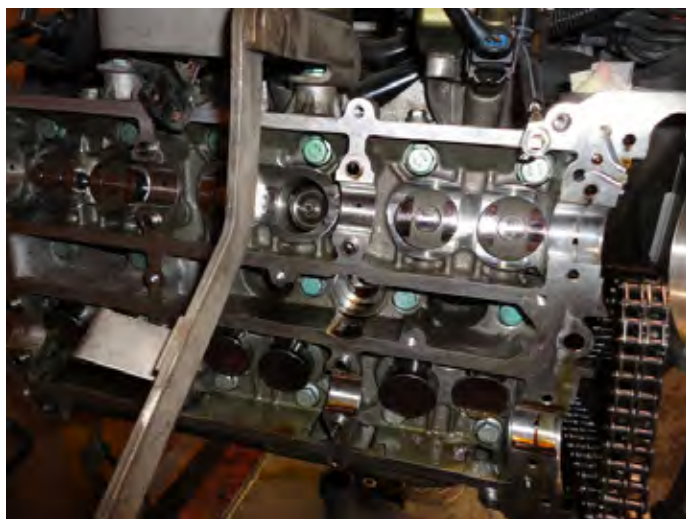
In 2001, Porsche introduced the new water-cooled 911 twin turbo. Based off the traditional GT1 case, Porsche added a few new tricks to give the engine a new level of power and drivability. Part of this was made possible using a variable valve timing system called Vario Cam Plus (VCP). VCP uses a combination of variable valve timing, as well as variable valve lift on the intake camshaft to increase power and torque while decreasing fuel consumption. You can think of it as having two engines in one. The first, a mild mannered and drivable engine for getting groceries, and the second, an engine that allows for maximum performance. The best part is that VCP allows the engine management system to switch seamlessly between the two. How is this done you ask? The variable lift system is accomplished by a multi piece tappet, activated by an electronic solenoid. A low lift configuration is used at partial throttle along with timing advance, whereas a high valve lift and timing advance configuration is used on full throttle applications. This combination of valve lift, as well as the ability to adjust the valve timing, allows for a tremendous amount of power from a small displacement engine, while still maintaining a very drivable car on the street.

Now on to the bad. As the engines age, the multi piece tappets are starting to come apart inside the engines. We have seen tappets come apart at as little as 30k miles. The result can be sluggish performance, or an engine that goes into a limp mode trying to protect itself. When the tappets come apart, you essentially can have different valve lift on different cylinders/valves, which is not a good thing. Not only this, but you have parts of the tappets that get demolished to a microscopic pulp that then go through the engine. You aren't likely to find metal shavings in your oil filter, but would rather see metal content slowly rising through an oil analysis as the tappets come apart. To see this though, you need to have a baseline done when the engine is still in good shape so you have something to compare to. When the tappets start to come apart, the engine harmonics are altered and it puts stress on the camshaft and the vario cam actuators that sit on the end of both intake camshafts. The intake camshafts have rings on the ends, which will then disintegrate, and start taking out the actuators. These actuators provide the variable valve timing to the engine.

Now on to the fun stuff. Here is a 996TT engine exposed. The intake camshaft is the top camshaft, with the exhaust camshaft on bottom. We are looking at bank 2, or the passenger side. The vario cam actuator sits on the end of the intake camshaft, and is driven by the timing chain.



With the camshafts removed, we can see the intake tappets, which provide the variable lift to the intake valves based off which portion, or lobe of the camshaft, is in contact with the tappet. (Ignore the one missing tappet, we will get to that).



The following picture shows how the tappet rides on the intake camshaft. The center section of the tappet can rise and make contact with the center lobe of the camshaft to provide the lift.



Alternatively, the center section will retract, allowing the outer section of the tappet to come in contact with the outer lobes of the camshaft, allowing a different lift.



Removed from the cam housing, the intake tappets should be a contained unit as seen here.



Unfortunately, this picture shows a tappet that has come apart. When it comes apart, the center section is not able to provide any lift.



Next up, is the vario cam actuator. The vario cam actuator is attached to each intake camshaft, and allows the position of the camshaft timing to change as needed (allows the camshaft to rotate slightly to advance or retard timing).



Notice the center section of the actuator has a spiraled section. As the actuator moves in and out, the camshaft that is attached to it rotates, thus changing the timing.



Here the actuator is in its retracted position.



Now, since I can't show you a video on paper, you have to use your imagination visualizing the rotation of the camshaft as the center section of the actuator moves inward and outward. And that is how the vario cam actuator works! All of this is accomplished through hydraulic pressures...pretty cool!

I know what the next question is. How can I prevent this from happening? Ask 10 different experts and you'll get 10 different answers. Some experts reprogram the engine management system to lock the tappets in place. The result is slightly lower torque down low, but you can pick up some boost response. One thing most of the experts do agree on is the most important thing you can do is to change your oil often. Some experts will tell you to only use 5w40 in these engines, while others will continue to contend 0w40 is fine. As we are seeing issues with the M96 IMS bearings, the research is pointing towards the thin 0w40 oil as one of the culprits. Some experts in the 996TT engines are claiming the same thing. The best thing you can do is order an oil analysis kit from Blackstone laboratories, get a baseline sample of your oil, and spend the extra \$20.00 every oil change to have a sample sent to Blackstone. They will provide you with a complete breakdown of the contaminants in the oil. If you see these values change over time, then it is best to get into the engine and inspect the components.

- Karl



Tim's Rolex Adventure

Tim Abraham, KCRPCA Member

Sensory Overload: It's 1:00 AM, cars are screaming [at 120 decibels] around the Daytona racetrack, beer is pouring freely, people are everywhere. Campfires are roaring in the infield refugee camp, a guy slouched in a chair next to me is snoring [at 125 decibels]. I'm watching a transmission is being rebuilt at the speed of light, kids are screaming [at 130 decibels] on the Ferris wheel, and some redneck just decided NOW is the perfect time to enter the karaoke competition, jump up on stage, and sing Sweet Home Alabama [at around 200 decibels]. I use the term "sing" only in the broadest sense.

