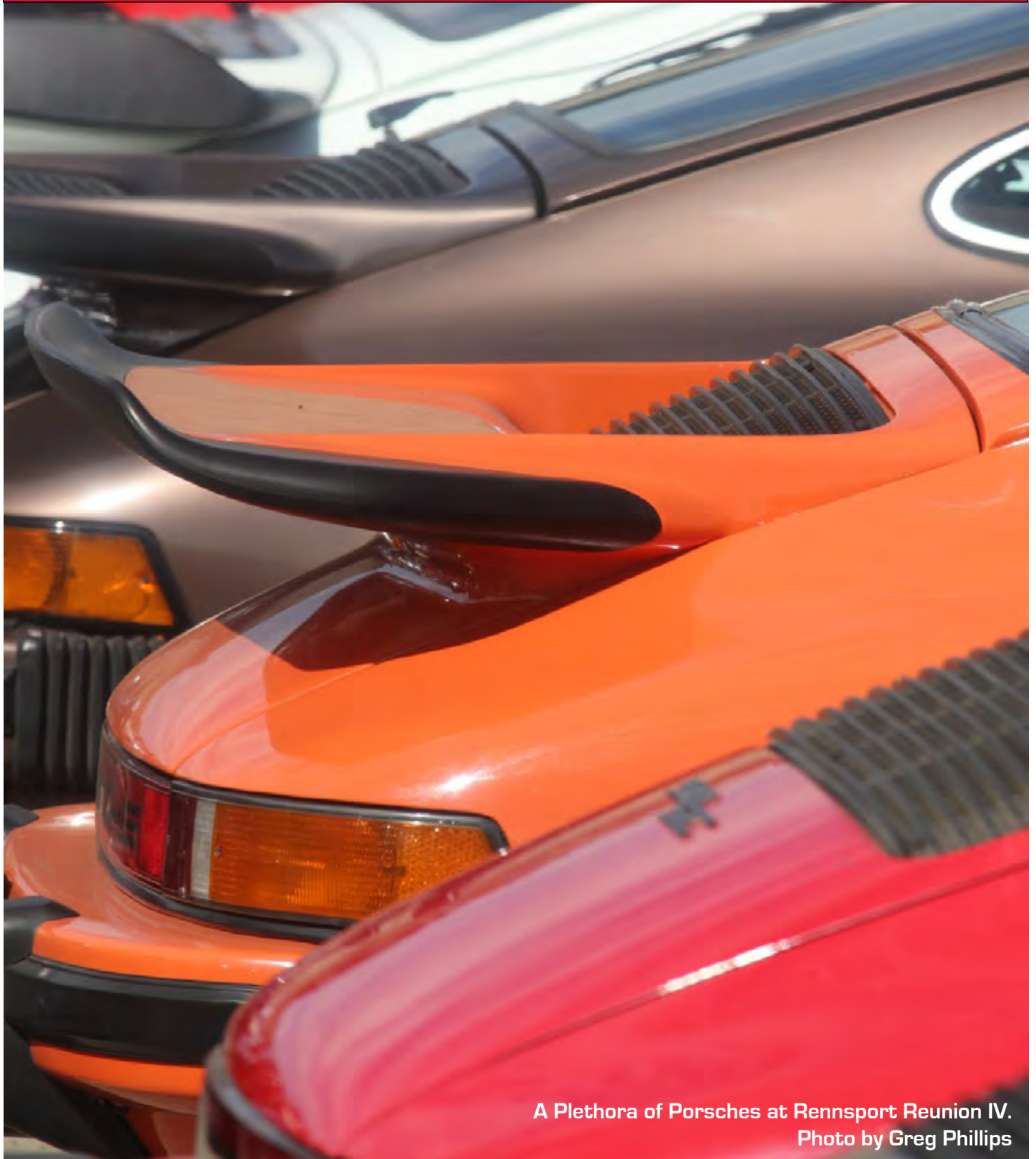


Der Sportwagen

January / February 2012

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



A Plethora of Porsches at Rennsport Reunion IV.
Photo by Greg Phillips

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President's Column

Ralph Light, KCRPCA President

I am on my way to Los Angeles for Thanksgiving. After waiting for an hour to board a flight that is late, I don't feel like we are going to the city of angels. More like Dodge City in a cattle truck. Oh, for the old days of flying when the planes were clean and the employees were friendly. Remember when there were stewardesses, then they became hostesses, then cabin attendants? I am not sure what to call them now. I just know they don't want to be bothered. Last weekend I was in my C4S on the way to Palooza. What a way to travel! I was in control, could take any road I wanted, set my own temperature. I am now contemplating the fact that if we had autobahns in the good old USA, I could get to Denver, for instance, as quick in my Porsche as I could fly it. And not even have to go that fast for an autobahn. Maybe average 120 mph. By the time you figure the time to drive to the airport, park, go through security, wait to board, taxi, fly, land, taxi, get off the plane, get luggage, find next transportation, it isn't much different.

That will never happen here of course. However, we can all experience Palooza. If you haven't been, I would heartily recommend going next year. It is a gas (how's that for a 60's term), well run, friendly people, lots of Porsches (about 200), great fun drives and spirited drives and beautiful scenery in the Arkansas mountains. Try to put it on your calendar next fall.

Happy Turkey day to all and I hope to see you at a KCRPCA event.

- Ralph



Be sure to mark your calendar for next year's PCA Palooza.

Innerhalb

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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: February 7, 2011

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2012 Executive Committee Results

By Jack Bishop, KCRPCA Secretary

I would like to thank all those who participated in the voting. The ballots have been counted and the slate of candidates recommended by the Nominating Committee have been unanimously elected.

Congratulations to President Ralph Light and Executive Vice President Bob Wayman. Congratulations also to Treasurer David Stadtmueller; and new Director Murray Steeble. Thanks also to Richard and Judy Bennett, Jerry Clark, Roger Templin, and Fred Quintana for their continuing service.

Thanks to Tim Bubniak for outstanding service during your tenure on the KCRPCA Board of Directors! Jim Phillips, you reset the bar with your service as club treasurer. Truly, well done to you both!

—Jack

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From the Editor

David Lessmann, Editor Der Sportwagen

It hard to believe but one year has passed since I took over the reins at Der Sportwagen. I find it somewhat entertaining to look back over the past six issues to observe the various changes since the first issue published in January last year. You too can join me in this "year in review" by participating in the first annual Der Sportwagen trivia contest. Thanks to the generosity of Scott Harrison and Banger Industries, this trip down memory lane has a financial reward as well. See page 30 for further details.

Changing gears, you can file this topic under the heading "Shift Happens". I had the good fortune over the Thanksgiving holiday to drive a 2012 911 Carrera 4 GTS. The car was black with a black convertible top. My brother, who already owns two Porsches, one a 2008 Boxster S Limited Edition (his is serial number 5 out of 250), and a 2007 Cayman S, managed to finagle a two-day test drive from Woodhouse Porsche in Omaha, NE. Sadly this was not the new 911 (code name 991) but rather the current edition, 997. Nevertheless, with over 400 hp this Carrera 4 GTS was the envy of anyone who saw it.

The car featured Porsche's Doppelkupplung (PDK) transmission. The PDK offers smooth gear changes with no interruption in the flow of power. This results in significantly faster acceleration. There are paddle shifters on the steering wheel as well as the standard shift knob in the center console.

In total, the PDK has seven gears at its disposal. Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. The 7th gear has a long ratio that helps to reduce fuel consumption. PDK is essentially two half gearboxes in one and thus requires two clutches, designed as a double wet clutch transmission. It is the wave of the future in transmission design.

Driving the car was an eye opening experience. In automatic mode, the car upshifted early under normal driving to maximize fuel economy. However, firm downward pressure on the skinny pedal was like waking a sleeping giant. The car growled and leaped forward downshifting immediately to the correct gear and holding the shifts to 6000 RPM. (Actually, I had to breathe the throttle at 6 grand because this was a new car and the RPMs spun up so fast it caught me off guard.)

The point of all this? If you know me, you know I am a fan of the manual transmission and heel-and-toe downshifting. After driving this car I have seen the future and my aforementioned shifting skills are now obsolete.

