

Der Sportwagen

September / October 2011

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



Drag racing is for fast cars, autocrossing is for fast drivers.
Photo by Jason Whitney

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

— FERRY PORSCHE



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President's Column

Ralph Light, KCRPCA President

Last Saturday at the club breakfast I gave a book to Jerry Clark to read. It reminded me of some of the good books I have read lately that might appeal to our car crazy members. I won't bore you with full reviews, but these are truly unique books that are very entertaining with cars at the center of the story lines.

The first is *The Art of Racing in the Rain* by Garth Stein. It is part dog story (I know, take the finger out of your mouth and quit gagging), but it really is a very cool read. The second is *Driving Like Crazy* by P J O'Rourke, who has among his works many car articles, stories and books. This one is terrific in his inimitable style, tongue-in-cheek, sarcastic and outright hilarious. Both books are quick and easy reads. Perfect by the beach or lake.

On the national PCA scene, there are several great events coming up. Some of our members have significant roles in the productions of these events. Doug Pierce, our Zone 10 representative, has been appointed the National Escape Coordinator. This year's Escape is in Flagstaff, Arizona, September 15-18. Just a great place to have drives, etc. that time of year. Consult [Google] the Escape website for details.

Another even closer to home is PCA Palooza (we can't call it Porsche Palooza anymore). It will be in Eureka Springs, Arkansas, November 13-15. We have had numerous local members attend in the past and many go back every year. Usually there is a good speaker there, several spirited drives through beautiful Arkansas mountains, and lots of local fun for the whole family. It sells out the hotels in Eureka Springs, so sign up fast.

And finally Rennsport Reunion IV will take place October 14-16 at Laguna Seca, California (Monterrey Peninsula, need I say more? Okay I will.) How about great golf, fantastic scenery, an adjoining classic car concours featuring Porsches at Carmel Valley, Club Racing, and the Porsche Corral at Mazda Raceway.

By the way, my wife, Lani was Miss Laguna Seca for 1981 and reigned over the track for a year. I have personally seen pictures of her wearing her Miss Laguna Seca sash, riding in a convertible. There is a picture of her stomping on a giant inflatable Winston cigarette pack to get the air out for storing. I told her it reminded me of 2001 at the Formula 1 race when the Michelin Man came up and hugged her for a promotional picture. Then this morning I got on the scales and then told her she is still embracing inflatables.

Sean Reardon is one of the grand poobahs for Rennsport, but he hasn't told me if he has an official title. Will have more

Innerhalb

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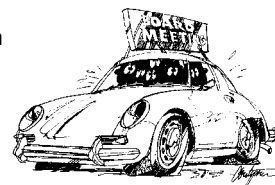
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Monthly Board Meetings

KCRPCA Board Meetings are typically 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 meeting: September 15, 2011

details on that later. There is also a Rennsport Reunion website for details, but nothing on it about Lani.

Don't forget our entire local drives, driver's ed, autocross, and dinners we have coming up. All of these are in the newsletter and we will be sending post cards for reminders.

Hope you enjoy the rest of the summer and drive those P-cars the way they were intended.

- Ralph

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Calendar of Events

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

See pages 24 - 25 for PCA Zone 10 Calendar

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
Dec	3	Christmas Party at Brios

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From the Editor

David Lessmann, Editor Der Sportwagen

As another issue goes to press, I always feel a sense of satisfaction with the result. When the process of creating the next issue begins the only thing our intrepid band of writers has to work from is a bare bones content outline. We typically stick to the plan, altering as necessary based on article ideas and unexpected contributions. Each issue is born from a thin outline and it matures into what you see before you now, and each time I feel like a proud father as I see the results come to fruition.

Recently I accepted an invitation from Wendy Shoffit, the PCA National Newsletter Committee Chair, to join a newsletter forum she put together to facilitate communication among regional newsletter editors. One of the questions asked by a regional newsletter editor was what "slick tricks" did other editors use to solicit articles from their members.

This question made me all the more appreciative of the writers and photographers who have submitted content for Der Sportwagen. To say I have been impressed by the quality and quantity of articles submitted would be a huge understatement. Based on the feedback I've received from KCRPCA members I get the feeling you enjoy reading Der Sportwagen too.

Each year PCA holds a newsletter contest, with the results announced at the Porsche Parade. Two areas that are key factors to success in the PCA National Newsletter Contest are member input and technical articles. I think Der Sportwagen can hold its own against some of the best newsletters in this area. We'll find out for sure next year when this year's issues go up against the competition.

In the meantime, I'd like to take a minute to offer my sincere thanks to everyone who has contributed articles or photographs to Der Sportwagen. They include, (in no particular order): Doug & Jan Pierce, Karl Wilen, Rudy Rodriguez, Tim Abraham, Stephen Kaspar, Richard & Judy Bennett, Chris McIntyre, Scott & Lisa Harrison, Jack Bishop, Ralph Light, Jim Cummings, Sean Reardon, Ned Luce, Robert Wayman, Al Hess, Steve Jones, Jim Graven, Hiromi Lessmann, Jim Rand, Fred Quintana, Jason Whitney, Jeremy Lawley, Lin & Cheryl Burney, Jim Bobowski, and Steven Gray. Their willingness to contribute makes our newsletter what it is today.

And now I'd like to set the stage for you. Let me know if you enjoy reading Der Sportwagen and have an article or an idea that may be of interest to our membership. As they say variety is the spice of life. Cheers!

- David

Der Sportwagen Staff

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Special Assignment Editors:	Tim Abraham, Scott Harrison

Regular Contributors:	President, Ralph Light Membership Chairman, Doug Pierce VP - Social Activities, Judy Bennett Zone 10 Representative, Doug Pierce
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Quarter Page	\$50	\$125	3.5" x 4.75"
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Der Sportwagen

Kansas City Region
Porsche Club of America
September / October 2011

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The dreaded 944 clutch

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

Every 944 owner usually has this in the back of their mind: "When is my clutch going to fail?" (Along with: "When is my timing belt going to break?"). To many, this seems like the end of the world as the labor hours and parts cost required to change a clutch can easily equal a large part of the car's value.

There were a couple of variations of clutch discs used in the 944 series, as well as a couple of different variations on things that get in the way when doing a clutch job depending on the model. For those that follow my blog, you have probably read through many 944 clutch jobs that I have done in detail. Some have even witnessed me doing it at the track.

