

# *Der Sportwagen*

July / August 2011

Official Publication of the Kansas City Region Porsche Club of America

[www.kcrpca.org](http://www.kcrpca.org)



"Ah, summer, what power you have to make us suffer and like it." - Russel Baker  
Photo by Hiromi Lessmann



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

— FERRY PORSCHE



## THE 2011 PORSCHE PANAMERA

If anyone can truly appreciate the new 2011 Panamera, it's a Porsche enthusiast. An amalgam of sport, luxury and sedan, it is all Porsche, yet all together different. The Panamera Turbo soars from zero to 60 mph in 4 seconds - a mere pit stop on its way to a top speed of 188 mph - while providing the creature comforts and appointments you'd expect of a Porsche luxury sedan. Take the first step of joining an even more exclusive club; test drive the 2011 Panamera today at Aristocrat Porsche.

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## President's Column

Ralph Light, KCRPCA President

We are into June already. Half of 2011 is almost gone by. Another half year closer to Dec. 21, 2012. For the uninformed, that is the day the Mayan calendar says all cool cars will be sent to the nether world to be replaced by green machines. The glyphs on the Mayan pyramids and ruins look curiously like the Toyota Prius.

Therefore, we must as PCA members enjoy our cars while we still can. The club social chair and the driving activities chairs have done a great job already to help us pursue that goal. We have had record attendance at our events and they have gone smoothly with a good time had by all. Lots of new faces and faces from the past were with us. Please read the writes ups and view pictures in the newsletter.

The autocross had the most participants since I have been in the club (12 years). This is a great way to have a non pressure, very safe introduction to the performance aspects of your car.

Please take time to read the postcards you receive with information of all upcoming action and talk to other members about their experiences. Thanks to all the volunteers, officers and committee members for their help in making us a success, and please patronize our great, helpful sponsors.

- Ralph

Last year President Sean Reardon selected a committee composed of Executive Committee members to draft a revised set of KCRPCA Club Bylaws. The committee included:

- Ralph Light, Bylaws Amendment Committee Member
- Bob Wayman, Bylaws Amendment Committee Member
- Ron Tippie, Bylaws Amendment Committee Member
- Doug Pierce, Bylaws Amendment Committee Chair

Their efforts culminated with the approval of a bylaws amendment draft during the May 5 Executive Committee meeting. The draft has been presented to the club secretary for circulation and review by the club membership. It is posted for your consideration on the [KCRPCA](http://www.kcrpca.com) website.

A vote on the proposed amendment will occur at our annual meeting shortly. Meeting time, place, and agenda are being finalized. You will be advised of the details by mail and a website posting.

Respectfully;  
Jack Bishop, KCRPCA Secretary

## Innerhalb

### Departments

03	President's Column
04	Verantwortlich (In Charge)
04	KC Region Calendar of Events
05	From the Editor
11	Membership
20-21	PCA Zone 10 Calendar
32	Classifieds

### Features

06	Doc Does Windows
08	Stephen's Project 937
12	Chump Car Chronicles - Part Deux
14	A Dream Come True
16	DE event at BMP
22	Wheels to Weston
25	Bennett BBQ / Fun Run to St. Joseph
26	Autocross - Too Hot to Handle
30	Porsche Rennsport Reunion IV

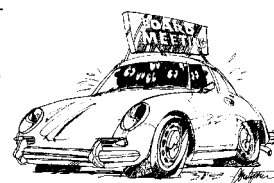
## *Der Sportwagen*

Kansas City Region  
Porsche Club of America  
July / August 2011

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## Monthly Board Meetings

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



**Next month's meeting: July 12, 2011**

## Verantwortlich (In Charge)

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## Calendar of Events

See [kcrpca.org](http://kcrpca.org) for updated information about upcoming events.

See pages 20 - 21 for PCA Zone 10 Calendar

Jul	16	Barbeque at the Bennett Residence, Lee Summit, MO
	31	- Aug 6: PCA Parade, Savannah, GA
Aug	21	Fun Drive to St. Joseph, MO
Sep	17	Shrimp Boil at the Hess Residence, Leawood, KS
	25	Autocross, Ameristar Casino
Oct	14-16	Driver's Education, Heartland Park Topeka, KS
	14-16	Porsche Rennsport Reunion IV, Laguna Seca, CA
Nov	11-13	PCA Palooza, Eureka Springs, AR

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## From the Editor

David Lessmann, Editor Der Sportwagen

Summer is a time of abundant activity for Porsche enthusiasts and this is reflected through the variety of stories in this issue of Der Sportwagen. Between the various track activities and social events KCRPCA members are getting the maximum enjoyment out of their vehicles this season. To site one example, eighty members participated in what is sure to become an annual event, Wheels to Weston, and twenty two showed up for Rudy Rodriguez's autocross the next day. What an outstanding way to kickoff the summer!

Those are just two of the stories covered in this expanded issue of Der Sportwagen. In addition we have Part Deux of the Chump Car Chronicles as told by Chris McIntyre. You won't want to miss this story featured on page 12.

We have not one but two contributions from our talented tech editors, Stephen Kaspar and Karl Wilen, in this issue. Karl gets us started with an article sure to be of interest to those owning 986 Boxsters or the 996 (Porsche's internal designation for the 911 model sold between 1998 and 2005). As always Karl provides excellent technical information, in this case on how to troubleshoot any window issue encountered on these cars. Read it thoroughly starting on page 6 as there will be a quiz afterwards.

Stephen Kaspar's article documents a project car he built to replicate the 924 Carrera GT. Personally I found it amazing to follow the transformation of a 924 described in words and pictures by Stephen. It was truly a labor of love. Check it out on page 8.

An equally inspirational article follows on page 14 as Richard Bennett describes how he realized his life-long dream of owning a 911 Turbo. It's quite a story with the mystery and intrigue of shadowy figures and undisclosed meeting locations in Las Vegas, NV.

Jim Graven takes us back to what owning a Porsche is all about, enjoying the car in the manner Ferdinand Porsche intended – by driving it. Jim's story documents his recent DE experience at one of the most beautiful racetracks in the US, Barber Motorsports Park. And did Jim trailer his car from Kansas City to Birmingham, AL? No sir! He did it the Porsche way driving his 993 to, from, and on the track. Check out his entertaining and educational story on page 16.

All the details on the ground breaking Wheels to Weston

*(Continued on page 19)*

## Der Sportwagen Staff

Managing Editor:	David Lessmann
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Autocross Editors:	Jack Bishop, Rudy Rodriguez
Club Racing & DE Editors:	Richard Bennett, Chris McIntyre
Tech Editors:	Stephen Kaspar, 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:	Richard & Judy Bennett, Jim Graven, (Albert Hicks Photography), Stephen Kaspar, Hiromi Lessmann, Doug & Jan Pierce, Fred Quintana, Jason Whitney, Karl Wilen

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

## Der Sportwagen Advertising Rates

Size	One Issue	Six Issues	Ad Sizes
Full Page	\$100	\$400	7.5" x 10"
Half Page	\$75	\$225	7.5" x 4.75"
Quarter Page	\$50	\$125	3.5" x 4.75"
Business Card	\$25	\$75	3.5" x 2"

See [www.kcrpca.org](http://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.





## 986 Boxster/996 Window Problems (or Doc Does Windows)

Karl Wilen, Der Sportwagen Tech Editor

[dockarl@wilen.us](mailto:dockarl@wilen.us)

A lot of 986/996 owners are starting to have window issues in their Porsches as they age. Since these models do not have the typical window frame as part of the door, the window (in order to keep a tight seal with the body) is designed to drop about 1/4" when you open the door to allow the door to open without catching the top window seal. While the door is open, the window stays down. When the door is closed, the window raises back up to create the seal. Accomplishing this task requires a series of micro switches in the various door handles and door latch mechanism, in addition to a switch in the convertible top mechanism. The problems can manifest themselves in many different ways.

