

November / December 2011

Der Sportwagen

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



A yellow Lotus surrounded by the Porsches of Al Hess, Chris McIntyre, and Bob Wayman.
Photo by John Hiatt IV

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President's Column

Ralph Light, KCRPCA President

Hello all! I am composing this on our first chilly morning of the fall. I have already forgotten the 110 degree "wind chill" days of the summer and am worried about snow and ice. I guess it is time for the Blizzaks and trickle chargers for our P cars. I am ready for a launch party at Aristocrat (I hope) for the new 911. Early reviews are off the charts positive.

We just finished ratifying the new club bylaws. This was done at our annual meeting. Under the new bylaws, we have set the time for our annual meeting in August each year. The bylaws were passed at a vote at this year's meeting which was open to all members. Even though we notified all in the newsletter and on the website, we had the attendance of a democratic election in The People's Republic of China. I want to thank those who did attend and the members who toiled on the changes for several months. We explained the need for the changes in Der Sportwagen and on the website, but I still get questions from members as to why we needed changes. I will try to answer as best I can. Our old bylaws were over 50 years old. We were one of the first clubs organized and many clubs have been added since then. The national PCA bylaws have been updated and we needed to amend ours to be in "sync" with the national bylaws. Also, think about the changes since that time. We now have 400 members and 200 associate members, give or take. We have added club jobs, officers and duties to facilitate the business of the club. Just in the 13 years I have been in the club, the number of social activities has probably doubled or tripled. We have added a huge undertaking with a club race, which attracts drivers and cars from many regions. We have obligations for paper work to file with PCA that are more demanding, insurance reporting requirements that seem to multiply like mice and the need to pursue sponsors and advertisers to help put on our many events. We had nothing in the bylaws to cover websites, [whoever heard of websites 50 years ago unless you had a spider problem?] Now PCA requires a webmaster. 50 years ago no one provided overnight glossy, artful postcards. At any rate, we think we have covered all contingencies and added all the needed changes satisfactorily.

As I always plead, take the time to thank our board members, officers, chairmen and race workers for their efforts to make this a successful club. They can be seen listed in Der Sportwagen. In addition, please patronize our sponsors and be sure to let them know you are a club member. Aristocrat Motors has once again stepped up to sponsor many of our events and deserves our thanks and praise.

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Innerhalb

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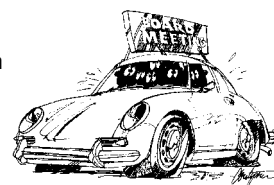
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Monthly Board Meetings

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 month's meeting: November 3, 2011

Don't forget to vote!
See page 23 for the details!

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Calendar of Events

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

See page 24 for PCA Zone 10 Calendar

Nov	11-13	PCA Palooza, Eureka Springs, AR
Dec	3	Holiday Party at Brio's Tuscan Grille
Jan	14	Changing of the Guard Dinner

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Feedback from our members to the board and officers is important, we just had an example of that in the improvement at our October Driver's Ed event. Please communicate with us and attend events.

The club's finances are very solid and assure us of funding our various activities. Jim Phillips has done a great job for many years to keep us on budget and constantly informed about all financial and insurance matters. The board members are diligently planning the year's events with a budget that keeps us solvent and provides entertainment for different desires of members, both socially and racing. I hope to see you at events this year!

- Ralph



Bob Wayman (at the head of the table) demonstrates the power behind the new KCRPCA Bylaws.



From the Editor

David Lessmann, Editor Der Sportwagen

Wow! This is one jam packed 28-page issue. So much so that there's not much room for my editor's column, meaning that I'll have to keep this brief. Just two observations.

One, apologies to the Club for the lack of coverage on our Fall DE event. The timing was just too close to the print deadline to cover both this event and the Octoberfest car show in this issue. We'll make up for that in the next issue with both DE and Rennsport Reunion IV coverage.

Two, can you believe this is the last issue of Der Sportwagen for 2011? This year has really flown by. Cheers!

- David

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Der Sportwagen

Kansas City Region

Porsche Club of America

November / December 2011

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Moving?

Porsche Club of America National Office requests that all address changes and record updates, including phone, fax, e-mail and car model information, be sent directly to Sean Reardon, National Membership Committee Chair. His contact info is in the back of *PANORAMA* magazine. Also send any changes to KCRPCA Membership Chairman, Doug Pierce to ensure you get timely receipt of all magazines and newsletters.

Der Sportwagen Advertising Rates

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

See www.kcrpca.org for website advertising rates!



Loose Chains Don't Bind - 996/986 Cam Tensioner Pads

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

Today we are going to talk about a little maintenance item on the early 996 and Boxster engines. Typically when we talk about these engines, we think intermediate shaft bearing issues or even cylinder head issues in the early cars. One of the other often ignored areas of the engine is the camshaft chain tensioner pads/ramps. Since Porsche has been using the twin cam engines, they have used a hydraulic tensioner with plastic chain ramps to keep the chain holding the camshafts timed together under the proper tension. The chain running the two cams runs across these pads which push against the chain to keep it tightly against the camshafts so they do not slip timing. Over time, these chain ramps will wear down and eventually fall apart due to the grooving in them. In the 928/944/968, it was always a good idea to go in about every 60-80k miles and replace the pads for peace of mind. Sometimes the old pads would look okay, other times they would have significant wear marks in them.

The 996/986 engines are no different, other than the fact that they have 2 sets of twin cams to work on (one set on each side of the engine). 10-12 years old now, and at 60k-75k miles, I am seeing these chain ramps start to show significant wear and should be replaced. Also while you are in there, the 3 chain tensioners should be upgraded, which will run you about \$100-125 each. This will help to reduce the rattle on start up that some engines get. The IMS bearing upgrade (which is all related to the tensioners, etc.) I will cover in another article.

Here we have a '99 996 engine out of the car for some other work, so it was an easy time to get at the camshafts. The outer camshaft cover is off, and you see the two camshafts exposed with the single row chain connecting the two. Between

that chain is our hydraulic tensioning unit with the chain pads/ramps. Note we have the proper camshaft retaining tools installed. While you can do this job with only the rear timing tool, you will give yourself a little more peace of mind using the bearing bridges and the camshaft hold down tool as you remove the camshafts. Due to the uneven load on the camshafts, removing them incorrectly can result in a broken camshaft.