As far as the clutch disc itself, there were two clutch discs used in the 944 series. The 944 naturally aspirated (NA) 8V/S/S2 came from the factory with a rubber centered disc, which helped to dampen clutch noise. The turbo cars came from the factory with a spring centered clutch disc. With the 944 turbos, the clutches typically don't just fail, but rather get thin and start to slip. On occasion you will lose a spring out of the center, but it is fairly rare.

The rubber center disc on the other hand more often fails as the rubber center disintegrates and falls apart. When this happens, the center hub spins freely from the disc material and the power cannot get from the engine to the transaxle. The factory was a smart though; they built in safety "get home tabs" in the rubber discs. These metal on metal tabs act as a catch when the rubber center lets go. I also call them "leave you on the side of the road" tabs as well. When the rubber center lets go and you start relying on the get home tabs, the car will typically buck slightly on downshifts as the tabs bang together. Most people ignore this and keep driving ("Well that's odd, I wonder why it is doing that?") until the welds on the tabs let go and then that is all she wrote. You are stuck on the side of the road in Kansas in the 110 degree summer heat.

As far as doing the job, labor rates vary:

- 944NA/S/S2 run about 12 hours book time; (read this as time it takes with car on jack stands, laying on your back). The work itself is fairly straight forward. You will spend 4 hours of actual wrenching, and 8 hours trying to grab the tools you need which are just out of reach as you are lying squeezed under the car.
- 1986 Turbo runs about 20 hours and requires the intake and crossover pipe to be removed due to the

one piece exhaust crossover pipe design which prohibits removal of the engine bell housing.

- The 1987 and later Turbos used a 2 piece crossover pipe, which requires no removal of the intake or main crossover pipe section, and this job comes in at about 16 hours.
- The 968.....well Porsche got smart and made a two piece bell housing and torque tube shaft, allowing it to be done in about 4 hours.

Now before we go any further, if you really want to see the pictures in better detail [color], check out the newsletter on www.kcrpca.org. You can also opt out of the mailing if you prefer to read it online and in color. In the end, getting more people to use the online version will help the club with the huge printing costs incurred by the mailings....and my articles just look better in color. ☺

And now for the nitty gritty. The rubber center disc is no longer available (to my knowledge), and has been updated to a spring centered clutch (smaller diameter than the turbo disc). The basic 944 NA process (simple short list) goes something like this: Removal transaxle, remove exhaust, remove shifter mechanism, slide torque tube (drive shaft) back, remove bell housing and sensors, remove clutch assembly, reinstall. The turbo adds removing the intake manifold ('86), crossover pipe ('86), waste gate ('86+), etc.

Here are the typical parts needed to change the clutch out. Not all are absolutely needed, but a good idea to replace everything while you are in there. Pressure plate bolts, flywheel bolts, rear main seal, clutch kit, guide tube, clutch fork shaft, shift lever (fixes sloppy shifter syndrome) and bushing, pilot bearing, and fork bearings.



I'll save you pictures of the entire process as we only have so much space, but here are a few interesting ones.

Dropping the transaxle out of the car: A regular jack and

an extra set of hands works just fine if you don't have a tranny jack. And before you say it....I have done more than my share of clutch jobs on jack stands....using a lift is only partially cheating.



Poof! The clutch assembly:



The rubber center disc that has come apart:



These are the safety get home tabs: As you can see, they will rotate about an inch either direction before hitting the welded stop....hence the jerking on downshifts. Bounce the

tabs off each other too many times and the welds will fail and the ring will come loose.

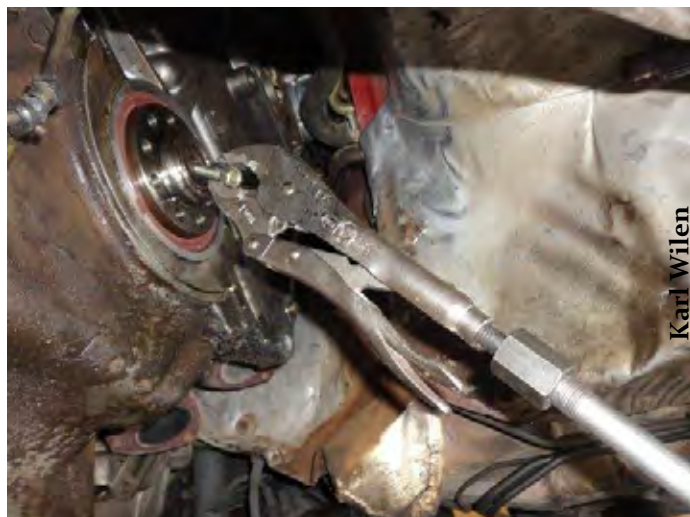


Installing a new rear main seal while we are in there. Whether you use the factory tool or the PVC/Hammer method, be sure to insert the RMS all the way until it stops, or it will leak.



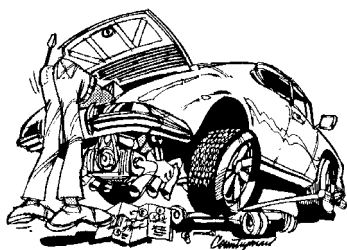
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And there you have it, the guts of a 944 clutch. For those DIY guys, this job isn't rocket science, it is just time consuming. Doing it yourself is a huge accomplishment and probably one of the biggest jobs you can tackle on a 944.

- Karl



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

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.

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, (www.kcrpca.org).



Manufacturing Quality

Scott Harrison, Special Assignment Editor

A few thoughts about part manufacturing quality.

The Experience:

Grrrr....

The following example isn't about Porsches, but it definitely applies to the Porsche owner home-wrencher. The moral at the end of the story is absolutely about Porsche, so please bear with me while I whine...

After what seemed like an eternity before I could work on anything in the garage, I finally was able to get out there a few Sundays ago. One of the many projects I had on the to-do list was (err... *still is* grumble, grumble, grumble) replacing the starter solenoid on my 1958 Harley Davidson FLH. I had to stop by the Rawhide H-D dealership to replenish my supply of blue jeans and I figured I may as well pick up the solenoid. Except, of course, I didn't have it in hand or a part number with me, and my bike isn't exactly stock. They suggested I pull the solenoid and bring it in so that I get the right part. Fair enough suggestion, so I head home, pull it off and head back to Rawhide.