1. The window will not drop when opening the door from the inside, but will drop using the outside door handle. [Culprit: Micro switch on inner door handle].
2. The opposite, the inner door handle drops the window fine, but the outer door handle does not. [Culprit: Micro switch on outer door handle].
3. When you release the door handle after opening the door, the window goes back up when it should stay down until the door is closed. [Culprit: Micro switch on door latch assembly].
4. Nothing happens at all from anywhere... no window movement. [Culprit: Assuming the window goes up and down with the window switch, the culprit is likely is the micro switch in the door latch assembly].
5. The window drops half the required distance (say 1/8" for example), and catches the window seal when opening and closing the door. [Culprit: Window Regulator].

The most common failures I see is #3 listed above, the micro switch in the door latch assembly. It isn't actually the micro switch that fails, but rather the wheel the switch rides on. The wheel delaminates and as it rotates, it is not able to trigger the micro switch to keep the window down when opening the door. Unfortunately, the solution is to replace the entire latch assembly, which runs anywhere from \$150-200 depending on the model and options plus labor.

To get to the micro switches or regulator, you must remove the interior panel of the door.



Once the door panel is removed, you can peel back the liner, and then remove the door latch assembly. This will require an 8 mm triple square bit to do so.



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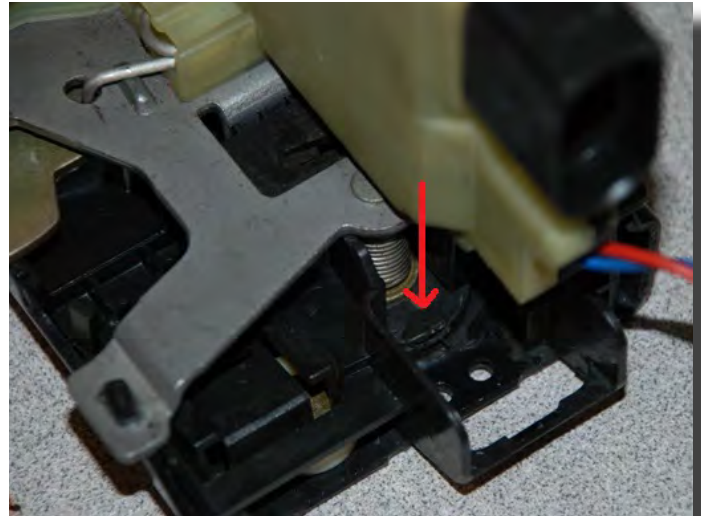
Here is the door latch out of the car. Leaving it plugged in, you can remove the micro switch from the latch assembly and manually trigger it to see if the window drops and stays down.



And the latch assembly on the bench. Not much we can do with it beside throw it in the garbage, but we might as well use it for teaching purposes. The micro switch sits at the end of the red and blue wires.



With the micro switch removed from the housing, the red arrow points at the wheel the switch rides on. As you can see, the wheel coating is coming apart, and the switch is unable to make contact. I have tried fixing the coating in the past, but have not come up with a good permanent solution to the problem that I know will hold up, thus the easiest thing to do is to just replace the unit with new.



And there you have it. Until next month...

- Karl

### 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.



It's a great opportunity to meet other club members, look at an ever-changing collection of Porsches, and enjoy a tasty meal.

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## Stephen's Project 937

Stephen Kaspar,  
PCA Technical Committee 911-Turbo  
76-Present, Der Sportwagen Tech Editor

As a kid I lived through the days of Moby Dick, the 962, and the introduction of what was the end of the world at the time, the water cooled Porsche. I have always been intrigued by what Porsche would come up with to squeeze into a car class that was open but not yet dominated.

The 924 series was no exception. I love Porsches, and certainly at the time anything that carried the crest gleaming on the hood was a new friend. The 924 reared its head in 1976 with a 2.0 Audi truck motor in Porsche skin due to a change in focus with VW. The car originally designed for VW as their mainstream coupe sports car [project number 425] was later abandoned for the Scirocco and picked up by Porsche to replace the 914 and 912. Introduced as a budget Porsche the roads had a new brother with water running through its veins. As the car grew in popularity so did the need for more power, so the 924 turbo was introduced [a.k.a. the 931].

In 1981 the 924 Carrera GT was unexpectedly introduced at the Le Mans 24 Hours. The car still carried the 2.0 turbo motor but now supported an intercooler, polyurethane flairs, fixed headlights, and a motor that was pushed to a 8:5:1 compression ratio. Fitted with NACA ducts and a different front spoiler, the 924 now looked like Arnold had shared some of his 'supplements' with the little runt of the group. Aesthetically, the car was unlike anything at the time. In order to comply with the homologation regulations, the 924 Carrera GT and later 924 Carrera GTS were offered as road cars as well, producing 210 HP up from 110 HP. A total of 406 were built, with 131 of those being shared in the US.

In the early 2000's the cars were still fetching mid \$20's and while I knew I could afford one, I knew that it would be a crime for me to modify it. After all, me saying I wouldn't touch it was like saying my son wouldn't pick his nose, it just wasn't going to happen. So I searched out the best car I could find as a donor. The 924 Carrera GT only came in White, Black and Red. So I found a white 924 Turbo out of California. The motor had been done with the correct updates and was already at 8:5:1, the suspension was set up and for all practical purposes it was

### 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 the KCRPCA website, ([kcrpca.org](http://kcrpca.org)).



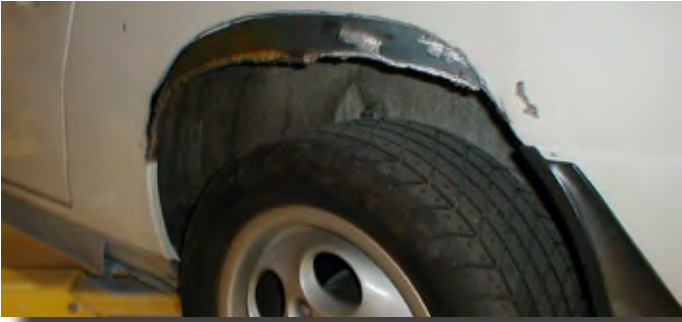
*Stock 937 sitting in the desert of California.*

a good example of a complete 931. I came to find out that it was Jim Pasha's car so I knew it was done as I would have done it myself. I paid more than the market was supporting, in fact about double at the time - \$6,000.00. I had it trucked into KC and started my journey.

I purchased the parts from Hank at GT racing, gathered the buckets for the headlights out of a Grand Am and started my project. The body was really pretty simple, I cut the inner and outer quarter and seamed the inside of the wheel wells, fitted the glass quarters with epoxy and screwed them in to allow them to shape and seat correctly to the body line. I deviated from the OEM flairs as production of them had stopped some time back and the probability of finding them was slim to none. The front fenders were fitted and assembled and I traded the OEM 931 hood for a NA and fitted the hood scoop. For the rear quarters, I welded in partial 944 rockers to mate up to the new flairs then hand built the extensions under the rear section of the quarter. This was to mock the flaps that Porsche no longer produced to seal off the underside of the flairs.