This is what you will experience at the Rolex 24 at Daytona. This report will tell you what to expect if you attend the race, tips for making the trip as smooth as possible, and mistakes to avoid. Hopefully I will not reveal too much about my many character flaws. **Editor's note: Tim has far too many character flaws to cover in one column..**

KCRPCA and KCWS member Jim Bobowski managed to score all access passes to R24AD (I made that up because this sentence needed another acronym). Held in Daytona, FL on January 29-30, Jim was unable to find someone interesting to go with him so he resorted to asking me if I wanted his extra ticket. In fact, his email read "Hey Tim. I'm unable to find someone interesting to go with me to Daytona. You want my extra ticket?" I said yes and immediately enrolled in a workshop to help me become more interesting.

We flew into Orlando on insanely cheap tickets (thanks Disney), rented a car, and made the 90 minute drive to Daytona. The track sits on International Speedway Blvd., which is the main drag through town. I was prepared for massive traffic jams, scalpers hawking tickets, chaos, children running into traffic, long lines for a burrito, four-wheel drive trucks sporting rebel flags and gun racks, and tons of shirtless race fans with "#3 4ever in our ♥" tattoos marching toward Daytona International Speedway. Yeah, that's what I expected. Here's what I saw: Orderly, light traffic, smooth access to parking, tons of amazing sports cars (and a bunch of Corvettes), well-behaved children, no lines at Chipotle, and some shirtless guy with a "#3 4ever in our ♥" tattoo. This is your first sign that sports car racing is not quite as popular in the U.S. as say, NASCAR.

On arrival, you are presented with two parking options: Outside the track in the public parking, or inside the track in the infield. Fortunately for us, we selected the cheaper outside option. **Pro-tip #1:** If you are over a certain age and plan on



Tim sent this pic to his buddies. We can't print their reply.



Tim chatting up his PSDS instructor, Hurley Haywood (in background). Note Haywood pretending to ignore his advice.



The loneliest walk in motorsports. (Note: Tim made that up.)

sleeping at any point during the race, park outside. More on that later.

The infield at Daytona is 180 acres and you will walk every inch of it. Many times. Dress for comfort (especially shoes), and monitor the weather closely so you can pack accordingly. Depending on the year, you may experience high temperatures, freezing nights, rain and tons of mud. This year the weather was perfect. It was in the mid 70's during the day and low 60's at night. Jeans, tennis shoes, and a long-sleeve t-shirt were all I needed. **Pro-tip #2:** Pack ear protection. Those foam ear plugs that you use to mask your spouse's snoring work pretty well, although I saw a large number of race fans with headphones hooked to some type of communications device. I'm told you can listen in on the race teams with these contraptions. Why anyone would want to hear a driver asking his crew chief a million times "Are we there yet?" is beyond me, but to each his own. The foam plugs worked great for me.

The race starts at 3:30 on Saturday and runs until, you guessed it, 3:30 on Sunday. About an hour before the race started, Jim pointed out that our passes included access to both Pit row and the Garage area. After I screamed like a lottery winner (and Jim telling me I really needed to get out more), we headed toward the pits. Anyone who loves high performance sports cars will consider passing through security into the pit area tantamount to achieving Nirvana. This was seriously cool. Watching the teams prep their cars, seeing the amazing array of computerized monitoring equipment, walking the track during staging, and being told to get the hell out of the way by a few crew chiefs was one of the highlights of the weekend. **Pro-tip #3:** You can purchase tickets that will allow access to the pit and garage areas. Buy them. I have no idea how much they are. Buy them anyway.

By the way, you know that amazing Daytona grandstand you see on TV? It's empty. Maybe a few hundred people total sit in the grandstand. All-access passes include access to everywhere except the grandstand. Don't ask me why. It's kind of surreal to be in the middle of this mass of humanity only to look up at the grandstand and see it empty. The infield is a different story. It is packed with people, cars, campers, RVs, tents, portable toilets, amusement parks, shopping, bleachers, vendors, team trailers, a 26 acre lake, and a huge stage for Karaoke. I'm not kidding. It's like some event planner was thinking "We've planned this huge event, but it just seems like something is missing. KARAOKE!!"

At around 3:00 PM they clear the track and the green flag flies. After watching the pack tear into turn one, you will then suddenly face a stark realization: **You have signed up for watching cars go around a track for 24 hours.** And you will also almost certainly do what I did: Open the browser on your phone and reserve a hotel room near the track. **Pro-tip #4:** Reserve a room at a local hotel. They are cheap and plentiful. Yes,

you could camp out in the infield refugee camp. Yes, at 3:00 in the afternoon it looks kinda fun. Campfires! Tents! Roasting hot dogs on the fire! Cars racing a few yards away from your head while trying to sleep! Trust me, at 1:00 AM sleeping outside suddenly seems like a really bad idea. Get the room unless you are 24 years old and think that being smelly, dirty, and drunk is a great way to meet women. Of course, the women will likely be as smelly, dirty, and drunk as you so it might be a match made in heaven.

Pro-tip #5: Eat right before you go into the infield, and bring some energy bars. The available food is not particularly great, although it is fairly priced. It's also fairly edible. I'm almost certain a hamburger patty is not supposed to have fur and I had trouble getting my third one down.

The rest of the day was a blur, watching the race, walking, resting, pit stops, witnessing wrecked cars get rebuilt in a matter of minutes, getting yelled at by crew chiefs for being too close, amusement park rides, shopping in the souvenir mall, smoking cigars, and drinking beer, (which would explain why everything was a blur). Porsche N.A. had a really nice looking oasis set up with gourmet food, drink, luxury recliners, and big screen televisions to watch the race. I know this because we were able to sneak in for about a millisecond before a booth model chased us out because we weren't "members". I'm not sure what it took to be a member, but clearly Jim and I did not qualify. Luckily, PCA also had a tent set up with snacks, soft drinks and water, folding chairs, a TV to watch the race, and really friendly people greeting fellow PCA members. My kind of folks.