- David

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Der Sportwagen

Kansas City Region

Porsche Club of America

January / February 2012

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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.

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IMS Bearing Upgrade Boxster (986) and Carrera 911 (996)

Karl Wilen, Der Sportwagen Technical Editor

dockarl@wilen.us

There has been a lot of talk over the years about catastrophic failures of the 986 and 996 engines due to the intermediate shaft (IMS) failing (the bearing in particular). Along with the IMS issues, the rear main seal (RMS) was also an area of major concern. I could write a novel on the design, mechanisms of failure, prevention, etc., but alas I am limited to just a couple of pages in our newsletter, so bear with me as I know I won't address all your questions.

Looking back over the years, there were a lot of misdiagnosed RMS leaks, which were actually leaks caused by the IMS flange that sits right below the RMS. Techs would replace the supposedly leaking RMS only to find the problem wasn't fixed. At that time, the IMS was not considered serviceable and the solution to a failure or leak was to buy a new engine. Eventually LN Engineering developed a way to replace the intermediate shaft bearing, along with upgrading to a more robust design, thus improving Porsche's design. Some will say that Porsche is a fantastic engineering company whose designs are beyond reproach and in most cases this is true. In the case of the IMS bearing, the design is seriously flawed.

What is the IMS? The intermediate shaft helps to time the camshafts of the engine to the crankshaft of the engine in this particular design. The IMS is linked to the crankshaft (and oil pump), and then the camshafts are turned via chains to the IMS. So it is just that, an intermediary.

How does the failure occur? It can be a combination of a couple of different mechanisms. The leading cause is bearing failure due to the design of the bearing itself. Porsche used a sealed dual or single row bearing on the IMS depending on the year. Inside this sealed bearing, grease lubricates the balls of the bearing, allowing everything to work properly with minimal wear. The grease is contained by the seals, so all is good right?

The issue is that when you put a sealed, greased bearing in an oiled environment (using very thin 0w-40 oil no doubt), the oil will eventually seep past the seal and wash the grease out of the bearing. While some oil will remain in the bearing, it cannot flow through the worn seals fast enough to properly lubricate the balls themselves. The oil overheats and cooks, wear occurs, and eventually the bearing fails and we have catastrophic en-

gine failure. Much of this happens on lower mileage cars where the oil sits stagnant against the bearing seal for extended periods of time. Couple that with condensation that builds up in the engine oil over time, and you have disaster waiting to happen.

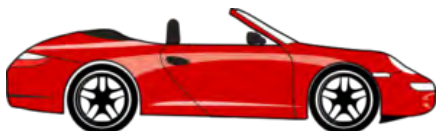
The fix: LN engineering has come up with not only a way to remove and replace the bearing, but their kit also utilizes an upgraded bearing using ceramic balls and an open flow design which allows the engine oil to lubricate the bearing properly. There is no grease in the upgraded bearing, the engine oil provides all lubrication, and the ceramic balls have a much longer lifespan than the standard steel balls of the OEM bearing. Allowing the oil to flow freely through the bearing prevents it from cooking and provides good lubrication to the bearing.

Prevention and detection: If a bearing is used in any application, at some point it will need to be replaced, and the IMS bearing is no exception. Replacing the bearing as a preventative measure can save you 10's of thousands of dollars in engine repair costs. I advise people that anytime the clutch is replaced or the transmission is out for work, to replace the bearing since you are right there with very little additional labor. The issue is people not wanting to spend 2000-3000 to replace something out of prevention (including a clutch while in there).

Some cheaper solutions are out there though if you are vigilant with your maintenance. I install magnetic drain plugs on all 986/996/997 engines along with cutting open oil filters to check for debris at oil change time. As the bearing starts to come apart, the magnet or filter will pick up the fine metal debris. When the oil is changed, it is inspected, and if there is metal found, then the bearing should be immediately replaced. Likewise, the IMS Guardian has just been released which uses an electronic drain plug with a warning light installed in the cabin. If the plug detects metal and closes the circuit, the light comes on in the dash. When that happens, you shut the car down and have it towed in for replacement. While slightly inconvenient, the cost savings can be substantial.

What about the 997? Well there is good news and bad news. The good news is that some '05 models are still serviceable as the 986/996 are. The problem is, you don't know until you go in there. The bad news is that in some '05's and all '06 and later engines, the IMS bearing is not serviceable without a complete tear down of the engine. Ouch.

And now on to the good stuff. Remember, the pictures look better online in color.



Below we have an OEM sealed, dual row bearing. When I removed the seals with a pick, oil flowed out of the bearing. There was no grease remaining in the bearing. This one did not have long to live, and was done at about 60k miles.



Here you can see the oil inside the bearing where it shouldn't be with this design.



The backside of the engine where the RMS (middle) and IMS bearing (very bottom) sit. Notice the significant leaks around the IMS flange.



With the IMS bearing removed from the engine, these are the pieces that are of concern. Another item that can fail is the post seen on the left. Some abnormal bearing wear and this thing will start to wobble, snapping it due to the stresses.



Here we can see the backside of the IMS bearing flange. If you look online in color, you can make out the pitting in the flange. This is from condensation and acids in the oil sitting and eating away at the metal. This engine likely was on an extended mileage oil change interval. LN includes a new CNC'd flange with a more robust seal on their upgrade kits.



(Continued on page 14)



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Who Needs TireRack.com When You Can Build Your Own

Scott Harrison, Der Sportwagen Special Assignment Editor

Have you ever wished you had more space in your garage? It's almost a given that most of us will never have as much space as we'd like, and what space we do have has to accommodate storage of various items, in addition to providing space for those of us that wrench on our cars. As I have mentioned in previous columns, having a clean and controlled workspace is also a safety factor. If space in your garage is at a premium, never fear, as things are looking up! Literally.

I am fortunate to have a ceiling height in my garage that is 11'6". Like most of us with attached garages, the doors have a track system that lifts it up to a horizontal position just above the top of the opening. It is great for getting the door out of the way, but the space above the door usually is overlooked as a storage area. I was pondering this a while back while working in the garage, and had the idea that it would be a great place to store some of the umpteen sets of tires/wheels I seemed to always be moving around the garage to get them out of the way. After a couple of quick measurements to make sure that the tires I wanted to store up there would fit, I was off to the local home improvement store to buy some materials, and then I got to work. While I could have taken the easy way out and bought a pre-engineered unit, that almost seems like an insult to the spirit of the home DIYer in addition to being considerably more expensive.

Before we get started, a couple of notes. First, while this is not a complex project, it does require that you have the ability to successfully locate framing studs in whatever location you decide to install the rack. Secondly, the dimensions I used were based on MY requirements, and it's entirely probable that you will want/need to make changes to suit your situation. Therefore, the plans provided here are listed only as a suggestion

on how to build it. Lastly, while I believe this is overbuilt for the weight limits I planned to use, I am making no claims that it will support what you might decide to put on it, and so you need to proceed at your own risk.

