

Det Sportswagen

May / June 2012

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



Prepping for the KCRPCA Club Race at Heartland Park Topeka.
Photo by Jim Rand



Legendary Porsche performance with four passengers. We're definitely defying the laws of something.

No one has the capacity to break the rules more than Porsche. And now, the new Panamera. The legendary sports car driving experience built for four. The staggering Porsche power is unmistakably present. As is the relentlessly precise handling. And with the addition of a second row of executively seated passengers, there's no end to the rules you can break. Porsche. There is no substitute.

The Panamera. Experience pure Porsche performance for four.

Aristocrat Motors
9400 West 65th Street
Merriam, KS 66203
(913) 677-3300
www.aristocratporsche.com

Porsche recommends **Mobil 1**



PORSCHE



President's Column

Ralph Light, KCRPCA President

Greetings everyone. I am preparing for the president's meeting for PCA Zone 10 in Des Moines with our new representative, Kim Fritze. Last year, one of the things we did at the meeting, was to introduce ourselves and say a few words about our club. As it went, we each mentioned various historical facts about our regions and the events we held and enjoyed with our fellow members. Of course, the types of track and driving events were enumerated as well as a wide variety of "social" events. The driving events included autocross, driver's education, fun and spirited drives, rallies and club races. Most regions participated in all of these, with the exception of the club race.

Many of our sponsors, including Aristocrat Motors, have helped us every year. Please thank them with your patronage.

Of course, our region does all of these. There are 139 regional clubs in the Porsche Club of America and the ones that have Club Racing are few. Staging a club race gives our region a status nationally that shines a nice light on KCRPCA.

We just finished our ninth race since it was revived in 2004. Once again, we received high praise from National PCA workers at the event, as well as drivers attending from many other regions and zones.

Over the years, this has been the "norm" due to the efforts of our Club Racing chairmen, starting with Sean Reardon, then Al Hess and Chris McIntyre. They have done an excellent job and spent untold hours working to make this level of success. We have had many important volunteers, some who have worked all weekend at every race. Many of our sponsors, including Aristocrat Motors, have helped us every year. They are listed in *Der Sportwagen*. Please thank them with your patronage.

Recently we have increased our number of autocross events. We just had our first ladies only autocross. It was well attended and the drivers had a lot of fun. Thanks to Rudy Rodriguez and his volunteers for their work to help these events grow in attendance and perform smoothly.

Kudos to all our members who work on our driving and social events. I will try to get you all huge raises next year-ha ha!

- Ralph

Innerhalb

Departments

- 03 President's Column
- 04 Verantwortlich (In Charge)
- 04 KC Region Calendar of Events
- 05 From the Editor
- 13 Membership
- 24-25 PCA Zone 10 Calendar
- 32 Classifieds
- 32 Advertiser's Index

Features

- 06 986 Boxster Convertible Top Failures
- 08 Armacost Museum Tour
- 10 60th Running of the 12 Hours of Sebring
- 14 An Uplifting Experience for Your Car
- 16 Intended Acceleration @ Ladies Autocross
- 20 PCA Club Racing Chronicles
- 22 The 991: Porsche or Pig?
- 26 KCRPCA at KC International Auto Show
- 26 Aristocrat 991 Launch Party
- 28 Steamship Arabia Tour
- 29 Wayman Open House
- 30 Plenty of Summer Events on Deck

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: June 12, 2012

KANSAS

DAS AUTO WERK

25 Years of Sales and Service

913 236-4477

Factory Trained PORSCHE AUDI

WWW.DASAUTOWERK.COM

Verantwortlich (In Charge)

PRESIDENT

Ralph Light
ralphlight10@yahoo.com
816-223-9353

PAST PRESIDENT

Sean Reardon
reardon911@gmail.com
785-766-7585

MEMBERSHIP

Doug Pierce
pierce.architects@usa.net
913-897-5444

EXECUTIVE VICE PRESIDENT

Robert Wayman
kctrackstuff@gmail.com
816-678-8370

CLUB RACE CO-CHAIRMAN

Chris McIntyre
chris@merrillcompanies.com
913-381-4729

WEBMEISTER

Jim Cummings
webmaster@kcrpca.org
913-208-6551

VICE PRESIDENT—DRIVING ACTIVITIES

Richard Bennett
samluke@sbcglobal.net
816-729-2898

&
Al Hess
al@wtatrucks.com
816-985-7711

DER SPORTWAGEN EDITOR

David Lessmann
dersportwagen@gmail.com
913-661-0636

VICE PRESIDENT—SOCIAL ACTIVITIES

Judy Bennett
trainerjudy@sbcglobal.net
816-682-4383

BOARD OF DIRECTORS

Murray Steeble
mes@alphaf.com
816-257-2260

TECH EDITOR

Stephen Kaspar
porschephd@gmail.com

TREASURER

David Stadtmueller
dstadt@dtango.com
816-510-4832

Jerry Clark

gclark2@kc.rr.com
913-648-7906

HISTORIAN

Rob Waldrop
RFVII@milbankmfg.com
913-897-7373

SECRETARY

Jack Bishop
kcrpcasec@att.net
816-537-7365

Fred Quintana

fredquintana@comcast.net
816-308-3255

AUTOCROSS

Rudy Rodriguez
rudy968and944s@aol.com
913-788-0007

Doug Pierce
pierce.architects@usa.net
913-897-5444

Calendar of Events

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

See pages 24 - 25 for the PCA Zone 10 Calendar

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
Aug	19	Fun Drive
Oct	7	Autocross, Ameristar Casino, Kansas City, MO
	12-14	Drivers Education, Heartland Park, Topeka, KS
Dec	1	Holiday Party at Brios, Kansas City, MO

REECE & NICHOLS
Real Estate
Mortgage
Title
Insurance

a partner with HomeServices of America, Inc.
a Berkshire Hathaway Affiliate



MARY LYNN CLARK
CHAIRMAN'S CIRCLE
MULTIMILLION DOLLAR PRODUCER

LICENSED IN KS & MO

7600 State Line, Suite 210
Prairie Village, KS 66208

Office 913.383.1400
Fax 913.981.1756
Cellular 913.530.3323

MaryLynnClark.ReeceAndNichols.com
MaryLynnC@ReeceAndNichols.com



From the Editor

David Lessmann, Editor Der Sportwagen

For this month's column, I thought I'd share a recent experience working the grid at the KCRPCA Club Race at Heartland Park Topeka (HPT). The Club Race is a serious endeavor for our club, requiring coordination between the PCA national Club Race officials and our KCRPCA volunteers. Over the years, thanks to the direction and leadership from our Club Race Co-Chairs, Chris McIntyre and Al Hess, the interaction between our volunteers and the national staff has become seamless.

One of the Club Race volunteers I have come to know well over time is Lin Burney, who manages the grid, a staging area for the race cars before releasing them to the racetrack. Lin recruited me to the grid crew a few years ago, and I always sign-up for another tour since short of being a Club Racer, the grid is the best spot to be. Lin assembled a motley crew (myself included) and drilled us until the entire sequence of gridding and releasing race cars has become a beautiful choreography that rivals a world-class ballet. Okay, I may be exaggerating here, but you can decide for yourself after viewing this YouTube video, (<http://www.youtube.com/watch?v=w86gXMZZY4o>), shot by grid crew member, Steve Jones, at the Club Race last month.

Imagine 40+ race cars rumbling towards you. The drivers are anxious and ready to go, maybe in their haste they've left a fastener undone. Not only is it up to the grid crew to safely guide the race cars to their proper location but in addition to inspect the cars, looking for loose hood pins, unlatched hoods, open window nets, proper inspection stickers, and properly secured Head And Neck (HANS) restraints.

Once the cars are gridded, they are held until the track is clear and ready for them to be released. During this time, the baritone rumble of rough idling race engines punctuates the air. In addition, unburnt racing fuel fills your nostrils.

A countdown begins with grid meister Lin signaling 5 minutes to go by holding an open hand in the air. This signal is relayed along the grid by the grid crew to the very end of the grid where a lone grid man controls and manages latecomers to the grid. The drivers acknowledge the signal by extending an open hand back to the grid crew. Then 3 minutes, signaled by three fingers extended to the sky. Then 1. Suddenly Lin blows his whistle and one by one the cars are released to the race-track, (<http://www.youtube.com/watch?v=cb5mLiHmphM>).

How this all works so well, is beyond me. As Steve Jones says, "We try to screw up, but Lin won't let us!" Cheers!