David tells me I have to wrap this up. So... by 1:00 AM, (about the time Cletus was belting out Sweet Home Alabama), Jim and I decided we had reached maximum R24AD exposure and decided it was time to head to the hotel. We crashed, woke up around 6:00 AM, ate breakfast at the Waffle House, and went back to the track. Some guy in a BMW won the DP (Daytona Prototype class), TRG Motorsports won the GT class in a 997 GT3, some actor came in third driving an Mazda RX8, and everyone went crazy because he was on some TV show about sick people. Jim and I high-fived because it seemed like the thing to do, got back in our car, and headed to the airport.

Bottom line: If you really want to see as much of the race as possible, stay home and watch it on TV (or figure out the secret handshake so you can get in the Porsche N.A. tent). If you want to watch all kinds of nutty people, drink lots of beer, eat unrecognizable food, suffer from sleep deprivation, and have the time of your life then don't miss this event. It's a blast.

Just watch out for the crew chiefs. Those guys are grumpy.

- Tim

Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

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Michael Kisler	3
Jeff Wood	3
Daniel & Morgan Georgie	3
Jim Weir	3
Don Richards	2
Alan & Kathleen Critchley	2
Steve Kirsch	2
Jorge Paradelo	1
Cyril & Melissa Welter	1
Tim & Karen Carlin	1
Dave Carriker	1
Bernard Levi	1
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NEW MEMBERS

MARCH 2011

Mugur & Anca Geana
Shawnee, KS 66216
Silver 2002 Boxster

Kerry Lawing
Raymore, MO 64083
Silver 2004 911

APRIL 2011

Michael Campbell
Kansas City, MO 64111
Black 2000 Boxster

Toivo Glidden
Kansas City, MO 64111
Gray 1989 911

Ryan McQueary
Leawood, KS 66224
White 2011 911

Brian Piercy
Lee's Summit, MO 64064
Silver 2002 996



Chump Car Chronicles

Chris McIntyre, Club Racing & DE Editor

Chapter One: Over the last five years two competing racing series have evolved, both involving endurance racing for “crap can” cars. Chump Car and LeMons run events across the country, in a 24-hour, 16-hour or “twin 7” hour format. Both require full safety gear (roll cages, 6 point belts, driving suits, Nomex) is utilized and certain items are “free” from an add-on safety standpoint.

Last summer Richard Bennett and I were guest drivers (that means we got to write a check) on a Chump Car team put together by PCA racers Ron Leonard and Jeff Knight. The rules specify that the car, without wheels or safety gear, be worth no more than \$500 on the open market and the Fine Sausage Racing 944 met that criterion. We were at Hallett, Oklahoma and our trusty 944 finished over 1,500 laps and all 24 hours.

So inspired, there was enthusiasm to put our own Chump Car team together, so Richard and I were joined by John Clark, Al Hess and Bob Wayman and formed the “Car 54 Where Are You?” themed all PCA team for four races this year. This article will cover chapter 1, Road America. John Clark found the 944, a 1985 that seemed fairly solid. There were a few “better” parts on the car that were removed and sold to keep our value low because in Chump Car it is not your net investment that counts but rather your “in the front yard with a for sale sign” value that counts. The 944 is on a warning list to begin with and not wanting penalty laps we needed to be sure we met crap can criteria. To be sure we decided that the cop car theme would be accomplished with traditional black and white appearance so one day in February we met at John’s shop with two gallons of enamel porch (no typo) paint, rollers and brushes, and with minimal masking we accomplished the look we were after in about an hour.

We are ten days from departure to Road America as I write this. We have some work to do yet on the car but we’ll be fine. The major concern is that the live “Tower Cam” from Elkhart Lake/Road America shows the front straight and paddock area completely covered with a virgin layer of snow appearing quite thick still. Typical temperatures in the area are about 50 degrees for a high in late March, records being -5° and 78°. With no heater or glass in the car other than a windshield, we are hoping for the latter.

March 20th, five days before departure. From the limited camera shot it certainly appears that all the snow has melted at the track. The ten day forecast shows clear skies and tem-

peratures in the 30s next weekend. Our hope is this is slightly pessimistic.

We finished work on the car yesterday. Installing the instrument cluster, speedometer drive and an alignment were the tasks at hand. Fellow PCA’er Mark Sherwood successfully installed the authentic “Car 54” graphics despite complaints about our paint quality and now we wait for a Thursday night departure.

March 23rd - Forecast is worse by the day. It is snowing as I write this and the highs through the weekend are below freezing. Chump Car has just announced that they’ve pushed the race back a week. Bad news for us as two of our members can’t go that weekend and our hope for the maiden voyage (just in case the maiden voyage paralleled that of the Titanic) was that everyone be there. We toyed with the guest driver concept but in the end we are going to wait for the 24 hour race at the Iowa Speedway in late April. We understand the event is sold out and Chump car has credited our RA fees so we are disappointed but undaunted with only a couple of weeks left to put the finishing touches on the Club Race.

- Chris

Editor’s Note: How will “Car 54 Where Are You?” fare in Iowa? Check out the next issue of *Der Sportwagen* for the continuing saga of the Chump Car Chronicles.



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Go Forth and Wrench

Scott Harrison, KCRPCA Member

So you want to work on your own car...

Start with safety! This is no doubt the second least glamorous part of working on cars, (the first being dealing with CV grease, and if you've ever gotten it in your hair, you know what I mean), but it's by far and away the most important. No matter what your reason for turning your own wrenches, whether it's for fun or to save money, not following some basic rules will result in you doing neither. The purpose of this article is to serve as a friendly reminder to those of us that have been wrenching for a while and a guideline for the folks that are just getting into it. Safety and frustration usually occur in inverse proportions when wrenching, so getting the right mindset from the start will go a long way towards creating a good work environment and will be a contributing factor in how successful your projects are.

#1: There is NO substitute for "common sense"

Everyone has seen plenty of "hey, y'all, watch this!" episodes on YouTube or TV, where it is obvious to everyone but the participant that the outcome is likely to be followed by a trip to the ER, right? Well, don't be that guy/gal. Working on your car can be very satisfying and cost-saving, but it is also potentially very dangerous. There are plenty of stories of home mechanics working under cars that are not supported by proper jack stands, using propane torches or smoking near open fuel lines, using a screwdriver as a chisel, the list is endless, but the common denominator is a lack of good judgment and not taking time to think about the consequences of what they were doing. The first rule of thumb is that if you are questioning whether something is a good idea, its most likely isn't, so don't do it. The same basic principle that applies to driving your car also applies to wrenching: don't do it unless you KNOW you can do it safely.