List of Parts:

- A. 20" piece of Uni-Strut, quantity 4
- B. 48" piece of Uni-Strut, quantity 3
- C. 5/16" x 4" lag hook bolt and 5/16" fender washer, quantity 2
- D. 5/16" x3" lag bolt and 5/16" fender washer, quantity 6
- E. 3/8" bolt and 3/8" fender washer, quantity 6
- F. 3/8" nut and 3/8" cut washer, quantity 6
- G. Uni-Strut angle bracket, quantity 2
- H. 5/16" eyelet turnbuckle, quantity 2
- I. 3/8" U-bolt with nuts and washers, quantity 2
- J. 600 lb linked chain

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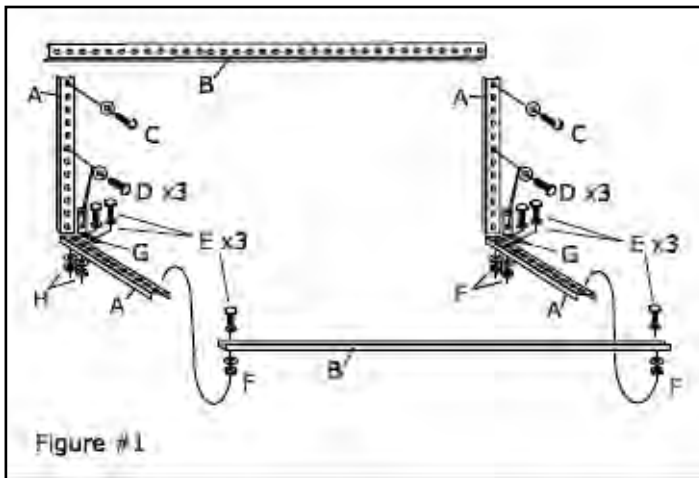
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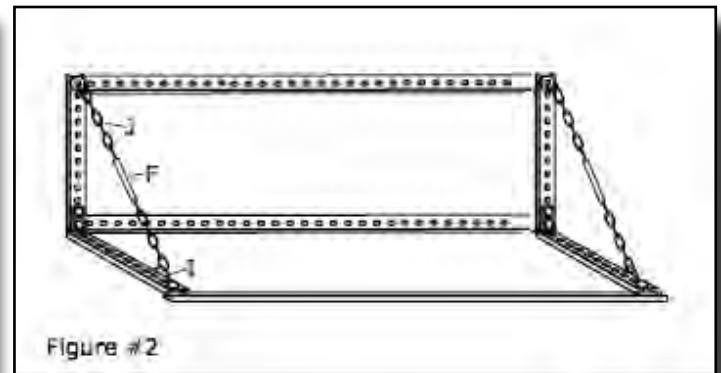
Everything should be readily available at your local hardware store. Uni-Strut comes in 10' lengths, so plan accordingly to get it home, or take a hacksaw and tape measure with you to the store and cut it in the parking lot. ☺

When you have the hardware at home, the basic assembly of the framework is shown in Figure #1. Start by identifying studs to support the rack and mark them so that they will be level on each side. You need to make sure you get this part right, as the lag bolts must fully engage the 2x4's in the wall or you run the risk of having it fall down. Drilling pilot holes with a 1/4" drill bit for each of the vertical 20" piece of Uni-Strut, and then install the lag hook bolt in the top position and the three lag bolts as shown, with the Uni-Strut angle bracket positioned at the bottom two holes and two of the 48" Uni-Strut members behind them (only one is shown in Figure #1).



Next, mount the two horizontal 20" pieces of Uni-Strut using the 3/8" bolt hardware, and then the last piece of 48" Uni-Strut at the end on them. At this point, it should be looking good, but don't stop there, as it won't support much weight until you take the last step.

Start by loosening the turnbuckles so that they are almost to their maximum length, and then using a pair of pliers, open up the ends of the eyebolts so that you can get the chain through it. Using the chain and the turnbuckles, measure it out so that its long enough to span the diagonal distance as shown in Figure #2, with just enough slack to get it over the lag hook eyelet on each side. In my installation, I used 16 links of chain, but it's dependent on the type of chain you buy as well as the dimensions you use. Once it is measured, cut the chain into two equal lengths, and install one length of chain with the u-bolt hardware at the end of the rack and the turnbuckle is in the middle. Then use the pliers to close the turnbuckle eyelets. The last step is to take the free end of chain, loop it over the upper lag hook eyelet, and then tighten the turnbuckle to take the slack out of the chain.



You can use the turnbuckles to make adjustments in level as well. Once done, this rack as built to these dimensions will accommodate eight tires/wheels (diameter of the tires that will clear is dependent on how close to the ceiling you install it).

- Scott

PCA ZONE 10 CALENDAR

Apologies to KCRPCA members looking for the 2012 PCA Zone 10 Calendar. Due to a tight printing deadline the 2012 calendar was not available at the time this issue went to press. Check the KCRPCA website (www.kcrpca.org) for an updated 2012 calendar.

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

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 Wichita Region: wic.pca.org



Original. Or Not.

Sean Reardon, KCRPCA Past President, and PCA Membership Committee Chair

"For sale: 1988 911 Carrera cabriolet, perfect condition, no issues. All original."

Oh really? Can you be sure?

I'm sure most of us have been around the block a few times buying and selling cars knowing that "perfect condition" and "all original" have a consistency in meaning equal to a modern political promise. Does anyone really know what "all original" means anymore as it relates to cars? If you've watched Barrett Jackson or Mecum auctions you hear that term used exhaustively on cars that have shiny clearcoat paint and panel gaps akin to a Lexus, neither of which were remotely possible during the heyday of quality American automobile construction of the 50's, 60's, and 70's. How does this term apply to Porsche?

If you're reading this, then you are most likely a PCA member and a Porsche owner, who understands that the machine sitting in your garage has been crafted much differently than most anything else on the road. Is that machine you love to drive to Saturday breakfast and take to the track during our October DE original? Does it really matter? Actually, for a Porsche, yes it does. In my humble opinion, "all original" means that car carries the same exterior paint, trim, interior finishes, and mechanical items as delivered from the factory, aside from those items required by the factory guidelines to be replaced as part of regular maintenance. This article focuses on exterior paint and how to distinguish as original or not.

From the beginning, Porsches have been known and prized for their excellent build and finish quality both inside and out. Disturbing an original finish Porsche, especially one that has either few flaws or just the right amount of patina to prove it has lived an interesting life, will adversely affect both the provenance and value of that car. Think of it in this light, how happy would a collector be if they just paid \$20,000 for an "original finish" Gustav Stickley arts and crafts sideboard, only to find out it had been refinished with Minwax stain and polyurethane in the 1980's, therefore only worth \$5,000? The point of this article is not to ad-

monish those cars that have been partially or wholly repainted. The key is to have the knowledge to determine originality so the price you pay is a fair reflection of the car's condition.

One must determine from the beginning of their Porsche search just how important originality will be on their priority list, as that directly influences the price. While the chances of finding a nice all original example from the 1970's and prior may be slim, all original cars from the 1980's and newer commonly exist and can be found if you look hard and smart enough. There exists a full range of originality from truly all original, to salvage title rebuilds, to a car that's had a front bumper respray simply to fix a single rock chip. Determine your budget, check the market at that price point, and then decide if you can live with the condition and originality of cars available. If you want something nicer, then the budget will have to increase. If you could care less about original paint, then strike that from your list of questions to the seller and enjoy the fact that you should be paying 10% to 20% less. Once all of this has been sorted out in your mind and you've found a few Porsches to pursue, the real work begins. Are those candidates original or not?

Determining the originality of a car begins with interviewing the seller. Be efficient with your first call or email, asking immediately "is the paint all original". If the seller says no, first of



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all thank them for their honesty, and then determine if you want to continue with that car. If the seller says, "yes, it's all original", then do your best to act like you trust his word. But don't trust his word. Ask them how they would be able to tell if the car has paint work. If they pass that test by mentioning methods that will be explained later in this article, then continue to pursue that car. If their level of expertise is between zero and barely understanding the concept of overspray, thank them for their time and seriously consider passing on that car. If the seller thinks a repainted Porsche, especially one that is fairly new, is a good thing, then run away, quickly.

If a car has passed the initial test with an owner giving good reasons of why he or she thinks the car is original, prepare to visit the car and see for yourself. If the car is not local, there are a few options to initially vet a car. Have a repair shop check the paint with a paint gauge, or have a friend or colleague you trust who lives near the car take a look. Also, ask the seller to send high resolution photos of areas mentioned later in this article. With this information, you should be one step closer to deciding if the car is worth traveling to view in person.