- David

Der Sportwagen Staff

Editor-In-Chief:	David Lessmann
Social Editor:	Jan Pierce
Autocross Editors:	Jack Bishop, Rudy Rodriguez
Club Racing & DE Editors:	Richard Bennett, Chris McIntyre
Technical Editors:	Stephen Kaspar, Karl Wilen
Special Assignment Editors:	Tim Abraham, Scott Harrison
Regular Contributors:	President, Ralph Light Membership Chairman, Doug Pierce VP - Social Activities, Judy Bennett Zone 10 Representative, Kim Fritze

Der Sportwagen

Kansas City Region

Porsche Club of America

May / June 2012

Der Sportwagen is the official publication of the Kansas City Region, Porsche Club of America (KCRPCA) and all contents are the property of KCRPCA. Statements and opinions represent the views of each author/advertiser and KCRPCA assumes no liability for any information published herein. Submissions may be edited for grammar and length. PORSCHE®, the Porsche Crest®, CARRERA®, and TARGA® are trademarks of Porsche AG used by permission of Porsche Cars North America.

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"
Half Page	\$75	\$275	7.5" x 4.75"
Quarter Page	\$50	\$175	3.5" x 4.75"
Business Card	\$25	\$95	3.5" x 2"

See www.kcrpca.org for website advertising rates!



Blow Your Top - 986 Boxster Convertible Top Failures

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

Wow, it has been a crazy couple of months at the shop with workload. I typically have my articles ready to go and off to Herr Lessmann long before they are due, yet here I am, after the due date trying to write an article. We are T minus 4 days until the PCA club race, so things are getting down to the wire. If you follow the RennsportKC blog, you realize that it has been neglected as well!

Anyways, enough rambling and onto something informative. 986 Boxster convertible top failures. I call this the second Boxster catastrophic failure (mostly to your wallet), only after the IMS failure, which we have talked about before. The two major things that could happen to a Boxster. Typically they are very good reliable cars, but the early cars, up to the early 2000's, had an issue with their top mechanisms. This was later solved sometime around 01/02 by using stronger components that would not fail as easily.

The failure occurs when either opening or closing the convertible top. You hear a loud bang and you immediately stop trying to operate the top right? Pffft I know better than that, typically people keep pushing the button in one direction or another to try to coax the top either open or closed which really tweaks things. This is because they hate their mechanic and really want to check his skill set in regards to this repair. ☺

The top drive system is composed of the following components: A central motor, a left and right cable, a left and right transmission, and a few connections here and there to the actual convertible top. The central motor turns the cables to each transmission evenly and timed in sequence. Should one side fail for any reason, the other side will likely continue to work, causing the top to operate unevenly. Force it, and you can break some expensive stuff. Stop when it fails, and the fix is easy.



Name tags — \$10.00

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

Parts: As stated earlier, Porsche updated the parts sometime around 01/02 to stronger components. If you have an early Boxster and have a failure, you **MUST** update to the new parts, as the old stuff is NLA. My advice is do not attempt to install used old style parts, as they will only fail again. Porsche does state you can install old style transmissions with new style transmissions (if only replacing one broken side), but I highly recommend updating the entire system and be done.

There are a couple points of failure.

1. The small plastic ball and socket joint on the transmission arm to convertible top frame connection. These can break and cause the top to not operate correctly. A fairly cheap, easy fix. But remember, being a weak link in the system, these can break due to some other failure of say a cable or transmission. It is kind of a failsafe to keep things from really twisting up.
2. The cables from the motor to the transmissions strip and fail (typically one side at a time).
3. The transmissions themselves fail.

This Boxster has had a failure of the top mechanism. As you can see, the clamshell is tweaked on one side and not sitting flush. This is because one of the sides has stopped moving. If you force the top after one of the components have failed, you can actually bend this clamshell and the mounting points to the transmissions. Not good. This one is just being held uneven by pressure, so nothing was bent permanently.



With the top partially open, we can see where the right side transmission mounts. It has a few arms, one operating the clamshell, and the other operating the fabric top assembly. You

can see the little white ball and socket lying disconnected to the left side of the transmission.



This picture shows where the ball and socket connects to [up towards the convertible top]. Left side transmission is shown here.



Here is a picture of one of the transmissions and drive cable out of the car. The cable has stripped internally and caused damage to the transmission, so everything but the motor gets replaced.



And this is the updated replacement kit. Two new transmissions, two cables, and updated mounting points for the transmissions to the body.



As you can see with the mounting bolts, the updated transmissions have physically changed in dimension, so you must change the mounting bolts to account for this. There are three on each transmission.



(Continued on page 12)

**PORSCHE
EVENT OF THE YEAR!**

**THE 2012
PORSCHE PARADE**



**SALT LAKE CITY, UTAH
JULY 8 - 14, 2012**

Registration closes June 22, 2012

Learn more and register at parade2012.pca.org



Armacost Museum, a Collection of Automotive Treasures

Chuck Vossler, KCRPCA Member

On a beautiful Sunday afternoon in March, over 40 members of the Kansas City Porsche Club toured the Armacost Museum in Grandview, Missouri. The museum, owned by Peterson Manufacturing, features a truly eclectic collection of automobiles in a beautiful building on the Peterson campus. The museum is not open to the public; rather they open for certain events, charities, and car clubs. They currently have a fleet of 76 cars and staff three and one-half full time employees that restore, maintain, and polish their fleet.

Entering the museum, I spy several bright red Italian exotics off to my right. One of only 213 Ferrari F40's sold in the US is displayed prominently and adorned with do not touch signs. The 2,400 lbs. F40 was produced from 1987 to 1992. It came with an insane 471 hp 2.9L twin turbo charged V8 with a top speed of 201 mph! No carpet, no radio, no power windows, no A/C but lots of carbon fiber. The last time it moved was about 10 years ago. They rolled it out of the museum, put it on a truck, and shipped it to the Ferrari dealer in Denver to have a bushing recall performed. Right next to the F40 is a 1991 Ferrari Testarossa; this is present only in the winter months because it's taken out and exercised over the summer. It was in fact to be moved out later the following week.

Both the 1990 Ferrari F40 and 1991 Ferrari Testarossa were purchased brand new by the museum in a package deal in 1991 from Aristocrat, when they used to be a Ferrari dealer. I am told, though not by museum staff, the reason there were so few miles on the F40 was that they couldn't get it insured because it was worth so much! All F40's came with about 200 miles from the factory so I'd be willing to bet it's one of the lowest mileage F40's out there at just 246 miles. Lee Iacocca's F40 with 283 miles recently sold for \$710,000 this January! Rounding out the Ferrari stable was a 1982 Black 308 and a 1983 BB512, Berlinetta Boxster.

In addition to the museum quality cars, there is an extensive collection of antique pedal cars, motorcycles, bicycles, automotive related art as well as a large collection of gas powered

toys. The gas powered toy cars date from the 30's to the late 60's. The museum is on two levels, which cover 44,000 square feet. There's even a 12,000 square foot banquet room complete with a commercial grade kitchen. The banquet room incorporates a vintage Skelly Gas Station in one corner and a 1950's drive-in-diner stage.

The Peterson family had a long relationship with Studebaker, dating from 1923 to 1956, owning a Studebaker dealership in Indianapolis and then Kansas City. They even sponsored several Indy 500 cars back in the 20's, including Louis Schneider's 1928 Armacost Special. Twenty-eight Studebakers are on display ranging from a 1915 SD4 Touring car to a 1964 GT Hawk. The 20's and 30's is considered the heyday for Studebaker. I don't recall seeing so many Studebakers in my life.

Making an imposing statement near the front door is a 1927 Rolls Royce purchased by the museum in the 90's in original but very good unrestored condition. This Rolls was made in the USA, which makes it very unique. Looking under the Rolls you can see several oil drip catch pans and what must be one of the largest transmissions ever put in a car.

Fire codes now dictate that no more of 5 gallons of gas can be in all of the cars combined. So all the automobiles you see in the museum have had their fuel drained. Interestingly,



Nobody offers more discounts than Farmers.

- Automobile Insurance
- Homeowners Insurance
- Life Insurance

RUDY RODRIGUEZ

<http://www.farmersagent.com/rrodriguez6>
10503 SHAWNEE MISSION PKWY
SHAWNEE, KS 66203-3505



FARMERS

Call 913-906-0018 today for Auto, Home, Life and Business.

the staff tell me that a lot of the antique cars have factory drain plugs in the fuel tanks and the fire code is really only a pain with the newer cars that they have.

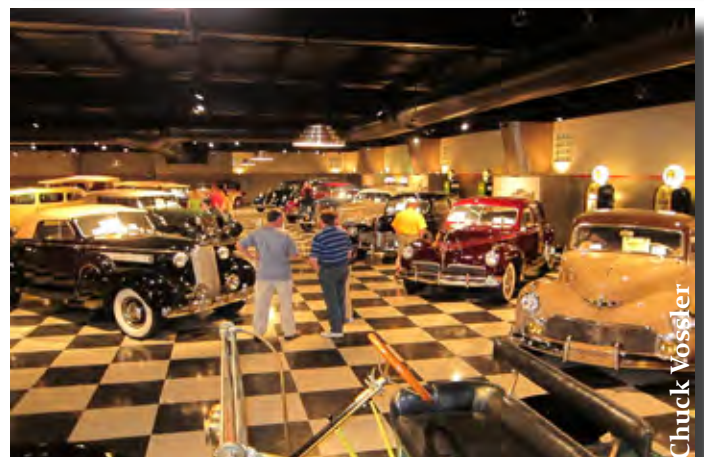
The batteries have been removed from the cars and are stored in a separate battery tender room, which was not open to the public. The cars that move the most are the ones closest to the doors. When questioned if they start them all, I got an inquisitive look. "If we need to start one, we just put fuel in it and go get the battery." It's incredible that they keep them in that good of condition.