I am aware there are major differences in the quality of manufacturing of replacement parts, and I have drank the Kool-Aid, so to speak on H-D parts after years of experience of playing with them. In the past, when you paid the premium for a part that came from the H-D dealership, you could usually see the difference, and feel good about it, with the whole keeping jobs in the U.S. and keeping my H-D all "made in the U.S." and all that. So, imagine my surprise to see the parts guy trot back from the warehouse with the H-D labeled box with my new solenoid, paying for it with the usual H-D surcharge (I can get it online for about \$30, they charged \$60) and then seeing "Made in China" labeled clear as day on the box. This isn't the first time that I have seen this from them, and I can't say I am surprised, so I just sighed and justified it in my mind as paying for the convenience of being able to pick it up the part on Sunday.

I get home, and spend the next five minutes installing it. The part looked identical to the one it was replacing and there were no issues putting it back together until the very last electrical connection. I ran the nut down by hand and then due to clearance issues, I used a socket on an extension to snug it down. It is an electrical part, so I know it doesn't take much and I wrench carefully on these sorts of things, so when I say I was lightly turning it, imagine the equivalent force of a butterfly landing on the wrench and you'll have the right idea. SOOOO...

of course, the next sound I hear is a loud "craaacckkk" of the insulator breaking (if you aren't familiar with solenoids and insulators, suffice it to say that if the insulator breaks, the part is worthless for its intended purpose).

I managed to gently place the wrench on the ground instead of throwing it across the garage and hitting something expensive before I set off on my tirade. The neighborhood kids probably won't venture anywhere near the garage for a while though. H-D, of course, won't warranty this as it's an electrical component, no matter what the issue, so I am out \$60, and will have to wait for a mail order house to ship the replacement. There is obviously no advantage to going with H-D for this part, and I may have just drank my last cup of Kool-Aid, I won't likely be using them as a source of parts any longer unless I am completely desperate. There are any number of small one-off shops that cater to bikers with honest to goodness real "made in the U.S." parts, including electrical stuff, so that's where I will go in the future whenever possible. Will it cost me more? Yup, I am sure it will but I have a thorough understanding of just what quality really means, and I *just* got one more reminder.

Random Ramblings:

In an attempt to help offset the costs of my own wrenching habits as well as provide a service to local Porsche owners that like to twirl their own wrenches, my wife and I started Banger Industries to sell OEM (Original Equipment Manufacturer) cars parts, with a particular emphasis on Porsches, so what I am about to tell you will fly in the face of any logical business advice you have ever heard. Porsche sells THE best quality parts for your Porsche and you will never be making a bad decision if you are buying your parts directly from Aristocrat or your local dealership. In all the years that I have been wrenching on Porsches, which can be measured in decades at this point, I have never experienced from Porsche what H-D just put me through. I am not saying that Porsche will never sell you a defective part, but I know from first hand experience that they maintain the highest quality standards. In my opinion, it's still okay to "drink the Kool-Aid" so to speak, when it comes to genuine Porsche parts.

Banger Industries and other OEM mail order parts sellers generally get our parts through the same distribution network. The distribution network typically sources their parts from a combination of manufacturers, ranging in quality from very inexpensive, cheaply made and poor fitting to genuine Porsche, with "OEM quality parts" falling somewhere in the middle. "OEM quality" is generally assumed to be identical to the original manufacturer part in fitment and quality, even if there are slight variations between the actual parts. Experience has taught me that there is actually a pretty wide range in what manufacturers think OEM quality consists of, and the incident that I started this article with is a prime example. A good number of OEM

(Continued on page 12)



Making It Perfectly Clear!

Jim Cummings, KCRPCA Webmeister

As evidenced by the cover of the May Panorama, one of the biggest eyesores on a well-used Porsche is fading paint on the brake calipers. Unlike the Pano article; however, there is an easier and less time consuming alternative to removing, sanding, and repainting them.



Jim Cummings

Jim's caliper before sanding and a fresh coat of clear coat.

Fred Quintana, KCRPCA Board Member and long-time Porsche owner, realized it wasn't the paint that was usually bad, but rather the clear coat had deteriorated. All that is needed is a floor jack, some Simple Green, a toothbrush, some very fine (800 - 1200 grit) wet/dry sandpaper, and a spray can of clear coat. Fred used clear coat rated for wheel refinishing, although other types should work. After using his own car as proof of principle, he began to look for other opportunities to improve the appearance of Porsche calipers.

Once you take your wheel off, spray the caliper with a liberal amount of Simple Green, let it soak for a bit, and clean with the toothbrush. Fred advises against using your spouse's toothbrush. Repeat as necessary to remove the

grime and gunk. Using your fingernail, scrape off all loose clear coat. Finally, gently sand the edges of the remaining clear coat to minimize the transition from the coated to the bare surface. Be VERY GENTLE with the sandpaper as the caliper paint is not very thick and is easily removed.

If your calipers do need some touch-up paint, run to your nearest auto store and buy a can of brake paint. The red is a close, but not exact, match to the Porsche red. Just be sure to mask off the bleeder valve and PORSCHE logo before spraying. Alternatively, you can repaint small areas by spraying the paint onto a piece of paper and applying with a Q-tip.

Mask off the bleeder valve and apply the clear coat from



Jim Cummings

Jim's caliper after sanding and a fresh coat of clear coat.

(Continued on page 12)



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By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

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Silver 1990 911

JULY – AUGUST 2011 AUF WEIDERSEHEN

William Murray
Scottsdale, AZ
Transferring to the Arizona Region

(Continued from page 9)

Porsche parts are indeed just as good as the part carrying the Porsche name, but they will be less expensive due to they name on the box. Other times, though, OEM can look, feel, weight, fit and smell the same, but still fall short. Porsche 968 tiptronic motor mounts are one example I have personally experienced AND had the displeasure of doing the job twice because the "OEM quality" parts didn't deliver the goods.

The Moral of the Story:

One of the advantages of working on your own car is saving money, both in labor charges and parts mark-up. Additional savings can be found by using companies such as Banger Industries to purchase same quality parts. The trick is to make sure you aren't shortcutting quality while saving money and it's very difficult to guaranty that ahead of time. Banger Industries, like all the other parts companies out there, is not in a position to offer that you can order a part, install it, run it, and then decide it is not up to the quality you want and return it. Defective parts, of course, and parts that you take a look at and decide before you install them are generally no problem to return but we all have to take the word of the manufacturers if they claim a part is OEM quality. Only by experience do we find out if something is dodgy, in which case we will do everything we can to avoid selling those parts to customers, even though they might insist on it. It really becomes a balancing act between quality and cost savings, and while a large percentage of the time, OEM quality is just that, there are times when "there is no substitute" really applies.