Once you are able to view the car, first and foremost look at the texture and color of the paint itself. While factory Porsche paint is superior to most other makes, it does come delivered with small amounts of texture or "orange peel", especially on late model examples. Original paint should not be perfectly smooth or rough textured (Figure 1). Note that older cars may be smoother from polishing over the years. Become familiar with known examples of original and repainted cars in the era you're purchasing to help make comparisons. Look for sanding marks of linear or swirled recesses; if you see them, it has been repainted. Next, look for pieces of dust or debris in the paint, especially in clearcoat cars if applicable. Though Porsche occasionally lets a car out of the factory with dust in the paint,



FIGURE 1

this is very rare, especially on prominent topside areas. If you spot several areas of dust and lint captured in the paint, that area is probably resprayed. Similarly, look for entire panels where rock chips have been painted over without proper preparation. While common on the hood, front nose and bumper areas, these blemishes can often be spotted on the front facing areas of the rear fender flares as well. Lastly, look at the overall color, especially in bright sunlight. Many Porsche colors typically turn several unique shades in the sun. Signs of mismatched colors between panels, or a lack of the chameleon-like transition in sunshine may indicate a poorly blended respray. Again, become familiar with original examples of the colors you're pursuing. Knowing that Ocean Blue turns greenish and Midnight Blue turns purplish in the sun make it easier to spot non-originality.

Next, look at the door, trunk and engine openings or jambs. If you suspect the paint texture or color is wrong, taking a good look at the jambs may confirm your suspicions. Door openings are the place to start. Porsche door jambs both old and new match the exterior of the car in color and sheen so look for any indication of rough paint or overspray. Later model Porsches do not have the overlap seam of the rear fender over the door opening sheet metal (Figure 2) so it is very difficult to hide a blend line unless the entire door jamb is repainted. In



FIGURE 2

that case, inspect the rubber gaskets closely for overspray. On the older models, check for paint ridges or mismatched color if they tried to locate the blend line at the edge of the fender seam (Figure 2). Also look for signs of overspray or a paint ridges at the perimeter of the VIN tag, emissions sticker, or paint code tag on earlier models (Figures 2 & 8). On the door itself look for rough paint or ridges along the outside edges of the door skin. On air-cooled 911's, look at the area inside the door near the mirror that runs nearly horizontal, as well as on the angled flat portion with the black plug covers (Figure 3). All of these areas should have shiny paint with no roughness.



FIGURE 3

Engine and trunk lid openings get a bit trickier. Older models have generally smooth paint all the way inside the opening, so any rough edges or dull paint may indicate respray. Inspect the various stickers and latch mechanisms for overspray or paint ridges at the along their edges (Figure 4). I will guarantee that Porsche never delivered a car with Guards Red paint all over the firing order sticker. On lighter colored cars, often times you can spot from a distance a shadow line at the opening; this may be from discoloration or dirt where the rough blend line was not fully wet sanded and polished (Figure 5). The undersides of the front and rear lids on older models should be consistently shiny. Look for rough paint or overspray. Newer models do not have the same shiny clearcoat finish under the lids and inside the trunk and jambs, or in the case of the

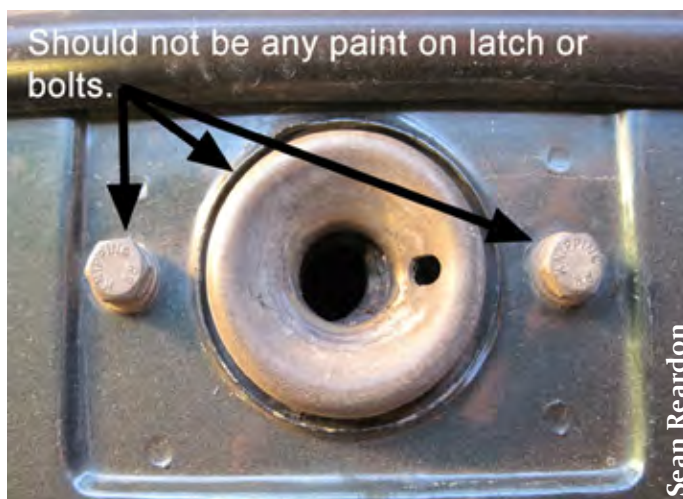


FIGURE 4



FIGURE 5

Boxster, the inside the opening of the convertible top clamshell. While this makes distinguishing overspray paint a bit more difficult to spot, any change in color or texture should still be apparent if you look closely enough. Conversely, look for paint that is too shiny in these locations. Lastly, many later models should have a small (approximately 3" square) paper sticker under the front lid with a dot matrix printout of various configuration and option codes. Should this be missing it may indicate repair work

or replacement may have been done to that panel. Incidentally, the companion sticker should be in the warranty booklet so check for that while you're inspecting the car. If nothing else, these stickers will give an accurate listing of all the options the car was delivered with.

Should the paint and openings look okay, start checking the details for overspray. Spotting extracurricular paint on trim, gaskets, glass, suspension pieces, or any other area not meant to be painted is a dead giveaway. Specifically check windshield wiper arm bases and washer nozzles, black trim welting on 911's at front fender to cowl (Figure 6), rubber trim strips between fender and bumpers (Figure 6), on the hidden rubber seals surrounding the convertible top under the canvas fabric at the rear fenders, on the rubber trim surrounding the semi-circle torsion bar cover on 911's (Figure 7), on black trim around the 944/968 roof pillars and panels, and on felt and rubber sunroof seals. Pull up the rubber edge of all the window trim and check for either paint on the rubber or glass and for paint ridges adjacent to the rubber trim. Check all lights, bezels,

and rubber trim for paint. Next, look at all black or clear stone guards (Figure 8). Check for paint ridges along the perimeter and be sure they have been installed over the paint (not under the paint, as one 993 seller tried to convince me). Look for a difference in paint color or texture where the paint goes under the clear guards, especially on late model cars. Also check for color of the clear guards; if one is significantly clearer than the other then it may indicate a replacement, possibly on a repainted panel. The bottom line is that paint only belongs on body panels.

So after all this, is the car original? Hopefully these tips will help you determine that next time you're face to face with a potential addition to your Porsche fleet. It does take time to gain experience by looking at known examples of both original and repainted cars. However, through the years of buying and selling Porsches, I've discovered how easy it has become to spot a repainted car. Unfortunately the number of sellers who have this skill is significantly lower than the number of Porsches for sale so one must take the initiative to make their own determination. Happy hunting!

- Sean

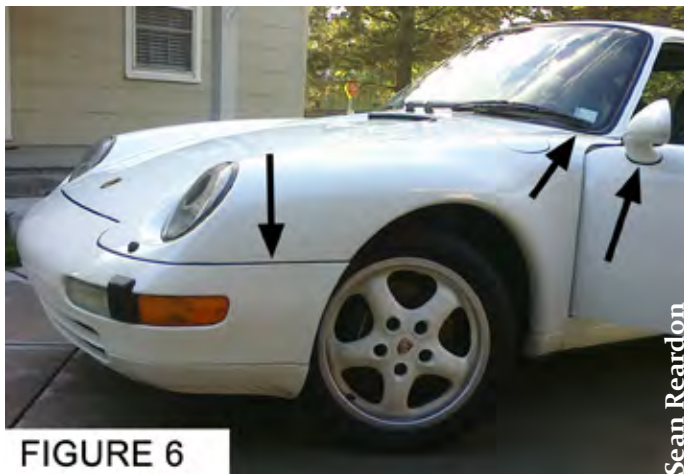


FIGURE 7



FIGURE 8

(Continued from page 7)

And how the assembly looks when together. Notice the black o-ring around the flange. This seal can cause a leak at the flange, mimicking an RMS leak.