*(Continued on page 9)*





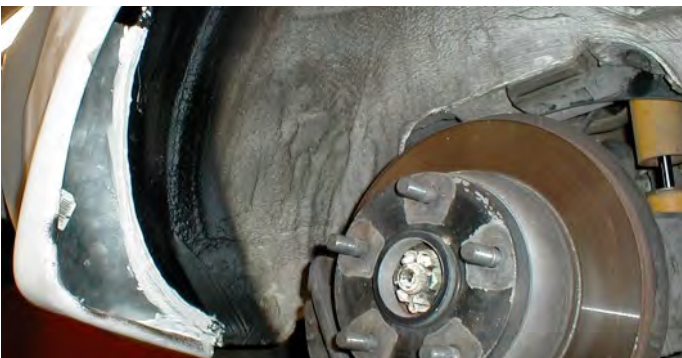
*Exposed Inner well after initial cut. The inner well was sectioned and then welded into the outer rocker.*



*Rocker section welded in and quarters welded and seamed.*



*Rear flairs glued on.*



*Building the inner wells.*



*Ready for paint.*

*(Continued from page 8)*

The headlights proved to be the more difficult aspect of the project. I looked at every picture I could find, the problem was that some had been modified and I didn't have the luxury of looking at a real GT and just making them. I took the buckets out of the Grand Am and welded up angle iron, threw in some screws a hinge and a couple of springs and came up with a replica that looked and acted liked the real deal.



*Pontiac modified headlight.*

Like anything I have ever done, I was going to do this the best I could. I spent endless hours with the UK 937 club sourcing all the body moldings and proper driving lights and even the engine stickers! I was even able to source the Carrera and turbo stickers from Porsche. In fact, they were the last known ones made and stamped 1986 on the yellowed paper.

Once the body was done I was determined to find an OEM intercooler. I went through many stages of thoughts and designs. At one point I was going to use a 951 intercooler, but instead sourced a tuner in New Zealand to build a replica intercooler. After a year of going back and forth and finally receiving my intercooler the real deal popped up. For a cheap \$2,200.00 I finally had the real deal!

Mr. Pasha and I met up at a car show in KY where he had a chance to drive his old friend. He was pleased with the outcome and said it was the most authentic replica he had seen to date. To the untrained eye one would not know it was a faux.



*Correct script, lights, and bumper trim.*



*Original engine bay.*



*Engine bay with intercooler and stickers.*

The car was a labor of love and in the end it won every show it ever entered. The little runt no one wanted went on to win its class at the Ft Worth/Dallas Parade.

So where do you go from here? Well, I can tell you that I have had my eye on doing a GTS Hugo Boss car. Sexiest one of them all. Guess you will just have to wait and see what I come up with!

**- Stephen**



*Proper rear strip, tail and "Carrera GT" logo.*



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# Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

## ANNIVERSARIES—JULY 2011

Stephen & Joan Craig	41
Warren & Lynn Koeller	35
Robert & Gayla Friedman	24
Fred Northcraft	23
Michael & Beverly Hynes	12
Greg & Kathy Wright	11
Doug & Kim Furnell	9
Jerry & Mary Lynn Clark	8
Mike and Sherri Morgan	8
Tyler Thomas	7
Jerrett & Jennifer Rule	7
Gary & Judy Nagel	6
Lawrence Twork	6
Garry Gribble	6
John & Lea Barker	6
Robert Brennan	5
Paul Bloemer	5
Richard & Kerry Hubbard	4
Bruce Barrow	3
James Hill	3
James & Maja Cummings	3
Victoria Smith	2
Marilee McGinness	2
Robert & Kloria Dodson, Jr.	1
Curtis & Christy Catenhauser	1
Aaron & Tonya Anton	1

## ANNIVERSARIES—AUGUST 2011

Murray & Patricia Steeble	20
Bob Maxwell	16
Doug Girod	16
Brian St. Denis	14
Evan & Jessica Kenney	14
Ed Simmermon	12
David Sudduth	12
Scott & Sharonne Cozad	12
Edmond & Helen Scherer	12
John & Tara Andrews	11
Michael Armentrout	8
Brad Yost	8
Reeser James	6
Sean & Paula Brennan	5
David & Dana Kriet	4
Eric & Lindsay Martin	4
Gary & Arlene Krings	4
Tim Abraham	3
Jeffrey Gilmore	3
Bill Duckworth	2
Joseph Yasunaga	2
Kathy Dancer	2
John Gillmore	2
John Thurn	1
Maurine Gaynor	1
James Baldwin	1
Jason & Tiffany Whitney	1

## MAY 2011 NEW MEMBERS

Brad Baker	Kelly Norcross
Kansas City, MO 64112	Overland Park, KS 66209
Black 2009 Cayenne	2007 Black 911 C4S

Mischa & Carrie Bastin	Jeff & Brenda Poole
Kearney, MO 64060	Overland Park, KS 66214
Red 2008 997 C4S	2000 Silver Boxster S

George Devins	Brock Rule
Mission Hills, KS 66208	Kansas City, MO 64112
2005 Silver 996	1989 Silver 911 Carrera

Peter Laughlin
Topeka, KS 66610
1988 Blue 911 Carrera

## MAY - JUNE 2011 AUF WEIDERSEHEN

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Duluth, MN
Transferring to the Nord Stern Region

John Bowman	Jack & Linda Hubby
Shawnee, KS 66226	Windsor, MO 65360
2011 Black Cayman S	1968 Burgundy 912

James & Kieu Bromley	Edward & Jane Wiegele
Lansing, KS 66043	Shawnee, KS 66216
1999 Black Boxster	2009 Black 911 S Cabriolet

William & Mary Coble	Nicholas Jones
Leawood, KS 66224	Overland Park, KS 66212
2011 White Cayenne	1965 356
	From Northern Ohio Region

Joseph Yasunaga
Urbana, IL 61801
2006 Black Cayman S
From the Las Vegas Region



## Chump Car Chronicles - Part Deux

Chris McIntyre, Club Racing & DE Editor

**Editor's Note:** You may remember from the previous issue of *Der Sportwagen* how this team of fearless racers preped for their inaugural event at Road America only to see the race cancelled due to snow. This time Chris and company take on a 24-hour challenge at Iowa Speedway, a 7/8 mile bullring complete with an infield road course. Enjoy!

A week before the race and we are down to the details. Who's bringing brats and buns, do we have a generator, lights and extension cords as well as the basics of tools, jacks and impact wrenches. The weather looks OK despite a 70% chance of showers Saturday. We are committed and organized. Richard is flying back into KCI at 2:00 so the rest of us meet at Al's office, park our trucks and load our stuff in his Audi. Off to Clark's, we load the car and by 11:30 Friday we are on our way. An uneventful trip interrupted only by a stop at HyVee in West Des Moines for Starbucks and the daily cafeteria special. Nothing is too good for Team Car 54.

Exactly 50 miles into the heart of corn country east of Des Moines, the unlikely specter of a 7/8 mile banked track with a small configured infield portion at one end looms. We find our way to the entry and sign in. The security guard leans into the car at this point, looks at me (I'm driving) and says, "Can I tell you something?" Once given approval, he says, "Anyone ever tell you that you look like a skinny Boss Hogg?" We are off on a fine note. I'm thinking an older Jacques Villeneuve and I'm getting Boss Hogg (without a Daisy Duke in sight!)