The museum is rather dark inside but has great spot lighting on the cars. The black and white checkered linoleum floor looks perfect as you scan across the museum. However, there are quite a few tire stains on it because apparently tires leach color out of them if they stay on it too long. Once they do get stained, you can't get it out. Now all cars' tires are on little placards to keep the stains at bay.

The basement is primarily full of 50's and newer vehicles. There are even a couple Mercedes Benz including a 1972 280 SEL. In the basement there are 1955, 56 and 57 Ford Thunderbirds. Six Corvettes were there including a 1965 396 Stingray in rare tuxedo black on black with 425 hp and only 9,000 miles. Plus there was the uniquely shaped 1963 Studabaker Avanti.

It is truly an amazing collection of unique cars. We are very lucky to have such a wonderful collection of cars in Kansas City that the owner is willing to share with fellow car enthusiasts. Special thanks to Don Armacost for allowing the Kansas City Porsche Club to tour his wonderful museum and Judy Bennett for coordinating the event.

- Chuck





Road Trip Adventures at the 60th 12 Hours of Sebring

Tim Bubniak & Murray Steeble, KCRPCA Members

ROAD TRIP! That phrase conjures up visions of adventure and possibilities on the open road. Add in that the road trip is going to be four friends driving to the 60th running of the 12 hours of Sebring race and you have the makings of some excellent fun. Willing accomplices on this adventure were PCA members: Fred Quintana, Murray Steeble, and Stan Thorne.

A mere 2,600 mile round trip ahead of us, we left on Thursday morning with a lot of enthusiasm and snacks packed into the ultra-cool Toyota Sienna minivan. By the time we finished our first day we had covered 1,111 miles as we stopped in Gainesville Florida at 1 AM. After a refreshing 5 hours of sleep, we headed out on the final leg to reach the hallowed grounds of Sebring.

By early afternoon we arrived at the track to the exhilarating sound of qualifying underway. We hurried to check out our seats in the Dan Gurney Terrace Pit Box. We were not disappointed to find our seats with a covered roof and looking down into the pits above the Muscle Milk LMP car, as well as the Flying Lizard Porsche team, and the Corvette team. Shortly thereafter, we decided to wander the track and found ourselves at the Gallery of Legends building that holds various famous race cars including the famed Porsche 917. We could not resist jumping the security rope for a quick picture with that wonderful bit of Porsche history. The 917 still holds a Le Man's record for the fastest lap in the race, achieved in part by a 240 mph blast down the Mulsanne Straight in 1971.



Stan Thorne, Tim Bubniak, and Murray Steeble risk jail time for a picture with the famed 1971 Porsche 917 LH.

At this point, we wandered back to the pits for a close look at the various teams and categories of cars. There was so much to take in from watching the Green Lantern Porsche team going through pre-race inspection, to watching the Audi team complete pre-race preparations, and stopping by the Flying Lizard Team to view the cars and pick up some souvenirs. All the teams and cars were very accessible and open to our review, at least as long as stayed out of their way. The buzz of activity and traffic in this area was overwhelming to the senses and had us all constantly pointing out something for everyone to check out.



View from the Dan Gurney Terrace Pit Box.

After a couple hours of this, we needed to get out of the sun and sit for a while. We accomplished this by going to the PCA Hospitality tent, perfectly situated, just off turn 17. The PCA volunteers provided us with some cold drinks and friendly greetings, both very much appreciated. We were surprised to learn the PCA area included one of the few grandstands on the track. It was a wonderful spot to watch the cars acceler-



Fred Quintana

ate hard into the front stretch after negotiating a bumpy turn 17. They had a TV set up to watch the race as well as issues of Panorama to peruse. The corral was filled with a wide diversity of Porsches, which we closely reviewed. We ended Friday with a short trip to Bowling Green, Florida to our hotel for the evening and dinner at the only sit down restaurant in town. The folksy waitress who served us that night recognized we were there for the race and the conversation quickly turned to car stories. During this time, she responded to a question of how fast she had driven in a car answering 170 mph! For some reason she could not provide support for that claim.



Fred Quintana

Saturday morning came with perfect weather and great expectations for an awesome day at the track. After struggling to find parking and completing a hike across the grounds to our seats, we observed the final race preparations

during our walk across the track with the cars positioned on the grid. The race started at 10:30 AM with 12 hours of excitement ahead of us. There were three prototype classes LMP1, LMP2, and LMPC. The cars in these three classes look the same with the difference being in size, weight, and costs. The Audi team ran this race without serious challenge in their class and dominated the entire race. The GT classes had the most interesting racing and were the main attraction for many of the race fans.

Over the course of the day, we moved around the track to catch as many aspects of the course as possible. Since there are no grandstands on the track, you simply move from any open grassy spot possible to the next for your best views. Each corner had large crowds gathered to watch the action as five classes of cars negotiated the corners and avoided each other. Some of our favorite views included turn 1 to watch the drivers come down the long front straight and then brake hard for the left hand turn. Turn 2 was good as we were able to get close to the action with a short straight leading to a hard left-hander. We also enjoyed turn 5, which is the fan favorite at twilight for the glowing brake rotors, and the crowd can get close the action here.



Fred Quintana

This 12-hour endurance race starts at 10:30 AM and we hung around for the entire event start to finish. The sights and sounds of the day were a full race immersion; from the size and rowdiness of the crowd, the number of cars on the track, and the sounds of those cars, (especially the Aston Martin and Corvette team cars). Ironically, the Audi team that dominated its class makes almost no sound, other than the tires pounding the pavement and the rush of the air being displaced. Sebring is a classic endurance race and that makes it worth the effort for the long trip to attend. This race is part of the American Le Mans series owned by Don Panoz of Road Atlanta and Panoz Esperante race car fame.

This was a great event to attend and half the fun was indeed getting there via a road trip. The only thing that we can think of that would have made the event better was if the Porsche RS Spyder had been part of the event and challenged the Audi team.

- Tim

(Continued from page 7)

Here you can see where two of the three bolts mount. The trim material in this picture hides the other one.



Once the transmissions and linkages are installed, then it is time to "time" each side together so the top goes up and down evenly. This is done by setting the initial height of the transmissions, then turning the cables one side at a time until

the top measures evenly. You can put one end back in the motor and operate the top to spin that side higher or lower, or you can simply install the end of the cable into a power drill and operate it like that. Either way, this is the part that takes the longest. Installing the parts is easy, the fine tweaking can be very time consuming.

Sorry I couldn't stay longer, but back to work! See you next month!

- Karl

Judy's Personal Training and Sports Fitness
Fit is Fun

304 NE Oaks Ridge Dr
Lees Summit
MO, 64064
(816) 682 4383
Look for me on Facebook

Call today for 10%
off all packages

Judy Bennett
Owner
trainerjudy@sbcglobal.net

RENNSPORT KC

**12908 2ND ST.
GRANDVIEW, MO 64030
(FORMER LOCATION OF COX
MOTORSPORTS)**

**(816)965-5800
RENNSPORTKC.COM**

**WES McCULLOUGH-(816)665-6678
KARL WILEN-(913)486-3805**

MAINTENANCE, REPAIR, TUNING, TRACK SUPPORT



Membership

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

NEW MEMBERS — MAR 2012

Darin Bense
Shawnee, KS 66226
Gray 2007 Cayman S

John & Sally Bodenmiller
Olathe, KS 66062
Red 1989 964

Elliott & Susan Glass
Lenexa, KS 66220
1976 911

Tom Strongman
Leawood, KS 66206
Black 2005 Boxster

Kai Bach
Carrier, OK 73727
Red 1993 RS America
Transfer from War Bonnet Region

Rene & Karen Robichaud
Kansas City, MO 64112
Yellow 2005 Carrera GT
Yellow 2006 Supercup
Transfer from Ohio Valley Region

NEW MEMBERS — APR 2012

Kenneth & Matthew Cho
Prairie Village, KS 66208
Silver 2005 911

Matthew & Jolee Crosby
Lee's Summit, MO 64064
Black 2000 Boxster

Emmanuel Daon
Fairway, KS 66205
Black 2005 911S

Stephen Graybill
Leawood, KS 66206
White 1997 993 TT
Albert & Donna Haun
Boonville, MO 65233
Green 1964 356C