Here you can see the new ceramic bearing installed



Until next time:

- Karl

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By Doug Pierce, KCRPCA Membership Chairman, and PCA Escape Coordinator

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NOVEMBER 2011 AUF WEIDERSEHEN

Todd Holyoak
Wallenstein, ON Canada
Transferring to the Upper Canada Region

NOVEMBER — DECEMBER 2011 NEW MEMBERS

Richard Kevin Gilroy
Kansas City, MO 64108
2012 Cayenne

Kevin Bruce Zybach
Manhattan, KS 66503
2008 Cayman

Jeffrey Tromans
Kansas City, MO 64111
Gold 2000 911 Carrera 2

Mark Harris
Overland Park, KS 66207
Black 1988 911 Carrera

Bruce & Cindy Hogle
Overland Park, KS 66214
White 2006 Boxster S

William David & Brandi Scarberry
Burlington, KS 66839
2000 996, 2004 Cayenne

Brandon Nott
Bellevue, WA 98007
2004 911 GT3
Transferring in from the Pacific Northwest Region



ChumpCar Chronicles V - Redemption at the OK Corral

Richard Bennett, KCRPCA VP Driving Activities, and Der Sportwagen Club Racing & DE Editor

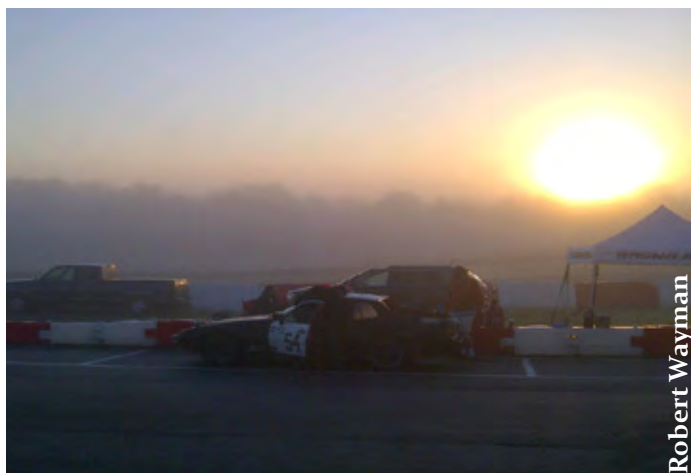
It is the end of the 2011 ChumpCar season, at least for Car 54. Let's take a look at how we fared at our final race which was Hallett, "Redemption at the OK Corral" and also the 2011 season in review.

For Hallett we had the complete Car 54 Team of Al Hess, Chris McIntyre, Bob Wayman, John Clark and I. Pumped and ready for a two-day, two-race, double 7-hour format (each day is a separate 7-hour enduro).

We were at our normal level of preparation, i.e. the bare minimum and only just before the event. We did have new tires, and the basic fluid changes and inspection, so the car was ready to go. Since the start of the season, Car 54 has gathered a good few dings and scrapes. We removed the front spoiler, which was about to fall off anyway. Despite the battered look there was nothing that would impede performance or reliability.

Once at the track, off to tech and registration we go. ChumpCars issue penalty laps for performance gains, a V8 RX7 got seven for that. You can also buy laps for \$20 each, up to five laps. We were clean, meaning no penalty laps, but in our haste we overlooked buying laps, which would hurt us later.

And so on to the Saturday race, John Clark goes out in the first session. We are running the normal Hallett track configuration, i.e. counter clockwise. John pushes hard from the start. We are 7th at the green flag, but John quickly gets us up to 5th. John tries all his tricks in pursuit of the cars ahead. Timing and scoring is not working, nor is Race Monitor, (a great app for the iPhone and Android that gives you instant results). Nevertheless, we just know we are doing great. The car devel-



ops an issue, which we have experienced before. The car cuts out on right hand turns after approximately 75 minutes as fuel is burned off. It gradually gets worse the longer we run and we lose more time per lap. The dilemma is that although lap times are lengthening, an additional 5 minute fuel stop will hurt us more, so we push for 105 minute stints. As there are only a couple of long right-handers we don't lose too much time with the cutting out on Saturday.

I go up next and push hard. The radios are working great, (it only took us all season to figure that one out!). Timing and scoring is now up and running. I call in to find out where we are running only to be told 9th! Huh, how can that be? I know John got us up near the front and no one had passed me so how come? Well remember the buying laps part. It seems that all the cars ahead had bought five laps except for us. Ahhhhhh!

Car 54 is running great and we are passing cars, which is always better than the alternative. I am chasing a Nissan through turn 1, when I see it get loose. The driver attempted a save. A series of over corrections ended with the car going off track right. Normally once a car goes on the grass its game over and maybe I'll see them on the next lap. To my surprise just as I am passing the Nissan, it suddenly rockets back on track straight into Car 54's soft side belly. It's a big impact; I am spun out and put on the grass. I back off for a millisecond, and then drive the car back onto the track without losing a beat. I watch for the corner stations, they are all holding black flags but not waving at me yet. Each corner worker stares intently as I pass. The car has a slight vibration (flat spots on the tires),

but other than that it drives fine. I hear a tire rub on hard lefts combined with a bump/compression, but nothing bad. I radio the team giving them the bad news. I do a flyby down by the pit wall, and ask them to look at the car. Nothing is obvious (little did they know it was on the passenger side and all they can see is the driver's side). I run the car to the lunch break and then inspect the car. It took a big hit on the passenger door and into the rear fender. The bodywork is pushed in over the tire hence the rub on full compression. During the lunch break we have the damage repaired at the Hallett garage (big hammers and pry bars prevail!).

In the afternoon we continue to work our way up the field. We see a chance to make a podium, if only we had bought those laps! We make a futile attempt to buy laps but ChumpCar is having none of it. Oh well at least Sunday will be neutral, i.e. no buy laps (at least that's what we thought). The afternoon was uneventful except Car 54 developed a high-pitched noise when the car is at speed and under power. It sounded exactly like a turbo blow off valve. Other teams were questioning what we had in the car, so we played along with the turbo idea. Hey, if an RX7 can have a V8 we can have a big turbo right! We fear the worst. Maybe the impact damaged a CV, or the tranny and something is going to grenade any second. No sense in pulling the car in so we continue to the end. We finished 4th on Saturday. We would have finished 3rd had we bought the five laps. Oh well Sunday will be a new opportunity. We check the car over for signs of what's causing the noise. All we can find is a loose exhaust baffle.

For Sunday, the teams voted to start one hour earlier to provide an earlier finish. It's a new day, a new opportunity, and we are filled with new inspiration. At the driver's meeting ChumpCars throw a curveball telling us we are now running clockwise. Groans ensue, faces drop, and there is fear in the eyes of some drivers. Few people have had the opportunity to run the wrong direction, on top of that the fog makes visibility difficult, and it's damp. It's doubly difficult for us as there are now more right-handers so the fuel starvation/cutout problem

is going to be worse. The fog is slow to lift and the start is delayed by one hour, so much for the early start/early finish!

Everyone is full of trepidation running a new configuration. John Clark goes out first, gets a blistering start and ends up 5th in line after the green flag is thrown. We're off and running. We check Race Monitor and to our horror we find ourselves in 9th place and five laps down. "What the heck?" Well it seems that the bought laps apply to both days. Oh well no sense crying, there is race to be run.

In John's efforts to learn the new track configuration, the cars limits, and make up positions he spins 3 times. That's cause for a ChumpCar black flag and time for a discussion with the officials!



The car is not as strong running clockwise, with the long uphill from the hairpin. High horsepower cars kill us in the drag races. Did I mention they allowed an RX7 with V8 and a limited slip differential (LSD)! How can that be fair? Car 54 is a handful with no ABS or LSD to help settle the car. We lose lots of time late in the sessions as fuel starvation sets in, which is much worse in this direction. Nevertheless, we hold our own and we are up to 3rd by lunch, even with the 5-lap disadvantage.

By the end of Sunday, the high horsepower, fast cars have dug in and we are pushed back to 6th. It's a great result; the car ran like a top, it handled flawlessly, no mechanicals or serious incidents. Whenever you can drive the car into the trailer, it's a good weekend. We find ourselves with a trophy for "strangest sounding car" which is a nice consolation. In addition, the opposition is now in fear of our newly installed big turbo.

So for 2011 what did we achieve? We created a new team. We built a new car, with rolled on Rustoleum livery. We raced a continuous 24-hour enduro, and almost made it thwarted only by a fuel pump at 21 hours. We took a 3rd at Heartland Park Topeka that gained us entry to the Chumpionship. We raced a full oval, 25.5 hours of racing at the Chumpi- onship and despite some issues made it to the end. At Hallett, we proved again the effectiveness of the car, and its podium



potential. Trophies for 3rd, 16th, and strangest sound. The car finished strong. What a great fun year!

Would I recommend ChumpCar racing? Heck yes! It's a low cost racing series. They allow any drivers, no experience necessary; it's a great way to try competitive motorsport. Even though they look like junkers, the cars have full safety equipment and speeds are modest, so it's a very safe racing experience. I have yet to experience any malicious bumping or inconsiderate

driving. It's a bunch of fun, great team camaraderie. Everyone works together. There is no pressure to be fast. Its endurance racing so continuing pace, kindness and care of the equipment and efficiency is the way to do well.