If you buy a part from Banger Industries, please understand if we don't quote you the cheapest part available, there is usually a reason for it. If you buy a part from Banger and experience anything remotely similar to what just happened to me, PLEASE, do not hesitate to call me and tell us about it and we will make it right. I ask that you be honest, if you did something stupid and ruin the part (as just one example, on electrical components, if you hook up the wires backwards and short it out) that one should be on you, not us, but if a part breaks because of poor manufacturing, I personally want to know about it.

- Scott



Name tags — \$10.00

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

(Continued from page 10)

9 - 12 inches away. Spray in small amounts. Once you think that one more coat will be about right, STOP.

While you're at it, this is a good time to clean out the inside of your wheels and your wheel wells. And, you can spray your hubs with gray primer, like Spencer Cochran, to return your car to its pristine state.

Once the clear coat has dried, which should be about the time your wheels are cleaned, remount, torque, and move to the next wheel.

The duration of this project is 2 - 6 hours, depending on how many people you have "helping" you and when the first Mike's gets popped.

- Jim



Murray Steeble, Jim Cummings, and Tim Bubniak enjoy a cold one while waiting for the caliper clear coat to dry.

Mille 2011 Porsche Festival & World Record Parade Attempt

Hello Kansas City PCA members,

My name is Mitchel DeFrancis, I am organizing the Mille 2011, a one day Porsche extravaganza at Atlanta Motor Speedway in Hampton, GA on November 5, 2011. There will be a World Record Attempt at the largest parade of Porsche cars ever. Following the parade is a Porsche Concours d'elegance, Porsche Autocross, Porsche Track Lapping, and a Porsche Swap Meet. Please review www.TheMille.com for all the details.

We are expecting over 1,000 Porsches and approximately 4-5,000 attendees. All PCA members are encouraged to attend! We are aware of several caravans of Porsches coming from all over the country to this event! Hope you can join us.

Mitchel DeFrancis
The Mille 2011
www.TheMille.com



Steven Gray

Art of the Cars Concours

David Lessmann, Editor *Der Sportwagen*

The Art of the Car Concours at the Kansas City Art Institute is one of the finest automotive concours in the Midwest. Held on June 26th the fifth annual event is a "by invitation only" affair, where some of the most exclusive cars in the country assemble providing spectators a chance to get close to antique cars, one-of-a-kind custom cars, sports cars, race cars, motorcycles and fire trucks, of all vintage that otherwise may only be seen in pictures. The Kansas City Mercedes-Benz dealers sponsored this year's event with proceeds going to the Kansas City Art Institute Scholarship Fund.

KCRPCA members received a special treat from Robert Hellweg, of Aristocrat Motors, when he invited members of the Porsche Club to be the guests of Aristocrat Motors and Mercedes-Benz of Kansas City for breakfast on the patio of the Vanderslice Hall. This location provided an excellent vista from which to view the cars.

Twenty-five spots were available for two people each to join the Aristocrat team for breakfast, coffee, Mimosa's, and watch as the cars moved in for this amazing event. The event did not open to the public until 10 AM so those who participated were able to see the cars without the crowd, before the heat, and hear them as they were moved into place. Moreover, were able to do so with coffee, pastry, parfait, or bubbling orange juice in hand.

This was an incredible offer from one of our major club sponsors. Thank you Robert and Aristocrat Motors for providing such a wonderful opportunity to enjoy this prestigious show.

It is also noteworthy that four Porsches owned by KCRPCA members were in this show. Robert Newton's 1957 Porsche Speedster, David Nicol's 1958 356A Speedster, Randall Jackson's 1957 356A Coupe, and Allen Bolte's 1971 Porsche 911T Coupe. In addition several members worked as volunteers for the event. Whether through attendance, volunteer work, or participation KCRPCA was well represented at the Art of the Cars Concours.

- David



Steven Gray

A 1956 Nash-Rambler Palm Beach Pinin Farina-bodied car.



Hiroimi Lessmann

A 1929 Duesenberg Model J-129 LeBaron Dual Cowl Phaeton.



Steven Gray

Robert Newton's Speedster is at home among the classics.



The Battle of Hastings

Richard Bennett, Club Racing & DE Editor

They say that one of the most important things in Club Racing is preparation, preparation, preparation. From my experience no matter how much you do, it is never enough.

In my early days of Club Racing, I constantly fought with reliability problems, and to finish the weekend or more than one race was a major accomplishment. In the last couple of years I have had much greater success. I spend an inordinate length of time wrenching on my cars between races, as my wife Judy can attest. The neighbors also believe it's the only thing I do!

I do all my own prep, so whether it's an engine rebuild, suspension upgrade and alignment, body work or a complete re-shell (which I have done a couple of times) it's all down to me. It always seems that the work takes far longer than I can ever imagine. Plus I have a real job, and I always seem to be up against a time crunch at the end.

What I have learned over the years is, use the best parts available, and do it right. I try to build everything for reliability. I always put back those fasteners in the most impossible places that people often say "you don't need to put those back". I firmly believe Porsche did things for a reason, and just because it's difficult is not an excuse not to do something right. Cutting corners presents an unacceptable risk in my opinion, and usually when I have done it, (aftermarket engine mounts for example), I pay the price.

Why do I mention this attention to detail and prep you ask? Well, for my 2010 season, my car performed flawlessly, I started and finished all the races. I had no mechanicals other than normal wear of brakes and tires. The car was very com-



Ambria White and Sammy Bennett are Richard's pit crew for the day, (in front of Tom Simmon's Cayman).

petitive, and the arrive and drive approach was very satisfying. So why touch anything, just arrive and drive again in 2011.

Not satisfied with status quo and always seeking improved lap times, I changed the suspension over the winter from Bilsteins to Motons, hoping I could find those extra couple of tenths. I have to admit, I was skeptical believing it was going to be a very high cost to benefit ratio. However, I justified it as an "investment". I figured, my only cost was the parts, I got a great price through a Rennlist group buy, I could sell my old suspension, (which was fairly new, and proven competitive), and the cherry on the cake was that the car would be worth more when time came to sell it. I was sold. Just documenting it in this story re-enforces what a great "investment" decision it was! So I replace the shocks, and do a complete overhaul of all the suspension components at the same time, to ensure reliability.

As always it was finished JIT (just in time) and off I go to the KCRPCA Porsche in the Heartland 2011, with high hopes of quickly dialing in the new suspension, and having a great weekend. I had planned to set the suspension up, during the Friday DE so I would be ready for competition on Saturday.