Troy Montague
Overland Park, KS 66207
Black 2007 Cayman

Paula & Barry Wolff
Loch Lloyd, MO 64012
Black 2010 Boxster S

ANNIVERSARIES — MAY 2012

Tim McNearney 35
Ronald Barkley 29
Frank & Vera Tricamo 27
Chris Wally 23
Mark Schmidt 21
Brian Gay 17
Leslie & Shirley Miller 14
Stewart & Debbie Myers 14
Rob & Jennifer Harsh 13
Larry & Sherrill Hilbert 13
Ralph & Lani Light 13
Mark & Donna Ibenthal 12
Richard & Jan Pierson 12
Fred & Verna Beckers 10
Steve Jones 10
Nicholas Jones 10
Christopher & Faine Mende 10
Marty & Terri Sallaz 10
Michael & Ann Wyatt 10
Robert & Carolyn Adkins 9
Michael Montague 9
Russell French 8
Anker & Jennifer Henningsen 7
Christopher Blazer 6
Craig & Catherine Lutz 6
Jeffre & Carolyn Hembree 5
Steven Pond 5
Scott Riggs 4
James Battle 3
Yvette & Richard Grabmeier 3
Jim Pirtle 2
Brad Baker 1
Mischa Bastin 1
George Devins 1
Peter Laughlin 1
Kelly Norcross 1
Jeff Poole 1
Brock Rule 1

NEW MEMBERS — APR 2012 (Continued)

Kate & Paul Strachan
Grain Valley, MO 64029
Gray 2002 996
Transfer from Canada West Region

AUF WIEDERSEHEN

Gary Gibson
Scottsdale, AZ
Transfer to Arizona Region

ANNIVERSARIES — JUN 2012

Mike & Marty Eden 40
James & Susan Gould 35
Jane Rhys 30
Mark & Shelly Journey 29
David & Joy Krietemeyer 25
James & Rhonda Barber 24
Russell Forrest 21
Joseph & Marianne Ennett 20
Lowell Hottman 20
Richard Rocha 19
Floyd & Linda Scott 19
Bob & Jodi Dinkins 14
Bryan Gleason 14
Don & Wendy Armacost 13
Neal & Julie Lintecum 13
Bill & Rosemary Cutrer 12
Louise & Dennis Marten 12
Ronald Evans 11
Eugene Deffenbaugh 11
Thomas Simmons 11
Scott Kelly 10
Adam & Sarah Seitz 10
Eric & Tracie Bowles 9
Jacqueline Neunzig 9
Aaron Rubenking 9
Adam Bold 8
Albert Fox 8
Dan & Sherry Murillo 7
Scott Love 6
Patrick & Jamie Pribyl 6
Dean Rasdall 6
Ronald Tippie 6
George Pfau 5
Mark Strauss 5
Sean & Stephanie Smith 5
Laurent Vannest 5
Daniel & Morgan Georgie 4
Michael Kisler 4
Jeff Wood 4
Alan & Kathleen Critchley 3
Steve Kirsch 3
Don Richards 3
Paget Alves 2
Tim & Karen Carlin 2
Dave Carriker 2
Bernard Levi 2
Cyril & Melissa Welter 2
John Bowman 1
James Bromley 1
William Coble 1
Jack Hubby 1
Edward Wiegele 1



An Uplifting Experience for Your Car

Scott Harrison, Der Sportwagen Special Assignment Editor

Hey buddy, can you give me a lift? In the pantheon of great garages, there remains one constant: The ability to raise a car with the press of a button. Today's topic is indeed the very thing that will make you the envy of all your friends and rocket your popularity ranking amongst wrenchers everywhere, the vaunted "hydraulic car lift".

Modern hydraulic lifts have made significant advances, in terms of cost, safety, usability, and variety, which puts a hydraulic lift within the means of any serious do-it yourselfer who possesses a garage stall. This article will cover the various types of lifts available and some of the pros and cons of each.

Four Post Lift: The four post lift started the home enthusiast lift phenomenon, and quickly grew in popularity. The basic design is four vertical posts that support two steel "planks" roughly 2' wide by 16' long via cross-members at each end. It is lifted by a motorized pump (both 110v and 220v are readily available) driving a horizontal hydraulic ram tucked under one of the planks connected by a smattering of cables and pulleys. The lift comes with a couple of ramps that attach to the end, and you simply drive the vehicle onto them, hold down a button on the motorized pump, and voilà the vehicle is lifted into the air. It's a pretty nifty set up, especially for those who want to store a car as well as wrench on them. The lift goes high enough to pull a sedan or smaller car underneath it. The lift manufacturers offer drip trays available to go between the planks to protect the car on the bottom from leaks from the car above, assuming the car on top doesn't leak massive amounts of fluid.

Four post lifts range in price from under \$2,000 to over \$4,000, depending on design and manufacturer. The range in quality runs from very safe to extremely worrisome, and you get what you pay for. When recommending four post lifts, I personally insist on the design offered by Backyard Buddy, which uses an enclosed sleeve around a four sided post with notches cut into it for the safety/support latches. There are a number of manufacturers that form a "C" channel post and weld metal catches for the safety/support latches. I have no data or statistics on any four post lifts, but was very concerned about the amount of flex that the C post design had to the point that I refuse to walk underneath any lift of that design. The Internet is your friend; search it so you can make an informed decision if you decide to purchase a four post lift. I also advise you take the time to look at any lift you plan to purchase in person. You want to see what you are buying, and look for things like metal pulleys, high grade hardware, hydraulic flow restrictors, etc.

The number one con that *always* gets brought up when discussing four post lifts is that it doesn't offer as much access as a two post lift since the four wheels of the vehicle stay on the platform. This is true, but having personally owned a four post lift for more than five years, I have yet to find a wrenching project I couldn't perform while the car was on the lift and the overall access and ease of wrenching is light years ahead of laying on your back under a car on jack stands. The various four post lift manufacturers offer a variety of options ranging from inexpensive jack trays to rather expensive hydraulic scissor lifts that fit between the planks to allow wheel and brake service. It's a non-issue, in my opinion and you get the best of both worlds between a two post and four post lift. One caveat is for those of you trying to drop a 911 engine; I haven't tried to do that on my lift yet, so I really can't comment on the feasibility of doing so. I would expect wresting a 911 engine tray out from between the two planks might be an issue. I have also been told that you can't drop a 944/951 engine from below on a four post lift but I know from firsthand experience that not only can you, but it makes the job MUCH easier. When I have done this, I braced the engine with an overhead support, raised the car to do all the disconnections, and then lowered the car to the ground where I had prepared a cradle made from a furniture moving dolly, disconnected the overhead support, and then raised the car up sans engine. Installation, as they say, is reverse of removal and the four post lift makes it a fairly easy process.

Two Post Lift: The two post lift is the premier entry in car lifts as far as the hard core D-I-Y wrenchers go. It allows the most access underneath the car along with complete access to the wheels/brakes, since it uses jacking points underneath the car to lift it, and it's the most common type found in commercial shops these days. A two post lift consists of two pillars secured to a concrete floor, and each pillar has mechanized (typically by chain or cable) channel slider with two lifting arms attached to it that raises or lowers in unison with the other side. Depending on the design of the lift, the method for bridging the two pillars will vary, but the net effect is that you drive the vehicle in between the two pillars, swing the front and rear lifting arms into the proper place under the car on each side, and then press the button on the motor to start the lift into motion and raise the car to the desired height.

Cost of the two posts lift ranges from too cheap (under \$1,800) to way too expensive (\$10,000 and up). From what I have been told by people that have bought and used them, if you

are buying one for less than \$2,500, take a very good look at it before you buy it. Generally speaking, you get what you pay for, and you do not want to find out you didn't spend enough to get good quality while standing underneath a vehicle. After looking at a friend's Mohawk two post lift, I can say that is one of the best built "anything" I have ever seen, but it was not a budget item, he spent the money to make sure he was getting top quality. I have also heard good things about Bend-Pac and Rotary brands, but I have no personal experience with them. Once again, turn to your friend, the Internet and do some research before buying so you will make an informed (and safe) decision.

The #1 pro of a two post lift has already been stated: Almost unlimited access to the underside of the vehicle. However, there are a couple of things to consider before deciding on a two post rack. First, it is a bit more difficult to utilize the two post rack for storing a car overhead. Some folks (and I am one of them) believe it is hard on the suspension to let it hang unsupported for long periods of time. Some two post lift manufacturers make wheel caddy's that you can put on the end of the lifting arms to raise the vehicle by the wheels, but it's a pretty expensive way to go. Secondly, there is no way to put a drip tray under the overhead car. Lastly, and most importantly, a two post lift requires more diligence when using it or you could easily damage or drop a vehicle. If you misjudge or position the lifting arms in the wrong spot and try to lift the vehicle, it can get expensive in a hurry.

