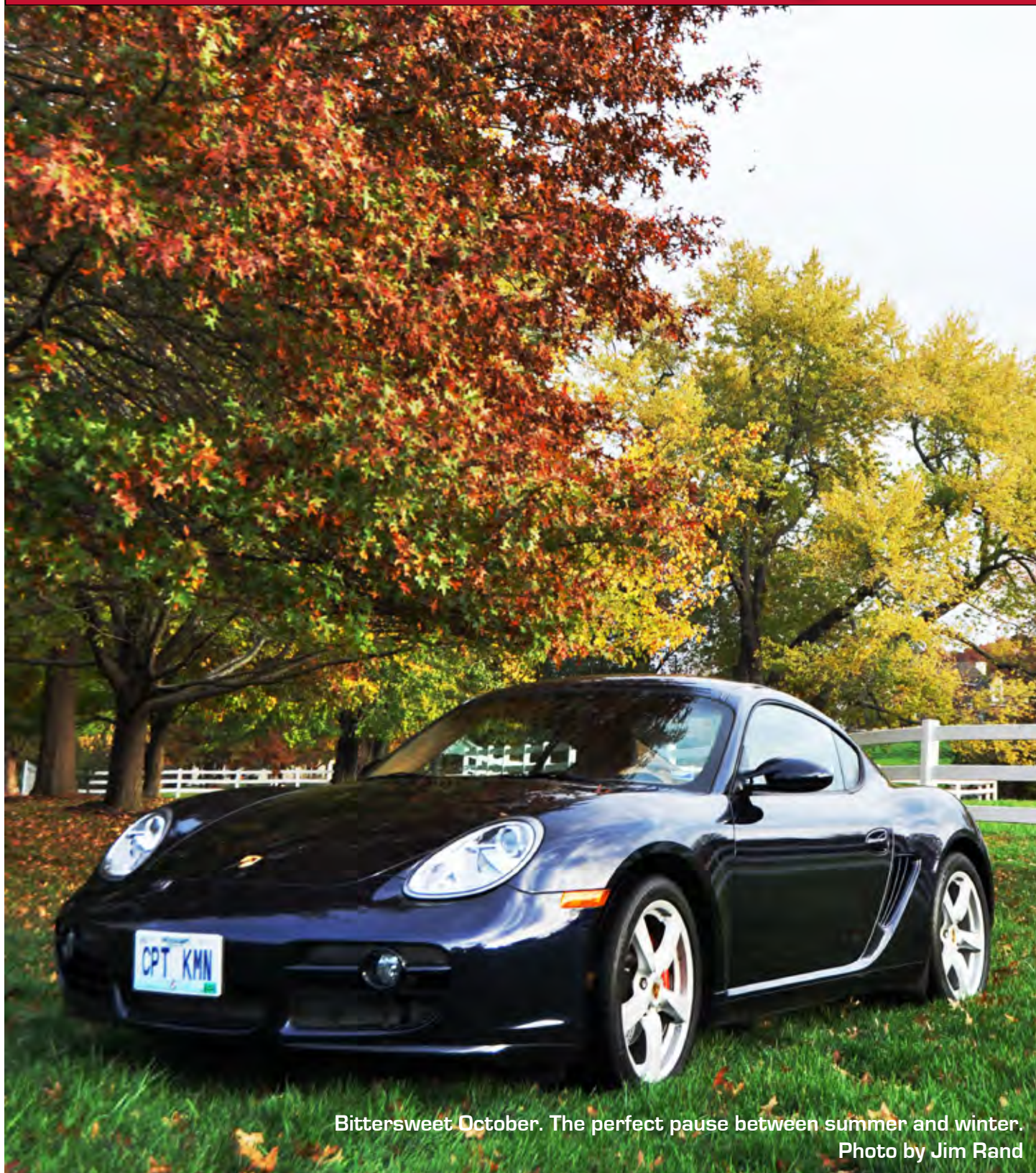


Dev Sportswagen

November / December 2012

Official Publication of the Kansas City Region Porsche Club of America

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Photo by Jim Rand



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President's Column

Ralph Light, KCRPCA President

Greetings all you Porschephiles. The election for the new board and officers is over. I think we have another terrific group to handle our club business and activities. They are enthusiastic and capable. I believe we have a good mix of different interests in what our club has to offer.

I guess I am now officially a "Lame Duck" president. I feel like the guy who buys a boat. His two happiest days are the day he buys his boat and the day he sells his boat.

I want to thank all the people who contributed to the success of our past two years. Just look at the masthead of our newsletter to remind yourself who they are. In that time we have kept our driver's education events strong and managed to keep the club race successful through rough economic times. Our autocross events have grown more than we ever expected.

On the social side, we've had continued growth in attendance at our annual events: Open houses, Christmas parties, Changing of the Guard, Oktoberfest Car Show, and Wheels to Weston, [a new event that replaced the Ozark Weekend]. Again, thanks to our hosts and the volunteers for their help.

Special thanks to Aristocrat Motors for their sponsorship of many of our events. Thank you, also, to our other sponsors and advertisers that have supported us through the years.

Bob Wayman has been elected to serve as our new President. He recently retired and has nothing to do, so please feel free to bug him about any little thing. Bob will do a great job. He is a special person and you will enjoy knowing him better. His car is a 930 turbo named Pumpkyn. That is not misspelled. When Snoop Dog changed his name to Snoop Lion, Bob honored him by renaming his 930 from Pumpkin to Pumpkyn.