#2: The buddy system

If possible, avoid working alone, particularly if you are doing anything that involves raising a car in the air, working around fuel or moving heavy parts. Even the easiest tasks have the potential for trouble, ask anyone with experience working on automobiles. Having a friend help out accomplishes a number of things that can contribute to safe working environment. First and foremost, when it comes to working on cars, two heads really are better than one. Having a second set of eyes, that third hand or someone to just bounce ideas off of can be that little extra that makes the difference between a successful project and a frustrating one. It also greatly enhances the safety factor, as there will be someone to QC your ideas, stop you from doing

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something stupid or in very worst case scenario, dial 911 or run for help. An added benefit is that one of the most satisfying things I have discovered from wrenching on cars is the camaraderie that you develop when you invite some friends to help out.

#3: Gather information and plan your activities

If you aren't a professional mechanic, you are not likely to be intimately familiar with the work you are about to undertake. With the advent of the internet, access to information of all types is remarkably easy, so spend a bit of time on Google, web forums such as Rennlist (forums.rennlist.com) or KC Wrenching Society (kcws.org) and get familiar enough with the particulars of the job that you are planning. Very often, you can find step-by-step instructions, complete with part numbers and time saving tips that will increase your success rate and reduce your frustration. Lastly, getting the information ahead of time will reduce distractions and surprises as you get into the actual wrenching, which will in turn help keep you safe.

One caveat: There are an endless number of self-proclaimed experts on the internet, so qualify your sources. Web forums are somewhat notorious for mistaking "quality of information" with "quantity of information", so a person's post count isn't necessarily a good indicator of their real experience. Keep that in mind when getting information, and ALWAYS make sure that web forum suggestions are validated, either by a source that you are positive is good, or by vetting through other search-

es and making sure what you are reading is based on personal experience, rather than "I heard from a buddy whose sister's father-in-law said..."

Once you have gathered your information, make sure you get your parts, tools and supplies lined up and then make checklist of tasks in the order that you want to accomplish them. This again will help you avoid surprises and keep you focused on the job.

#4: Dress appropriately and use proper safety gear

Sandals, jewelry, cigarettes and unrestrained long hair have no place in the garage. Doing what you can to minimize non-essential items on your person will make you both comfortable and safer. While they might not be the most stylish thing you can wear, a basic set of cover-alls work pretty well in the garage as they have a lot of pockets and you are less liable to mind if they get greasy or torn. They also allow you to slip them off if you need to get inside your car during the wrenching session (grease inside a Porsche? Oh, the horror!) Of course, if your friend has a camera and likes to post pictures on the internet, you might get some ribbing for your fashion sense from your friends (thanks, Karl!).

Likewise, proper safety gear is critical. Ever get something in your eye? Hurts, doesn't it? Flying debris seems to be a constant companion of wrenching, from dirt falling off the car while you are lying on your back under it, particles flying while using a grinder, chemical spray/splash back from various liquids that get used, etc. Protecting your eyes with safety glasses or goggles is easy to do and if you get in the habit of doing it when you first start wrenching, it will stay with you. As an added bonus, for some of us older wrenchers that can't see quite as good as we used to, they make safety glasses with bifocal magnifying lenses that are invaluable. If you use reading glasses, trust me, once you try a set of those goggles, you'll never wrench without them.

Gloves are another must have, from a safety perspective, as they serve a dual purpose. First, they will obviously protect your hands from the sharp edges that always accompany wrenching on a vehicle. Secondly, they keep your hands clean, which has all sorts of benefits, from keeping you from getting the inside of your Porsche greasy to helping maintain a better grip on your tools/parts while working.

#5 Keep a clean, well lit and ventilated work area

Cluttered work benches and garages, while sometimes inevitable, don't make for a great work environment. The more organized your tools, parts and work area are, the less frustration you will have and the safer you will be. Same thing applies to making you sure you have an abundance of fresh air and light in the garage, as the noxious fumes that can come from a car and the chemicals used in them be can over-powering. Spend-

(Continued on page 14)

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(Continued from page 13)

ing a little bit of effort ahead of time setting up your work area will make your projects go much smoother. You'll have plenty of frustration as it is as unexpected problems are definitely a part of wrenching, so doing what you can to eliminate unnecessary aggravation will have a bigger impact that you might imagine (just wait until you snap a bolt off in an inaccessible area). Which leads me to the item...

#6: Happy wrenchers do happy work

The folks that design Porsches are not idiots. You might have a hard time convincing yourself of that when you are knee deep in parts while you disassemble half of a 944 to get to the clutch, but really, they aren't. These cars have some world class engineering behind them, and if they built it a certain way, there is usually a good reason for it. When working on a Porsche, the key to success is to put yourself into the mindset of the engineers that built the car, and once you get there, you'll be amazed at how easily they can be worked on. There is not a lot of force that needs to be applied if you are doing it "right". When you take the proper approach to a particular problem on a Porsche, it will usually go together smoothly and without much fuss. If you find yourself getting aggravated and starting to look for that bigger hammer when disassembling or reassembling your Porsche, then its time to step away from the car for a minute and regain your perspective. That's what I mean when I say "happy wrenchers do happy work". If you are starting a wrenching session in a grumpy mood, your work is most likely going to reflect your mood, and this will have a direct bearing on your safety, as you will start taking short-cuts or lack the objectivity you need to evaluate the potential risks. It also makes it a heck of a lot less fun.