A compromise on the two post lift is the Max-Jack, and it's highly intriguing. It has "portable" posts that can be moved out of the way when it's not being used. It uses anchors into the concrete floor to hold it in place, and doesn't lift the vehicle as high as a full two post lift, but for space challenged individuals, it's a definite option. I am considering getting a Max-Jack myself to augment the four post lift I already have, to make wheel and brake service easier. The Max-Jack will cost around \$2,200.

Mid-Rise Scissor Lift: The last option I will discuss is the mid-rise scissor lift. This type of lift is usually found where ceiling clearance is an issue, as it will raise a vehicle to a maximum of around 36-40". It sits on the floor, and you drive the vehicle over it, position the lifting arms, and then press the button on the motor to raise the vehicle. The lifting mechanisms are cross members that sit in the middle and cross in a scissor like fashion, hence the name. It is a safe and relatively inexpensive solution for raising a car, and while it doesn't allow as much access as either the two post or four post lifts, it isn't quite as bad as it sounds, either. It's a good compromise when budget is a driving factor, as decent mid-rise lifts typically start around \$1,200. The major drawbacks of a mid rise lift, aside from the obstructed work area under the car, are that it will be a tripping hazard on the garage floor when you pull the vehicle away from it, and low clearance vehicles will require ramps (or most commonly, a couple of 2"x12"x 12' planks) to make sure you can drive over it before lifting.

A Couple of Notes:

#1 Garage ceiling clearance is critical when using a two or four post lift. Obviously, you do not want to run the top of your car into the ceiling, so measure carefully. I have a garage ceiling height of 11'6" and can lift a Porsche up high enough to stand underneath the car comfortably when working on it, although I am not able to raise them to the highest position that my lift offers. Please keep in mind that to lower the car, you need to raise it slightly so that it can clear the safety latches that lock it in place before you can lower it to the ground, so plan for that clearance when putting a car in the air.

#2 To prep for the installation of a lift, you need to look at the garage floor and make sure its level, in decent shape and is sufficiently thick to support the weight of the lift and the vehicle you will be lifting. Most newer houses have a garage floor that will be 4" thick or so and should be of proper type and strength to support the unit BUT, please don't take a chance. Prior to purchasing, take the time to verify, talk to the manufacturer or get a professional to come out and look, so that you don't wind up with a damaged concrete floor, lift, vehicle, and potentially person. It's not that hard to determine, so do it right.

#3 The garage door for the stall with the lift will almost certainly need to be raised prior to installation. Any company that installs and services garage doors will easily be able to handle the modification to the door rails so the door will have the clearance needed for a couple of hundred dollars, so don't forget to budget for that expense as well.

#4 You will need an electrical outlet near the lift. Either 110v or 220v, the difference typically is just the speed in which the lift will raise a vehicle, but the commercial grade lifts typically only come with 220v motors, so plan accordingly.

#5 Decide if you will be installing it yourself or hiring it out. These things, no matter which way you go, will be heavy, so make sure you have plenty of friends and the proper equipment on hand to take delivery, off load it from the trailer, move it into place and assemble it. It's not a terribly difficult task, just make sure you follow the directions and use common sense. My four post lift took a group of my friends and me about four hours to complete, and we weren't working at lightning speed. As I recall it, we had a pretty good time doing it and the reward of lifting that first car was awesome. Likewise though, there are professionals out there that can install them quickly and properly and it's not a bad decision to go that route if you have limited time or would feel safer knowing that a professional did it.

#6 After you have installed it, maintain it! Each manufacturer will have instructions on how to care for the lift. Make sure you follow them.

#7 No pictures are provided due to potential copyright issues, but they are easy to find and looking is half the fun! ☺

- Scott



Intended Acceleration at the Ladies Only Autocross

Ellen Yetter, KCRPCA Member

Take two autocrosses and call me in the morning. Autocross is great medicine for the mind and your Porsche. It delivered. Ladies Only Autocross. It was a beautiful sunny day. Unseasonably warm for April 1. I wanted to participate in this event as I sensed it would be a great opportunity to try the experience in a friendly and low stress atmosphere. That's exactly what it was.

This was a first time event in Kansas City...Ladies Beginners and Novice Autocross School. There was a perfect turnout as far as I'm concerned (approximately 10 female Porsche lovers) as there was time for reflection between laps but not too many participants to limit the repetitive opportunity for practice. A few attendees had tried autocross before, but most were beginners. While our club volunteers were setting up the course, we were able to chat a bit...something this gal doesn't mind.

Autocross is low speed form of motorsport that emphasizes safe competition, as well as car handling and skill rather than sheer speed. That's appealing, especially for the person who wants to learn more about their car without the perceived risk of a racetrack experience.

After Rudy Rodriguez introduced the event details and we signed waivers, we walked the course together as a group. This allowed time to familiarize us with the autocross concept as well as the course itself. After the walk, we drove single file through the course a few times.

Then the fun began as we all did two laps each to obtain a time. Initially, most if not all of us, had an instructor in the car to coach us through the course. With each additional set of laps, our times improved as the course became more familiar. Speaking personally, I tried to identify the pitfall portions of the

BANGER INDUSTRIES

PERFORMANCE AT THE SPEED OF IMAGINATION

NEED PARTS?

We are car enthusiasts just like you! We understand the need for high quality new OEM & aftermarket parts without paying top dollar prices so we keep the overhead low and pass the savings on to you! No frills, just great service for the do-it yourself wrencher!

Proud members of KCRPCA for 12 years!

Contact us at 785-865-3435 or parts@bangeronline.com



Ellen Yetter proves how fast a Panamera is in skilled hands.

course for me and focus on those segments with each additional opportunity, until I had the course memorized. I would try to imagine the course in my mind while I was waiting for my next turn. Each time I tried to go a bit faster, while listening to my instructor's feedback and advice as to those parts of the course in which I could gain speed.

Those cones can be a bit confusing, and the faster one goes, the more important I found it was to be very familiar with the course. That way, split seconds of decision-making aren't lost on analyzing which crazy way the cone is pointed.

It's hard to beat a few hours of fun in the sun, driving a great car – it's just the ticket to forget about our struggles in life and focus those neurons on a new and different skill. Especially after the recent release of a University of North Carolina Highway Safety Research Center and TransAnalytics study implying that there is an association between older women drivers and unintended acceleration. I can't think of a better way to learn about intended acceleration, how about you?

See you at the next event, doctor's orders!

- Ellen

Autocross Times for Ladies Only Autocross

1. Ellen Yetter - 2010 Panamera	1:09.7
2. Shannon Casey - 2007 Boxster	1:11.3
3. Tevina Flood - 1995 993 C2	1:11.4
4. Valerie Wilen - 1989 944 S2	1:18.0
5. Ann Wyatt - 2006 BMW	1:21.1
6. Brenda Gustafson - 1999 Boxster	1:23.4
7. Chris Woodhouse - 2008 Cayman	1:26.7
8. Paula Wolff - 2010 Boxster	unknown

Editor's Note: You can see a YouTube video of Valerie Wilen's run at <http://youtu.be/DF3tWvKVc-U>.

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 world's 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: Contact Rudy Rodriguez 913-788-0007 or e-mail rudys968and944S@aol.com.

Upcoming Events:

6 MAY: Weston Weekend
10 JUN: Ameristar
7 OCT: Ameristar

Editor's Note: There are more pictures from the Ladies Only Autocross on the following page.



Jack Bishop



Jack Bishop



Jack Bishop



Jack Bishop



Jack Bishop



Jack Bishop

Kansas City Region Porsche Club of America

2012 AUTOCROSS #3

Sunday, June 10, 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 June 1, 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 2000 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 Club Race Chronicles - Heartland Park Topeka

Brian St. Denis, KCRPCA Member & Club Racer

This article is going to describe the race at Heartland Park Topeka (HPT), which includes the preparation during the down time between races. In this case, there were three weeks. My engine ran lean during the last race at Road Atlanta, causing me to abandon my 2nd position in the final race. Initial diagnosis is it is running lean on cylinders 1, 2, and 3 but not 4, 5, and 6. In addition, moving fuel lines or injectors between sides does move the problem, which means it's a fuel issue.

Because the next race was in 3 weeks and my shop in Atlanta (Cox Motorsports) was not sure if they would be able to get the car here for the Friday (the 13th) practice day, I opted to have a friend bring the car back for me. So, my car left Atlanta Sunday March 25th around 2:30 PM heading for KC. I received the car Tuesday. I started talking to local mechanics, such as Mike Marshall who used to work for Cox here in KC. Mike has a buddy with the gauges you need to diagnose fuel problems and that buddy (Marcus) said we could borrow them for this problem. That was going to be Thursday evening but that turned into Friday night. Mike and his wife came over to help with the gauges and to provide a Bosch K-Jetronic fuel injection service manual. Perfect. If there is one thing computer geeks do its read manuals and troubleshoot stuff.

Mike also brought some horrible news with him. He found out that James Cox suffered a major medical issue that Sunday night. Our thoughts and prayers are with James and his family in Atlanta and have been these last three weeks. We pray for his recovery but there has been no good news even now.

