

Der Sportwagen

March / April 2012

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



The new 991 is headed your way.
Photo by Chuck Vossler

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President's Column

Ralph Light, KCRPCA President

Hello All,

At the February board meeting this month, the conversation at one point centered on the Super Bowl commercials. Most complained that the commercials were down this year. I personally thought it was a bumper year with many good ones, but no blockbusters such as last year's Darth Vader Volkswagen ad. Then we zeroed in on the half time show. The consensus was it was typical Madonna - great production, but all sizzle and no steak. Only a lot older.

Now that is unlike the new 911 introduced this month. The 911 is about the same age as Madonna, but it just keeps getting better and better. With a bow to those Porsche owners who think that there are "only" air cooled Porsches, it appears from many reports that this is Porsche's best car yet.

Every publication has written something on the car and I have yet to read anything bad. Walter Röhrl said it is simply the best car they have made. The times on the Nürburgring are a quantum leap ahead of the old car. I have heard the zero to 100 time is 9.2 seconds. I believe that is the same as my first 911 - for 0 to 60!

After breakfast, half a dozen or so of our members went to Aristocrat to test drive the new 911S. The cars had only PDK transmissions, which put it at a disadvantage in the eyes of them to begin with. But to a man, they all raved about the sound, quality, looks, handling, speed - and transmission. "Some say" that there were several who exited the cars with glazed over eyes. Maybe even Jeremy on Top Gear will finally bow down to the excellence of Porsche.

Two days after I heard these reports from our club members, my brother called from LA. John has had six 911's, I think. He had gone over to the dark side with Ferrari and Bentley many years ago. After test-driving a 911S, he called me and raved about the car for about 20 minutes. On and on. I had to finally remind him that he had a Ferrari sitting in his garage. He may have to build a bigger garage.

I can't believe that I missed breakfast that week and didn't go to the test drive. A drive is definitely in my plans soon. I would suggest you all head over to Aristocrat Motors to see the car and drive it, also. My apologies to the Madonna fans, but drive this, not that.

- Ralph

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: March 13, 2011
at the home of Jerry Clark, 3515 W 101st St, Leawood, KS

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Calendar of Events

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

See pages 20 - 21 for the PCA Zone 10 Calendar

Mar	18	Armacost Car Museum Tour, Grandview, MO
	31	Wayman Open House, Lenexa, KS
Apr	1	Woman's Autocross, Ameristar Casino, Kansas City, MO
	7	Wine Tasting, Happy Hour Inc., Independence, MO
	13-15	KCRPCA Club Race, Heartland Park Topeka, KS
May	5	Wheels to Weston, Weston, MO
	6	Autocross, Ameristar Casino, Kansas City, MO
Jun	10	Autocross, Ameristar Casino, Kansas City, MO
	10	Ice Cream Social, Rand Residence, Blue Springs, MO
Jul	21	Bennett BBQ, Lee's Summit, MO

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From the Editor

David Lessmann, Editor Der Sportwagen

The Mar/Apr issue of Der Sportwagen is packed to the gills. So much so, that I am using my column this month to provide details on the Wheels to Weston event.

Wheels to Weston & Sunday Autocross

Yes you heard right. Back by popular demand is "Wheels to Weston" on May 5, 2012. We are using a similar drop in/drop out format from 2011, with some changes to hopefully improve the experience for all participants. With drop in/out, participants are welcome to participate in one or more of the activities throughout the weekend.

We start Saturday morning by meeting at the Independence Event Center, Independence, MO. Everyone is on their own for breakfast. There are various eateries close to the parking area such as Panera Bread, IHOP, and McDonalds. Feel free to arrive whenever you like and load up on essential supplies.

The first event will be the Fun/Spirited Drive, leaving promptly at 10:00 AM and ending at the Watkins Woolen Mill State Park, Kearney, MO. At the park, we will have burgers and hot dogs catered for by KCRPCA and cooked the English way by the Bennett's. Soft drinks will be provided. Participants are asked to bring additional side dishes, snacks, etc. to share.

For the afternoon, we have a Fun Drive/Rally to a KCRPCA reserved parking lot in downtown Weston, MO. We will have an unofficial show and shine, so participants hand in their Rally result sheet, and park. Any other "drop in" participants are free to park. Afterwards, participants are free to wander Weston and shop before we walk to the Pirtle winery in Weston for wine tasting. At Pirtle, we enjoy wine tasting and shopping followed by the ever-popular rally awards and giveaways.

Dinner is reserved at O'Malley 1842 Irish Pub at 6:00 PM. We are limited to a 40-seat maximum, so get your RSVP in early to avoid disappointment. There are plenty of overnight accommodations in Weston for those wanting to stay over.

For those of you who have not had enough of driving activities, or new participants, we will be holding our second autocross event of the year at the Ameristar on Sunday morning from 9:00-12:00 AM, [or until we are done].

We will have a registration fee of \$15 per car for the Saturday driving activities, wine tasting is \$5 per person for those participating. RSVP including dinner numbers to Judy Bennett, at trainerjudy@sbcglobal.net, or 816-682-4383.