We park and unload. There is the KC-based PCA team from Fine Sausage Racing and another PCA team (in a BMW) is also on site. I spot a third 944 in a lurid blue with a real cow tail (plus whatever is attached to the cow end of the tail) as well as a 914 with "Lowbrau" Racing as a theme. Corvette-engined Caprices and wagons, an Opel, a 540 BMW, lots of Hondas, a Taurus SHO, a "Tow Mater" S-10, an old rusty 260Z and on and on. We line up for tech and our suits, shoes, Nomex undies and gloves are approved. The car is scrutinized carefully with a bit of a raised



*Robert Wayman, Chris McIntyre, Richard Bennett, Al Hess, and John Clark ready to put themselves and "Car 54 where are you?" to a 24-hour challenge at Iowa Speedway in Newton, IA.*

eyebrow on a couple of points but we are not given any penalty laps so can breathe easy. After \$125 in fuel in our containers (first of four such trips), we think we are set. Then we discover our communication system has mismatched plugs-oops!, but a Radio Shack, a soldering iron and Richard's engineering skills that evening miraculously made it right (most of the time, at least). Preparation is everything, eh?

We meet friends from South Dakota at Montana Mike's



### GRACIE RAMIREZ PREPARES TO HAVE HER FARMERS' INSURANCE AGENT OVER FOR DINNER.

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(not a big town, Newton) and compare notes and lies. The five of us then retire to our two rooms at the Newton Holiday Inn Express to get our last real sleep until Sunday.

Saturday dawns clear and we are set to go. Chump Car just lines you up at random, lets everyone out under yellow while transponder communication is verified and at some point moments later picks a car and waves the green. No qualifying, race on.

The lap times are about 60 seconds so 24 hours is over 1400 laps. 40 cars start and after a few hours and some natural attrition we are in 12th. We planned an hour each initially and then two hours after that as our driving stints. Driver changes with fuel are a mandatory five minutes minimum and that seems fine. We roll on with intermittent brat and burger broiling on Richard's grill mixed with cat naps and pit stops. Darkness arrives and the wind picks up while the temperature drops to the 40s. Others have better lights than us and the track is still crowded so you are always in traffic but yellow flags are fairly rare.



*Al and John catch a few winks before the next driving shift.*

We cycle through the night and the car seems to be running fine with little oil use. Some minor contact is not discouraged and we seem to have a couple of brushes with the tire wall as well as with two other cars but nothing to slow us down. At 7:00 a.m. we are up to 6th thanks to Richard's hard charging. Car is in, we swap tires, fuel and I buckle in. For some reason the seat hasn't been adjustable since we started and as I'm the shortest I scrunch down so I can fully depress the clutch and then I'm looking over the dash like a little old lady with a helmet on, but we make it work (speaks again to our thorough prep?) All clear, hit the key, car cranks...and cranks and cranks without firing. Guessing fuel pump, we borrow one and swap it but it gushes fuel so we are truly done. 20 hours, 1,000 laps and 6th place at that point but our race is over.

We still end up 15th (high attrition). Fine Sausage finishes 5th, cow-tail 944 3rd and our PCA-BMW guys finish 4th. It is the first time a 944 has finished a 24 hour and we have two in



*Rapid pit work keeps the team in the race.*

the top five so the marque did well (Lowbrau broke in the early a.m.). 24 hours is a tough go. It's not swimming the English Channel or climbing Everest but tough enough. Wayman said, "It's just like a really long DE with everyone driving like Hess," and that is true. Lots of skilled drivers in fast cars that perhaps began as "crap cars" but have come a fair distance since then.

Car 54 has two or three races left on the schedule this year. All likely "Twin 7's" (that's seven hours Saturday and seven hours Sunday.) Our next 24 will be next year but after a few easier races we'll forget the tough part and look forward to the challenge of making the whole 24 hours next time. We'll have better tires (there seemed to be a few favored brands), a spare fuel pump, a seat that moves (with a cushion, perhaps), tested radios and some big-ass, corner-pointing lights (tough to see around the corner with lights pointing straight ahead.) It's all part of the learning curve and despite our theme, we ain't no Gunther Toody's.

- Chris



*Robert Wayman gives a thumbs up before leaving the pits.*



## A Dream Come True

Richard Bennett, Club Racing & DE Editor

**Editor's Note:** Earlier this year I asked Richard if he could write an article to provide a "behind the wheel" perspective of what it is like to compete in the KCRPCA Club Race. Unfortunately Richard didn't have the best of times at Heartland Park this year. Instead he provided this inspirational story on obtaining a life long dream.

Yes, it's true as I can attest; America is a land of opportunity and dreams can come true.

For those of you who may not know me and Judy, we are not originally from around here. We were born east of Kansas City on a small rock called Great Britain. For those who don't know or care to remember Britain (or the UK) once ruled the world until we got tired of the headaches and let the USA take over. The Brits retired to the pub to focus on soccer hooliganism, which we have been perfecting over the years.

So what has this to do with Porsches you ask? In Great Britain, it's rare to even see Porsches, even harder to own one. I fell in love with Porsche many years ago back in my home country, and drooled over 911 Turbos as the ultimate driving machine. I watched Porsche racing on the telly in awe. In those days I couldn't conceive of even owning a Porsche, never mind taking one to the track. I was so envious of those Porsche racers!

We came to the good ole US of A in 1993 and it seemed at last possible that I could buy a sports car, maybe even a Porsche. I yearned for a 911 Turbo and would not settle for anything less. In my search for a project I came across a Maserati Bi Turbo and figured that was close enough, i.e. at least it had a couple of turbos, so I bought it. Hindsight proved that to be a terrible mistake and a setback to Porsche ownership, but that's a topic for another story. I did start SCCA autocross with that car, so it wasn't all bad.

After two years of Maserati ownership, I still harbored the 911 Turbo dream but still couldn't come close to owning one. Judy being the practical wife that she is suggested simply getting any Porsche, and then working up to a 911 Turbo. Being the pig headed male that I am, I could not accept the logic, it was 911 Turbo or nothing. Then I thought some more and agreed that I could possibly accept a 944 Turbo and so in 1996 I became the proud owner of an '87 944 Turbo, initiating my Porsche and PCA adventures.

A couple of years of 944 Turbo ownership and it was time



for me to try again to get my dream 911 Turbo, but it was not to be. Another dream had been to road race. In the UK I had competed in off road and on road competition rallies and I really wanted to race in the SCCA or in a similar sanctioning body. I had the option to buy an '89 911 Turbo but knew there was no way my budget would allow me to race that car. Then I made one of my smarter decisions and bought a 944 Turbo S with the intention of ultimately racing it. The car was white with burgundy interior, stock, immaculate, and life was good, very good.

I loved my white 944 Turbo S. It served me well. We had some very good times together and some challenges. It transitioned in 12 years from being an immaculate unmolested original streetcar to a 400+HP street/track beast to a competitive PCA race car. It received many bumps and bruises during its life, for many reasons, some accidental and some even inflicted by me, (and even Judy). My trusty white steed's final fling was into a concrete wall at Heartland Park in 2009. Although not terminal, its body had been battered over the years and this



was the final blow. I had her on life support for a short time before I made the ultimate decision to let her pass. Although gone she gave up her vital organs and rose out of the ashes as car #197 into a new body like a Phoenix in late 2009.



Today she continues to live a healthy and productive PCA Club Race life. I love it just as much as my white car.



Presently I have met and exceeded one of my goals, which was to simply compete in road race competitions. For that I am thankful, delighted, and highly satisfied; however, the yearning for a 911 Turbo has never ceased. Over the years as I got closer to owning one, newer models emerged. I love the Porsche evolutionary approach and always wanted the newest and best so the target pushed further away. I prefer manual cabriolets for the street. Yes I know the coupes handle better, with stiffer chassis etc. etc., but I like top down motoring, and Judy and the kids also prefer the cabs.