One of the real challenges of buying used, older Porsches, is that a LOT of mechanics either take short cuts or just plain don't know what they are doing when they work on the cars, and as a result, wind up forcing parts together incorrectly with bad results that you will uncover while you are working on the car. Case in point, we were doing a clutch replacement on my friend's 944 S2 cabriolet not long ago, and had a *terrible* time with one of the bolts that hold the shaft coupler in place inside the gearbox bell housing. Karl, fortunately, had the patience and skill to finally get the bolt to release (which is a very good thing, as the bolt in question would be almost impossible to access if it needed to be drilled out or extracted). Upon inspecting it after it had been removed, it was obvious that whoever had worked on it last had not lined it up with the notch in the input shaft that would have allowed it to go in easily, and then had driven it in using an impact wrench. Had said "mechanic" taken the ten extra seconds (I mean that literally) it would have taken to make sure it was properly lined up as designed by Porsche, they would have had a much easier time putting the bolt back in place and we would have saved an hour's worth of time removing the bolt.

#7: Save the alcohol for after the wrenching

Cracking open a cold one while spending a day in the garage, especially with friends, can be very inviting, but it's a bad idea. One beer can become four before you realize it if you are distracted by friendly conversation and the joys of wrenching. "But I didn't feel buzzed!" is going to sound pretty stupid to your spouse, friends, police officers, doctors and nurses or your insurance agent, if YOU do something stupid while wrenching and burn your garage down, drop a car of a friend, cut yourself to the point of needing stitches or break your Porsche. Your Porsche is a highly refined piece of equipment, give it the attention and respect it deserves, and leave the alcoholic refreshments in the cooler until you are done.

In conclusion, to the folks that are interested in experiencing the joys of working on your own car but haven't taken the plunge yet, I sincerely hope you do so. There is an immense level of mechanical skill within the KCRPCA, and lots of friendly folks that are willing to share their knowledge and love of Porsches, so please take advantage of that resource. While it can be intimidating, especially at first, you would be amazed at what you can accomplish if you roll up your sleeves and dive in! Just do us all a favor and stay safe while you do it.

If you are interested in doing some wrenching and want a hand in getting started, feel free to drop me an email at scott@bangeronline.com, I will be happy to help you get started!

—Scott



See anything wrong with this picture? Note: This was one of Jim Bobowski's pictures from the Rolex 24 at Daytona but it is just as appropriate for Scott's article that starts with safety.

Want More?

Don't forget there's even more of the good stuff, pictures, quotes, classifieds, and up-to-date info on future events on our website, (kcrpca.org).

From Pralines to Porsches...

Cole Scrogam, PCA Member

Anyone who has visited Savannah knows the "Old Town" part of downtown, the riverfront area of Savannah, is replete with history. Walking on cobblestone streets and exploring storefronts and small restaurants is a calming vocation to be sure. Actually they are ballast stone streets, as English ships would leave their ballast stones in return for American merchandise, tea and cotton; but that doesn't sound as quaint, does it? On these streets you can find handmade pralines, the local favorite of boiled peanuts (think Japanese edamame) and as many oysters as you care to eat. If you prefer, you can walk a block or so to the park bench made famous by "Forrest Gump," and recall that life is like a box of chocolates. What is really surprising about Savannah; however, is this is just the beginning of an exploration that many have spent entire lives embracing.

To be in Savannah is to be in history. Everywhere you turn there is another reminder of this port city's involvement in the growth of America. One website, savannahga.net, literally has hundreds of destinations neatly organized alphabetically for lodging, dining, tours and other activities. Georgia's first city has much to offer, not the least of which is that it will be shared with thousands of Porsche enthusiasts the first week of August. This is one of those areas that Porsche people will love; the Southern Hospitality that is legendary all over the world, the small and intimate settings where friends can enjoy a casual evening, and the small town feel that can lead you out of the city to country roads in a matter of minutes.

Location, location, location is the focus of Parade 2011. Parade headquarters is the Convention Center which is located on picturesque Hutchinson Island. The view of downtown Savannah across the river is unforgettable. The Convention Center is surrounded by Parade activity sites. The autocross will be held adjacent to headquarters, as for the first time in recent memory sufficient asphalt exists for a good size course within walking distance! But if you still need to get your track fix the local region will hold a Driver's Education event at nearby Roebing Road Raceway the last weekend of the Parade. With the Concours event held at downtown's Forsyth park and the Rally featuring lovely local roads, the main attractions of this year's Parade are all in the same neighborhood!

When you are ready to relax from the competitive events, feel free to take in a Carriage Ride, Ghost Tour, Fishing



Savannah Forsyth Park

Trip, Dolphin Watching Expedition, Casino Boat, Local Beaches and Museums including the Mighty 8th Air Force Museum as well as local sporting events. The list goes on and on. You can try out a cooking class or go on a shrimping cruise, and of course the local towns of Bluffton and Beaufort feature very historic downtown areas as well. Savannah itself has a feel more like a big town than a bustling city, and as with many of the port cities in the South you can find open spaces quickly and easily. Tybee and Hilton Head Island are famous for their white sand beaches and slow pace...you may want to stick around the area for a while after the Victory Banquet concludes!

(Continued on page 18)



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PCA ZONE 10 CALENDAR

Updated 04/17/2011

MAY

1	BIR First Fling Driver Education	Nord Stern
1	Maplewood Imports Auto Fair	Nord Stern
7	One day DE at Mid-America Motorplex, Pacific Junction, IA	Great Plains
7	St. Donatus Body and Paint Open House and Car Show	Central Iowa
7	Tech Session, 996 Service	St. Louis
7	Half Pints Brewery tour & dinner cruise to Oma's Schnitzel Stube	Red River
7-8	2nd annual Loess Hills Overnight run to Sioux City	Schönesland
11	Dinner Meeting at Avanzare Italian Dining, Springfield, MO	Ozark Lakes
14	2011 Spring Drive in 3D	Nord Stern
14	Josephines Tea Room social, Godfrey, IL	St. Louis
15	Spring Autocross, 1650 W Jackson St, Ozark, MO	Ozark Lakes
15	Autocross at Road Yoder	Wichita
16	Mai Tag Dinner	Dakota
21	Intermarque Car Show Como Park, St. Paul, MN	Nord Stern
21	Drive/lunch/rally to Weston and Riverwood Winery	Kansas City
22	Annual Poker Run for Charity	St. Louis
22	Autocross at Ameristar Casino west parking lot	Kansas City