- David

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Der Sportwagen

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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

Size	One Issue	Six Issues	Ad Sizes
Full Page	\$100	\$450	7.5" x 10"
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Business Card	\$25	\$95	3.5" x 2"

See www.kcrpca.org for website advertising rates!



964/993 Twin Plug Distributor Rebuild

Karl Wilen, Der Sportwagen Technical Editor

dockarl@wilen.us

I must admit I am having a bit of a writer's block this month. Normally these articles pop into my head long before they are due to be sent to Herr Lessmann. However, this time mind blowing and profound topics have escaped me, so bear with me, I am going to get a little technical. If you already understand what a basic ignition distributor, ignition cap, and rotor are, then keep reading. If not... please stop, because I will probably sound like the town drunk at 3 AM who doesn't make any sense. Since I have done a couple of these projects in the last month, I figured I might as well pop out an article on this rebuild. In 1989, Porsche moved to a twin plug distributor in the 964 non-turbo cars, which they kept using through the last year of the 993 in 1998. The twin plug system is just that, there is an upper and lower spark plug firing at the same time on the same cylinder in the engine. In order to accomplish this, Porsche ran dual ignition rotors and caps, off a single ignition distributor. Six upper spark plugs would fire off one rotor/cap, and six lower spark plugs would fire off the other.

Here is a picture of the assembly out of the car with the distributor caps removed. The ignition rotors are exposed. These ignition rotors are what turn and distribute the spark from the ignition coil to the proper cylinder at the precise time.



So herein lies the problem. The primary ignition rotor spins off the main shaft of the distributor, which is turned via a gear in the engine. But what turns the secondary ignition rotor? As you can see in the picture above, there is no secondary shaft or gear to turn the second ignition rotor. This all happens via a very small-toothed rubber belt. The belt is connected to

each rotor and keeps the secondary rotor properly timed to fire again at the precise moment. Just like you have to replace your fan, alternator, A/C, or serpentine belt on your engine, you must also replace this little belt on occasion. If the belt breaks, the secondary rotor stops spinning. The result is a constant spark in the location that it comes to a stop at. If this happens between two of the cylinder contact points in the distributor cap, then you have lucked out and will not likely damage the engine. On the other hand, if the rotor stops in line with any of the cylinder posts in the distributor cap, that cylinder will have a constant spark in it, which can lead to serious engine damage.

If the timing is right and the gods are with you, something special happens.

Check Procedure: To easily check if the belt has already broken [you will likely feel an issue with engine performance if it is broken], with the engine turned off, remove your secondary distributor cap [closest to the driver side]. Grab the ignition rotor and try to give it a spin with your fingers. If it spins freely, the belt has broken. If it does not spin freely, then your belt is still intact.



Change Interval: Porsche never published a change interval for this part. If it failed, you bought a new expensive distributor. Fortunately, you can change that little belt instead! I recommend replacing it every 60k miles. For cars driven only a few thousand miles a year, I recommend replacing it every 7-8 years. Rubber rots and this is not a belt you want to fail.

Below is a picture of a failed belt that came out of a 964:



So, on to the belt replacement. Here is the distributor out of the car and ready for surgery. The caps and rotors have been removed.



The primary shaft removed from the distributor:



Here you can see the belt that drives the secondary shaft.



The picture above shows a distributor cap after a belt has broken in the distributor. It unfortunately landed in line with one of the cylinders. Since someone had replaced this belt at some point (and didn't bother with the cap), we don't know what the story was or if there was any engine damage. What we do know is that the distributor belt had already been replaced as a result of the broken belt.



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

Replacing the belt is accomplished by disassembling the housing. Lots of little springs and small parts to lose, so take care here.

(Continued on page 12)



Porsche unveils the new 911 at the Detroit Auto Show

Chuck Vossler, KCRPCA Member

So what's it like to attend a Porsche Press Conference along with a world premiere of a new Porsche? In a word, Awesome! For a Porsche fanatic, like rock concert awesome. Complete with loud music, multicolored lights, cool audiovisuals, and Hurley Haywood and Patrick Long just cruising around in the audience awesome. Derek Bell. Yep, saw him and his hippie hair too, even if he is hawking Bentley's now.

January 9th and 10th, I had the privilege to attend the 2012 Detroit Press Preview for another German brands car mag, but owning a 997 2S I just had to attend the Porsche Press Conference and check out the all-new 991 Carrera.

The Detroit Auto Show Press Preview had 5,200 journalists from around the world packed in the Cobo Center. What this means, is that if you want a good view at any press conference you'd better get there early. Like two previews early. I didn't know this. I showed up to the Porsche Press Conference 10 minutes before for their 10:30 AM start. I'd been too busy checking out the BMW display and had absolutely no view of the action. You can imagine my disappointment.

Fortunately, the manufactures place large screens above the crowds so you can see what's going on for their 25 minutes of the center of attention. I stuck my new HD video cam up in the air holding it high above my head; arms totally stretched out and cranked the viewfinder down giving a pretty decent view of the front. There was no way I was holding it up for 25 minutes though.