The camshafts and tensioning unit are removed from the engine as one piece. The constant tension from the tensioning unit will keep the chain and cams together, and you can get it on your workbench for the pad swap. Here you can see the upper chain ramp that the camshaft rides on. On the opposite side of the tensioner, there is another chain ramp.



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With the tensioner removed from between the camshafts, you can see the wear on the original pad as compared to no wear on the new pad on the left. Notice the grooves the chain has dug into the cam pads.

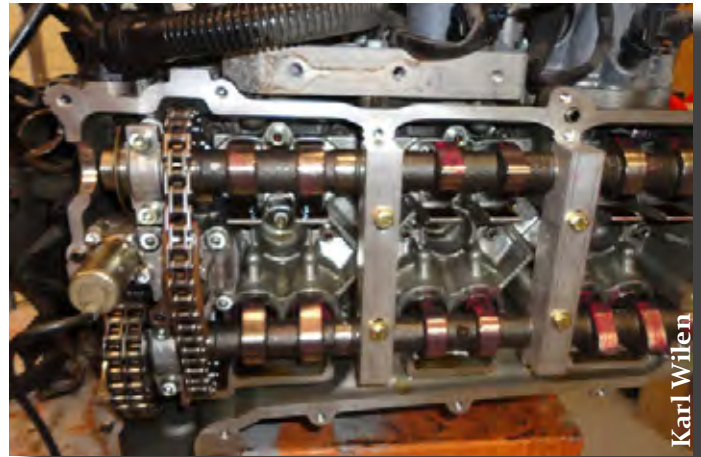


Since everything is apart, you should also replace the single row cam chain as well. Here you can see the new chain, and tensioner installed with new pads. Some chains will have the colored links to help you with reassembly so they are timed correctly. I throw a paint mark on the links just for a quick visual as I am reassembling. The timing marks will be 8 links apart and there are small dimples on the camshafts that will line up with those links. Getting the tensioner back in takes a little wiggling and you have to keep an eye on the marks to make sure the cams don't rotate a tooth, which would get them out of time.



Once the pads and chain are replaced, you can start reassembly onto the engine. Check the cam followers in the engine before reassembly to make sure you don't have a weak follower. With the proper assembly lube on the rotating surfaces, you can set the cams back in place. Use the timing tool to make sure the cams are timed properly to the crankshaft as you bolt the cams in place. Timing is essentially set via the exhaust cam,

and the intake cam is timed to the exhaust cam via the cam chain. To do the other side, rotate the crank 360 degrees and the procedure is the same.

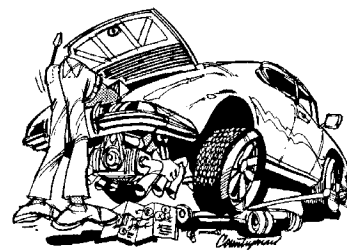


Here is a picture of the Crank-IMS chain tensioner and the Bank 1-3 tensioner. Notice the closest (note one single band at the base, vs. the two on the other tensioner) has a shorter piston exposed. In reality, it doesn't and should be approximately the same length. This tensioner was stuck in the inward position, which was keeping it from putting full pressure on the chain paddle. Not a good situation, but glad we caught it when we did. Not having enough tension on the chain can lead to serious damage in engine.



See you next month!

- Karl





Don't Let Your Dreams Go Up in Smoke - Practice Fire Safety

Scott Harrison, Special Assignment Editor

Fire safety is not one of those glamorous topics that people like to talk about. It can have a devastating impact, in the garage (and the kitchen, but hey, we are talking cars here!) as well as the car itself. And unfortunately, when a fire breaks out, it's too late to start thinking about it. I have seen an increase in the number of car-b-q's on the side of the road in the last several years, and the neighbor of a friend of mine lost his house last year due to a garage related fire, so this month, I'd like to address fire safety.

One caveat... I am not a fire safety professional, so please understand that I offer this as a way to get you thinking about the topic, and not as the last word in fire prevention or safety!

Prevention and Planning:

It's best to avoid unplanned fires (yes, I am the master of the understatement), so working safe should always be your first consideration. The source of an unplanned fire can be electrical, heat sources, open flame (Mr. Blue Wrench, anyone?), static, combustible fumes or smoking, amongst others. Common sense rules apply here, if working around combustible materials, heat sources or open flames, you have to be more careful about your surroundings. Take care to make sure you are working in a well ventilated area, be aware of what you are doing and whenever possible, try to make sure you have an extra hand in the garage so that if you light something up while focusing on whatever it is you are working on, they can keep an eye on what you can't.

How many of you have a smoke detector in your garage? If you don't, you might seriously think about doing so. It can definitely be annoying when it starts blaring at a false alarm due to some activity you are doing, but the one time it is not a false alarm, you will quickly forget about all the times it was wrong.



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You are the best defence against a fire in your garage.

Secondly, if you have to deal with an unplanned fire, it is best to have a plan on how to deal with it. This involves making an initial assessment of the situation, planning an escape route, alerting everyone else in the house/garage so that they can escape, and fire containment/damage control. Your initial reaction if you see something going up in flames will be to try and put it out, but unless you address the source of the fire, it will continue to burn while you waste precious seconds that you could be using to make sure you and your loved ones are safe, so you have to think clearly once you realize you are in a risk situation. Any fire around a car involves the risk of gasoline adding to your problems. If you can't immediately figure out how you are going to put it out, your best bet is to make sure you are out of harms way first, then figure out what you need to do to extinguish the flames.

The bottom line is that five minutes of thinking ahead can save a life, and house or a car. It doesn't take a brain surgeon to come up with a plan, five minutes on Google will give you plenty of tips and things that you might not have otherwise considered and is time well spent.

Fire Extinguisher Information:

This leads me to the next obvious item that should be in your garage (and kitchen), fire extinguishers. They come in variety of products, designed for addressing specific types of

fires, with different ratings. The fire extinguisher that you want inside your garage is different than the one you want inside your car, so choose carefully. The types of classification are as follows:

- Class A - Class A fire extinguishers are used on fires involving ordinary combustibles, such as wood, paper, cloth, rubber and some plastics.
- Class B - Class B fire extinguishers are used on fires involving flammable liquids such as gasoline, oils, diesel fuel, grease, paints, thinners, etc.
- Class C - Class C fire extinguishers are designated as Class C denoting that the agent in the fire extinguisher does not conduct electricity. Class C fires involve energized electrical equipment.
- Class D - Class D fire extinguishers are used on fires involving combustible metals such as magnesium, titanium, aluminum, etc.
- Class K - Class K fire extinguishers are used especially in the kitchen for cooking oil and grease fires involving kitchen appliances. These typically use foam that is excellent for smothering a fire.