It was a seemingly great plan that only the Midwest weather could foil. Friday was a complete washout. I refused to go on track in the wet. No rain tires, and no ability to dial the car in, just meant I was taking a big risk with nothing to gain. A risk I had taken in the past, only to come to grief. So there's the proof you can teach an old dog new tricks. So I didn't go out; however, now I was in trouble with no time to set the suspension up. For Saturday, I threw a setting on the shocks that was thought to be "about right". The Motons have 15 settings of compression and rebound, plus canister pressure, and the sway bars are fully adjustable. With so many possibilities it's hard to know where to start.

I had dialed the car in with the Bilsteins in 2009/2010, and the car handling well. I was hoping for the same but better with the Motons. On Saturday morning, I was deeply disappoint-

ed. The car was evil, extremely loose at the back, inconsistent and very hard to drive. I tried everything I knew to fix it, to no avail. In order to be competitive, you have to have confidence in your car. Confidence allows you to do what you want to do, and be able to push. The inconsistency was scary. I made it through an uncomfortable weekend, not finishing where I had hoped and mad with myself for spending money to ruin a great setup.

My next race was at Hasting, NE. I was determined to get the handling issues fixed. Much debate with Moton, took me down a path of more suspension rebuilding, different spring rates, different torsion bars and damper settings. Changing torsion bars on a 944, without the drilled holes in bodywork, is no fun, but there was no way I was going to cut corners, and get it wrong again. As always I barely had enough time to get it finish.

And so it was finished (again!) and off we go to Hastings with only final alignment to be done, which I would do at the track. Again, I was hoping for great things, it certainly couldn't be any worse than Heartland.

To be competitive in PCA stock class, you have to run Hoosier R6 tires, the fresher/newer the better. Not only are they expensive but they have a very short life. I have a tire sponsor, MJG Racing, out of Utah that supplies one or two sets for me a year. I am very thankful, for the sponsorship, and if anyone else would like to sponsor me, I can offer all kinds of advertising space. The cost and short life of tires causes me to conserve what I have as best I can. With that in mind, I didn't do the Friday DE/test & tune opting for a couple of shake down laps to make sure I put the car back together correctly.

I ran the practice sessions and the car seemed to be running the way it should. I had fun lapping with Brian St Dennis in his Euro 911. During one of the practice sessions, the handling became erratic, and very nervous. Indications were that it was from the rear of the car. Back in the pits I look at the rear, and it looks wrong. Lots more negative camber and the car looks lower. Very strange methinks, how can that be? I pull the wheel off and to my dismay the rear blade plate that holds the rear wheel and sets the rear suspension has moved. I checked the bolts and they are not loose, but also not super tight, so the

suspension has loosened up, and it's moving, hence the strange geometry and nervousness. One smart thing I had done many years ago was to mark all the suspension settings, just in case something like this ever happens. So it was easy to put the suspension back to the correct adjustment. This time I tightened everything as hard as I could. I then checked the other side, only to find that had also moved. With the rear suspension re-adjusted and re-tightened I checked the toe, and confirmed it was back exactly as it should be.

There was no official qualifying prior to the first sprint race, so we grid based on the fastest time from one of the practice sessions. The first race went very well, I had a slight incident with a Cayman, but it was resolved amicably, and I finished well, and very satisfied.

On to Sunday. First session was practice. Again seeking to conserve valuable race rubber I chose not to go out, which turned out to be a huge mistake. At the drivers meeting, we heard the traditional, "everyone is behaving, continue to play nice", and we were advised that most issues had been mechanical, and to please check our cars. Who would be crazy enough not to check and double check brakes, tires, pressures, oil and make sure lug nuts are tight? It turned out there was such a driver and I knew him well.

Next session was qualifying, time to get serious and get the hammer down for the best possible place on the grid. I carefully make my way down the hot pit and onto the track, only to hear a sickening knock-knock. Oh no says I (in my mind, as I usually don't talk to myself), I know what that is, it's a loose wheel or a bad wheel bearing, and I would have heard a bad wheel bearing sooner. So I parade around the track at 5-10mph, getting in the way of everyone trying to run hot laps. I lost count of the times I said sorry, sorry sorry (again in my head). I crawl down the hot pit, hoping to see a mechanic with a torque wrench but no such luck. So in the pits I go to find the KCRPCA crowd. I find Bob Wayman and point to what I thought was the offending right front but it was tight. "Check them all please," I asked, and of course it was the last one checked

(Continued on page 19)



Richard Bennett



Richard Bennett, Ned Smith, Al Hess, Robert Wayman, and Karl Wilen strike a pose with their 3rd place trophy.

Chump Car Chronicles - Part 3

Karl Wilen, Der Sportwagen Tech Editor

Editor's Note: Normally this column is written by Chris McIntyre but this month he was away on a much needed vacation, so in his absence Karl Wilen steps up to the plate.

The weekend of August 6th/7th, the Chump car series held an event at Heartland Park in Topeka. Yes, the series where you look at the field and ask, "How the heck is that a \$500 car?" The entry field for the event was only 17 cars, though the small field was likely due to HPT moving the race to a later date after the schedule had already been posted.

Saturday started out with morning showers and a very wet first two hours on track. However, true to Topeka weather, the sun was soon out and cooking everything in sight, which it did for the remainder of the weekend.

With John Clark and Chris McIntyre on temporary suspension, Car 54 Where Are You was peddled by Bob Wayman, Al Hess, Richard Bennett, and Ned Smith. Okay, so maybe John and Chris were on vacation, (not together though because that's not how they roll), but the result was the same; they weren't there to drive. I manned the fuel jugs and wrenches on Saturday for the crew, and grabbed some seat time on Sunday.

The crew destroyed the competition and drove the car to a third place podium finish on Saturday, securing their spot at the Chumpianship 24-hour race at Iowa Speedway over Labor Day weekend. Sunday the shift linkage on the transaxle blew apart about 30 minutes into the race, but we were able to rob a part off someone else's parts car. Unfortunately, the old linkage would not come off so easy, so we lost about 45 minutes of racing time.

In the last hour and half of the race, rain, lightning, and hail started coming down so they black flagged the race. After the weather cleared, they ran for another 45 minutes or so to the finish, but looking at the current position and laps needed to catch the next spot, we decided not to risk the car in the wet and save it for the Chumpianship. (Strategy... muhahaha... similar to the Peterson Motors crew when deciding if they should drive hard and refuel or drive slow and not refuel.) So, we loaded up and headed for home.