The house lights were down. Porsche's main screen started the count down and then... you're floating on air above a winding coastal road, high on a cliff in a new 991 cab with a killer song booming out and wind whipping your hair around. As this scene faded out, Matthias Müller the current Porsche AG CEO in the passenger seat and a beautiful model driving, pulled a new red 991 cab out on to the stage stopping on a rotating table. Cool!

Mr. Müller talked about how the new 991 cab was improved in every aspect. He pointed out that the convertible has a more coupe-like look

when the top is up. How Porsche was able to shave 132 lbs. off of the past years model and yet deliver 15% increase in fuel economy. In addition, it has a wind deflector that deploys in just 2 seconds when the top is down. I did put a short clip of the audiovisual aspects of the press conference on YouTube here www.youtube.be/Sb7x89nHMvQ.

The most important moment in sports car history has arrived. For the seventh time.

After the presentation, I had time to go see the new 991 cab and coupe up close. When I sat in the coupe, closing the door so it I had it all to myself, I was overwhelmed with how much Porsche had upped the luxury quotient. The center console, looking like it was lifted right out of the Panamera, rises so high to meet the dash; it changes the whole character of the cabin of the car to me. The PDK gear lever looks right at home though high in the dash.

There is no parking brake lever anymore, just a lever by your left knee. The 911 S coupe had a PDK and paddle shifters which look so much better than the push button shifters. The show car also had full leather, "chair conditioning," nav, and was pretty much loaded. There was no sticker but I wouldn't



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have been surprised if it was in the \$120's especially with the Burmester radio.

Sitting in the convertible with the top down, I was able to notice more details about the cabin because the lighting was better. One of the cabs also had a seven, yes SEVEN speed manual tranny. Seven forward gears on a stick shift looks overwhelming. Top speed is reached in 6th as 7th is used primarily for optimal gas mileage. I've read that it has the ability to lock out certain gears to prevent missed shifts.

Next up, the motor. I've seen pictures of it from the top and truly, you cannot see anything. There are a couple fans and a couple filler caps but that's it. Then I crawled under the rear bumper. I can tell most journalists don't do this because of the looks I got, but I was able to really see the motor. There up under the back bumper is the familiar exposed motor with its three mufflers, oil pan, and headers. Yep it's still a 911.

In the February issue, Car and Driver ran the brand new 911S from 0-60 in 3.6 seconds with the PDK and Sport Chrono. Road & Track managed a 3.5 second 0-60 time. The fact that Porsche was able to add so much to the car and make it weigh less is amazing. I can't wait to drive one!

- Chuck



Chuck Vossler



Chuck Vossler

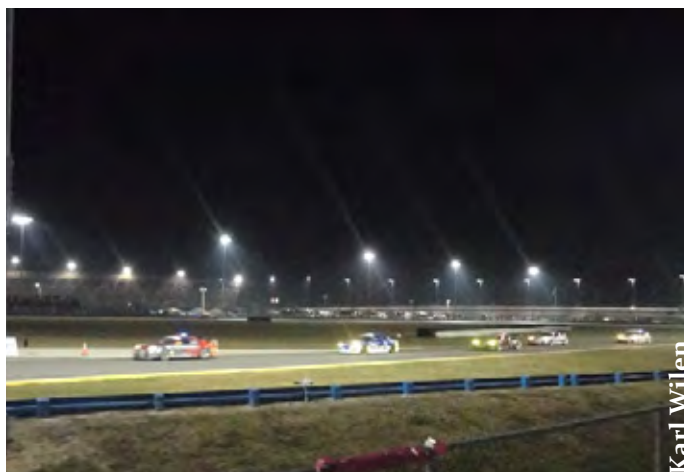


Chuck Vossler



Karl Wilen

James Sofranos in the GMG sponsored cup car.



Karl Wilen

Flying Lizard Motorsports among a few others.

50th Running of Rolex 24-hour Race

Karl Wilen, Der Sportwagen Technical Editor

Editor's Note: This year was the fiftieth anniversary of the 24-hour race at Daytona. Several KCRPCA members made the trip to Florida to mark this historic event, including Jim Graven, Mark Harris, Al Hess, Chris McIntyre, Robert Wayman, and Karl Wilen. Lucky for us Karl documented the event on his blog, giving KCRPCA members a chance to vicariously share in the experience. What follows is reprinted with Karl's permission from www.rennsportkc.com/blog.

Saturday morning my good friends Mark and Jim, and I woke up early to board a plane headed to Orlando for the 50th 24-hour Rolex race at Daytona International Speedway. There we met up with Al, Chris, and Bob who had arrived on Thursday to watch the pre-race festivities. I had to decline the early trip due to conflicts in schedules with shop supervisor duties, but when the call came in to fly out on Saturday morning, I was on it. We planned the trip in about 2 hours, got tickets, and were set to go! We were lucky enough to meet up with some of Mark's friends down at the track who had an RV rented just inside NASCAR turn 1 by the Sprint trailer/TV. There they fed us fantastic steak dinner along with breakfast the next morning and gave us a place to hangout. It was nice to be able to walk around, and then kick back and hang out. One thing is for sure, you see WAY more of the race on TV [the RV had a TV, muha-haaha], but the experience of being around the cars is worth not being able to see 100% of the race. The rumble from the prototype cars shakes your rib cage, for 24 hours nonstop.