For the next several days after that Friday night, I split time between reading about Bosch K-Jetronic fuel injection and running tests on my system. The manual said what the fuel pressures should be, and mine were not in spec. But, both fuel flow measures were correct. And, the Warm Up Regulator I have did not match the one in the picture. Eventually, with help, I learned it is because my car is a "euro" model; some of its parts are NOT covered in either the Bosch manual (for the US market) or the Bentley Service Manual for Porsche 911SCs. Great! This means the specs I measured against were for a different part. This took more work to find the right specs for my parts. But, my fuel system DOES match the correct specs. If the fuel system is okay, then were Cox's test results in Atlanta wrong?

BTW, if you haven't tried the Google language converter tool, it is totally awesome. I had to translate some German into English. There is a window on the left and what you type there is translated in the window on the right. German words are

awesome for this because they are a bunch of concatenations into one long word, which changes the meaning as you go. So, as I typed the beginning of a ridiculously long word about some engine part, it would be like "valve". As I kept typing, it would switch to "vacuum". Then, "intake flow", then eventually to "vacuum actuated intake manifold fuel pressure regulator". For example, go to <http://translate.google.com>, type this in slowly "Betriebssteuerdruck", and watch the translation.

I ended up going through the fuel delivery system pretty thoroughly. When I put the car back together, it wouldn't even start. I then had to read how to set mixture and fix this problem. Perhaps I made something better and it was adjusted to the bad condition. When I did get it started, it ran better, much better. But, the only way to tell for sure is to take it to the dyno. So, I organized that and brought it to MC Racing's shop (where Mike Marshall works). He and Marcus came in to help me and we spent about four hours trying to figure out why it's running lean. Normally, when you think lean, you think "too much air" or "not enough fuel". I believe I ruled out fuel issues, though on message boards, they suggest further fuel flow tests. We tried to find air leaks by spraying brake cleaner on the intake system. A few leaks we found and corrected. But, more still existed that we couldn't identify. This was April 7th; I'm supposed to be at the track on the 13th. Mmm. This problem has stumped Mike, Marcus, and me. (Thanks to Marcus for all the help!)

The next week I kept at it, looking for intake leaks. I was about to remove the CIS (the whole fuel injection system) from the car with the engine still in the car. This is a big job and even pro mechanics don't like to have to do it. But, what other choice do I have? Along the way, I found some loose air intake stuff (like the #3 intake runner and the #4 intake boot). In addition I was given the suggestion by John Clark to use an infrared pyrometer to see if each cylinder 1, 2, AND 3 are not working or if maybe just one of them is (you can tell by heat - a cold one is not firing and a hotter one is running lean). That led me to believe they are all running better and that maybe I fixed it. So, we took it to the dyno again, and found mostly the same thing. This time we did some full dyno pulls (to full speed/power) and found that it runs at 13:1 or lower at full throttle. This is on the high side of safe, but probably not fatal. One week to go.

I then called Aaron (the owner of Bob Hindson Racing in Kansas City). He had installed the LSD (limited-slip differential) under a time crunch for me last fall. I am so wanting to drive my car with the LSD but other things keep coming up. Anyway,

he helps give me ideas and then offers to take a look. So I bring it to him over lunch one day last week. He and I look at it for an hour or two over lunch. He did a "smoke test" where the machine emits smoke under a little pressure out a small hose. This is specifically for finding air/vacuum leaks. We connected it to the intake manifold and then watched for leaks. We found several. Like, air can come up and out of the throttle. The kit he had has plugs for all this stuff so he'd find a leak, and plug it. Find and plug. After two hours, we had not found an unexplained leak so it was getting desperate. I had to go back to work and he said he'd look a little more. At work, I get a call that he found a missing gasket. Great. This is a potentially significant problem; maybe replacing the gasket will make it better. But, this is Thursday afternoon and I'm SUPPOSED to be at the track Friday. He says he can order the gasket for Friday delivery. I ask if he'll let me install it Friday morning at his shop. He agreed.

So I show up with all my track stuff, trailer, etc., Friday morning (vacation day) to disassemble my fuel injection to where this gasket goes. The part comes by UPS right on time and I install it. Now, where is Aaron to run some emission tests to see if this fixes it? Oh, he is on vacation because his dad is in the hospital. Argh! So, it runs better, but how much better? An assistant mechanic and I use the gas analyzer and it says lean on the left, but not quite as bad (we think). Now what to do? Scrap the weekend? [This question is a recurring theme.]

I think, hey, maybe MC Racing, which is on the way to the track, will have the dyno available and I can check it there. I stop by (and to drop off a check for last time) but they are busy and can't fit me in. They have already gone above the call of duty so I don't feel disappointed at all. Someone mentioned to me that some of the guys at the track, like Jim Buckley, who are experts specifically in my car, (911 SC euros), will be there - it can't hurt to ask them. So I go. This is Friday around noon; I'm on the highway in Merriam, KS over an hour away, while the racers are already practicing at the track.

I get to the track and explain my problem to Jim. While doing so, I see that a guy next to Jim has a portable wide band O2 sensor, which is the tool that measures your A/F ratio. Excellent. It can help show that I'm not dangerously lean while at the track. Jim suggests increasing the fuel pressure and he has a fuel pressure gauge I can borrow. So, I take some shims out (less pressure), put some washers that are about the same size as shims in, and it goes up, play with it, and get it to where Jim suggested. I then borrow the A/F gauge and it was inconclusive. O2 sensors need to be HOT. They are normally installed in the header, right at the hottest part of the engine. This portable one connects to the tail pipe, which is way way way cooler. It took forever to get it warm and it was still showing numbers getting better when we decided that it wasn't going to be accurate enough for what I needed. I'm not sure I trust an "end of exhaust system" O2 sensor - they need to be hotter and closer to the cylinder[s].

Now what? Try it on the track or not?

My memory is not perfect here, but I think it was Saturday morning before I tried it on the track. Saturday had 3 practices, a qualify, and 2 races. The very first session, the engine seemed okay, but I heard a clunk clunk clunk in the rear. I've heard that before - a CV joint. The sessions are close together so I don't have much time. I jack it up and find several bolts loose. I tighten them up and go out for practice 2. Again, clunk clunk clunk but from the other side? Great. Jack it up, tighten more loose bolts, and get ready for session 3. Again, more clunk clunk clunk. This is now lunch - so I take the axle that is making the noise (remember that thought) off. It's the one Michael Braun and I had to re-pack last year at this track. What a mess. I pack it with grease again (an hour project and a super messy one with smelly axle grease) and get ready to go out for qualifying.

Yeah right. Clunk clunk clunk AGAIN. Arrrrrrrrrrrrgh. This is getting old. So I go ask around, anyone have an axle or CV joint? No. Go to the auto parts place (O'Reilly). Have one? No. Any other shops? They say, here, I'll dial, you talk. O'Reilly dialed Napa, Advance, and another place for me. No, no, and hell no.

Back to the track, I ask Jim Buckley again and he says, ask around more. So I ask my buddy John Byram, who races in D class but has the same tranny and axles, and he HAS an old one that has tape on it that says "Byram defective?" Perfect.

So, I jack up the car and spend ANOTHER hour removing the same axle again to put on this one. Such a pain this job is. It's much more of a pain because this is the second time! By the way, the first race has already been completed and the final race is about to go out while I'm putting this on. Jason, a new "ChumpCar" team member came to watch/meet me (and Richard) race and instead is helping. I say that when I drop the car, you tighten my lugs and I'll put on the racing suit. Well the race starts while I'm under the car, but at least I can go out to test. Get my suit on, which is a pain (suits, socks, shoes), then get in the car (past roll cage and seat), then put on more stuff -

(Continued on page 23)





The 991: Porsche or Pig?

Jim Cummings, KCRPCA Webmeister

From all accounts, Porsche seems to have another hit on its hands with the 991, fielding yet another true performance car. However, as with any update of an icon, there is an undercurrent of discontent, complaining that it is "too big", "too soft", and "not a real 911". While it is true that the 991 is larger and has more amenities than its predecessor, does that detract from its 911-ness? We all want our cars to get better. We need our cars to get better. Otherwise, we'd all be driving around in Model Ts, happy with our vehicle and oblivious to the progress that could have been made.

To put things in perspective, I decided to look at the growth rates of various 911 parameters and then compare them to the growth rates of another icon, the Corvette, to see if the 991 has grown too big too soon. But first, I had to decide what was a "real 911".

There are several models that deserve to be called "real 911s", but it soon became obvious to me that choosing anything other than the original was imposing my personal prejudices on the process and declaring that a certain level of growth and improvement was acceptable. Doing this would make that model the modern-day equivalent of the Model T example; perfect for all eternity needing no refinement or improvement. So, I chose the 1965 911 as my quintessential 911.