The dry chemical [class A, B, C] put out gas/flammable liquid, electrical, and paper/wood/rubber. If you can only afford one fire extinguisher, this is the recommended one for your garage as it puts out just about everything. It also covers EVERYTHING with dust, can destroy electronics, and is very difficult to clean out of engine compartments on vehicles, so be aware of this. If you have a fire extinguisher specifically for your car, you might want to grab that one for any under hood fires, as it is likely a gas type instead.

CO2 are for class B and C fires [gas/flammable liquid, electrical]. They will also work on paper/wood/rubber but are not recommended as they tend to blow that stuff around [causing more fires] and don't provide continued suppression for burning wood or rubber - so it may light up again.

Halon used to be a popular fire extinguisher ingredient until they figured out how bad it was for the environment and so they are becoming scarce, and are being replaced with environmentally friendly replacements or the aforementioned CO2.

Fire extinguisher come in those handy red bottles of various shapes and sizes, marked with their classification and almost all of them have a gauge near the nozzle to show how

much of a charge it has. There is a reason for that. Fire extinguishers don't have the same shelf life as say, Twinkies do. They will lose pressure over time and need to be periodically checked and recharged so please make sure you pay attention to this. Most people don't. Locally, there are several places that offer recharging services, one I would suggest is Modern Fire Safety, LLC 212 West 72 Street, Kansas City, MO - (816) 241-7168.

One other thing most folks don't do until a fire breaks out is to actually pull the trigger on a fire extinguisher. If yours' is getting close to recharge time, have some fun and give the neighbor kids something to talk about. Head outside and make sure you are standing upwind, pull the pin and then squeeze the trigger. It's fun, but more importantly, it allows you get a sense of what is going to happen in the event you ever need to really use it. It will also make a bit of a mess but they are mostly non-toxic these days, so if you shoot it off in the street in front of your house, you should be able to take care of it with a hose. Please take care that there are no cars downwind or you are liable to have some grumpy neighbors. Ahem... in retrospect, it might be a better idea to haul the kids down to the local fire department and let them coach you through it, as they are generally pretty happy to give a demonstration. Either way, there is no substitute for actually experiencing it before you need to use a fire extinguisher to put a fire out.

In closing, fire safety is a lot like personal safety when working in the garage. A little planning ahead of time can save a lot of pain and expense later.

Happy and safe wrenching!

- Scott



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Tim Krumm

Born: March 11, 1958

Died: September 11, 2011

Editor's Note: Timothy D. Krumm of Saint Charles, Missouri passed away unexpectedly on Sunday, September 11, 2011 at the young age of 53. He was well known to many KCRPCA members through his participation in Porsche Club driving events. Further information and condolences can be found at baue.tributes.com/show/Timothy-Dean-Krumm-92336834.

A good friend, a good man, a good sport and a wrencher passed away yesterday. Tim came into our lives thru Renntreffen, Porsches and an enjoyment of all things automotive. His easy going spirit and stories kept us laughing. Please remember his family at this time.

- Lin & Cheryl Burney

I am saddened beyond words at the thought of this loss. Tim is a very dear friend, and one that I always took for granted would be there. I didn't spend nearly as much time with him as I would have liked to and I can only hope that Tim knew how much I valued his friendship. You couldn't help but be in a good mood when he was around, and I marveled at the fastidiousness of his wrenching skills. He was an incredible man and this is an immeasurable loss to those of us who knew him. God speed, Tim.

- Scott Harrison

Tim will be greatly missed by all who knew him. He was a good person who was always willing to help out. We enjoyed hanging out with him at the various track events, Renntreffen, and our trips to St. Louis. Everyone is better for having known him, and like Scott, the thought of him not being here with us never crossed my mind. I was going to call him a couple weeks from the ChumpCar race to see how he was and let him know we missed him and his team at the race but got too busy to do so, and I definitely regret that.

- Karl Wilen

I was at a loss for words this morning, but I realize some of our members might not have met Tim. I was proud to call him my friend, and can still remember meeting Tim & Cheryl for the first time at their first FunFest in Effingham, IL - must have been around 2002. Tim purchased a beautiful red 944 S2 cabriolet from a small car lot in St Louis that was along his daily

commute, just because he thought it looked like fun. This became a show winner, and (to my recollection) the start of Tim's passion for Porsche. He and I shared the "Judge's Choice" winners circle that year at FunFest with our 944's. A few months later, Tim & Cheryl joined us for our first ever Renntreffen, and instantly fell right in with us. (that Cheryl brought cookies only help fuel the friendship).

When Tim decided to take to the track, he bought a 968 coupe and turned an eBay project into another show winner and a fast track machine. He also added "Niblet" to the stable (Cheryl's yellow Boxster) and in the pursuit of faster lap times, a Cayman became his track car. He volunteered for numerous tasks and responsibilities with the STL region PCA, and would always help us out if we asked, including opening his house to members traveling through St Louis.

Tim did all his own work, including tearing the engine on the 968 apart in his garage to freshen it up for the track. He tackled the types of projects that would have most of yelling for Karl to come over, and always impressed me with his mechanical know-how and abilities. This year he took up ChumpCar racing with the "Rusty Bucket" Nissan Sentra. Karl and I got to watch their team in Iowa and Heartland Park this year, and I know I was looking forward to next season and a podium finish for the little "Pacemaker" Sentra.

Tim's enthusiasm was contagious - you couldn't help but be in a good mood when he was around. Cheryl, if you're reading this, we are so very sorry for your loss, and please let any one of us know if you need anything.

- Jim Graven

Incredibly sad. His personality and kindness impacted many people.

- Steve Jones

This is very sad news. I always thought of Tim as the ring leader of the St. Louis "gang" and when they came over to one of our events their fun loving ways and enthusiasm was infectious. RIP. Thoughts and prayers to his family.