JUNE

3-5	5th Loess Hills Lambada	Dakota
3-5	PCA Club Race, Motorsport Park Hastings, Neb.	Great Plains
4	Autoslalom at Springs Church, Winnipeg, Dinner Cruise to the Half Moon on Henderson Highway	Red River
5	European Auto Show	St. Louis
5	Auto Haus Charity Show and Shine	Red River
8	Driving Dinner Meeting to Cantina Lared, Branson Landing	Ozark Lakes
10-12	Loess Hills Lambada	Dakota
11	17th Annual German Carfest Rally	Nord Stern
11	Tour to Clarksville	St. Louis
11	James Arthur Vineyards Fun Run	Great Plains
12	Autocross at Road Yoder	Wichita
17	Ice Cream Social and Pop Quiz	Kansas City
18	CIA & Schönesland Autocross, Marshalltown, Iowa	Central Iowa & Schönesland
18-19	BIR Fast Fling Driver Education	Nord Stern
18	"Show, Shine & Shoot", Location TBD	Ozark Lakes

PCA ZONE 10 CALENDAR (Continued)

Updated 04/17/2011

JUNE (Continued)

18	Autocross at Springs Church	Red River
19	Fathers Day Show N Shine at Springs Church	Red River
25	CIA & Schönesland Porsche Paddock at the Izod Indy Car Series races, Newton Intl. Speedway	Central Iowa & Schönesland
26	Autocross at Ameristar Casino west parking lot	Kansas City

JULY

9	Labadie Dinner Tour	St. Louis
10	Autocross at Road Yoder	Wichita
10	Loess Hills Fun Run	Great Plains
11-12	Nord Stern at Road America, Elkhart Lake, WI	Nord Stern
16	Bennett BBQ	Kansas City
24	Fast Eddie's Run	St. Louis
24	Ice Cream Social, Tanya & Jim's in Oxford, Iowa	Central Iowa
29-31	BIR PCA Club Race and Driver Education	Nord Stern
31	Porsche Parade, Savannah, Georgia (continued)	

AUGUST

1-6	Porsche Parade, Savannah, Georgia	
6	Vino in the Valley Tour	Nord Stern
7	TSD Rally (TBD)	Red River
10	Moist Pizza Extravaganza, at the Moist's home	Ozark Lakes
13-14	DE at Mid-America Motorplex, Pacific Junction, IA	Great Plains
14	Augusta Wine Tour	St. Louis
20	Dinner Cruise to Rembrandt's Restaurant, Lockport	Red River
21	Drive to Springfield, IL	St. Louis
21	Fun Drive - TBD	Kansas City
25-28	Run for the Hills 9, Multi Region event, Keystone, SD	Dakota
27	One Armed Bandit Dinner Run to Downstream Casino	Ozark Lakes
27	Lincoln Dinner Ride	Great Plains
28	SERTOMA Fly/Drive-in charity breakfast, Iowa City Airport	Central Iowa
28	Autocross at Road Yoder	Wichita

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

Central Iowa Region: www.ciapca.org

Dakotas Region: dak.pca.org

Great Plains Region: porsche.ellipse.net

Kansas City Region: www.kcrpca.org

Nord Stern Region: www.nordstern.org

Ozark Lakes Region: olk.pca.org

Red River Region: RedRiverPCA.org

Schönesland Region: www.schonesland.org

St. Louis Region: www.stlpca.org

Wichita Region: wic.pca.org

(Continued from page 15)

Be sure to check out the Parade activities at parade2011.pca.org so that you don't miss any of the action. Registration begins on March 8th. You will also be able to view the traditional Parade event schedule for the week at the web-site, and learn about air conditioned Concours prep areas; Parade 101 classes that make sure the first time Parade goers are prepared for the week; Hospitality and Goodie Store hours; and opportunities to volunteer as a Parade worker for some of the featured events that you may not be competing in (a great way to get a front row seat to all the action!). Other events like the popular RC Car races, Ice Cream social, Tech Academy, Art Show and Driving Tours will complement your week, unless you plan to spend it studying for the very competitive Tech Quiz... you can make your Parade experience in Savannah as action-packed and exciting, or as laid-back and relaxing as you prefer.

Won't you join us for a spectacular Parade, the highlight of our PCA experience this year? Anyone that has attended a Parade can tell you this is not just a normal multi-event weekend, this is the highlight of what PCA has to offer, full of exciting things to do and see with literally thousands of Porsche owners in attendance. Everything has been planned out and is ready for you; all you need to do is bring yourself, your family and your Porsche for a vacation experience that you won't soon forget!



Savannah Riverfront

Join us for Breakfast!

Every Saturday at 7:30 AM, the KCRPCA meets for breakfast at Waid's Restaurant at 1130 W 103rd Street, Kansas City, MO just north of the I-435 interchange at State Line Rd.



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Wine Tasting

Jan Pierce, Der Sportwagen Social Editor

On Sunday, February 20, 2011, forty KCRPCA members met at Wine Flights Bar and Bistro in Leawood for our annual wine tasting event. We were lucky to have a beautiful bright sunny day and spring-like temperatures this year, a welcome contrast to last year's ice storm.

Wine Flights provided us with a speaker, Jeff Miller, and tasting notes to help us learn more about the wines we were sampling. We tasted four Washington state wines, a Chateau Ste. Michelle Pinot Gris, Picket Fence Pinot Noir, Horse Heaven Hills Merlot and Waterbrook Reserve Syrah. Each wine was paired with an appetizer. I can tell you, I personally enjoyed each one. Of course, some would say I have somewhat of a reputation for always enjoying this event!

We were glad to see so many new faces at the event. Judging from the lively conversation, a good time was had by all.

Wayman Open House

Bob and Suzanne Wayman had a full house for their fourth annual Open House on Saturday, March 19, 2011.

The theme this year was Italian, hence the name Tutto Alla Tabella da Mangiare. Back by popular demand was Suzanne's famous deep-dish six meat, seven cheese lasagna from the first year. My memory had not faded at all; it was exactly as delicious as I remembered.