Car 54 is under new ownership. 2012 will be a new year and new opportunities for Chumps; we'll see what it brings.

- Richard



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Thank you for your help and support. Please plan to attend as we run a Sprint Race format and you will be able to see these exciting cars run 20-30 minute races. There is no admission charged, so bring your friends and family and wander around among the cars, get photos with your favorite car, and enjoy the weekend with us.

Thank you in advance for your support.

Respectfully,

Al Hess
Kansas City Porsche Club



KCRPCA "Fallfast" Driver's Ed, Your Car Will Thank You

By Chris McIntyre, KCRPCA Club Race Co-Chairman, and Der Sportwagen Club Racing & DE Editor

The traditional KCRPCA "Fallfast" Driver's Education event was held October 14-16 at Heartland Park Topeka. The activity actually started Thursday evening with the KC Regions chief instructor Joe Ennett leading the classroom portion of the PCA instructor certification program for 13 candidates. You have to wonder why anyone would want to put themselves in the passenger seat of a car owned likely by a total stranger in an attempt to teach him/her to drive faster than they ever have before on a racetrack they've never been on. Sounds crazy but it is truly rewarding to be able to impart what knowledge you've gained over the years in bite-sized pieces over a weekend and then to see the enthusiasm and confidence build session by session. Great stuff.

But I digress. Unlike a majority of prior October events where weather always seemed a concern, this weekend promised 3 days of warm dry weather with no chance of rain. The forecast encouraged a rush of late sign-ups and we had about 80 total drivers for the weekend. Friday was the usual advanced driver lapping day mixed in with the on-track instructor training. This is basically role-playing with instructors driving and committing typical student errors from early apexing to late braking to forgetting your helmet and hanging your arm out the window. Always fun.

Saturday and Sunday began with driver's meetings conducted by event master Bob Wayman. Bob always stresses safety and fun with the usual admonition that Bernie Ecclestone is NOT in attendance to choose the next F1 star so drive within your abilities. On track, we have the usual wide mix of cars, Porsches from 914s to GT3s; others from M3s to Mustangs to Miatas with the usual smattering of Corvettes, Audis, and MINIs mixed in. The diversity is fun to watch and you also realize based on mechanical failures and the off-track wrenching you see on other marques that our cars are engineered for this stuff and it's just another day at the office for Porsches.

All in all a fine weekend. All five run groups played well together, there were no serious "offs" and damaged pride was the worst injury. Thanks to Joe and Bob for their organizational efforts and we hope to see as many of you as possible at the track come spring. Your car will thank you for it!

- Chris



Steve Jones



Steve Jones



Steve Jones



Steve Jones



Steve Jones



Steve Jones



Steve Jones



Steve Jones



Steve Jones



PCA Palooza 7, Eureka Springs Arkansas

Doug Pierce, KCRPCA Membership Chairman, and PCA Escape Coordinator

The seventh annual PCA Palooza was held November 11, 12, & 13 in Eureka Springs, Arkansas, hosted by PCA Ozark and Cimarron Regions. Some 360 people driving a record 205 Porsches attended this year to participate in a variety of events including a welcome dessert party, your choice of six different spirited or scenic drives (including a new drive to the two Fay Jones designed architecturally significant chapels in the area), people's choice car show, tech sessions, awards banquet, and autocross. Twenty nine Kansas City Region cars were registered this year. In all, fourteen states were represented. This event has grown every year since its inception and shows no signs of slowing down.

Weather this year was reasonably warm with a mix of sun and clouds, but windy most days, not all that unusual for early November. Some trees still had their leaves and spotty color was abundant without overtly blocking visibility of sweeping vistas over the sometimes rugged terrain. Drives through the Eureka Springs area vary from interesting to spectacular. Roads with twists, turns, and elevation changes in the hundreds of feet radiate in all directions from the event headquarters. These highways surrounding Eureka Springs are perfect for a rewarding drive in any Porsche.

Upon completion of the drives, and maybe a little lunch, cars were cleaned and polished (or not) for a new this year parade of Porsches through town prior to staging for the people's choice car show. Police stopped traffic for the parade and the downtown area sidewalks were filled with gawkers. The car show parking lot with over 150 Porsches of all descriptions also drew a great deal of attention from the participants and just about anyone else who happened by. Snacks and warm drinks were provided by our hosts while we surveyed the cars and determined our favorites. The Kansas City Region contingent did quite well in the car show taking home the top honors in 6 categories: Tim Bubniak for his 1991 944 S2 Cab, Tyler Thomas for his 1993 RS American, Bill Smith for his 1994 965 Turbo, Murray Steeble for his 1996 993 Turbo, Steve Wilson for his 2010 911 Turbo, and Rudy Rodriguez for his 2011 Cayenne. Scott Harrison received one of the Palooza Committee Picks for his 1992 968.

After a brief respite following the shine & show and a couple of tech sessions, we all met up again at the awards banquet Saturday evening. Food at the awards dinner was as bountiful as ever with access to the buffet tables controlled by the ever-present hotel catering department, self-appointed

"Food Nazi" who kept the crowd at bay and barred from a rush at the serving line. Items at the dinner included local favorites of pan fried chicken and barbeque to copious amounts of crab legs, fish, and chilled shrimp in addition to the various salads and accompaniments. After dinner, awards were presented, and many entrants received a door prize, some were really nice door prizes.

All in all, it was a well run event with great sponsors and volunteer support. Organizers Leonard and Melody Zechiedrich, Chip Gibbons, and all of the other workers executed another fabulous event. Take a look at the PCA Palooza website (a first rate production in and of itself) at www.pca-palooza.com for detailed descriptions and photos from this year's event.

As wanted by the Palooza organizers, a National PCA Escape will fill the second weekend in November slot for Eureka Springs next year, November 8, 9, 10, and 11. The 2012 Escape to the Ozarks is being planned as a purely social, enhanced Palooza with an additional day of drives and tours. The Escape will not have any competitive events, e.g. autocross, tech quiz, etc., but will feature plenty of time for drives, tours, and socializing with old and new PCA friends. Mark your calendars now; an Escape will not be close in our part of the country again for some time.

- Doug



Doug Pierce

The PCA Palooza car show is always a popular event.



Judy Bennett

An Autumn setting and Arkansas roads are made for Porsches.



Judy Bennett



Doug Pierce

Fred Quintana, Kurt & Angie Gibson, Jan & Doug Pierce at the Cooper Chapel.



Doug Pierce

Angie & Kurt Gibson, Fred Quintana at Thornecrown Chapel.



Judy Bennett



Judy Bennett



Rennsport Reunion IV

Wendy Shoffit, PCA Newsletter Committee Chair

Porsche Rennsport (German for "Race Sport") Reunion began in 2001, an amazing display of Porsches old and new, held at Lime Rock Park in Lakeville, Connecticut. Porsche had been looking for a way to continue their company's 50th anniversary celebration. They wanted the people to be able to not only look at the historical cars, but also be able to touch them and meet the drivers who helped make them famous. That first year there were over 100 cars, many of which were in "museum" condition. A few thousand attendees showed up to revel in the greatness.

Three years later, RR II was held at Daytona International Speedway, the site of Porsche's first overall victory in an international 24-hour sports car endurance race in 1968 (Rolex 24). The festivities included on track competition, plus a concours d'elegance (entrance by invitation only), and other special activities commemorating the 50th anniversary of the 356 and 550 Spyder and the 40th anniversary of the 911. What a year!

Daytona was such a grand success, Porsche decided to do it again three years later, in 2007. Continually rising in popularity, larger crowds than ever were expected. That year's event highlighted the 917 and celebrated the 25th anniversary of the 956/962. PCA's own Betty Jo Turner, editor of Panorama, was Co-Grand Marshal along with PCNA's President and CEO, Peter Schwarzenbauer.