Choosing a Corvette to compare to was more difficult than I had hoped. Following my 911 logic, I needed to use the 1953 model to base my comparison on. However, the DNA of the 1963 Stingray is more readily apparent in today's car. So I took the easy way out and used both for my comparison.

I began by determining how much the vehicles had changed in several aspects, and then computed the annual growth rate for each aspect. Finally, I created a hypothetical 991 based on the growth rates of the other vehicles and evaluated the alternative Porsches. All figures are for the base model of the car and were taken from various websites. Table 1 shows the actual figures for the Porsche, but only the growth rates for the Corvettes.

With the exception of the Corvette C2 overall length, we can confirm that all of the vehicles have grown, and the 911 has done fairly well at keeping fit and trim, with the 911 having the best numbers in three categories (wheel base, wheel size, and torque) while the C2 was best at keeping weight and length down. The C1 only bested the others in horsepower growth, most likely because the C1 was notoriously underpowered with

its 150 hp six cylinder engine. Further, the 911 was the worst performer in only one category (price growth), which is likely a result of Chevrolet being able to share Corvette development costs among multiple platforms, keeping their specific cost increases down.

	911	991	911 Growth Rate	C1 Growth Rate	C2 Growth Rate
Years	1965	2012	47	59	49
Wheelbase	87	92.5	0.13%	0.45%	0.15%
Length	163.9	175.6	0.15%	0.58%	-0.01%
Wheel Size	15	18	0.39%	0.57%	0.48%
Displacement [ccs]	1,991	3,800	1.38%	1.11%	0.30%
Horsepower	128.5	350	2.15%	2.68%	1.11%
Torque	129	287	1.72%	1.10%	0.39%
Weight	2,381	3,075	0.55%	1.41%	0.24%
Cost	\$ 6,500	\$79,000	5.46%	5.05%	5.11%

Table 1, Growth Rates Compared. "Best" rates are in Bold Italic.

Now that we have the various growth rates, it's time to get an idea of how the 991 compares to a 911 developing with the growth rates of the Corvettes. As the "new" 911s will always be cheaper than the 991, we will look at pounds per horsepower to get an indication of how efficient the changes are. Table 2 shows the comparison.

	991	911-C1	911-C2
Wheelbase	92.5	89.5	93.5
Length	175.6	169.8	163.4
Wheel Size	18	18.1	18.8
Displacement [ccs]	3,800	2,910	2,292
Horsepower	350	297	216.2
Torque	287	215	155
Weight	3,075	2,616	2,665
Pounds per HP	8.79	8.80	12.30

Table 2, 991 vs. Corvette-derived 911s. "Best" values are in Bold Italic

While the 991 has grown larger than its Corvette-derived counterparts have, it is also significantly better powered, especially when compared to the C2-derived version. The 991 has the best numbers in four categories (wheel size, horsepower,

PCA ZONE 10 CALENDAR

Updated 03/28/2012

MAY

2	Brake Bleeding Party at the Moist's	Ozark Lakes
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
9	Moist Pizza Extravaganza at the Moist's home	Ozark Lakes
12	Gymkhana @ Woodhouse Porsche of Omaha	Great Plains
12	Fulton Tour with Columbia Porsche Group	St. Louis
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
2	Drive In Movie Night and dinner	Ozark Lakes
10	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
10	Ice Cream Social at the Rands', Blue Springs, MO	Kansas City
13	Dinner Meeting, Porsche of Springfield, Springfield, MO	Ozark Lakes
17	Go Karts at 61 Kartway, Delmar, IA	Central Iowa
23	Ozarks Nürburgring lunch run	Ozark Lakes
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	PCA
9-10	Driver Education, Road America, Elkhart Lake, WI	Nord Stern
21	Bennett BBQ	Kansas City
28	Driving lunch to 'The Cave Restaurant'	Ozark Lakes
27-29	PCA Club Race & DE, Brainerd International Raceway	Nord Stern

AUGUST

8	Dinner Meeting - French Mediterranean Café, Nixa, MO	Ozark Lakes
11	Vino in the Valley Drive	Nord Stern
12	Botham Winery Vintage Celebration, Barneveld, WI	Central Iowa
19	Fun Drive	Kansas City

PCA ZONE 10 CALENDAR (Continued)

Updated 03/28/2012

AUGUST

25	Porsche Night at GCS Stadium	St. Louis
25	One Armed Bandit Dinner Run	Ozark Lakes
26-29	Run for the Hills 10, Black Hills, SD	Dakota

SEPTEMBER

8	Arkansas Run	Ozark Lakes
8	Fall Tech Session and Drive	Central Iowa
9	Drive to Planes, Trains and Automobiles, Geneseo, IL	Central Iowa
12	Dinner meeting – Recap of 2012 Parade, Porsche of Springfield, Springfield, MO	Ozark Lakes
15	Ste. Genevieve Winery Tour	St. Louis
21	Last Fling Driver Training, Brainerd International Raceway	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, Blue Fin Bay Resort, Tofte, MN	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
20	Pythian Castle, Dine like Kings and Queens	Ozark Lakes
21	Porsche Car Show	St. Louis
27	Fall Color Tour	St. Louis

NOVEMBER

13	Metro East Winery Tour	St. Louis
14	Dinner meeting – Gilardi's Restaurant, Springfield, MO	Ozark Lakes
8-11	PCA ESCAPE, Eureka Springs, AR	

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



Aristocrat Motors 991 Launch Party!

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

On the brisk and windy evening of February 23, 2012, Aristocrat Motors celebrated the launch of the seventh generation of the venerable Porsche 911. Nearly 400 people packed Aristocrat's Porsche showroom to a standing room only crowd. As per Aristocrat standard, the food, drink, and atmosphere were top notch. Of course, the new 911 wasn't half bad either.

Invitees to the event included all the Kansas City Region PCA (KCRPCA) members, as well as past and current sales and service customers of Aristocrat Motors. Adding to the event's prestige was the presence Porsche Cars North America's regional sales manager, Jim Kennary. Aristocrat Motors generously invited the Kansas City region to take part in the celebration by hosting both an historic 911 display of KCRPCA members' cars and a PCA membership center in a prominent location on the showroom floor. Thanks to all the KCRPCA members who lent their smiling faces and good conversation to encourage potential new members.

Strategically located in a fully enclosed tent along the main entry promenade to the showroom, this historic 911 display featured fine examples from each of the 911's past generations: Jim Hager with an Irish Green 1972 911T, my own Moss Green Metallic 1986 Carrera, Tyler Thomas' 1993 Polar Silver Metallic RS America, Rob Waldrop's Arena Red Metallic 1996 Carrera C4S, Jeff Tromans' Mirage Metallic 2000 Carrera, and a 2009 Black Carrera S owned by Chuck Vossler. All cars were gleaming under the special LED lighting with display placards similar to those used for the historic 911 display at the most recent Rennsport Reunion at Laguna Seca. Porsche Identity was indeed on display in great fashion.

Upon entry to the showroom, several large screens filled with historic Porsche images graced the open floor; however missing from view was the highlight of the evening. Guests had to endure the gourmet food and wine and great camaraderie of fellow enthusiasts before catching a single glimpse of the new machine. At the appropriate time, Dan Shearman, Porsche sales general manager, began his program, not by describing the benefits of the new 911, as you would expect, but rather by lauding the benefits of PCA membership. In fact, his parting words were to the effect, you don't get the full experience of Porsche ownership without becoming a club member. Well said Dan! We can't thank him and Aristocrat enough for their strong PCA support. After few words about the car from Dan, Mike Diaz, and others from Aristocrat, the GT Silver Metallic 991

(Continued on page 29)



KCRPCA at KC International Auto Show

Doug Pierce, KCRPCA Membership Chairman, and PCA Escape Coordinator

The first week in March was the annual return of the Kansas City International Auto Show at Bartle Hall. The entire hall was filled with cars of nearly every make and description. Aristocrat Motors had on display many, if not all, of their car lines, including Porsche, for the appreciative crowds to drool over. Porsches presented ranged from the new 991, to a Panamera, to a six speed manual Cayenne, and a Cayman R in Paridot Metallic, kind of a light lime green color that grows on you with time, not at all subtle, but striking as a standard Cayman R color.

Aristocrat was kind enough to offer a spot at their Porsche sales kiosk for use by the Kansas City Region to expose Porsche admirers to the PCA, and hopefully gain some members. We were located right behind the Cayman R so we couldn't be missed. Past issues of the Club Porsche Panorama magazine, KCRPCA event postcards, and other Region specific materials were provided to those expressing interest. A number of people, including some already owning Porsches, took membership applications.



On Saturday, Kris Nielsen, Aristocrat's resident videographer, interviewed KCRPCA Past President and PCA National Membership Chair Sean Reardon on camera concerning PCA and our Region in particular. The video can be viewed on YouTube at <http://www.youtube.com/watch?v=TCxFym2eiFM>.