It was disappointing that Val wasn't there with her big camera to take action shots. I took my little hand held, but it just couldn't keep up with the speeds of the cars, so I didn't get many race shots.



Karl Wilen

For me, this was the best part of the track - Garage access!



Karl Wilen

Turner Motorsports 94 out for the race.



A quick corner balance and alignment.

What shocks me is that though it is a race environment, the guys don't seem to hustle when working on the cars. It gave me the shakes watching things take so long. Well, that and not being under the car with them.



If you are planning on going, a few tips:

1. **EARPLUGS.** You can buy some at the track if you forget. Like I said before, the noise is non-stop for 24 hours. You can't talk without yelling, lol.
2. Good walking shoes, clothes from shorts to light jackets. You can't fathom the amount of walking you will do. Guys who drive in seem to bring golf carts or scooters with them in their trucks, for a reason. The sprint fan zone and garage is on one end, but things are spread out on the other. To get outside and to the grandstands you can either take the tram from the fan zone to the outside, but there are no stops in between to get off if you want to watch from a different corner. Though it was about 70-75 degrees, there was a cool breeze all the time, which made it feel colder.
3. **Backpack.** Toss an empty one in your luggage to use while at the track. You can toss a light jacket in it, shorts, camera, water bottle, and anything you might want to buy at the stands (t-shirts, hats, etc.). Carrying a gift stand bag around with you for a few hours after you find that shirt you wanted is a pain. Did I mention you will walk... A LOT? I'm not joking here.
4. Get a hotel in advance if you want to stay close. There are a lot of places to stay around the track for \$100 a night if you book early enough. With it being the 50th, they may have filled up faster than normal. We stayed about 20 miles from the track, and did take a break in the wee hours of Sunday morning for sleep. There is enough racing going on you won't miss much. The garages get pretty active at night, (and the fans really clear out after 10 PM. Before that it is hard to move around the infield with Saturday spectators), so stick around until midnight or so if you want to get up close to the cars while being worked on without a ton of people in there with you. I'd say the most action seems to happen once dusk hits, and then the last couple hours of the race. While the TV makes it look pitch black on the track, it is not, there is enough lighting that I don't think the cars would even need headlights. Getting around the infield is easy at night, (you won't spend much time in the grandstands, everyone is in the infield).
5. Unless you plan on camping or having an RV there, take time to go outside the track and get away from the noise for dinner, lunch, and to sleep. Not having a base camp to hang out at gets really tiresome.

I doubt there are too many people that can go to the race and not sleep at some point.

- Karl

(Continued from page 7)



And everything reassembled, properly timed, and ready for installation in the car. A little preventative maintenance can go a long way!



If the timing's right and the gods are with you, something special happens. Until next time!

- Karl

Answers to last month's trivia contest: 1) c. 2) d. 3) b. 4) c. 5) a. 6) a. 7) d. 8) a.

Note: There were no entries to the trivia contest and hence no winner.

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

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Tom & Sherie Bartlett	11
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Ken & Angela Smiley	10
Andrew Doak	8
Roger & Jennifer Templin	8
Gerald Early	7
Wes McCullough	5
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Rich Bronson	2
Bruce Myers	2
Kerry Lawing	1
Mugur Geana	1

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Chris Doyle	8
Joel Karns	7
Neill & Dawn Flood	7
Brian & Erica Forsythe	5
Andrew & Veronica Wiksten	4
Jeffery Ragsdale	4
John & Elsa Simion	3
Larry & Kayleen Ziman	3
Alessandro Gioacchini	2
Michael Hill	2
Peter Young	2
Randall & Denise Jackson	2
Toivo Glidden	1
Ryan McQueary	1
Michael Campbell	1
Brian Piercy	1

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Black 2008 Cayman

James & Donna Dotts
Manhattan, KS 66503
Guards Red 1985 911, 1968 911L
Transferring in from the Diablo Region

Frederick & Cathy Pfeiffer
Warrensburg, MO 64093
Black 2009 911 Turbo

Larry & Shari Corum
Olathe, KS 66061
Red 2009 Cayman S

Tom & Donna Ex
Prairie Village, KS 66208
Black 1080 911
Transferring in from the Fox Valley Region

Harold Ramsey
Topeka, KS 66610
Silver 2004 Boxster

Carl & Cathy Counti
Kansas City, MO 64156
Silver 2003 911 C4S

Leif & Kim Leaf
Lawrence, KS 66044
Red 1968 912

Akilis Theoharidis
Kansas City, MO 64156
2012 Cayenne



ChumpCar Chronicles 2012 Season

Karl Wilen, Der Sportwagen Technical Editor

Editor's Note: Normally Chris McIntyre or Richard Bennett cover this column. However, Karl Wilen posted an excellent write-up involving the pre-season preparation on his blog, www.rennsportkc.com/blog. If you've never checked out Karl's blog, it's well worth your time to do so. Here is the continuing saga of the ChumpCar Chronicles, reprinted with permission from the team of "Car 54 Where Are You!"