Three more years passed since RR III and enthusiasts had been eagerly anticipating the start of RR IV. This year, the location was moved to Laguna Seca in Monterey, California. Crowds were estimated to be the biggest yet. They were right. More than 35,000 spectators were on hand for this unforgettable event. Included amongst them were the Shoffit clan... all three of us. Once again there were co-grand marshals at this event, actor Jerry Seinfeld and Norbert Singer, retired Porsche Engineer. Seinfeld has a significant collection of Porsches, including the first production 911 (1964), the last production air-cooled 911 (a 1998 993) that he bought from the factory, the 917K that Steve McQueen drove in the movie LeMans, and others. Seinfeld brought a number of his most prized cars to Laguna Seca for display. Norbert Singer is considered one of



Greg Phillips

Porsche's most brilliant innovators and he was on hand to sign autographs, and talk about the inspiration behind his designs and how he was the only Porsche racing engineer to have contributed to each of the brand's 16 LeMans victories.

Never have I seen such a spectacular collection of Porsches. I've been to 11 Porsche Parades and the Porsche Museum in Stuttgart, Germany: Maybe if you add them all up, it could equal the grandeur of this one event, but I've gotten as

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Greg Phillips

close to these cars without security being called. Throughout the three day event, nearly every time I turned around I gasped at the next scene. Where else can you follow a 550 Spyder into the track, only to be passed by a 959, avoiding a Carrera GT on the way to looking at a bunch of 917s? It was amazing.

There were eight total run groups for the racers to fit into, including two that were specifically for PCA Club Racers. Over 260 racers tried to sign up for Club Racing groups 7 & 8 (90+ in the first MINUTE registration was open), but only 94 total were allowed in, leaving 170+ on the waiting list. Several Maverick members actually made it in, including Jim Buckley, Doug Bielefeld, Billy Stevens, and Chuck Cole. What a thrill it must have been for those guys to drive on such a historic track at such a historic event.

This was our first time to Laguna Seca and to Rennsport Reunion, but you can guarantee it won't be our last. Over the course of the weekend, we watched the racing from several vantage points. Some were close up with fences in the way, others were farther away, making it tough to see car numbers, but by far the most spectacular viewing spot was waaaaaaay at the top of the hill, watching the famous "corkscrew." I can tell you now that there is no possible way for you to comprehend the intensity of that turn by watching it on TV or seeing still photos. I'm certain that on track it's even more amazing with an unmatched "pucker factor." James and I were almost able to get hot laps on track in a GT3 driven by professional instructors, but sadly it fell through. Just too many people and too little time.

The place was enormous and we were lucky they had complimentary golf cars to help get us to the farther reaches. Of course, donations to the Wounded Veterans Association were graciously accepted. Believe me, we were thrilled to get a ride and happy to contribute. They even had courtesy Cayennes that would take you to the top of the corkscrew where more vendors were to help keep you fed, hydrated, and fully stocked.

While the event was primarily hosted by Porsche, PCA had a strong presence. Laguna Seca has an island in the middle

of the paddock, normally providing food service to visitors. PCA took over this spot, surrounding it with beautiful Caymans on display, thereby dubbing it "Cayman Island." It was very impressive, complete with flags, banners, and a great hospitality tent. PCA volunteers were the ones to set up the paddock parking areas. One parking lot for 911s, one for Boxsters, 914s over here... 356es over there... you get the picture. It was impressive. Not only did PCA provide a tent, but they had free water and sodas for PCA members. At \$4 a bottle elsewhere, it was a welcome sight. Each day they had set up a schedule of activities, as well. Friday they had a Q&A session with some of the historic drivers who were lucky enough to pilot the 917, including Vic Elford. Saturday they had several sessions: one with key members on the 991 project, another with Dr. Wolfgang Porsche and Hans Hermann, and the last one of the day was more current drivers, including Kees Nierop and Dick Barbour. The final Q&A session was one with legendary Porsche engineers, including Norbert Singer. We were fortunate that PCNA arranged these sessions for PCA members.

Rennsport Reunion IV was simply an awesome event. It's going to be hard to wait another three years for the next one, but you can bet that the Shoffit clan will be there once again! Well done, Porsche and PCA! Well done.

- Wendy



Greg Phillips

Several vintage 911s negotiate the famous "corkscrew".



Holiday Party at Brio Tuscan Grille

Jan Pierce, Der Sportwagen Social Editor

The lights of the Plaza provided the perfect backdrop for sixty KCRPCA members to come together for our annual Christmas party at Brio Tuscan Grille on the Country Club Plaza. Despite earlier forecasts, we did not see any snow. Instead it was all just rain and really not all that cold.

The evening began in the private Sienna Room on the second floor with cocktails and appetizers including crab cakes, spinach and artichoke dip, and an assortment of bruschetta. Guests then sat down for a dinner of field green salad, pasta alla vodka, chicken "under-the-brick", crispy potatoes with fresh rosemary, and roasted vegetables. If anyone wanted more of anything, another platter was ordered. As a matter of fact, the pasta alla vodka proved to be so popular again this year that some tables did just that. Dinner was finished with coffee and a choice of either cheesecake with fresh berries or tiramisu.

A special recognition certificate from Porsche Club of America was given to Sean Reardon for his past service to the club as President of the Kansas City Region. We all want to thank you Sean for all you do to make our club a success.

It was great to see so many new faces. Once again this year the event was a sell out. I would say that based on the lively conversation, a good time was had by all, especially the "rowdy table", and we all know who you are!

What a great way to ring in the holiday season. This is always one of my favorite events of the year. Hope to see you next year.

- Jan



Brio Tuscan Grille provided the perfect holiday ambiance.



Connie Waldrop describes what she wants for Christmas.



Jerry Clark, Jim & Nancy Rand enjoying some holiday banter.



Karl & Valerie Wilen discussing Tia Sophia's newsletter début.

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A Cornucopia of Events Kickoff the KCRPCA Social Calender

By Judy Bennett, KCRPCA Vice President - Social Activities

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, 2012. 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, trainerjudy@sbcglobal.net, or 816-682-4383.

Arabia Steamboat Museum

Please plan to join fellow Porsche club members on Sunday February 12th, 2012 at 2.30 PM for a tour of the Arabia Steamboat Museum.

400 Grand Blvd.
Kansas City, MO 64106

Website: www.1856.com

The Arabia Steamboat Museum is home to a true time capsule of frontier life in the 1800s. The Arabia was headed up the Missouri River in the fall of 1856 when she struck a tree snag and sank just north of Kansas City. Her cargo hold was full of 200 tons of supplies bound for general stores and pioneer settlements. As the years passed, the river changed course and left the Arabia buried beneath a Kansas cornfield. Finally, in 1988 a group of modern-day adventurers uncovered the lost Arabia and her magnificent cargo. They were amazed to find fine dishware, clothing, and even bottled food all preserved in remarkable condition. Their find has been called the King Tut's

Tomb of the Missouri River. So, if you're looking for an adventure your whole family will enjoy, discover the treasures of the steamboat Arabia.

Admission Fees:

- Group Rate (minimum of 25 visitors) \$12.50

Regular Admission Rates:

- Adults: \$14.50
- Seniors: \$13.50
- Children (age 4-14): \$5.50
- Children (age 3 and under): Free

Please RSVP to Judy Bennett - trainerjudy@sbcglobal.net, or 816-682-4383.

Wayman Open House

Plans are forming for what has become a KCRPCA staple over the past few years, Open House at the Waymans'. This year's event will be held on Saturday, March 31, 2012. All you need to do is show up around 4 PM. Bring an appetizer, side or dessert (call Suzanne at 913-424-5680 for ideas) and your favorite adult beverage (soft drinks and mixers provided).

The HD big screen will be up and running to cover any interesting sports activities, "Falcon Ridge Raceway" will be hosting the Fifth Annual Runoffs so be prepared for some fantastic racing action.

Last year there was quite a crowd and we expect a big group again this year. It would be very helpful if you would RSVP to Bob Wayman at kctrackstuff@gmail.com so that he can insure Suzanne has sufficient grub for everyone.