All in all, working the KCRPCA booth at the Auto Show is a mostly fun and rewarding experience. Thanks to Sean, Richard and Judy Bennett, and other Region members for their assistance at this year's Show. And, as always, thanks to Aristocrat Motors for their generosity in allowing us to camp out in their display area.

- Doug

Every field has a specialist.



PEOPLE HAVE DOCTORS, BUILDINGS HAVE ENGINEERS AND ARCHITECTS.

We are the X-Ray vision of German Automobiles.

WHY TRUST ANYONE ELSE?

BHR: The Most Trusted Name In Service For Your German Car

CONVENIENTLY LOCATED IN DOWNTOWN KANSAS CITY / COURTESY SHUTTLE WITHIN A 5 MILE RADIUS
CUSTOMIZED TUNING FOR GERMAN CARS / AIR-COOLED SPECIALIST / EXPERT MAJOR MAINTENANCE
ENGINE/ TRANSMISSION REBUILDING / FULL AFTERMARKET SUPPORT

AUTHORIZED DEALER FOR:





Steamship Arabia Tour

Jan Pierce, Der Sportwagen Social Editor

Continuing a club tradition of including one local landmark a year in our social schedule, on February 12, 2012 twenty-four members of KCRPCA came together to tour the Steamship Arabia Museum in the River Market area of Kansas City. The museum is privately owned and operated by a local family and is a real tribute to what can be accomplished by a few individuals with a dream.

The Steamship Arabia was a supply ship coming out of St. Charles in 1856 with a full load of goods, including everything from doorknobs to cognac, headed up the Missouri River with supplies for winter. The ship hit a tree floating in the river and went down before it could reach its first port. The ship was swallowed up in the mud so quickly that nothing could be salvaged from the vessel.

After at least a couple of other failed attempts, the ship was located 132 years later under 45 feet of mud several miles from the original channel of the Missouri River in the

(Continued on page 29)



Jim Graven

Jessica & Jim Graven, and Jenn & Steve Jones pose by the paddle wheel of the Steamboat Arabia.



Wayman Open House

Richard Bennett, Club Racing & DE Editor

A welcome sign of the end of winter and a jump into spring is the annual Wayman Open House and crawfish boil. Weather in March can be marginal and some are reluctant to get their Porsches out of the garage, but the weather on March 31st couldn't have been nicer. The turnout of Porsches was impressive, and some had the top down including Judy and me. The weather was so nice we even drove home with the top down. The street was lined with cars including a beautiful black Acura NSX. Not a Porsche, but KCRPCA welcomes any make, especially an exotic like an NSX. John Clark and son Justin took advantage of the weather and came on a motorcycle.



Judy Bennett

The event was well attended with a full house. The weather allowed the group to choose between staying inside or going outdoors. Outside we were treated to the ever popular crawfish boil served on paper, which took me back to my days in England and fish and chips. Inside we enjoyed Suzanne's delicious meatballs, and side dishes brought by members. Desert included an impressive array of delectable delights. Great weather, great food, great people. Thanks again Bob and Suzanne.

- Richard



Judy Bennett

(Continued from page 26)

burst onto the scene in dramatic fashion. My words cannot accurately describe this amazing new car, so I simply recommend reading the latest Pano, Excellence, or other car rags for their rave reviews. And after that, if you haven't seen the car, you must go see it in person. Beware however; a test drive will not bode well for your bank account.

It's unknown to this author how many people decided to pull the trigger for a 991 because of this spectacular launch party. I am certain however that many, many people have already begun thinking "I wonder what they'd take for trade?" and "I don't think Patricia would really notice the payment difference, would she?"

Go for it!

- Sean



(Continued from page 28)

middle of a farmer's field. David Hawley, along with his family, Jerry Mackey and David Luttrell, all who were completely inexperienced in salvage, dug up this ship and preserved all of its' cargo intact for display as a museum, rather than auctioning off the individual pieces.

The exhibit was extraordinarily interesting to members, as well as two children who joined us. I had been to the exhibit once before, but found I learned new things on my second trip. I encourage anyone who hasn't been there to make the visit.

After working up an appetite at the museum, several members decided to dine at Bo Lings there in the River Market. We had a delicious dinner and lots of lively conversation. All in all, it was a great way to spend a cold winter day with friends.

- Jan

Buying or Selling a Home



Experience matters.

- In this competitive market, you should have the advantage of a professional, experienced Realtor.
- Knowing the market is critical! Let me put my 20+ years of real estate knowledge to work for you.

Your home. My business.

Jennifer Templin MBA
 Senior Sales Associate
 Reece & Nichols Realtors
 Town Center Office
 913-266-5593 direct
 913-244-8914 cell
www.jennifertemplin.com

REECE NICHOLS
Real Estate

(Broker licensed in Kansas & Missouri)





Plenty of Summer Events on the KCRPCA Social Calender

Judy Bennett, KCRPCA Vice President - Social Activities

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.

Last names A thru H - Dips/Snacks
I thru P - Burger/Hotdog sides
Q thru Z - Dessert dishes

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.

Rand Ice Cream Social/Pop Quiz

Jim and Nancy Rand graciously offered to host an Ice Cream Social/Pop Quiz for the 2nd year. Hopefully we can make this an annual event at their beautiful home in Blue Springs. Last year's event was a success with over 30 people attending. Let's continue with this great event and plan to join your fellow Porsche Club Members on June 10th at 2:00 PM for some fun on a Sunday afternoon.

Jim and Nancy's home has a large pond with paddle boat and fishing, a very large driveway to concourse our Porsche's and drive remote control cars. So if you have a remote control car bring it with you. We will also have our 2nd annual pop quiz. So come and join the fun, bring the kids, and relax with friends.

What to bring:

Surnames A thru L - Favorite Ice Cream
Surnames M thru Z - Bring toppings

BYOB - The club will supply soda and water.

Hosts: Jim and Nancy Rand
29001 SE Ryan
Blue Springs, MO 64064
816-228-4329

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

Bennett BBQ

Come join the Bennetts for our Porsche Club Open House BBQ. Saturday July 21st, 4 PM onwards. BBQ lit at 5 PM. Casual outdoor event. Burgers and brats provided by KCRPCA. I will also grill anything you would care to bring. We have a selection of refreshments, also provided by the Porsche Club. BYOB and something to share, see below.

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

Location:

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

Please RSVP to Judy at trainerjudy@sbcglobal.net.

- Judy

The Kansas City Region PCA wants to thank our local sponsors:



ARISTOCRAT
MOTORS

SETTLE FOR MORE



KELLY-HILL COMPANY



PARKWAY ANIMAL HOSPITAL
LENEXA, KANSAS



REECE & NICHOLS

Real Estate
Mortgage
Title
Insurance

A partner with HomeServices of America, Inc., a Berkshire Hathaway Affiliate.



MARY LYNN CLARK
CHAIRMAN'S CIRCLE
MULTIMILLION DOLLAR PRODUCER

LICENSED IN KS & MO

7600 State Line, Suite 210
Prairie Village, KS 66208

Office 913.383.1400
Fax 913.981.1756
Cellular 913.530.3323

MaryLynnClark@ReeceAndNichols.com
MaryLynnC@ReeceAndNichols.com



ALPINE
Litho-Graphics

Classifieds

WTB for '83 911: Many other years may have same parts:

- Blue interior parts including driver's door panel, ideally in leather and w/power window switches, and passenger side rear ¼ window interior trim.
- Driver's side headlamp trim ring; could also use headlight assembly but must be Euro style.
- Small, body color metal plug that's between the door and rear wheel well.
- Interior rear view mirror.
- Fender mounted oil cooler, have front mounted unit to trade.
- Tool kit, jack, & air compressor.
- Good used tires: fronts: 205/50 or 60 x 16 inch rears: 225-235/50 or 60 x 16 inch.

For Sale: Slant nose front clip. Painted '85 Porsche dark blue 12 years ago, but never been on the street. I have both front fenders, front nosepiece, but missing the headlight doors. All parts in excellent, never been on the street, condition. \$3,000. Chris Steineger, H: 913-287-7636, Cell: 913-269-3722.

For Sale: '74 914 2.0, Black w/black interior, appearance pkg. No rust. 60,000 original miles. We have owned the car since '85 and are the second owners. Recent engine/fuel pump, etc. overhaul by Karl Wilen. George Kenney 913-491-0208.

Advertiser's Index

Alpine Litho-Graphics.....	31
Aristocrat Motors.....	2, 31
Banger Industries.....	16
Bob Hindson Racing.....	27
Mary Lynn Clark, Reece & Nichols Realtors.....	4
Das Auto Werk.....	3
Jennifer Templin, Reece & Nichols Realtors.....	28
Judy's Personal Training and Sports Fitness.....	12
Kelly-Hill Company.....	31
Parkway Animal Hospital.....	31
Racing Products Mn.com.....	31
RennsportKC.....	12
Rudy Rodriguez, Farmers Insurance.....	8
Wholesale Trucks of America.....	31

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.