This week I started getting the ChumpCar ready for its first race in 2012 at Eagles Canyon. We have several items to take care of including trying to remove as much weight off the car as possible.

Last season the car had fuel starvation issues at the end of about 1.5 hour stints. We would only get about 10-12 gallons in the tank on refills, far less than it should take. So we need to try and figure this out. The car has had rear end damage in the past, and I think the gas tank has been replaced. First thing I wanted to do was to check the baffle system in the tank. Luckily, I can get my hand and arm inside the tank somehow. Getting it out is a little scary, but I haven't failed yet,



With the fuel-sending unit removed, I started pulling out the pieces of it from the tank.



And the multiple piece sending unit. Note it shouldn't be multiple pieces. One rod was completely broken and loose from the unit, so I'm not sure if it was causing an issue with vapor/fueling or not.



Not sure what happened to this tranny, likely damaged in the rear end accident in its former life. This transmission has been pulled.



I couldn't get one of the top bolts out the transaxle as it was backing out against the tank. So either our tank was hanging too low, (which is likely since it is resting on the shock bolt), or the tranny was too high. I finally got it out by lowering the cross member.



And inside the pan.



Transmission out of the car.



Then it was time to do rod bearings as they have had quite a few hours on them. Dropping the front suspension and cross member to get to the pan.



#2 rod bearings next to the new set of bearings.



Assembly lube on the new bearings, and back together she goes.



There was about a ¼" of sludge in the bottom of the pan, so I pulled the baffle out and cleaned everything up.



Old radiator.



New radiator.



We also had a hint of a coolant leak at the end cap on the radiator, so we pulled that and replaced it with a new unit. If that had failed at the track, it would definitely end the weekend.

- Karl

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Kansas City Porsche Club 9th Annual PCA Club Race "Bare Bones - Porsches in the Heartland"

Dear Sponsor,

What an exciting time, April 13th 14th and 16th will be. We'll have over 100 Porsches, their families, friends, and crew members at the Heartland Park Topeka 9th Annual PCA Club Race. Putting on the event is expensive and we need the support and financial assistance of fellow enthusiasts and related businesses to allow us to continue to host this increasingly popular event. The demographics of Porsche owners and enthusiasts are extraordinarily high and their support of our sponsors has been noted over the years. Don't miss the opportunity to support this great annual motorsports event.

We have several levels of sponsorship and ask that you help us with the highest level that meets your needs. We are proud to name ARISTOCRAT MOTORS as our Primary Platinum Level Sponsor, as they have been since this race's inception. Aristocrat brings a "big-time" feel to our event with display vehicles, pace car, and a huge array of Porsche merchandise. Don't miss the chance to get on board with this great program at a very reasonable cost.

\$750.00 Gold Sponsor:

- Listed in our local publication Der Sportwagen as a sponsor for a year.
- Constantly announced as a sponsor and asking the local club to support your business.

\$500.00 Silver Sponsor:

- Listed in Der Sportwagen, and announced as a local sponsor during the weekend.

\$300.00 Bronze Sponsor:

- Listed in Der Sportwagen for a year.

We are over 500 members strong and continuing to grow. There is a very high level of awareness and membership participation. What a great opportunity to promote your business on an immediate and long-term basis.

Please make a check payable to KCRPCA and mail it to Al Hess Wholesale Trucks of America, LLC 6501 E. Commerce Ave., Suite 140, Kansas City, Mo. 64120. Please e-mail me your company logo as you want it displayed. The e-mail address is al@wtatrucks.com. Any questions or clarification necessary, please call me at 816-985-7711 and I will answer any of your concerns or questions.

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



Ladies Beginners and Novice Autocross School (Ladies Only!!!)

Sunday, April 1, 2012 9:00 AM

Ameristar Casino (Farthest West Parking Lot)

Cost is \$30.00

AUTOCROSS TALKING POINTS

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

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

Next autocross is scheduled for Sunday, May 6, 2012.