Ron Leonard, Jeff Knight, and the rest of the Fine Sausage Racing 944 team showed up with one thing on their minds: Sausages! They ran hard Saturday until a blown trans-axle cost them some time. Some people bring various spare parts to the track in case of failure. Ron brings an entire spare car to steal parts off of. This worked out well for us too. ☺ Soon they were back in action after a tranny swap. But, true to the chump car spirit, they managed to blow the engine on Sunday, ending their weekend.

The Peterson Motors crew from SD (though KCRPCA members, because it is the best region) showed up with their BMW and whipped the field easily staying in 1st place for most of the race. At one point, I think I saw Russ eating a sandwich and drinking a cup of coffee as he flew down the front straight, without a care in the world. Unfortunately, in the last hour of the race, Russ reached over on the dash, and flipped the time warp switch, which then proceeded to overheat the engine to the point of failure, costing them a 1st place finish. (No joke, they had a switch on the dash labeled "time warp".) It is never a good thing when you are watching your team's car go around the track, and you look over and see the driver standing next to you. That typically means the car is in pieces somewhere.

Wes McCullough and his team of Lincoln AssinVIlInation

(Continued on page 18)



Take me to your leader.



Tim Goes Fast & Furious

Tim Abraham, Special Assignment Editor

Well, it happened. It was not my intention to for this to happen, and I definitely did not plan it. It just, well...happened.

I have become one of those guys.

You know the type. These are the people who always manage to look shocked when they discover that you own the greatest sports car on the planet and yet you've never had it on the track. They chuckle when you make the mistake of claiming you drive your Porsche aggressively when merging onto interstate traffic. They roll their eyes when you regale them with tales of dusting a Corvette from a *gasp* red light. And, no matter how hard you try to convince these people that you really DO know what your Porsche is capable of, they inevitably smile and shake their heads as if they know something that you do not.

The truth is they DO know something you don't. And I've become one of them: A track rat.

A year ago I signed up for my first DE (Driver's Education) event. Actually, the term "signed up" implies I was doing this of my own volition. The truth is I was shamed into it by my buddies. The conversation over wings at Hooters went something like this: "Everyone is doing the DE next month, right? Right?" All eyes are now on me. "Uh, sure. Of course" I squeaked out like a prepubescent child.

Then I leaned over and asked Karl Wilen what DE stood for. He kindly boxed my ears only once while telling me Driver's Education. He then said "Trust me. You want to do this."

Here's how it works. You can find any number of track opportunities on www.motorsportreg.com or www.clubregistration.net (KCRPCA uses [clubregistration.net](http://www.clubregistration.net)). Within 350 miles of Kansas City there are at least five tracks that host various club events. **Editor's Note: Our own chapter's DE is scheduled for October 14-16 at Heartland Park.** On the registration form you truthfully detail your previous track experience. Because this is your first DE, you reply None. Here's a tip: Don't bother thinking that charity parade laps or driving really fast on country roads qualify as experience. They don't. Not even close.

About two weeks before the event, it's time to start preparing. First and foremost, you'll need a helmet that meets the SA 2005 (or newer) specifications. Some clubs will also accept M (motorcycle) rated helmets but you should always check with the sponsoring club. If you don't have a helmet you can usually borrow one from a more advanced driver. The KCRPCA also has a few that they can loan out. I recommend purchasing a

helmet. I have not met anyone yet who does just one DE. Track time is like single malt scotch: It's not for everyone but if it is, one taste is all it takes.

Next, you will want to consider additional track insurance. Some policies will cover DE events because, logically, the education will make you a better driver on the street. However, most policies will not cover track time and you will need to purchase a policy for the weekend. PCA has a partnership with Lockton Affinity that offers several affordable stated-value policy options.

All DE organizers require a tech inspection performed by a qualified shop. Upon registration you will be provided a Tech Inspection form that the shop will complete and sign. They will also provide a list of shops that provide this service for free out of the goodness of their hearts. The tech inspection will ensure that your car meets the minimum safety requirements for track use. Don't worry too much about this; my car is a 1995 993 and it has passed three tech inspections with flying colors. The worst that will happen is they uncover the need for a minor repair. Hey, you were going to have to do it anyway.

In order to properly prepare your car you will need to remove any items that are not permanently mounted, including your floor mats. I always empty out my glove box and armrest storage. This will make a lot more sense after your second session when you have increased your speed around the turns. Another prep that some people do is to protect their lights with painter's tape. I've even seen cars with the entire front end covered with blue tape out of fear of getting hit with a pebble. I have a bra that I use for track events that does a pretty good job of protecting the paint and I don't bother with protecting the lights. If my car was newer, I'd probably feel differently.

So you've signed up, prepped your car, and now are ready to hit the track. Not so fast Mario. Because you are a beginner, you will be required to attend a short class while the more advanced groups are on the track. This class is excellent, and really helps you understand the track, the desired line, and the flags. This is also when you will be matched up with your assigned instructor. Your instructor will be with you the entire weekend because no one below the advanced groups is allowed on the track alone. Be aware that the instructors are unpaid volunteers who have graciously agreed to strap themselves into the passenger seat of a high performance automobile being driven by an unskilled, nervous, Mario Andretti wannabe who can't stomach the idea of one of his buddies passing him. I highly recommend buying your instructor lunch. Trust me; they've earned it (assuming they can keep food down after riding with you). My first instructor politely declined the invitation. Now that I have more experience I think I know why.

Your first session will be at fairly slow speeds. The idea here is to understand the lines, the capabilities of your car, and for your instructor to gauge how much additional insurance he should purchase. This is when you will first start to get a feel for

just how much fun driving a Porsche in its native environment can be. At this point, there is no turning back. The rest of the day you will find that your speed is steadily increasing, and at some point it will "click". The advice your instructor has been giving you all day will start to make sense, you will complete a particularly troublesome turn very fast, and you will be anxiously looking forward to the next day.

Day two starts with another short classroom session. At this point, your instructor will likely have specific skills he believes you should focus on. Listen! The idea is incremental improvement, not quantum leaps in skill. You will get three or four 15-20 minute sessions on the track, and you will make huge gains in your skill level. By the end of the afternoon you will be tired, hungry, and will most likely be hooked for life.

There is a reason why David asked me to write about my experience with my first DE event. He is correct in believing that no one could have possibly made more mistakes than I did. My day one tally was impressive: I missed several passing flags, a black flag, spun out on wet pavement into the mud, suffered the indignity of returning to the paddock with sod crammed in my wheel well, and missed a checkered flag - thus treating my instructor to a victory lap on an empty track. I also had a blast, my car escaped unscathed, and I was able to start my second day with nowhere to go but up.