- Robert Wayman

I awoke this morning to prepare for work and I usually start my day with a quick check of the e-mail. I got the news and have been pretty much in shock all day. As so many others have already said, Tim was just a really really good guy. I too always looked forward to seeing them at events and was saddened when they couldn't make it. Tim was there the day I experienced my first track event and even let me take out his Cayman on the track. "It's just a car!", he'd say. I am so glad that I had a chance to meet Tim, hang out, and even pretend to be him for a night. Cheryl and family, my prayers tonight are for you. So sorry for your loss.

- Mike Morgan

Membership

By Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

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David Cook	1
Glen Burrington	1
Shane Mathis	1
Michael & Anna Giocondo	1

SEPTEMBER 2011 AUF WEIDERSEHEN

Richard and Kerry Hubbard
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SEPTEMBER — OCTOBER 2011 NEW MEMBERS

Chris Beever Leawood, KS 66206 Gray 2008 Cayman	Lorne Harris Blue Springs, MO 64015 White 1989 944	Chris Steineger Kansas City, KS 66111 Green 1965 911
John Baanders Lee's Summit, MO 64081 Black 2002 911 C4	David Hendry Overland Park, KS 66221 Black 2010 Boxster S	Joseph and Tevina Flood Black 1995 993 Transferred in from the Chicago Region
Steve Griffith Leawood, KS 66206 Blue 1967 912	Agelon Jones Kansas City, MO 64145 Red 1987 944T	Terry and Sally Kramer Overland Park, KS 66224 1979 911 Transferred in from Sierra Nevada Region



ChumpCar Chronicles IV - Chronicles of a Chumpionship

Richard Bennett, Club Racing & DE Editor

The story is one of five intrepid racers from the shire of Kansas City on a quest for the ultimate prize, a "Crap Can Trophy". The story tells of battles with dark forces and the culmination of a tough two-day battle at Iowa Speedway.

Our cast is GandAI the Grey (AI Hess), a wise old owl who's been around for centuries and has knowledge of the old ways. I take the role of Bilbo Big-ones. Chris McIntyre is Legless due to his height impediment. Gimli (Bob Wayman), keeps everyone in-line and is not to be messed with. Our fellowship is rounded out by Merry (John Clark), the mischievous one.

The quest for the prize begins with local battles, requiring a podium finish, in order to be invited to the final confrontation. For each battle, we faced evil forces that presented challenges and impediments that had to be overcome. Electrical forces that caused electrical systems to fail, forces of nature bombarding us with torrential rain and intense heat, and other gladiators blocking our way or attempting to knock us off track.

At our first battle in Iowa, we fought hard for 21 hours only to be thwarted by the electrical gods, robbing us of a much needed fuel pump. Without it we were done.

In our second chance round at Heartland Park, again we battled the electrical gods with a failed transponder. We fixed it and came back to 4th. Having dealt their blow on us, the gods then went after the Peterson's team, interfered with their motor causing them to retire. We passed them for 3rd place with just four laps to go.

We had now earned our place at the grand finale battle of Iowa Speedway. This would be the first, last and only National



Season: Iowa Speedway-Championship				
Timing: 00:03:31				
Time to go: 00:00:00				
1	#54 Car 54 Where Are You?	Best Lap: 1	Best Time: 00:05	
2	#14 Team Tow Mater	Best Lap: 2	Best Time: 01:00	
3	#68 BSD Racing	Best Lap: 2	Best Time: 01:00	
4	#83 Team Miaro Racing	Best Lap: 3	Best Time: 01:00	
5	#18 The Danish Flash	Best Lap: 1	Best Time: 01:00	
6	#41 Fine Sausage Racing	Best Lap: 1	Best Time: 01:00	
7	#74 Leftover Parts Racing	Best Lap: 1	Best Time: 01:00	
8	#1 My Little Pony	Best Lap: 1	Best Time: 01:00	
9	#49 SlugWorks	Best Lap: 1	Best Time: 01:00	

Judy Bennett

Championship. In future years Chumpionships will be regionalized so no national event.

ChumpCars considers a 24-hour race as old school, "been there done that". So to increase the level of difficulty we were faced with 25.5 hours of racing over two days. To make it different again, the course was reconfigured every few hours between a 7/8 mile oval and a 1.3-mile roval [road course/oval].

70+ cars had been invited, and 47 registered and showed up from the USA, Canada, and Mexico. A wide variety of cars were present from Miatas and Civics all the way to big V8 Mustangs, Camaros, and even a 540 BMW. ChumpCars mantra is "Crap Can Racing" the idea being a car should be bone stock and not worth more than \$500 (without safety gear and wheels/tires). Some of the cars were very well prepared and it is questionable whether or not they were really worth only \$500, especially the BMWs. Penalty laps are assessed for performance improvements, sandbagging, or generally trying to find an edge. Conversely, bonus laps are awarded for charitable donations, engineering ingenuity, theme, etc.

As our car is an early Porsche 944, (probably worth 10 cents), we were well within the value requirements. As you know from the previous chronicles by Legless. Our car is "Car 54 Where Are You?", hence the black and white police car paint job. Another KCRPCA team of "Fine Sausages" Ron Leonard, Jeff Knight, Chris Blazer, and Michael Braun joined us. Three other 924/944s were also entered, so the Porsche marque was well represented.

And so on to the campaign. Car 54 has a reputation for horribly late and inadequate preparation, and this event was no exception. Bilbo Big-ones (me) was first up at 10:00 AM Saturday morning to try the 1.3-mile roval course. The driver's meeting went on way longer than anyone expected, which gave us little time to get strapped in and ready to go. The plan was a 90-minute stint. It is a hot day and I need fluids for the long session. I jump in, strap in, and connect the radio. True to our experience, I find we have only one-way radio and no clock, (which is what we use when the radios don't work to know when to come in). My camel back doesn't work either so no fluids. Great start! No time to fix anything, damned drivers meeting, who had to ask all the questions about green flags and yellow flags. Everyone was invited; no one is a rookie, ahhhhhh!!!!

Oh, well, no time to cry, it's time to race. My goal is to go out strong and scare the competition into submission. Chump-Car does everything different including the start. At approximately 10 minutes before the allotted start time, interested opponents are invited onto the track and allowed to parade around. A car is selected at random, and after the allotted time is passed the chosen car is given the green flag at start-finish. And the race is on! To my surprise I get the first green flag, what a great start! I push hard from the opening lap. I'm winning; I must have Tiger blood, and Adonis DNA. We are in first place and lapping other cars. The plan is working. After one hour or so, the car starts to miss. The electrical demons have returned and it not even an English car. There's not a single Lucas part on the car, how can it be? The car finally quits on track, and we face the first of many tow-ins.