Also back by popular demand was Bob's famous crawfish boil. I personally had to pass on that, but there were enough eager takers to clean out 15 pounds of crawfish in about 10 minutes.

Members brought a dish in theme with the event. We had a bountiful buffet of appetizers, salads and desserts to choose from. Some of us had to try and little of each.

The slot car track was a popular attractions and the televi-



Ralph & Lani Light, Doug & Jan Pierce, and Roger & Jennifer Templin enjoying a Sunday afternoon of wine sampling.

sion in the party room downstairs was turned to basketball as March Madness is always a part of the celebration. There was more than a little friendly banter among members about exactly which university was going to take it all. As it turns out, we were all wrong!

Thank you Bob and Suzanne for everything you do to support our club.

(Continued on page 21)

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(Continued from page 19)

Truman Library Tour

On the bright and sunny Sunday, April 3, approximately forty members joined together for a tour of the Truman Library in Independence, Missouri. What a wonderful opportunity. I have lived in Kansas City my entire life, yet had never been to the Truman Library.

We were given a two-hour-tour of the highlights of the president's library by a docent. I learned many new things I had never known about our hometown president. I was especially impressed by the number of history-making decisions he had to make in the first four months of the presidency he inherited after the sudden death of Roosevelt. If you have never been yourself, I encourage you to make this visit. I plan on going back to study the exhibits in more detail.

After the tour, we met at the Hereford House in Independence for an early dinner. The meal was delicious and the conversation lively. These annual tours of Kansas City landmarks have really proved to be a great success with our members. It gives us all an opportunity to be tourists in our own city and enjoy the camaraderie of fellow members. Hope you can join us next year.

—Jan



Doug Pierce presents a copy of the KCRPCA 50th anniversary book to Vu Nguyen, PCA Executive Director, for placement in the PCA National archives collection.



KCRPCA members gather outside the Hereford House in Independence following the tour of the Truman Library.



Lively discussion was featured at the Wayman open house. Suzanne (r) is ready to serve a 6-meat, 7-cheese lasagna.



Ron Tippie & Ralph Light are most likely engaged in a discussion of KU basketball at the Wayman open house.



Wheels to Weston Autocross @ Ameristar

By Judy Bennett, VP - Social Activities

Please come join the Kansas City Region for our inaugural Wheels to Weston activity Saturday May 21st, followed by our first Autocross of the year at the Ameristar, Sunday May 22nd.

We have structured Saturday to allow members to drop in on any, and all of the fun events. We start Saturday morning by meeting at Legends near the Speedway, McDonalds/T J Max Parking Lot. There are various eateries close to the parking area such as Ma Ma's bakery, McDonalds etc. Feel free to arrive whenever you like and load up on essential supplies.

First Event will be the Fun/Spirited Drive, leaving 10:30 promptly, ending at the Santa Fe Diner in Leavenworth.

At the Diner we have a private room for participants to relax between events, and for new participants to join us. Parking at the Diner will be in the North Parking Lot, which is across the street from the Diner. This will be the staging area for the Rally. (Separate checks.)

For the afternoon, we have a fun drive/rally to Riverwood Winery in Rushville. We plan to arrive at the winery 3:00 PM onwards. At the winery we welcome current and new participants with a staging area for Porsches with the opportunity for photographs, and generally hanging out. Inside there is the opportunity to sample wines, shop, snacks etc. (Participants responsible for their own expenses.) At the winery we will also be declaring the results for the rally and presenting awards.

After Riverwood we head to Weston for dinner at O'Malley's Restaurant and Bar at 6:00 PM. There is ample time between Riverwood and O'Malley's to enjoy the quaint Weston downtown stores and other activities that may be happening that day. After dinner feel free to take in more of the Weston activities or stay overnight.

For those of you who have not had enough of driving activities, or new participants, we will be holding the first autocross of the year at the Ameristar. Sunday morning 9:00 AM until 12:00 PM or until we are done.

We will have a \$15 Registration Fee PER CAR for Saturday May 21st activities (\$15 registration fee not required for Saturday dinner only.) Please RSVP for this event on the

registration form included on the following page, (Autocross Registration is a separate form), or at the website kcrpca.org.

If you have any questions please contact Judy Bennett, at trainerjudy@sbcglobal.net or 816-682-4383.

Ice Cream Social / Pop Quiz

Please plan to join fellow Porsche club members on June 12th, at 2.00 PM for a fun Sunday afternoon.

Jim and Nancy Rand have offered to host an Ice Cream Social at their home in Blue Springs, MO. They have lots of green space for everyone to park their Porsches for a course. They also have a circle drive where a remote control car race could be held, so if you have a remote control car bring it along. They also have a pond for fishing and remote control boating. There will also be a Pop Quiz for all ages. So come and have a nice summer, Sunday afternoon with friends.

Surnames A thru L - Bring Favorite Ice Cream

Surnames M thru Z - Bring toppings

B.Y.O.B., Soda and Water will be supplied by the club.

Hosts Jim and Nancy Rand

29001 SE Ryan

Blue Springs, MO 64064


816 228 4329

For more information contact Judy Bennett, at trainerjudy@sbcglobal.net, or 816-682-4383.

- Judy



Richard & Judy Bennett and Neil & Dawn Flood are ready to sample the nectar of the gods at the Wine Flights Bar.



merging design + the passion of motorsport

KANSAS CITY (785) 766-7585 ST. LOUIS (314) 496-3529

Art Needs Our Help

Jim Rand, KCRPCA Member

One of the finest automotive concours in the Midwest needs the help of Porsche Club members. On June 26th the 5th annual Art of the Car Concours, which benefits students of the Kansas City Art Institute, will be held. Over 200 exhibitors and thousands of spectators partake in this beautiful event, held on the campus of the Art Institute. Antique cars, one-of-a-kind custom cars, sports cars, race cars, motorcycles and firetrucks, all of vintage age are to be found.

As this concours has grown, the need for volunteers has also. If you would like to help, call 816-863-4999 and mention that you would like to assist. For additional information, go on the web at artofthecarconcours.com. If you feel you have a unique Porsche that may qualify for the event, be sure to mention that also.