If you are considering participating in a Driver's Education event, just do it. You will have a great time, your driving skills will dramatically increase, and you are already assured of having a more successful first day than me. You also will have earned the right to smile smugly when your friends brag about their epic pass on I-35. Hey, you'll know something they don't: You haven't really driven a Porsche until you've driven it on the track.

- Tim



Photomotion

Tim Abraham demonstrates his wet weather driving skills. Formula 1 drivers and DE students drive rain or shine.

(Continued from page 16)

misfits had some running issues on Saturday, but finished the race through sheer determination. Sunday they were down to 2nd gear only, which overtaxed the engine and that was all she wrote. [Insert Abraham Lincoln joke here.]

Rusty Bucket Racing [St. Louis PCA members] ran hard in their Nissan Sentra most of Saturday, staying in top contention throughout the race. Again, in about the last hour of the race, the motor grenaded into a thousand pieces (okay, maybe not externally, but probably internally), which shut them down for the weekend.

In the end, 17 cars started, 6 finished the race on Sunday. In the top three finishers both days was an Escort station wagon, proving that you don't need the absolute fastest times to podium, you just need to be consistent with your laps and fuel stops and not over stress the car.

- Karl



Cheryl Burney

The 3rd place winning Car 54 Where Are You.



Cheryl Burney

Robert Wayman, Judy Bennett, Karl Wilen and Richard Bennett plot their strategy, (muhahaha)!

(Continued from page 15)

which was left front that was loose. Who the heck leaves a wheel loose? How many years have I been doing this? What an idiot! At least it's an easy fix, and back on track I go, ready for that record-breaking fast lap! I get barely a lap or two when they black flag the entire run group and we all have to go back in the hot pit, until the track is cleared. As we get ready to go back on track, I get a personal black flag and have to go to the black flag impound. I have no idea what's going on. I am then informed that I am DQ'd from qualifying, for going behind the pit wall during qualifications. Who would have thought it, certainly not me. So I have to start Sprint 2 from dead last, 38th place on the grid. So much for that Formula 1 style qualifying lap, and the best place on the grid. Now I am kicking myself for missing the first practice, which would have revealed the loose wheel.

I was not too upset starting from the back, as it's always fun trying to find a way through the pack. I had a great start, and a couple of double yellows made it possible for me to stay in sight of the other E Stock cars. Some cars were very difficult to pass, especially when lap times and performance are very similar but gradually one by one, I inch closer to the front. The hardest car to pass is a G car. I try multiple times but gaps between cars get very close and avoiding contact is always of paramount importance. The lead E car is next in line once I get past the G

car. I figure if I can get past, just maybe I can get in the hunt for the lead. I eventually get in position and make it through on the G car, and the line also allows me to get right up to, and get a run on the front E car. I start to pull past just as the checker is thrown, and I am half a car length off. More talking in my head, "perhaps I should have pushed harder for passes earlier in the race". No regrets another fun race, and the car is running great, very satisfying.

The last race of the day proved uneventful, I paraded around behind the Cayman, who I had passed in earlier races. He now had new tires and I was running used ones and that was enough to make the difference.

All in all, a great weekend. I picked up a much coveted corner workers choice award. My first one ever, after many years of hoping and trying. All in all a very satisfying weekend.

So what did I learn? There is no substitution for the best prep possible, and there is no minimum checks and re-checks on the fundamentals. In the chaotic world of Club Racing it's easy to miss something despite check sheets etc.

Despite the effort, the trials and tribulations, ups and downs. I would recommend Club Racing. Porsches are great cars, designed for the track. It's a blast.

- Richard

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Proud member of KCRPCA for 7 years!

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doekarl@wilen.us





June Autocross Success

By Rudy Rodriguez, Autocross Editor

By the time you read this summer will be in full force and this means the Porsche Club is ready for the third autocross of the season. Our first autocross of the year was a hot success and second one was even better. The weather was excellent with a temperature about 85 degrees and a small chance of rain. Once again we had a very strong turnout. Most makes of Porsches were well represented. There were several 911s, several Boxsters, Caymans, and one 944. Even some BMWs.

About twenty-four participants navigated the course at full blast. The course was challenging to everyone including several new event members. Not to worry, four club instructors helped the students 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, Scott Jenkins-1:16.1. WOW! Congrats to Scott. 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: Scott Jenkins-1:16.1 (2010 911), Terry Morris-1:16.7 (1999 Boxster), Lorna Harris-1:16.4 (2002 BMW M3) and lastly, Jeff Rogers 1:17.1 (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.

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

Next autocross September 25, 2011. Please mark your calendars! The [Sign-up sheet](#) and an [Autocross FAQ](#) can be found at www.kcrpca.org



- Rudy

Autocross Times for June 26, 2011

1.	Scott Jenkins	1:16.1
2.	Terry Morris	1:16.7
3.	Lorna Harris	1:16.4
4.	Jeff Rogers	1:17.1
5.	Jason Whitney	1:18.1
6.	Joel Karns	1:19.2
7.	Kris Pippin	1:19.4
8.	John Sundeen	1:20.3
9.	John Thurn	1:20.5
10.	Jorge Paradelo	1:20.5
11.	Craig Lutz	1:20.6
12.	Wesley Street	1:22.7
13.	Ed Wiegele	1:23.5
14.	Mischa Bastin	1:24.1
15.	James Cummings	1:26.1
16.	Richard Bennett	1:26.3
17.	Steve Parker	1:27.4
18.	Kaley Pippin	1:28.1
19.	Dan Parker	1:40.1
20.	Scott Stewart	1:42.3
21.	Ellen Yetter	1:44.3
22.	Max Rogers	1:46.1
23.	Andy Sudeen	DNF
24.	Michael Hall	DNF
25.	Gerald Potter	DNF

DNF= times were recorded but times were disqualified due to not completing the course as directed.





Jack Bishop



Jack Bishop



Jack Bishop



Jack Bishop



Jack Bishop



Jack Bishop



Rand Ice Cream Social

Jan Pierce, Der Sportwagen Social Editor

The weather could not have been more perfect for KCRPCA members to come together for an ice cream social on June 12, 2011 at Jim and Nancy Rand's home in Blue Springs. The park-like setting with a pond, grass, trees, gardens and a white rail fence provided the perfect backdrop for the event. The lawn hosted a private car show for members, the driveway served as a racetrack for radio-controlled cars, and the pond provided opportunity for paddle boat rides. That is a good thing, because some of us needed to work off a few calories after indulging in a buffet of ice cream accompanied by every imaginable topping.