We mess with all the normal 944 stuff, i.e. Mass Air Flow sensor (MAF), Throttle Position Sensor (TPS), DME, Reference Sensor, etc. We also install a DME jumper that bypasses safety circuits and makes the fuel pump run continuously. To make the situation worse, it's raining, and not just a little. We lose a bunch of time trying to get the car to run. We thought we had diagnosed the problem to bad reference sensor wiring, and GandAI goes in the car to continue the fight. Even the wizardly GandAI's magic couldn't keep the car running, so back in it comes. We are convinced it's a bad MAF; we rob a couple from

Fine Sausages but to no avail. We are all soaked, and demoralized. Lesser teams would abandon the quest, but not Car 54. No matter what the gods throw at us, we will not give in. We find moisture in the DME computer, dry the plug, and put in a spare DME. It seems to fix the problem and out goes Gimli, (actually it's Karl Wilen, as Bob can't make the Chumpionship). Not long after going out Gimli comes back in saying everything went well until he turned left and the DME banged sideways. Of course, that's the problem, we are turning, we have to quit doing that! Disconnecting the DME reveals more water in the plug and computer. Water is getting in and running down the wire harness and into the plug. We have no way to keep water out. Heck we don't even know where it's getting in. What a bunch of Chumps we are. We dry everything out, and use contact cleaner, to clean and dry. This time we relocate the DME high up under the dash, with the cable drooping downwards to create a drip loop, preventing moisture running down the wires and into the DME.

Voila! At last, the car appears to run as it should, but with a huge penalty, we have dropped from 1st to 44th place, our hopes and dreams are dashed. We are still only 5 hours in with 20 hours to go. Car 54 are not quitters, so we press on.

By now they have re-configured the course for the oval. I had always wondered what it's like to run NASCAR. By the end of the two days, we had all had a taste and then some.

Imagine almost 50 cars on a 7/8 mile track, with lap times in the low 30 seconds. Iowa has four named turns but in reality you only turn twice per lap. There is no time to relax each lap. Unlike NASCAR where cars are going similar speeds, with similar lines and everyone know what they are doing, In Chump-Cars there are huge differences in speed, driver style, and lines. We are even talking line changes mid corner! It is a very scary situation. Turn 1-2 is effectively blind; turn 3-4 is much more open so you can partially see ahead. Turn 3-4 becomes very difficult at twilight when the setting sun blinds the driver all the way through the corner. (I wonder if the track designer considered the setting sun?) For a fast lap, the car is on the limit of adhesion, from turn-in to track-out. 120 mph plus if you're



running hard, foot buried to the floor. A lift and you're in the wall and just ahead may be a slow car, so what do you do? Of course, you have to do, what you have to do, and keep your foot buried. Fifteen seconds later and you're doing it all over again. Imagine that for 90 minutes or 180 laps. It's the most intense driving I have ever done and the most carnage I have ever seen!

On the oval, our car worked best in 4th gear. So just like NASCAR, there is no gear changing, no braking, and no turning right. Just a breath and squeeze of the throttle with very gentle, gingerly steering inputs. Speeds are so high and being on the limit most of the time means there is little margin for error or ability to modify your line through a corner to avoid contact.

Legless (Chris McIntyre) is the first to experience contact. Car 66 crunches him on the exit of Turn 2. We speak to the driver afterwards; he apologizes and explains that a lift would have created bigger problems so in his mind he had no choice. I had a similar experience with the Red Baron 944 turning down on me in Turn 2, and just like the 66 car on us there was nothing I could do. In another incident I cut left of a Miata while another car cut right of the same car. Spooked by the maneuver the Miata decided to drive into me. Meriadoc (John Clark) ever the mischievous one was happy to bump a Volvo. This driver was not amused and tried to crush John with the power of his will, staring him down in the pits at a driver change.

My closest call was carving through 1-2 as fast as the car would carry me, on the edge of complete wipeout, only to find two very slow cars directly ahead of me. To lift would result in a spin; to turn harder would result in a spin. I cut right missing the two cars by mere inches but now heading to the wall. I missed the wall by inches. It was very very scary. I was so taken aback I think I slowed for maybe one second before getting on it again!

In another incident, I was drag racing three other cars towards 3-4. I ended up on the inside. I was so far left to be completely off the racing surface and on the apron. Now remember, we are approaching a 120 mph corner that's taken with barely a breath. All I could think of is "what happens if I don't get past in time". Luckily I did not have to use plan B, (not that I had one anyway). I get back on the driving surface and carve left, what a blast and so exhilarating.

Back to Car 54's progress for the prize. The car now runs great and we start pulling back positions, we get to the 30's and the 20's. We even break 20. Towards the end of Saturday, and close to the end of my 90-minute oval session, the yellow comes out for an incident. As I come off the gas, the car slows and quits just before Turn 1. What the heck now! I coast to a stop. A friendly ChumpCar racer offers me a push and I gladly accept. Tow trucks out and we get towed in. Perplexed, with the new problem, we scratch our heads. There is no rain now, so it shouldn't be moisture. My wife Judy suggests it's out of gas. No way! We have only been running 90 minutes, but it's worth a shot, so we fill it up and surprisingly it fires.

We eventually finish out Saturday without major incident. At least we get a rest and no real wrenching overnight, unlike other teams.

We have had the DME jumper in since early Saturday, so the fuel pump has been running continuously. On Sunday morning, the fuel pump is making a horrible noise. We are now on the oval again. Merry goes out first and finishes with his incident on the Volvo. Next, it's my turn. I push hard, trying to get positions back. Towards the end of my session, the car loses power. I think the worst, and the motor is done. I radio the problem in, and we agree to keep going for another couple of laps until the end of the session. The problem gets worse and now the car is missing. I come in and the car quits at pit in. I ask for a tow but am denied. It takes a push down the entire pit lane to get back to our pit, more time lost.



Judy Bennett

To the winner goes the spoils.



Judy Bennett

Richard Bennett, John Clark, Al Hess, and Karl Wilen wheel "Car 54 Where Are You?" to a 16th place finish in Iowa.