I had made it known for some time that I was looking for a 996 TT Cab. In early 2011, John Clark sent me a lead on a 2005 Turbo S Cab with Tiptronic. I wasn't too thrilled about a Tip, but a Turbo S with the right color combination was too good to pass up. Dealing with the owner was interesting. Here's the deal he said "This is the asking price, no negotiation. If you want it, bring cash to a secret location in Las Vegas between the following hours!". Always being one for an adventure I was intrigued to say the least. Fearing it was a scam or misrepresentation is some way, I decided that I would not waste time and money making a special trip (been there done that!). We had previously planned a weekend break in Vegas scheduled for a few weeks later, so my counter to the owner was. "We come out as planned; see the car as soon as we arrive. If it checks out as advertised and all the documentation is correct, we'll buy the car" My thought was that if the plan went through we would enjoy the car in Vegas over the weekend and then I would drive it back to KC. Judy would fly back. If we didn't buy the car we would continue with the weekend as originally planned and fly back.

We met the owner as instructed in Vegas and were driven to the undisclosed location with blindfolds on (not really) where we got to see the car. It was just as advertised and exactly what I was looking for. We then went to his bank where

we had pre-planned a wire transfer as an alternative to unmarked \$20 bills in a suitcase. The deal was done, papers and keys changed hands and the car was mine. The owner turned out to be very nice, just tired of tire kickers and time wasters. He went with us to DMV for temporary tags for driving around Vegas and bringing it back home.

So did we enjoy the car in Vegas as planned? Heck yes. To the point that we had a long discussion with a police officer in Death Valley, but that's for another story.

In the end, Judy was interested in driving the car back home so we brought it back together. On the way I wanted to make sure Judy was comfortable driving the car as it's really more hers than mine. I wanted to make sure she was okay with the Tiptronic, power delivery etc. I think I was more nervous one than Judy in her ability to handle the car. It took a few minutes but I taught Judy how to overtake in a Twin Turbo. It didn't take her too long to master it. Perhaps in hindsight, it would have been better for her to continue to be afraid!

So I now have the car of my dreams, not only a Turbo, but a Turbo S with custom leather interior, PCCB brakes, etc. So having when a dream is realized, where does one go from here? Well it would seem that 450 HP/450 ftlb is not "enough for any man" as I thought it might have been. Having recently ridden in a 530 HP 997 TTS. It seems there can never be enough.

So in summary, dreams can come true, especially in America. I have/do own multiple Porsches, get to race my own, and have a great group of buddies with our Chump Car team. I own the car of my dreams, and we just became American citizens. God Bless America. Thanks to Judy and the kids for supporting my addiction.

- Richard



*In the end Richard and Judy became the proud owners of a 2005 Porsche 911 Turbo S Cab with a tiptronic transmission.*



## Driver Education Event at Barber Motorsports Park

Jim Graven, KCRPCA Member

Readers may remember Tim & Scott's Barber Adventure recently described in this newsletter, but you don't have to enroll in the Porsche Driving Experience to drive this fantastic track. Just check with the Alabama car clubs and find a weekend Driver's Ed event that fits your schedule. For me, the recent Heart of Dixie (HoD) BMW CCA event held over Memorial Day weekend was the perfect time to drive down. The holiday meant I only needed to use one vacation day from work, and I could drive all my sessions on Sunday as I wouldn't have to leave early to get started on the drive home. Please note its HOT in Alabama at the end of May; you've been warned.

### The Prep:

Once you've found a date that fits your schedule, carefully read the student requirements and make sure you have all the necessary items – Snell approved helmet, valid driver's license (yes, amazingly I still have one), and the willingness to learn something new. 30 days prior to the event, be sure to have your car inspected using the event form downloaded from the club's website. Doc Wilen Racing (see advertisement pg. 19) is who I used and recommend. For a slight fee, your car will be tech inspected and receive a brake fluid flush – you'll want to be sure the brakes are working to the best of their ability for Barber. During my check-up a torn CV boot was discovered, so Karl replaced both boots on the right side axle before I left.

Now that the car was ready, it's time to pack. For the car, bring whatever tools you think you might need, but for sure a torque wrench with the correct size socket for your lug nuts (you'll want to check the torque before each session, once the car has cooled after your previous outing), a tire pressure gauge, assortment of wrenches, and a screwdriver or two. If you're traveling with a KCWS member, then you'll want to bring at least 3 hammers of various sizes – they're all they know how to use. I also bring a tote box to put the tools in while I'm on the track (you have no idea how hot a torque wrench left in the sun can get!) and my Valentine 1. Mr. Valentine saved me more than one roadside chat with local law enforcement. You should never drive above the posted speed limit, but sometimes you may not be sure if the limit is 60 mph or 70 mph, so it's always good to know who's around you...

For you, bring a cooler you can stock with plenty of fluids, a cap (hide that "helmet hair" between runs), sunscreen, sunglasses, a chair (or two if a friend drops by), and the proper



*Mr. Graven stands with his 993 at the entrance to Barber Motorsports Park. For those who haven't met Jim, he also participated in an epic journey last year driving a '67 Cadillac to the Grand Canyon. The story was featured in Classic and Sports Car magazine. The author referred to Jim as Mr. Graven so, (not wanting to offend Jim), I thought I should comply. - Ed. ☺*

clothing. Clubs vary on what they require, so check ahead. In the case of HoD, short sleeve shirts & shorts are okay, but some require long pants and long sleeve shirts. I add a pair of racer's gloves (leather palms to help grasp the leather steering wheel) and some Piloti driver's shoes. These aren't necessary, but can make the experience better and you'll look really cool if you wear the gloves the entire day, even in the classroom. (No, I didn't wear mine all day, but I'm just saying you'd look really cool if you did...) If someone invents an air conditioner you can wear like a hat, bring one!

Book a hotel room right after you complete your registration. There is a new Hampton Inn literally across the street from the entrance to the park. If you procrastinate, you may have to book a hotel miles away. Also nearby is Tom Williams Porsche. They are open on Friday afternoon, and are very helpful should you lose a brake bleeder dust cap on your caliper. Nope, I have no idea where it went, and although they didn't stock them, they did give me an assortment of vacuum line plugs to get me through the weekend. Seriously, these guys were great, and they are very close to the track. They also had a Boxster Spyder on the showroom floor should you choose to "Arrive & Drive", of course that does change your entry fee by about \$62,000...



## The Drive:

It's about a 12 hour drive from KC to Birmingham, so I chose to break it up and leave after work on Thursday. I had planned to drive to St Louis, get a room, and finish the drive on Friday so I could attend the early registration. For no reason, I checked Google maps before leaving (literally, right before I walked out the door) and it suggested going south to Jonesboro, AR, across to Memphis, TN, and taking Highway 78 to Birmingham. Highway 78 will be referred to the Alabama Autobahn from this point forward, but more on that later. Also, thanks to Google Maps being completely ahead of the DOT, as it instructed me to use Interstate 22 leaving Memphis. This interstate doesn't exist in Mississippi or Alabama. After 25+ miles of looking and wondering, I checked the atlas I brought (yes, add that to your "things to bring" list) and it showed Highway 78 going straight to Birmingham. I gave up looking for Interstate 22 at that point. Another 25 miles later, I see a sign "Future Interstate 22 corridor"...go figure.

I drove (yes, readers, drove. No silly trailer for me! Actually I would love to have a trailer, but that means having a truck I don't need, plus a place to keep a truck & trailer, and you get the idea) my 911 to Jonesboro, AR and got a room. Did some work the next morning via WiFi (thanks Fairfield Inn) and drove to Memphis. Many of you know our Club Race Grid Captain, Lin Burney. Well, I couldn't resist stopping in Memphis to send Lin pictures of my genuine Memphis BBQ sandwich. After lunch, as I got settled into Hwy 78, about 1 PM I saw a flash of fur clear the front corner of my car, and just barely had time to identify the coyote that crossed the road right in front me, and disappear into the median at top speed. Talk about waking you up!! I must have missed the Road Runner he was chasing.