Kansas City Region 2012 LADIES ONLY AUTOCROSS

Sunday, April 1, 2012

9:00 AM Until Done



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

Event Pre-Registration Form

(Pre-registration deadline March 20, 2012)

PCA Membership# _____

NAME: _____ DATE of BIRTH: _____

ADDRESS: _____

CITY / STATE / ZIP _____

PHONE: Work _____ Home _____ Cell: _____

E-MAIL _____ DRIVER'S LICENSE # _____ ST: _____

Your car details

PORSCHE MODEL _____ YEAR _____ COLOR _____

AUTOCROSS EXPERIENCE:

___ BEGINNER

___ NOVICE (Less than 4 events)

___ EXPERIENCED

REGISTRATION FEE: \$30.00

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

Driving directions:

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

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

Make Checks Payable to: KCRPCA & mail to:

Rudy Rodriguez
6647 Waverly
Kansas City, KS. 66104

For more info: Call 913-788-0007 or e-mail Rudys968and944S@aol.com

PCA ZONE 10 CALENDAR

Updated 02/19/2012

MARCH

10	DE Tech and Dyno Day	St. Louis
18	Tour of Armacost Museum, Grandview, MO	Kansas City
31	Teen Driving School, Audi Club	St. Louis
31	Open house at the Wayman's, Lenexa, KS	Kansas City

APRIL

1	Ladies Autocross, Ameristar Casino, Kansas City, MO	Kansas City
7	Wine Tasting, Happy Hour Inc., Independence, MO	Kansas City
7	Swap Meet at Carousel Porsche	Nord Stern
13-15	PCA Club Race and DE, Heartland Park Topeka, KS	Kansas City
20-22	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis
28	Spring Run South - Cape Girardeau event	St. Louis
28-29	Driver Education at MidAmerica Motorplex	Great Plains

MAY

4	First Fling Driver Training, Brainerd International Raceway	Nord Stern
5-6	First Fling Driver Education, Brainerd International Raceway	Nord Stern
5	St. Donatus Body Shop Open House	Central Iowa
5	Wheels to Weston, Weston, MO	Kansas City
6	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
12	Fulton Tour with Columbia Porsche Group	Central Iowa
19	Spring Drive Quad Cities to Ft. Madison Iowa	Central Iowa
26	Spring Drive	Nord Stern
27	Indy 500 Open House and BBQ Potluck	Central Iowa

JUNE

1-3	PCA Club Race and DE, MPH, Hastings, Nebraska	Great Plains
10	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
10	Ice Cream Social at the Rand residence, Blue Springs, MO	Kansas City
17	Go Karts at 61 Kartway, Delmar, IA	Central Iowa
23	Indy Cars and Porsche Park at Newton Iowa	Central Iowa & Schönesland
24	All Porsche Show, Central Park, Roseville, MN	Nord Stern

JULY

8-14	Porsche Parade, Salt Lake City, UT	
9-10	Driver Education, Road America	Nord Stern
27-29	PCA Club Race & DE, Brainerd International Raceway	Nord Stern

PCA ZONE 10 CALENDAR (Continued)

Updated 02/19/2012

AUGUST

11	Vino in the Valley Drive	Nord Stern
12	Botham Winery Vintage Celebration, Barneveld, WI	Central Iowa
19	Fun Drive	Kansas City
25	Porsche Night at GCS Stadium	St. Louis
26-29	Run for the Hills 10, Black Hills, SD	Dakota

SEPTEMBER

8	Fall Tech Session and Drive	Central Iowa
9	Drive to Planes, Trains and Automobiles, Geneseo, IL	Central Iowa
15	Ste. Genevieve Winery Tour	St. Louis
21	Last Fling Driver Training	Nord Stern
22-23	Last Fling Driver Education, Brainerd International Raceway	Nord Stern
27-30	RVBOWWOW tour, Lake City, MN	Dakota
28-30	20th Annual North Shore Fall Color Tour	Nord Stern
30	Autos on Vallhalla	St. Louis

OCTOBER

5-7	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis
7	Fall Leaf Drive	Central Iowa
7	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
12-14	Drivers Education, Heartland Park Topeka, KS	Kansas City
21	Porsche Car Show	St. Louis
27	Fall Color Tour	St. Louis

NOVEMBER

13	Metro East Winery Tour	St. Louis
8-11	PCA ESCAPE, Eureka Springs, AR	

DECEMBER

1	Holiday Party	Central Iowa
1	Holiday Party	St. Louis
8	Holiday Party	Dakotas

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



Auf Wiedersehen/Danke

Doug Pierce,
KCRPCA Membership Chairman,
and PCA Escape Coordinator

As of December 31, 2011 my appointment as your PCA Zone 10 Representative ended. Much to my enjoyment, I have spent the last five years working with the leadership and members of the ten Regions of Zone 10 as we negotiated the twists and turns of a major volunteer organization. I feel we accomplished a lot on the road to making PCA a better organization and of better service to the membership. Most times it's been easy, sometimes not so much; however, at the end of the day I think the Club is better for the effort all involved have exerted.

I would like to personally thank each and every Zone 10 member that I have met, (at your Region events, Parade, or wherever we have come together), for your hospitality and friendship. I have met many more PCA members in the last five years than I can possibly remember, but have always enjoyed the pleasure.

Last May the PCA Executive Council appointed me to the newly created position of PCA National Escape Coordinator.