We try gas again, and it only takes 12 gallons. It makes no sense as it's a 20-gallon tank but it does the trick, and we're back on our way.

Unfortunately, they are preparing for a track re-configuration, which means the pits are closed for 15 minutes. Even though we are running. They won't let us out; we miss it by 20 seconds. Can our luck get any worse? We had made it back up to 15th. We sit and watch for lap after lap as the field parades by. The car runs great, but we decide that 90 minutes is pushing it on the oval.

Later in the day, as Gimli was driving, the car decided to quit again on track. Assuming it was fuel again, we gassed her up but to no avail. Again, we tried all the usual stuff with DME's and MAFs, etc. but nothing worked. We decided it had to be the fuel pump, and so we set about changing it. A fuel pump change is not the most fun even on a lift, but on a racetrack, with the car on jack stands, drivers suit on and fuel dripping it definitely wasn't fun. Of course, the fittings didn't cooperate so it took a lot longer than it should. By the time we were done, we had lost at least 30 minutes and dropped back to 25th.

The car ran perfectly from that point onwards but we were a long way back. Not to give up, we push to the end. Towards the end, we catch the Triumph TR6 stopped with a fuel

problem. We manage to get in front, as they are finding fuel. It's interesting that an English car with Lucas electrics could get through the wet spell, yet our fine German steed succumbed!

We managed to make up a number of positions finishing 16th. Fine Sausages had a great race, and finished 12th. The BMWs finished well, and all but one of the Porsches finished.

I mentioned earlier, the carnage I had witnessed. We were hit at least twice that I can recall, and we hit three cars at least. It sounds bad, but none of it was malicious, it was just the circumstances with so many cars, in such a confined area with so many different speeds and styles. We saw a couple of cars go in the wall, and one roll. There were a bunch of mechanicals, so we weren't the only team with issues.

We had hoped for more, but not disappointed in the least. We raced hard for 25.5 hours, raced a full oval at full speed. The car survived, we survived. What an accomplishment, what a feat! It's something I will cherish.

We were awarded a 16th place trophy, which makes me proud. To finish the one and only National Championship, with a great bunch was so much fun.

- Richard

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Excellent Turnout at the Final Autocross of the Year

By Rudy Rodriguez, KCRPCA Autocross Chair

When winter comes, that marks the end of the autocross season. It's a sad note, but true. When I reflect on the past three autocrosses, the last one is the worst for me because I know that my Porsche will be parked for the next four months. If you missed the last one you will have to wait until next year in order to test your Porsche to its handling limits.

In September, we held our last autocross for the year. The turnout was excellent. We had seventeen cars participate. All makes and models were well represented. That list included 911s, Boxsters, 944s, Caymans, and a BMW M3. Hey who let that guy in? Just joking. Everybody was a good sport and the times were all competitive. The top four times were Greg Pfau (1984 911) at 1:07.8. Jeff Rogers (1985 911) at 1:09.3. Craig Lutz (1990 911) at 1:10.1 and Scott Jackels (2012 911) at 1:10.2.

In closing, I would like to thank the following people for their support this year in helping me organize the autocrosses; Jim Phillips, Jack Bishop, Richard and Judy Bennett, all of our PCA instructors and any others that I may have forgotten. I would also like to thank the unofficial autocross photographer, Jason Whitney. Great shots this year Jason!! With these volunteers, Kansas City would not have an autocross program. See you next year.

Full 2012 Autocross schedule coming soon!!!

- Rudy

Autocross Times for September 25, 2011

1.	Greg Pfau	1:07.8
2.	Jeff Rogers	1:09.3
3.	Craig Lutz	1:10.1
4.	Scott Jackels	1:10.2
5.	Jason Whitney	1:10.3
6.	Scott Jenkins	1:11.2
7.	Lorean Harris	1:11.3
8.	Rudy Rodriguez	1:12.7
9.	John Baanders	1:19.1
10.	Bill Woodhouse	1:21.4
11.	Ethan Wyatt	1:22.0
12.	Marc Cantril	1:22.9
13.	Max Rogers	1:23.8
14.	Mike Hamilton	1:28.4
15.	Tim Carlin	1:29.2
16.	Reith Buzbusby	1:34.9
17.	Ian Baanders	DNF

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





Jason Whitney



Jason Whitney



Jason Whitney



Jason Whitney



Jason Whitney



Jason Whitney



2011 Porsche Parade, Report from Savannah

Doug Pierce, Zone 10 Representative & Membership Chairman

"Everyone loves a parade" and that expression was true for those who attended the Porsche Parade held in Savannah, Georgia, July 31 through August 6. Parade Headquarters was the Westin and the adjacent Savannah Convention Center on Hutchinson Island in the middle of the Savannah River (directly across from the historic downtown area). Savannah is a most interesting city with a million historic sights to see, and hot in the summer, Humid too. However, during the week of Parade, Savannah was actually cooler than the Kansas City area, not by much, but some, maybe a touch higher humidity.

I didn't really realize that Savanna is a fairly major seaport. I probably should have recognized that when we were driving up what seemed like a 20 percent grade for half a mile on the bridge over the Savannah River some 185 feet above the water at midpoint. However, it was dark. We fully realized it when at 2:00 AM in the morning on our first night at the Westin when we were abruptly awakened by a ship's horn right outside our 13th floor window. I got up, looked out, and was staring almost straight at the tower of a container ship heading down the river toward the sea.

First day of Parade for the National Staff is nearly wall-to-wall meetings, not always drudgery, but they are meetings. The Zone Rep group selected Pomona, CA, as the site of the 2013 Escape, October 24-27. Mark your calendars accordingly.

As always, Parade opens with the Concours, this year in beautiful Forsyth Park at the south end of the Savannah Historic District. What made this one unique, for me at least, is that I was "encouraged" to be a Concours judge. Having accepted the challenge, I was assigned to an experienced team judging late 911's in a Full Concours class. The standard for judging these cars is as they rolled off the assembly line in Stuttgart, in other words, not a speck of dust or dirt – anywhere; top, bottom, inside, outside – no dirt anywhere. With my vast (not) experience in Concur judging, I think I handled the clipboard quite well. They wouldn't let me close to the cars. However, it was really supposed to be a learning experience and the veteran judges on my crew were more than willing to impart their knowledge, which was extensive.