Stopping for fuel, I realized it had gotten hot outside (this did not improve). As I crossed the Alabama state line later that afternoon, the road became 6 lanes with near perfect pavement. The traffic cruising speed was increasing to the point I began to wonder if Alabama actually checks for speeding. I made record time to Birmingham on the Alabama Autobahn needless to say.

## The Event:

Drivers Education events are usually a two-day affair, and HoD made the most of the two days alternating between on track sessions and classroom instruction. Did I mention it was HOT in Birmingham? The classroom was air-conditioned. EVERYONE liked the classroom. That being said, we had two great classroom instructors and I picked up some valuable pointers from them.

Many of you know I grew up (and started doing track events) in Atlanta, so this was kind of a homecoming for me. My friends Jake (BMW E30 M3 w/E36 6 cylinder engine), Bill



*Site of Memphis BBQ sandwich to make Lin Burney jealous.*



*Mr. Graven's 993 showing the way to a pair of BMWs.*



*Mr. Graven drives a very clean line.*

(BMW E36 M3), and Charles (BMW E30 318i with Jake's 4 cylinder M3 engine) arrived to share the fun. These are the guys I used to run with years ago, and Charles saved the week-end by bringing his Air-Conditioned trailer for us to hang out in. That coupled with Joan (Bill's wife) feeding us lunch & dinner on Saturday and lunch on Sunday made this more of a pleasant weekend with some occasional track driving vs. a thrash of melting in the direct sun all day, and eating track hot dogs. Nothing wrong with hot dogs, but when you have a meal of this caliber, you kind of forget you're at the track. Point to be made: enjoy these events with your friends, but choose your friends wisely – ones that can cook, ones with air-conditioned trailers, you know ☺. While you're there, make time to see the grounds (you'd think you're in Augusta driving to the Masters clubhouse instead of a race track) and the excellent Racing Museum.

## The Track:

Barber is a very technical track, with 15 turns, lots of elevation changes, and 4 straights! Before you head to grid, be sure everything is out of your luggage compartment, glove box, console, and door pockets – nothing worse than something banging around in the car during your session compromising your concentration. For learning the line, I was able to use 3rd gear for the entire track. Once I figured out where the track was, I could start shifting to get the most of the straight sections. Each session provides a cool down lap and during this lap you can look around the infield and outer areas for the many sculptures scattered around. See how many you can identify.

Run times were a full 30 minutes, and you got 4 each day. The HoD group really did an amazing job of keeping everything on schedule for the entire weekend – what an excellent team effort by everyone there. Since it was HOT (I mean like safari hot, equator hot. Sitting in a giant oven hot...I think you get the idea) be sure to pace yourself. If you feel like you're not concentrating on the track after 15 or 20 minutes, then you probably aren't! Come into the pits, drink some water, cool off in the classroom, and relax in preparation for your next session. At the start, you'll be paired with an instructor who will help you learn the course, and provide tips for picking up speed at different points on the track. Make sure you communicate with your instructor, and most importantly, remember you're there to have fun. There's not trophy waiting for you at the end of the session, and if a BMW is faster than your Porsche, let them pass ☺ Remember, it's not the car, but the driver. An old instructor friend of mine used to joke he could take BMW 2002 on 13" skinny street tires and pass 90% of the cars running in the advanced group – he probably could, so drive to your limits and focus on learning the track, not beating the other drivers or cars. Now if a Mini wants to pass, well that's different...just kidding folks.

## The Summation:

Driver's Ed events can be great fun, and we have many great tracks within a short drive where you can learn the skills you need (Heartland Park, Hastings, Hallett – funny how they all begin with an "H", why would that be?) and soon you'll be ready to tackle any track in the US, or the world. The best part for me is taking my car on a track I've read about or seen on TV. I've driven on Road Atlanta & Watkins Glen – nearly every track in the country offers the opportunity to get out and drive it. What are you waiting for?

- Jim



*The aforementioned air conditioned trailer.*



*Jim's 993 is much too quick for the spider in the background.*

(Continued from page 5)

event are covered on page 22. Jan Pierce continues her thorough and entertaining coverage of the club's social events while Judy Bennett works tirelessly in organizing new events to see us through the summer. Details on page 25.

Page 26 begins a four-page extravaganza of autocross coverage. Rudy Rodriguez and Jack Bishop have worked hard, along with many enthusiastic volunteers, to organize these skilled driving events that develop a driver's ability to interpret a cars handling characteristics in a safe and fun environment.

Last but not least, one outstanding event transitions us from summer to fall. Details on the Porsche Rennsport Reunion IV hosted by Mazda Raceway Laguna Seca can be found on page 30.

The summer time activities continue beyond the coverage in this issue of Der Sportwagen. The cover shot for example, was taken at the June Ice Cream Social & Tech Quiz hosted by Jim and Nancy Rand (details to follow in the next issue). In addition, the second autocross event will be history by the time the July / August issue of Der Sportwagen shows up in your mailbox giving you just one last chance to take Rudy Rodriguez's advice and attend one autocross this year (on Sep 25, 2011).



*It's not the cars, it's the people that make the PCA special.*

So, in summary, now is the perfect time to get your Porsche out and enjoy it, but don't just do so by yourself. Pick one of our many summer events and enjoy the day with your fellow p-car enthusiasts. Remember it's not just the cars but the people that make the Porsche Club special.

- David

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**PCA ZONE 10 CALENDAR**

Updated 06/20/2011

## JULY

9	Labadie Dinner Tour	St. Louis
9	Automobilia's 17th Moonlight Car Show and Street Party	Wichita
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	Summer Rally, Maple Grove, MN	Nord Stern
23	Marshall County Area Drive	Schönesland
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	Loess Hills Run to Pop'n Docs	Great Plains
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
12	New Members Welcome Dinner	Schönesland
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 to St. Joseph, MO	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	Sonic Show 'n' Shine	Great Plains
28	SERTOMA Fly/Drive-in charity breakfast, Iowa City Airport	Central Iowa
28	Autocross at Road Yoder	Wichita
28	Greenfield, IA Fly/Drive-In	Schönesland

## SEPTEMBER

3	Family Steak Night at Schlott's	Great Plains
5	Annual Rochester Labor Day Picnic, Rochester, MN	Nord Stern
9	BIR Last Fling Driver Training	Nord Stern
10-11	BIR Last Fling Driver Education	Nord Stern

## PCA ZONE 10 CALENDAR (Continued)

Updated 06/20/2011

### SEPTEMBER (Continued)

9-11	Woodhouse Track Day at Motorsport Park Hastings, NE	Great Plains
10	Carr's Car Cruise	St. Louis
14-18	PCA Escape, Flagstaff, AZ	
17	Ste. Genevieve Wine Tour	St. Louis
17	Annual Shrimp Boil	Kansas City
18	Autocross at Road Yoder	Wichita
18	All-Euro Show at Lauritzen Gardens	Great Plains
23-25	RVBOWWOW 6	Dakota
23-25	North Shore Color Tour, Blue Fin Bay, Tofte, MN	Nord Stern
24	ANPAC Car Show for Kids, Springfield, MO	Ozark Lakes
25	Autocross at Ameristar Casino west parking lot	Kansas City

### OCTOBER

1	One or Two Day DE at Mid-America Motorplex (MAM)	Great Plains
1	Dinner Cruise to Jennifer's Restaurant, Whitemouth	Red River
2	Valhalla Car Show	St. Louis
8	Gimmick Rally	St. Louis
8-10	Fall Drive - Two overnights to Glens, IL	Schönesland
9	Autocross at Road Yoder	Wichita
14-16	Driver Education, Heartland Park	Kansas City
15	Lederhosen Line-Up Dinner	Dakota
15	Flaming Fall Autocross, 1650 W Jackson St, Ozark, MO	Ozark Lakes
22	Fall Color Tour to Hermann	St. Louis
25-28	Run for the Hills 9, Multi Region event, Keystone, SD	Dakota
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](http://www.pca.org).