This is a not for profit event, so your help would be greatly appreciated. The proceeds go to scholarships for the Art Institute students.

- Jim

Kansas City Region Inaugural Wheels to Weston Registration Form

NAME _____

PARTICIPATING FAMILY MEMBER NAME(S) _____

ADDRESS _____

PCA REGION _____

TELEPHONE _____ CELL # _____

E-MAIL _____

PORSCHE MODEL	YEAR	COLOR

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

☐

\$15 Registration Fee per Car for all Saturday May 21st, 2011 activities.

(\$15 Registration Fee not required for Saturday Dinner only.)

Saturday, May 21st Activities

☐

10.00 AM to noon – Spirited drive to Leavenworth.

☐

Noon to 1.00 PM – Lunch at the Santa Fe Depot Diner. (Separate checks).
<http://santafedepotdiner.com>

☐

1.00 PM to 1.30 PM – Start time for Weston Rally. Staggered start from the Santa Fe Depot Diner North Parking Lot. Get your driving instructions at the parking lot start line.

☐

3.00 PM to 5.00 PM – **FREE** Wine Tasting and Award at Riverwood Winery.
<http://riverwoodwinery.com>

☐

6.00 PM – O'Malley's Restaurant and Pub for Dinner. (Separate checks).
<http://www.westonirish.com>

Mail this registration form with your check to Judy Bennett, 304 NE Oaks Ridge Dr, Lees Summit, MO 64064 or Pay on-line at www.kcrpca.org through PayPal. For more event details visit the website. If you pay through PayPal please advise Judy (via trainerjudy@sbcglobal.net), which activities you will be doing.

http://www.westonmo.com/visit/weston_chamber - Hotel information is available at this site.

PORSCHE CLUB OF AMERICA

Beginners and Novice Autocross School

Sunday, May 22, 2011 9:00 AM

Ameristar Casino (Farthest West Parking Lot)

Cost is \$25.00 (early bird) and \$30.00 (day of)

AUTOCROSS TALKING POINTS

1. What is an autocross? An autocross is a skill driving event in which one car at a time negotiates a prescribed course, using traffic cones to define a variety of turns. The sites are usually laid out on huge, open parking lots, or on sections of airport runways. The course is set up so that you are operating in lower gears, with a top speed of no more than 45 mph or so, depending on the car. The average time of a run on the course is approximately one minute, plus a penalty of two seconds for each rubber cone (pylon) hit
2. Is this a beginner's event? YES!! Absolutely Yes!!! This school will be for members who have NEVER been to or driven in an autocross. Novice drivers are welcome too.
3. What will I learn? You will develop a sense of timing, judgment, and ability to interpret your vehicle's handling characteristics - at safe speeds and in a safe place. Your experiences at an autocross will enhance your driving ability on the street.
4. Will I have a teacher? Yes. Each student will be assigned a teacher to help train you throughout the course.
5. Will I hurt my Porsche? No. Porsche automobiles are some of the worlds best autocrossing cars. Every model of Porsche ever built has been raced sometime on the world's finest tracks. Autocrossing is a low speed event.
6. Will I need any special equipment on my car? No. Just bring your Porsche. You do not need special tires, racing seatbelts, racing gloves or special shoes. If you have a helmet please bring it. If you do not own a helmet, the club has a limited supply. Otherwise, just bring yourself and your car.
7. Is autocrossing safe? Yes. Autocrosses are a low speed style of racing. You do not race other cars. You simply race against a timer.
8. How old do I have to be? You or your family member must be over 16 and have a valid driver's license. Members under 18 must have a Parental Consent Form signed by BOTH parents. Women are encouraged to participate.
9. Will I have fun? You betcha. You will have the most fun of any racing event, because you are the driver!

Further info: Rudy Rodriguez 913-788-0007 or email rudys968and944S@aol.com

Next autocross is scheduled for Sunday, June 26, 2011

**PORSCHE CLUB OF AMERICA
Kansas City Region
2011 AUTOCROSS**

**Sunday, May 22, 2011
9:00 AM Until Done**

**Ameristar Casino
Farthest West Parking Lot
3200 N Ameristar Dr Kansas City, MO**

Event Pre-Registration Form

(Pre-registration deadline May 15, 2011)

NAME: _____ DATE of BIRTH: _____
ADDRESS: _____
CITY / STATE / ZIP _____
PHONE: Work _____ Home _____ Mobile: _____
E-MAIL _____ DRIVER'S LICENSE # _____ ST: _____

Your car details

PORSCHE MODEL _____ **YEAR** _____ **COLOR** _____

AUTOCROSS EXPERIENCE:

☐ BEGINNER
☐ NOVICE (Less than 4 events)
☐ EXPERIENCED

PRE REGISTRATION FEE: \$25.00

DAY OF EVENT \$30.00

Helmet required: (Snell 95 or Newer Certification) We will have several loaners available also.

Driving directions:

From Kansas City (Missouri side) on I-435 North. Exit 55B, (MO-210 HWY.) Rt. On North Ameristar Dr. Meet us at the farthest West Lot by the movie theaters. Just south of Ameristar Daycare.

From (Kansas side). I-435 E. Exit 55B, (MO-210 HWY.) Rt. On North Ameristar Dr. Meet us at the farthest West Lot by the movie theaters. Just south of Ameristar Daycare.

Make Checks Payable to: KCRPCA & mail to:

Rudy Rodriguez
6647 Waverly
Kansas City, KS. 66104

For more info: call 913-788-0007 or email Rudys968and944S@aol.com

Club Racing Pictures



The Kansas City Region PCA wants to thank our local sponsors:



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KELLY-HILL COMPANY



For Sale

18" Hollow Spoke Wheels powder coated black. Fits Boxster and 996, 7.5" Front, 9" Rrs. \$750.00. Contact Al Hess 816-985-7711.



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

Miscellaneous Items 996 hardtop, Polar Silver, \$500. 996 teck. outdoor car cover new in box \$100. 997 Carrera S exhaust 10k mi. best offer. Call Russel 816-812-4403, rfrench@mccormickdistilling.com.

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