So, what did I learn? I learned that I will never, ever enter a car of mine in a Full Concours category. When a judge is on his hands and knees, up to his armpit in the engine compartment feeling for dirt on the front side of the furthest fuel injector, I learned that this was not for me. Now, I like a clean car, but clean without the capital C in clean is just fine.

One highlight of the Concours was the unveiling of the 1973 911T restored by Porsche Classic at the factory to be awarded later in the Parade to a lucky PCA Raffle winner. If you have followed this story in Pano and on the PCA website, you know that this car when it went in for restoration was one sick, ugly puppy. I saw in at the St. Charles Parade last year before it went back to Germany, and it was a mess, structurally pretty sound, but cosmetically about as bad as it gets. The car that was unveiled after complete restoration was truly a wonder. By whatever measure, this was a brand new 38-year-old car.

The rest of the week, at least for Jan and me, consisted of driving tours through areas surrounding Savannah including Hilton Head Island, Rose Hill Plantation (the only plantation house in the area not destroyed in the Civil War), Jekyll Island (a private island, now mostly a state park, that was a club owned by the rich and famous representing 1/6th of the world's wealth in the late 1800's early 1900's), and many other locations.

The week ended with an actual parade of Porsches through the Savannah Historic District, something that had not been attempted for years, as the logistics are daunting. Some 170 Porsches participated drawing admiring crowds some 3 to 4 people deep in spots along the route.

You can't end a story centered in Savannah without mentioning the food. Southern, lowland cooking and lots of it. Loads of seafood, including a local favorite of shrimp and grits (sounds a bit strange, but really good). I think we both gained 5 pounds.

Parade next year is Salt Lake City, Utah, July 8-14. If you've never been there, it's a beautiful area of the country and well worth the trip.

- Doug



Jekyll Island Porsches in front of former clubhouse now hotel.



Doug Pierce

Savannah Parade Concours at Forsyth Park.



Doug Pierce

Unveiling of the restored 1973 911T.



Doug Pierce

Jan Pierce at the Crab Shack outside of Savannah.



Doug Pierce

Rose Hill Plantation house.

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Fun Run to St. Joseph Was Just What Was Needed

Ron Tippie, KCRPCA Member

With summer's end creeping ever nearer and Labor Day just around the corner, the weather and timing of the latest Fun Drive was exactly what we needed to get a collection of Porsche fans together for an enjoyable afternoon. The weather could not have been more perfect for a late summer drive and Richard Bennett put together a perfect combination of route and destination.

The club responded well with 32 Porsches, an M3, and around 60 plus enthusiastic participants showing up to share an afternoon journey through the back roads of Missouri. The group met in the parking lot of the Ameristar Casino at noon on August 21st to socialize and say "hi" to both new friends and old. As always when a large collection of Porsches gathers, it was quite a sight. I have said this before, but I always smile when I get to see so many Porsches together. The various styles, striking colors, and the wide vintage of the vehicles transcend us and yet provide a common bond and artful appreciation. Believe me, smiles were everywhere.

After chatting, getting caught up with one another, and brief directions from our fearless leader, Sir Richard, the engines came to life. The ride to our picnic destination in St. Joseph had begun. The route was full of short, stomach fluttering hills and extra tight curves. It was fun to see all the cars stay fairly close together and zip through the countryside. During our midpoint pit stop, with a little nudging from Al Hess and perhaps someone else, it was suggested that it might be fun to raise the spirit quotient just a tad. It seems Sir Richard could not shake Al from his rear bumper during the first part of the route so our still fearless leader decided to up the spirited part of the fun drive for the final stretch to the park. It was an exciting drive that truly had a roller coaster feel with some of the short steep hills challenging our intestinal fortitude. It was a fun, fun, drive.

As we neared the destination park in St. Joseph the spirited part of our drive came to an end and Richard thought it wise to add the equivalent of a cool down lap. We cruised through the park and viewed a few scenic roads a time or two. Eventually we found our pre-reserved shelter for the much-anticipated picnic. We need to give a special thank

you to club member and St. Joseph resident Steve Baumann for arriving early and insuring our shelter did not fall into the possession of those who may have doubted our club's resolve to show up as planned. "Thank you Steve."

This was the first potluck picnic Fun Drive I have been on and I hope it is not the last. The nicely treed park and covered shelter were ideal for our club. It was easy to socialize and food was available to everyone fairly quickly. Not only that, it was exceptionally good food as well. For those of you who have not joined in on a social activity, our members know how to cook.

Again, I want to thank Richard for all the work he put into planning this Fun Drive. If you have not joined us for one, treat yourself and come along on our next day trip. It is rare when you get to drive in a group along scenic roads that remind you why we love these cars and then get to share a relaxing meal with a great group of people. I heard more than one first time participant talk about how much fun they had and how nice everyone was. I could not agree more. The hallmark of our club is how friendly everyone is. That and the cars are pretty cool too.

- Ron

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Sammi Jade Bennett

And they're off! 32 Porsches and a sneaky M3 leaving the Ameristar Casino parking lot on a beautiful Sunday afternoon.



Hiromi Lessmann

Sean Reardon's '86 moss green 911 blends in well with the scenic summer foliage and rolling hills.



Sammi Jade Bennett

Al Hess and Karl Wilen (sneaky M3) lead the pack on a Sunday afternoon drive through the Missouri back roads.



Sammi Jade Bennett

Al Hess, Karl Wilen, Chuck Lucas, and Jim Graven enjoy their fine German machinery on the way to Hyde Park.



Judy Bennett

Karen Hess helps Richard Bennett open another package of hot dogs for the grill.



Hiromi Lessmann

Shelter 1 at Hyde Park in St Joseph was the perfect destination for a pot luck picnic following the fun run.



Shrimp Boil at the Hess Residence

Robert Wayman, KCRPCA Executive Vice President

There were a few long faces at the KCRPCA breakfast on Saturday September 18 as the rain was coming down at a pretty good clip. "What will happen at the Shrimp Boil if it keeps raining?" seemed to be on everyone's mind. "Not to worry" said host Al Hess, "everything is under control". When Al says it is under control you can take it to the bank, it is under control.

By 4 PM, the skies had dried up, the water was up to boil and one of KCRPCA's most popular activities was ready to roll. Chef Al, the very epitome of sartorial splendor in his complete chef's regalia was reigning supreme over the hot stuff cooking batch after batch of delicious shrimp, sausage, corn on the cob, potatoes, and onions.