Central Iowa Region: [www.cia.pca.org](http://www.cia.pca.org)  
Dakotas Region: [dak.pca.org](http://dak.pca.org)  
Great Plains Region: [porsche.ellipse.net](http://porsche.ellipse.net)  
Kansas City Region: [www.kcrpca.org](http://www.kcrpca.org)  
Nord Stern Region: [www.nordstern.org](http://www.nordstern.org)

Ozark Lakes Region: [olk.pca.org](http://olk.pca.org)  
Red River Region: [RedRiverPCA.org](http://RedRiverPCA.org)  
Schönesland Region: [www.schonesland.org](http://www.schonesland.org)  
St. Louis Region: [www.stlpca.org](http://www.stlpca.org)  
Wichita Region: [wic.pca.org](http://wic.pca.org)





## Wheels to Weston

Jan Pierce, Der Sportwagen Social Editor

On Saturday, May 21, 2011, eighty members and their Porches came together for a new event, Wheels to Weston, and what an event it was. We all met at about 10:00 AM at The Legends by the racetrack to await our written driving instructions for the first event of the day, the Fun Drive. For the next hour and one-half we drove a winding back-roads route to Leavenworth, Kansas. The scenery was tremendous and the drive a challenge.

At just about noon, members staggered into the destination of our Fun Drive, the Santa Fe Depot Diner in Leavenworth. The restaurant is in an actual old train depot and legend has it that a couple of ghosts reside here. We each ordered our choice of soup, salad or sandwiches. Judging from the level of conversation in the room, a good time was had by all.

But the majority of us hadn't had enough fun yet, so we decided to press on with the second event of the day, a Gimmick Rally designed by Richard and Judy Bennett, with the assistance of their daughter Sammy. The Gimmick Rally provided members with a route and four pages of written questions to answer along the route, a true test of a marriage. It is important for all drivers to remember, the driver is supposed to always listen to the navigator!

This rally was designed with the emphasis on "gimmick". Richard took delight in asking us to read his mind, a frightening thought. I never knew that I would long for the old gimmick rallies designed by Ned and BJ Luce, now retired to Port Ludlow, Washington. Just think, I used to always accuse THEM of being diabolical!

The approximately forty-mile rally (I say that because we may have registered a few extra miles when we got off route) ended at Riverwood Winery north of Weston. There we were able to refresh ourselves with a beverage while we waited for the announcement of the winners of the rally event. The lucky winners were Steve and Brenda Wilson for 1st Place, Aaron and Haley Rubenking for 2nd Place and Doug and Karen Kinde for 3rd Place, but the most coveted award of the day went to the couple with the "Most Opportunity to Improve". We almost thought we had taken that award; as a matter of fact



*KCRPCA members made their own Porsche Parade on their way to Weston. This picture was taken during the Fun Run to Leavenworth, KS.*

we were turned back at the podium due to a similarity in last names and a British accent. That award went to Brian and Kim Piercy. We certainly qualified for the award.

After some lively discussion about just exactly what the correct answers were to some of Richard's questions, we proceeded to the Weston shopping district for an hour or so of walking the streets and visiting the shops. Then it was time for dinner at O'Malley's. The conversation was lively; the food delicious, and a good time was being had by all when the tornado sirens went off. Based on our history of storms this spring, we all quickly disbursed and headed for home.

*(Continued on page 24)*

### Buying or Selling a Home



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(Continued from page 22)

We all enjoyed a great day and owe a special thanks to Judy and Richard Bennett for all they did to make this such a wonderful event. In addition, we want to offer a special thank you to Aristocrat Motors for their sponsorship of this event. This is sure to become one of our most popular events in years to come.

- Jan



*Aaron & Haley Rubenking receive congratulations from Richard Bennett for 2nd place in the "gimmick" rally while 1st place winners Steve & Brenda Wilson are in the background.*



*Bob & Suzanne Wayman and Al & Karen Hess about to enjoy dinner at O'Malley's 1842 Irish Pub.*



*This Santa Fe Train Depot was built in 1887 and is on the national register of historic places. Today it's a restaurant and served as a great lunch destination for our group.*



*A gaggle of Porsches parked with German precision at the destination of the "gimmick" rally, the Riverwood Winery.*



*Downtown Weston was the final destination for the day.*



## Bennett BBQ

By Judy Bennett, VP - Social Activities

Come join the Bennetts for our Porsche Club Open House BBQ. Saturday July 16th, 4 PM onwards. BBQ lit at 5 PM. Casual outdoor event. Burgers and brats provided by KCRPCA. I will also grill anything you would care to bring. We have a selection of refreshments, also provided by the Porsche Club. BYOB and something to share, see below.

- Appetizers - A-J
- Side dishes - K-R
- Deserts - S-Z

Location:

304 NE Oaks Ridge Drive (North of Lakewood off 291)  
Lee's Summit MO 64064  
816-682-4383 or 816-729-2898

Please RSVP to Judy at [trainerjudy@sbcglobal.net](mailto:trainerjudy@sbcglobal.net).

## Fun Run to St. Joseph

Please plan to join us on Sunday August 21st for a Fun Drive to St Joseph, followed by a pot luck / picnic at a local park. (Go to [KCRPCA.org](http://KCRPCA.org) for more details on location).

We will meet at the Ameristar Casino, in the farthest West Parking Lot, 3200 N Ameristar Dr, Kansas City, MO at 12 PM, leaving 12:30 PM sharp.

Please RSVP Judy Bennett, [trainerjudy@sbcglobal.net](mailto:trainerjudy@sbcglobal.net) or 816-682-4383 so that we don't leave anyone behind, and to ensure we have enough copies of the Fun Drive.

## Shrimp Boil at the Hess Residence

I am pleased to announce that Al and Karen Hess are once again opening their home at 4525 Iron Horse Drive, Leawood, KS 66224 to fellow Porsche Club Members for our annual Shrimp Boil. Mark your calendars now for Saturday, September 17th, 2011.

Festivities will begin at 4:30 PM with appetizers, and the shrimp will begin to boil around 5:30 PM.

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

- Appetizers - A-G
- Salads and side dishes - H-O
- Deserts - P-Z

The club will be providing Shrimp and Soft drinks. If you would like to have a cocktail, you are welcome to BYOB.

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

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

All checks must be received by September 9th, so there is plenty of shrimp for everyone. The Shrimp boil is a popular, long-standing tradition with the club going back to 1980 when Jeff and Janice Straford hosted the first event. Get you reservations in EARLY.

Any questions contact – Judy Bennett, at [trainerjudy@sbcglobal.net](mailto:trainerjudy@sbcglobal.net), or 816-682-4383.

- Judy



*KCRPCA members give Richard Bennett their attention as he explains the rules to the Fun Run for Wheels to Weston.*



*Weston Bend State Park was one of the stopping points during the afternoon rally to the Riverwood Winery.*





## Too Hot to Handle

By Rudy Rodriguez, Autocross

Spring is in full force and this means the Porsche Club Autocross Season is just starting. Our first autocross of the year was a hot success. The weather was perfect with a temperature of 77 degrees, excellent weather for an autocross and a family event. Most makes of Porsches were well represented. There were several 911s, Boxsters, Caymans, and one 914. Even some BMWs.