I will not be fading away completely. This last May I was appointed by the PCA Executive Council to the newly created position of PCA National Escape Coordinator, Escape being the "other" national event. Escape has grown tremendously over the past several years. I have been charged with bringing continuity to the process, assisting the hosting Region or Regions in bringing forward a successful event. Collecting historical materials and data for record and use by future Regions in developing an efficient Escape strategy. I look forward to the new challenges. I guess my philosophy on being a member of any organization has always been; if you're a member, get involved, and do something other than just going along for the ride.

My recently appointed successor to the PCA Zone 10 Representative position is Ms. Kim Fritze of the Nord Stern Region. I am sure she will be able to step into the position easily and make improvements along her way. Please afford Kim the same level of courtesy you have shown me over my term as your Zone Rep.

Thanks again, and I hope to see you again at another PCA function in the future, maybe even an Escape.

- Doug



Willkommen!

Kim Fritze, PCA Zone 10 Representative

I would like to introduce myself and provide a brief glimpse of my background. My husband, Keith, and I joined PCA in 2004 after we bought our first Porsche, a 2004 Cayenne S. We attended our first Driver's Training and Driver's Ed in the spring of 2004 with the Cayenne. That was all it took for us to decide that we 'needed' a Porsche for the track. We quickly found a 1995 993 C2. After doing a few DE's and social events we decided to become more involved in the club. I took over the Social Chair in 2004 and since then have held several positions within Nord Stern. These positions have included DE Registrar (with Keith) and Club Race Registrar for several years, Vice President of Nord Stern in 2009, and Region President in 2010.

I look forward to spring because we will be going to Heartland Park for the DE/Club Race, and to catch-up with everyone.

Over the years, we have attended many DE and Club Race events in our Zone. This has made it possible for me to meet many folks from the various regions within our zone. Each year I look forward to spring because we will be going to Heartland Park for the DE/Club Race. I can then catch up with everyone after the long winter!

Keith and I joined the Club Racing 'family' in 2010 when he began racing a Spec Boxster. The Cayenne and open trailer (with the longest ramps at the track!) which used to transport the 993 to DE's; has now transformed into an enclosed trailer and a diesel truck for a tow vehicle. The Cayenne is still driven daily and has 192,000 miles on it!

We live in a suburb west of Minneapolis. I work three days a week at Ameriprise Financial and just completed my 28th year! I do project work and provide Business Continuity solutions for the Investment Department at Ameriprise. We have two grown kids (22 and 24 years old) and a very special Golden Retriever, KC, whom many of you have met at the track.

I am very excited to take on my new responsibilities as Zone 10 Representative and look forward to meeting members of all the Zone 10 Regions! Please feel free to contact me at Doug's old e-mail address: Zone10rep@gmail.com or my cell phone, which is 612-275-4891.

- Kim



Changing of the Guard Dinner

Jan Pierce, Der Sportwagen Social Editor

On Saturday, January 14, 2012, seventy-nine members of KCRPCA came together at Fiorella's Jack Stack Barbeque in Martin City for the annual Changing of the Guard dinner. This year the crowd was so large that we took over the entire private dining facility. As always the buffet was overflowing with 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. As if all that wasn't enough, then came the dessert cart. I can assure you, no one left hungry.

After dinner, our President, Ralph Light, introduced the KCRPCA Executive Council officers for 2012, beginning with his personal return as President for a second year. Also returning are Robert Wayman, Executive Vice President; Jack Bishop, Secretary; and Sean Reardon, Past President. David Stadtmueller was introduced as our new Treasurer, replacing Jim Phillips who has served in that position for many years. Returning to the Board of Directors for a second term are Jerry Clark, Fred Quintana and Roger Templin. New to the Board is Murray Steeble, replacing Tim Bubniak who is moving to the new appointed position of Public Relations. Completing the list of Club appointments are Richard Bennett, Administrator of Driving Activities; Judy Bennett, Administrator of Social Activities; Chris McIntyre and Al Hess, Club Race Co-Chairmen; Doug Pierce, Membership; Jim Cummings, Webmeister; David Lessmann, Editor; and Rudy Rodriguez, Autocross.

Each year at the Changing of the Guard, the Ron Kitchen Checkered Flag award is presented to the member who best exemplifies the qualities of outstanding sportsmanship, participation, and dedication to PCA driving events, either as a driver or volunteer worker. Ron was a long-standing Kansas City member with an interest in all forms of driving, racing and associated activities. As always, Joe Ennet, the first award recipient, presented the award. This year's proud recipient is Lin Burney whose work behind the scenes for many years has made both Club Racing and Drivers Education events in Kansas City such a success. Lin received a hearty round of applause from all in attendance.

This year a special new award was



Mark Harris, Jim Graven, Lin Burney, Steve Jones, Karl Wilen, and David Lessmann congratulate Lin on winning the prestigious Ron Kitchen Checkered Flag award.

given, the President's Award. Our first recipient is Jim Phillips for his dedication to the club over many years including his service as our Treasurer, his participation in nearly every club

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sponsored event and his willingness to help in just about any way possible. Jim received a beautiful custom designed acrylic trophy to display. We all owe a special thank you to Jim for all he does for our club.