Special guest Chef Ken Kasic was at the "Egg" making delicious charcoal fired Shrimp Pizza. Inside the house, hostess Karen Hess had everything organized and ready for the onslaught of sides and deserts being delivered as the guests rolled in. The Hess canine duo, Bailey and Max, kept those outside on their toes outside by getting everyone there to throw a stick to be enthusiastically retrieved.

In the end, more than 70 members and guests had their fill of 40 pounds of shrimp and all the fixin's they could eat. New members, long time members and guests mixed freely sharing stories and good times well into the evening proving once again what a fantastic, eclectic group of folks make up the Kansas City Region. Many thanks to Al and Karen for opening up their home for this fantastic annual event; be sure to make plans to attend next year so you will not miss out!

- Robert



Chef Al in action. Everyone agreed the food was mighty tasty.



It turned out to be a great afternoon for a shrimp boil.



Ralph Light carefully observes Mark Sherwood's desert choice.



Richard Bennett chats up Stewart and Deb Myers.



Holiday Party & Changing of the Guard Dinner

By Judy Bennett, KCRPCA VP - Social Activities

Holiday Party at Brio's Tuscan Grille

Please join your KCRPCA friends on Saturday, December 3rd, 2011 for our Annual Holiday Party at Brio's Tuscan Grille, 502 Nichols Road, on the Country Club Plaza. KCRPCA has reserved a private room on the second floor for a five-course sit down dinner featuring appetizers, salad, pasta, entrée, two sides, and two individual-sized desserts.

The evening will begin at 6.00 PM with a cash bar and appetizers, followed by a sit down dinner and desserts.

This event is by **ADVANCED RESERVATION ONLY**. All reservations must be received by Saturday, November 26th, 2010. We must provide a guaranteed count to the restaurant. No one can be accommodated on the day of the event. The holiday party is always one of our most popular events, and we have strictly **LIMITED SEATING** available. Get your reservations in early to avoid being disappointed. The past two year's Holiday Party sold out in advance of the deadline.

You can RSVP online at www.kcrpca.org or you may mail a check for \$45 per person, made payable to "KCRPCA" to:

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

This is an Aristocrat Porsche sponsored event.

Changing of the Guard Dinner

Please plan to join KCRPCA for the installation of the officers at the annual Changing of the Guard dinner on Saturday, January 14th, 2011. Once again, by popular demand, the dinner will be at Fiorella's Jack Stack Barbecue at 13645 Holmes, Kansas City, Missouri.

Join us at 6:30 PM for a cash bar and 7:30 PM for a barbecue buffet dinner. Come with a hearty appetite because we will be dinning on pork spare ribs, beef brisket, hickory roasted chicken, polish sausage, and beef burnt ends, along with roasted potatoes, cheesy corn, baked beans, and Mediterranean pasta salad. To finish it all off, there will be a delicious dessert cart and coffee. All this for only \$35 per person.


We hope to see club members old and new enjoying a great barbecue feast. This event is by **ADVANCE RESERVATION ONLY**. You may RSVP online at www.kcrpca.org, you may also pay online via PayPal or mail checks made out to KCRPCA to:

Judy Bennett
304 NE Oaks Ridge Dr,
Lee's Summit, MO 64064

All reservations must be received by Saturday, January 7th, 2011. Any questions please contact Judy Bennett, trainer-judy@sbcglobal.net or 816-682-4383.

- Judy

- Judy

FIRST CLASS POSTAGE																																																	
<p>Jack W. Bishop, KCRPCA Secretary 106 Tuscarora Lane Lake Winnebago, Mo. 64034</p>																																																	
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<p>MARK, FOLD, AND MAIL YOUR BALLOT PRIOR TO DECEMBER 1.</p> <p>ELECTION RESULTS WILL BE POSTED ON THE KCRPCA WEBSITE ON DECEMBER 15, AND THE JAN/FEB ISSUE OF DER SPORTWAGEN.</p>																																																	
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KANSAS CITY REGION PORSCHE CLUB OF AMERICA 2012 CLUB BALLOT FOR OFFICERS AND DIRECTORS																																																	
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PCA ZONE 10 CALENDAR

NOVEMBER

5	Tech Session	St. Louis
11	Veteran's Day drinks & snacks social, Ankeny, IA	Schönesland
11-13	PCA Palooza, Eureka Springs, AR	
12	The Turbo Turkey Trot Dinner	Dakota

DECEMBER

2	Christmas Party, at the Bailey's home, Springfield, MO	Ozark Lakes
3	Christmas Party	St. Louis
3	Christmas Party at Brio's	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

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Oktoberfest Car Show

By Tim Bubniak, KCRPCA Board of Directors

The 2011 Oktoberfest car show held on October 16th at Hawthorne Plaza did not disappoint this year with picture perfect fall weather and a great turn out of Porsches. We joined the German Car Clubs of Kansas City representing the Mercedes Benz and BMW brands for this event.

Our show had 23 entrants for the people's choice voting with a great diversity of Porsches presented. The people's choice voting divided the entrants into three categories of front engine, mid-engine and rear engine. The winners were Fred Armstrong with his 1986 944 Turbo for the front engine category. Spencer Cochran won the mid-engine category with his 2001 Boxster and Steve Kaspar won the rear engine category with his 1994 911 Turbo. A special recognition award was presented to Paul Johnson for his crowd favorite 1958 Porsche junior tractor. Congratulations to all the winners and a thank you to all parties who attended. Most importantly, the donations made raised \$460 to go towards cancer research.

-Tim



Tim Bubniak

Award winners Steve Kaspar, Fred Armstrong, Paul Johnson and Spencer Cochran represented the KCRPCA well.



Steve Jones

One of the highlights of the show was this crowd favorite 1958 Porsche Junior tractor owned by Paul Johnson.



Steve Jones

Mercedes Benz, Porsche, and BMW were the featured marques at the Oktoberfest car show.



Steve Jones

Stephen Kaspar's 1994 911 Turbo won the People's Choice award in the rear engine category.

Every field has a specialist.



BOB HINDSON RACING

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

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).

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Join us for Breakfast!

Every Saturday at 7:30 AM, the KCRPCA meets for breakfast at Waid's Restaurant at 1130 W 103 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.