About twenty two participants watched twenty Porsches drive the course at full blast. The course was challenging to everyone including several new event members. Not to worry, three club instructors helped the newbie's to obtain respectable times. Each participant circled the track twice before their time was recorded. The drivers were allowed to record five times, that's ten laps!

The times started out at around one minute and fifty seconds. As the day progressed, the times dwindled to the best time of the day, Richard Bennett's 1:14.70. WOW! Congrats to Richard. As the winner, Richard was awarded a case of synthetic oil that was donated by Jack Bishop. That said the other autocross participants were all turning competitive times by the end of the day. But you know the rules... only one can win. So here is a list of the top four times: Richard Bennett - 1:14.7 (2005 911C), Greg Pfau - 1:15.4 (911), Jeff Rogers - 1:15.7 (1985 911). Great job guys.

I would like to challenge all club members to participate in just ONE autocross this year and I guarantee that if you did, you would not regret it. It would be the most fun you have had in a long time. Please note the next autocross is scheduled for SEPTEMBER 25, 2011. Please mark your calendars.

Lastly, I would like to thank the following people for their support this year in helping me organize the autocrosses. Jim Phillips, Richard Bennett, and any others that I may have forgotten. Those of you who participated, Thank you.

See you at the next autocross.

- Rudy



*Autocross meister, Rudy Rodriguez, carefully inspects the course before the event begins.*







## **PORSCHE CLUB OF AMERICA**

### **Beginners and Novice Autocross School**

**Sunday, September 25, 2011 9:00 AM**

**Ameristar Casino (Farthest West Parking Lot)**

**Cost is \$30.00**

### **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 seat belts, 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](mailto:rudys968and944S@aol.com)

Next autocross is scheduled for Sunday, September 25, 2011



# PORSCHE CLUB OF AMERICA

## Kansas City Region

### 2011 AUTOCROSS

Sunday, September 25, 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 September 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

**REGISTRATION FEE: \$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

# Porsche Rennsport Reunion IV

*PCA will participate in Porsche's celebration of its racing heritage at Mazda Raceway Laguna Seca, October 14-16, 2011*

**T**he Porsche Club of America is honored to assist the Porsche Rennsport Reunion IV with several activities:

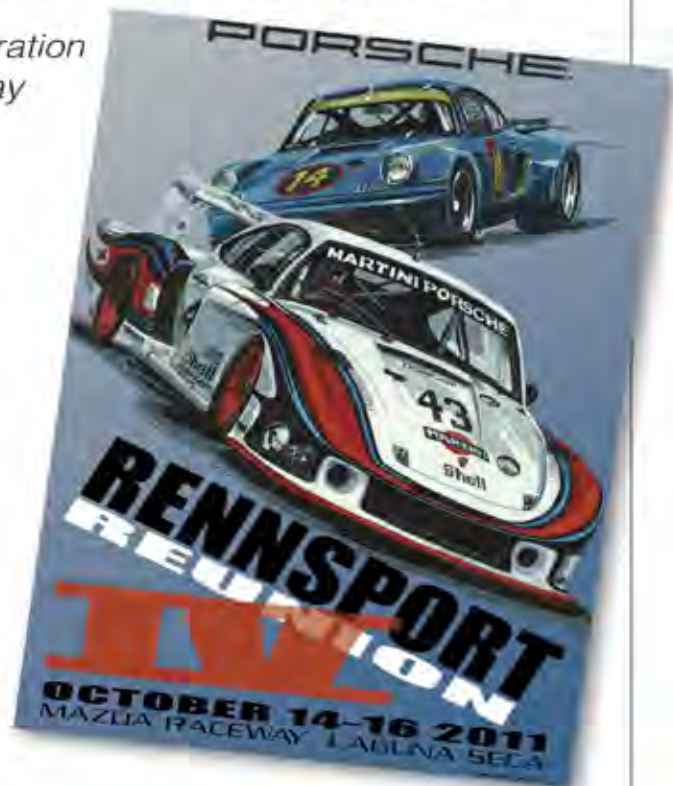
1. History of the Porsche 911 Display
2. Porsche Model-Specific Parking Corrals—with Parade laps of the track
3. PCA Hospitality and Membership Center
4. Two race groups: Rennsport Reunion Cup for Porsche Cup Cars and PCA Club Racing for PCA race cars
5. PCA Volunteer Pool—workers to assist with the club's involvement

Sponsored by Porsche Cars North America and with the cooperation of Mazda Raceway Laguna Seca, Porsche Rennsport Reunion IV is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current race cars and those drivers who have taken them to victory in the world's most famous sports car races. It features a three-day program of on-track competition plus a concours d'elegance, which is open to the event's participants by invitation.

In addition, special activities are planned to honor the series of historical Porsche 911 race cars including a display of various models. New to Rennsport IV, there will be a social center with many features and enhancements for the Porsche owner, including video coverage of Rennsport activities, racing videos, memorabilia, car related games, etc. Also expected are a vendor village, driving event and other diversions designed exclusively for the Porsche enthusiast.

We are looking for exceptional examples of Porsche 911 production models for the History of the Porsche 911 Display at Mazda Raceway Laguna Seca during the event. It will be a display representing the 911 model throughout its generational life. Please contact Tom Provasi for information and registration at [tprovasi@netgate.net](mailto:tprovasi@netgate.net) or 408/947-0980.

PCA members will be invited to use a terrific



PCA Hospitality and Membership Center that will be open for all days of the event, October 14-16, to park safely in one of the Porsche Model-Specific Parking Corrals (a corral parking ticket will be required— please visit [www.mazdaraceway.com](http://www.mazdaraceway.com) for ticket information), and to enjoy Parade laps of the track with their Porsches.

We will need PCA volunteer workers to assist with our activities at the Rennsport Reunion IV. If you are interested in supporting this memorable event, please contact Sharon Neidel with the PCA Volunteer Pool at [sharonneidel@yahoo.com](mailto:sharonneidel@yahoo.com) or 650/508-1308. We will have a very special event memento for the volunteer workers.

Additional details of the Porsche Rennsport Reunion IV are published on the following Porsche web site: [www.porsche.com/usa/rennsport-reunion-iv/](http://www.porsche.com/usa/rennsport-reunion-iv/). For additional information and event tickets please visit the Mazda Raceway Laguna Seca web site at [www.mazdaraceway.com](http://www.mazdaraceway.com) or 800/327-7322.

Please stay tuned for more announcements in PANORAMA, at [www.pca.org](http://www.pca.org) and in E-Brake News.

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## For Sale

**2011 Club Race Pullover Windbreakers** 42 left in stock, (9-L; 20-XL ;10- 2XL and 3-3XL). We'd love to move them out and would sell them at \$20 each. Contact Chris McIntyre at [chris@merrillcompanies.com](mailto:chris@merrillcompanies.com).

**Send us your ads to buy, sell, or trade Porsche-related items. It's free for KCRPCA members.**

### Advertiser's Index

Alpine Litho-Graphics.....	31
Aristocrat Motors.....	2, 31
Banger Industries/Doc Wilen Racing.....	19
Bob Hindson Racing.....	23
Mary Lynn Clark, Reese & Nichols Realtors.....	4
Complete Garage.....	7
Das Auto Werk.....	10
Jennifer Templin, Reece & Nichols Realtors.....	22
Kelly-Hill Company.....	31
Parkway Animal Hospital.....	31
Racing Products Mn.com.....	31
Rudy Rodriguez, Farmers Insurance.....	12
Wholesale Trucks of America.....	31