To challenge our members' knowledge of all things Porsche, Richard Bennett developed a 15 question Trivia Quiz. I am proud to report that our very own newsletter editor, David Lessmann, took first place, Mike Wyatt took second place and Steve Gray third. As many of us know, Richard can be pretty tricky with his questions.

To my knowledge this was the first ever ice cream social for the Kansas City region. We all owe a thank you to Judy and Richard Bennett for organizing the event and a very special thank you to Nancy and Jim Rand for opening up their home and grounds to host the event. This is sure to be a popular addition to our social calendar.



Chris McIntyre and Bob Wayman are the proud winners of the name-that-part tech quiz at the Bennett BBQ.

keeping an eye on their own cars in the driveway lest Richard get carried away looking for that elusive Boxster part).

As defending champion of the tech quiz from the Rand Ice Cream social, I did my best to defend my honor, even teaming up with reclusive KCRPCA member [at least for social events] Brian St Denis. It was all to no avail though as Bob Wayman and Chris McIntyre grabbed first place with a tie. They say a tie is like kissing your sister but fortunately Richard, the ever resourceful host, had two first place prizes ready to go.

At the end of the day everyone could agree the Bennetts provided a wonderful afternoon of food, fun, and frivolity. Thank you Richard and Judy for everything you do for the KCRPCA.

- Jan

- David

Bennett BBQ

David Lessmann, Der Sportwagen Editor

KCRPCA members attended the Bennett BBQ Saturday afternoon on July 18, 2011. While the weather was typical for the Midwest in July (read hot), there was plenty of shade and cool refreshments.

Richard had the hottest job manning the BBQ grill to cook up some tasty burgers and brats for the hungry crowd. The event was pot-luck and there was a bountiful supply of side dishes, appetizers, and deserts.

To entertain the guests Richard put together a devious name-that-part contest based on Porsche parts salvaged from his garage. Richard provided parts from several models of Stuttgart's finest keeping the guests guessing not only what the part was but which car it came off of. (Some folks were

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Shrimp Boil

By Judy Bennett, VP - Social Activities

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.

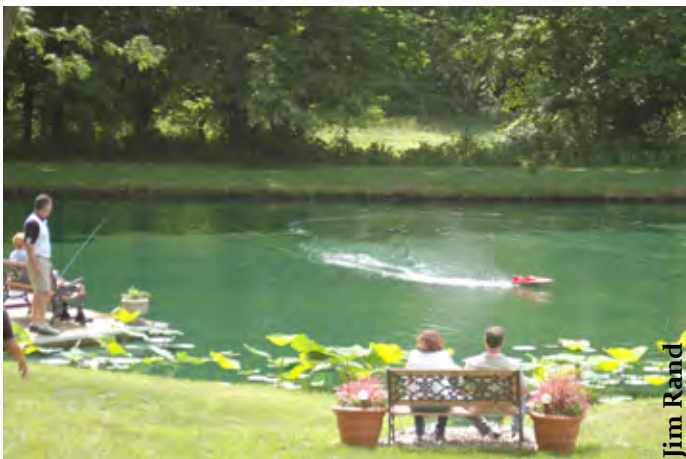
Please send your check for \$15 (per person) made out to KCRPCA in care of:

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 your reservations in EARLY.

Any questions contact – Judy Bennett, at trainerjudy@sbcglobal.net, or 816-682-4383.

- Judy



Fred Quintana watches his son pilot a radio controlled boat.



Jim Rand

Jim and Nancy Rand's front yard was a scenic backdrop for Porsche parking on a beautiful Sunday afternoon.



Jim Rand

Dawn Flood, Judy Bennett, Nancy Rand, and Jamie Gray enjoy a relaxing afternoon at the Rand Ice Cream Social.



Jim Rand

Rob and Connie Waldrop strike up a conversation with other KCRPCA members during the Rand Ice Cream Social.

PCA ZONE 10 CALENDAR

Updated 08/16/2011

SEPTEMBER

3	Family Steak Night at Schlott's	Great Plains
3	Member Appreciation at Cars and Coffee	Nord Stern
5	Annual Rochester Labor Day Picnic, Rochester, MN	Nord Stern
9	BIR Last Fling Driver Training	Nord Stern
9-10	Lujack Porsche tech session, Blackhawk Hills party, drive	Central Iowa
10-11	BIR Last Fling Driver Education	Nord Stern
9-11	Woodhouse Track Day at Motorsport Park Hastings, Neb.	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
17	Family steak night at Schlott's.	Great Plains
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
1-2	Fall drive - 2 overnights to Galena, Ill	Schönesland
2	Valhalla Car Show	St. Louis
8	Gimmick Rally	St. Louis
8-10	Fall Drive - Two overnights to Glens, Ill	Schönesland
9	Autocross at Road Yoder	Wichita
14-16	Driver Education, Heartland Park	Kansas City
14-16	Porsche Rennsport Reunion IV, Laguna Seca, CA	
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

NOVEMBER

5	Tech Session	St. Louis
11	Veteran's Day drinks & snacks social, Ankeny, IA	Schönesland
11-13	PCA Palooza, Eureka Springs, AR	

PCA ZONE 10 CALENDAR (Continued)

Updated 08/16/2011

NOVEMBER

12	The Turbo Turkey Trot Dinner	Dakota
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DECEMBER

2	Christmas Party, at the Bailey's home, Springfield, MO	Ozark Lakes
3	Christmas Party	St. Louis
3	Christmas Party at Brios	Kansas City
10	Sugar Plum and Panamera Dreams Christmas Party	Dakota
10	Annual Holiday Banquet (TBD)	Red River

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.cia.pca.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



Murray Steeble, Wes McCullough, and Allen Klassen engage in a lively conversation at the Bennett BBQ.



Richard Bennett gets a refreshing blast of water vapor and cool air from Robby Klim as he mans the BBQ grill.



Richard Bennett has everyone's attention as he announces the answers to the name-that-part tech quiz during the Bennett BBQ.

Every field has a specialist.



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WTB: 1 Sumitomo HTR 45Z tire 245/45ZR16 new or used (depending on condition). Also interested in buying 2 Porsche rims 16" x 7", 5 Lug, 130mm Bolt Pattern, 52.3mm Offset, and 2 Porsche rims 16" x 9", 5 Lug, 130mm Bolt Pattern, 65mm Offset. Contact David Lessmann at dlessmann@usa.net.

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

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