The evening concluded with our newsletter Editor, David Lessmann, taking this opportunity to personally recognize the editors and contributors to our Region's newsletter, *Der Sportwagen*, including Tim Abraham, Judy Bennett, Richard Bennett, Jack Bishop, Scott Harrison, Stephen Kaspar, Ralph Light, Chris McIntyre, Doug Pierce, Jan Pierce, Rudy Rodriguez, and Karl Wilen. Each contributor received an individualized Der Sportwagen coffee mug.

The Changing of the Guard dinner is always one of the most popular events of the year, but this year was the largest attendance ever. We want to extend a special thank you to Aristocrat Motors for their attendance and sponsorship of this premier event.

- Jan



R.I.P. Mark Sherwood

Robert Wayman, KCRPCA Executive Vice President

It pains me to inform you that the "Voice of KCRPCA" Mark Sherwood passed away on Saturday Feb 11, after a battle with cancer. Mark was the PA announcer for everyone of KCRPCA's Club races at HPT and an active member of the club until the very end.

Mark was also a skilled graphics guy and his work adorns most of the KCRPCA racers cars (including The Pumpkin) in some fashion or another. He did the graphics for all of our give-away shirts and jackets that have become treasured elements of many of our wardrobes.

Mark, who never shied away from a challenging discussion, will be missed at our events going forward.

R.I.P., my friend.

- Bob



Jim Phillips accepts the President's Award from Ralph Light.



The camera surprises Joe Ennet but Brian St Denis is unfazed.

Tribute to Art Bunker

Jan Pierce, Der Sportwagen Social Editor

One of the founding members of the Kansas City Region Porsche Club America, Arthur (Art) Bunker, passed away on December 5, 2011. Art owned the first Volkswagen dealership in Kansas City, and later added Porsche. Back in 1961, he and an early group of Porsche owners met at his dealership and decided to form a local club. From those founding members we have grown to over 400 members today.

Art was an avid racer, having raced all over the country as an amateur. His 10-year career also included competitions in Argentina, Canada, and Germany.

Arthur is survived by his wife, Marlene, three sons and two daughters-in-law, as well as two grandchildren.

We would like to pay tribute to Arthur for the foundation he laid for our club today.

- Jan



The hits just keep on comin' on the KCRPCA Social Calender

Judy Bennett, KCRPCA Vice President - Social Activities

Armacost Museum

Please plan on joining your fellow Porsche Club members for a tour of The Armacost Museum on Sunday March 18, 2012 at 2 PM. The cost is \$5 per person.

The collection is an eclectic one with cars ranging in age from a 1910 International to a Ferrari Testarossa. The premiere mark in the collection is Studebaker.

The family had a long and fruitful relationship with Studebaker, dating from 1923 to 1956. Twenty-eight Studebakers are on display ranging from a 1915 SD4 Touring car to a 1964 GT Hawk. There are many Studebakers from the 20's and 30's, considered the heyday for Studebaker. Also on display is an example of the famous Raymond Lowey designed 1953 Coupe plus a Lowey designed Avanti.

Another unusual vehicle is a 1931 Studebaker President Speedway model. This car is capable of a speed in excess of 90 miles per hour. Painted black with a striking red chassis and interior it is a stunning addition to the collection. Just one hundred of these were produced by Studebaker during the 1931 model year.

In addition to the cars, there is an extensive collection of antique pedal cars, motorcycles, bicycles, automotive related art and a large collection of gas powered toys. The gas powered toy cars date from the 30's to the late 60's. Gas powered toy airplanes as well as other toys are included in the collection.

The museum encompasses two floors covering 44,000 square feet. This space houses a 12,000 square foot banquet room which incorporates a vintage Skelly Gas Station, 1950's drive-in-diner stage, and a European bistro sidewalk cafe/bar. The Armacost Museum is located at 4200 E 135th St, Grandview, MO 64030.

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

Wayman Open House

Open House at the Waymans' 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 host-

ing 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.

April Wine Tasting

By popular demand, we will have another wine tasting event. Mark your calendars now for Saturday, April 7, 2012 from 2:30 PM to 4:30 PM at Happy Hour, located at Crackerneck Plaza, 19341 E Highway 40 in Independence, Missouri. Happy Hour features a friendly and fun atmosphere with many choices including wine, beer, spirits, cigars, and gifts. You can view their website at www.happyhourinc.com.

Happy Hour has a large Tasting Bar and will set up tables for us to bring in our own food to accompany the different wines we will sample. Look below to find out which foods you need to bring. I will be bringing cheese (Bennett).

A-J - Cheese
K-P - Crackers
Q-Z - Fruit

The cost for this event is \$5 per person. Please RSVP Judy Bennett with a check made payable to KCRPCA. Mail to 304 NE Oaks Ridge Dr, Lees Summit, MO 64064. We do hope to have PayPal options on the website soon.

Call or e-mail me if you need more information - trainerjudy@sbcglobal.net, 816-682-4383.

Don't forget Wheels to Weston and our first Ladies Autocross. Details on pages 5 & 18.

- Judy

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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.

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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).