Directions to the Waymans' at 20608 West 96th Terrace in Lenexa:

- Take K10 West from 435 to Woodland Road. Go north on Woodland to the entrance of Falcon Ridge, turn west (left) onto Falcon Ridge Drive. Take the second left onto 95th Street, then the first left onto Callier. Right off Callier onto West 96th Terrace, second house on the right.
- It is also possible to take 87th Street Parkway West of 435 to Woodland (turn south on Woodland) then right onto Falcon Ridge Drive.

- Judy



Going “All-In” with 944-Spec

By Joel Karns, KCRPCA Member

This time last year I decided to make a 2011 resolution: Do a full race season with a very high level of competition, and see how I fare. I was motivated because I've been off/on racing for the past three years with various race organizations. I experienced inconsistent results racing with/against unknown competitors often under different rules at various tracks. My biggest individual issue was time – time to tow, vacation days at work, work on the car in between events, and transporting the car to/from shops to get specialized work done.

I was not certain how I would do this until a good friend of mine (Bryan Cohn) gave me some sage words: “You don't know real racing until you really race.” That germ grew into a full-fledged idea last winter as I researched my opportunities. My wife June and son Quincy encouraged me to go “all in” in 2011 and see what happens. With their support, I determined what I needed to do:

1. **Choose a solid group to race composed of the same people throughout the year that would offer a very high level of competition.** I chose to race with the NASA Midwest's 944-Spec race group. This group has fostered the “racing commune” approach where tents are setup, food cooked, and on-site mechanics are there to wrench on the cars leaving racers to do nothing but race (and nap!). The core of this group has been together for at least three full race seasons including participating in the National Championships. In addition, another 10 racers frequently make at least 2-3 races at various events throughout the year giving us fields of at least 8 participants and sometimes up to 12 at some events. There is a lot of talent in this group including a former 944-Spec National Champion (2x); a Formula Drift racer with road racing roots; a graduate from the Skip Barber Racing series; former dirt stock racer; a former Panoz series racer; and several Midwest and Great Lakes Regional Champions.
2. **Reduce the time involved in racing.** For every hour you spend actually racing on the track you spend up to 10 hours not racing (waiting/driving/towing/working on the car/errands, etc.). By choosing to race with Midwest 944-Spec, (a motorsports shop based out of Indiana who sponsors the series), meant having a team work on your car and maintain it at the track. They also had another interesting option (and oxymoron): The Budget Based – Arrive & Drive option. By doing this I turn over my car to the shop who stores it, maintains it, repairs it, and most importantly tows it to all the races. All food/drink is included in the

price so your only concern is racing. To save even more time, I opted to fly from KC to Chicago where my Dad would chauffeur me to most events (he lives less than one hour from Midway airport). All I needed to pack are clothes, racing gear, (including my HANS device), and helmet. You play the part walking through the airport with a helmet slung over your shoulder or wearing it when on the plane.

3. **Get the car into podium capable shape so I'm the only reason why it cannot win.** In order to get the car up to speed I had the big items done:

- Going over the car and addressing small issues that may turn into bigger ones.
- Obtain better straight-line speed by rebuilding the engine from ground up. The old motor that died was probably putting a very weak 110 whp whereas my rebuilt motor dyno'd at 134 whp. (Still below several competitors who get 139+ out of theirs.)
- Better braking by switching brake compounds. I originally had Hawk DTC 70's in front/60's in the rear. The DTC compound bites better, has much less dust, and a higher heat tolerance. However, I learned running DTCs with Toyos tires is overkill and actually promoted lockup in both straight line braking and the rears while trail braking. Switching back to Hawk Blues in the front and HP + in the rear made the car more stable under braking and harder to lockup. If I were running Hoosiers the DTC make more sense as the tires can



Joel racing in the rain chasing a pair of 944s at Autobahn.

handle the initial bite from the brakes better.

- Better traction by installing an LSD transmission with a short 5th gear, [a lucky find from a parts car], and aligning the car to brake, turn, and accelerate better.

4. Improve my driving when not in the car. This involved buying a GPS data acquisition system (Traqmate in this case). Another big feature racing with this group: Data sharing is encouraged. The really fast guys do a great job overlaying our data with theirs and helping us figure out where and why they are faster than we are. The ability to pore over this data helps you prepare in your mind to accept the car can do those speeds. I went from a middle pack driver to a frequent podium finisher including leading my first laps and qualifying on the front row. This was against a group of talented and fast drivers (some of the quickest in the country). For our National Race we hired Mike Skeen to coach us from video and data, and provide tips and tricks.

I raced a total of seven weekends racing in my 944-Spec car but also with Zenspeed Racing in the Endurance Challenge series. I raced based out of the Chicago region at Autobahn (x3), Putnam Park, Gingerman, Mid-Ohio (x2 including National Championship) and Road America. I had an engine failure that resulted in a DNS weekend. A suspension failure that almost

put me into a guard rail at high speed. I qualified 2nd at a track I've only driven for 30 minutes, got five 3rd places, and a 2nd place, led my first laps, and went from a 6 second average qualifying lap deficit to less than 1 second. In addition, I finished 7th place in the NASA National Championships where our region placed 4 out of the top 7. Unfortunately, my season ended early when in a rain race a fellow competitor of mine went four wheels off and splashed mud onto my windshield. Blinded I slowed and pulled off the line only to be collected when the same car came back on track and spun into my path. In the end I finished 5th overall in the Regional Championship (was 4th place with only 5 points to 3rd) as I missed the last three races.

What I've found is that I could not do this without the support from my family (my wife for holding down the home front even when travelling for work for 2 months and my Dad who drove with me and helped pit crew for me at most races) and friends (big help from Karl Wilen with help finding parts and working on my car, even diagnosing problems over the phone; and Bryan Cohn for helping guide me towards this goal). I've made several friends and I've learned a great set of skills needed to approach racing. I will be staying local to KC area helping the newly formed NASA Central region as the Race Director. For those interested, I have a full season write-up of my escapades on my blog: <http://conflictedracer.wordpress.com>.

-Joel

First Annual Der Sportwagen Trivia Contest

Instructions: e-Mail your answers to the questions below to dersportwagen@gmail.com. The winner will be selected at random from the pool of correct answers. Send your entry prior to Jan 15, 2012. First prize is a \$25 gift certificate from Banger Industries.

1. In which issue did the cover not measure up?
 - a. November/December 2011
 - b. March/April 2011
 - c. January/February 2011
 - d. June/July 2011
2. What is Fine Sausage?
 - a. A Porsche Club Race team
 - b. A healthy diet
 - c. A People's Choice winner at Art of the Cars Concours
 - d. A ChumpCar race team
3. Which event was halted by a tornado siren?
 - a. Fun Run to St Joseph
 - b. Wheels to Weston
 - c. KCRPCA Club Race
 - d. ChumpCar race at Heartland Park
4. Who taught Tim Abraham what DE stood for?
 - a. Jim Graven
 - b. Steve Jones
 - c. Karl Wilen
 - d. Ralph Light
5. What were the dates for the three KCRPCA autocrosses?
 - a. May 22, 2011, Jun 26, 2011, & Sep 25, 2011
 - b. May 22, 2011, Jul 4, 2011, & Sep 25, 2011
 - c. May 29, 2011, Jun 26, 2011, & Sep 25, 2011
 - d. May 22, 2011, Jun 26, 2011, & Sep 11, 2011
6. Ralph Light has many turn on's but which was published?
 - a. High Heels
 - b. Porsche GT3RS
 - c. Drivers Ed
 - d. Becoming KCRPCA President
7. Who has NOT won the Ron Kitchen Award?
 - a. Richard Bennett
 - b. John Clark
 - c. Chris Blazer
 - d. Ralph Light
8. Which great racing driver did Scott Harrison and Tim Abraham get to spend time with?
 - a. Hurley Haywood
 - b. The Stig
 - c. Patrick Long
 - d. Vic Elford

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Calendar of Events

Check www.kcrpca.org for updated information on upcoming events. See page 9 for the PCA Zone 10 Calendar, and refer to page 28 for further details on the KCRPCA events listed below.

Jan	14	Changing of the Guard Dinner
Feb	12	Arabia Steamboat Museum
Mar	31	Wayman Open House

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.

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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).