I recently had dinner with my brother and his friend, Barry. They had flown into Bentonville to see the Walton's museum of American art. They rented a car and drove to Eureka Springs and then to War Eagle. I had told John about Palooza and the drives around that area. At dinner, Barry made the comment that he would like to drive those roads in his car. Upon asking what he drove, he replied that he has a Tesla Roadster. We talked at length about all aspects of the car and its performance, handling, and mileage or whatever you call covering distance in an electric car. It sounded interesting and seems to be an electric car that works.

Over the next few days, I thought about how internal combustion engine cars have been a part of my life for almost all my

Innerhalb

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68 years. I guess it will be vastly different in the future.

An article in the newspaper quoted a poll of teenagers that showed they would rather have a smart phone than a car if forced to choose. It was by a wide margin. When I was young a car meant so many things - freedom, some kind of status, competition, and adventure.

Whatever the future of the automobile, I hope our club is part of it. I know that Porsche will be among the leaders of the technology, whatever it is.

Quack, Quack!

- Ralph

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: Nov 6, 2012

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Calendar of Events

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

See page 22 for the PCA Zone 10 Calendar.

Nov	8-11	PCA ESCAPE, Eureka Springs, AR
Dec	1	Holiday Party at Brios, Kansas City, MO
Jan	19	Changing of the Guard, Kansas City, MO

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From the Editor

David Lessmann, Editor Der Sportwagen

Wow! I am stoked this morning! Maybe you are too. Did you attend the breakfast at Kansas Speedway on October 27, 2012? If so, you know exactly how I feel. The event was so close to the print deadline that it is impossible to cover it in this issue. However, the next issue will have full coverage of this ground breaking occasion.

I will add a few tidbits into my column though to whet your appetite for the Jan/Feb issue of Der Sportwagen. First, the breakfast at the Hollywood Casino was hard to beat. Delicious food, good company, and a great view overlooking turn two of the Kansas Speedway. The balcony just outside the restaurant provided a sweeping vista that included the entire racetrack.

After breakfast, most of the KCRPCA members in attendance took advantage of the Grand-Am open practice session on the newly paved Kansas Speedway road course. Garage access was included, and it was an unparalleled experience to see the racecars and crews up close. Now I can't wait until next August when the cars race at night in the inaugural Grand-Am race at Kansas Speedway. You know I'll be there!

The opportunity for KCRPCA to have breakfast at the speedway and attend the Grand-Am practice came together very quickly. During the breakfast, President-Elect Bob Wayman explained Judy Bennett organized the breakfast in less than 3 hours. For anyone who has attended a KCRPCA event in the past two years, we know what an amazing person Judy is. She and her husband Richard have worked tirelessly to organize fun runs, open houses, and KCRPCA favorites such as the Holiday Party, Wheels to Weston, and the Changing of the Guard.

Judy will step down this year as the VP of Social Activities. She will be sorely missed. To make matters worse a successor has not been identified. Please contact President Ralph Light or President-Elect Bob Wayman, if you have an interest in helping the club in this area.

I hope you enjoy this issue of Der Sportwagen. Once again, our intrepid team of writers, photographers, as well as member contributors have made another outstanding issue. Der Sportwagen garnered sixth place this year in Class 4 of the PCA national newsletter contest. I am proud of this accomplishment and even prouder of the talented individuals who have contributed to Der Sportwagen over the past 2 years. Their names are on each article and photograph and it's their contributions that make Der Sportwagen what it is today. Cheers!

- David

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Kansas City Region

Porsche Club of America

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Moving?

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

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Porsche Boxster Rear Trunk Lid Release Repair

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

October. Hmmmmm. It's been a good year, by the time this article comes out, we should be done with the last two race events of the year, which usually means putting the cars away for the long winter, cleaning up after a year of hard driving, and getting ready for those longer winter projects. It also means I like to use comas, lots of them, incorrectly most of the time.

[Editor's Note: Not on my watch. ☺] We also start thinking about snow and all the fun winter activities, which don't involve Porsches, like couples synchronized figure skating. The smart thing to do would be to write an article on how to properly store your car for the winter. But I figure we have all read a ton of those, and I can do that in a bullet list real quick, then get onto something more useful. In fact, don't bother winterizing the car; it is going to be 50 degrees all winter long.

The cliff notes:

1. Overinflate the tires, leave the car on the ground.
2. Fresh engine oil change, top up the fluids.
3. Battery Tender.
4. Stabilizer in the fuel.
5. Wash/detail.
6. Cover vehicle (car cover, not boxes).
7. Adopt a garage cat or steal your neighbors. You'll understand why in the spring if you don't.

Okay, now that we have that out of the way, let's talk about something more interesting. Actually, that was it, but if you have ever been locked out of your trunk in your newer model 911 or Boxster, read on.

With all the fancy gizmos that come on cars these days, one of those luxury items are electronic hood and trunk releases. After all, actually having to pull that cable lever was too much work, so our lives are much easier now that we can just push a button. In another 10 years, we will just have to say "KIT! Open the trunk." and it will pop open, but for now, we have to deal with those pesky buttons. They are pretty simple really, operate the button, and the signal is sent to a small actuator motor in either the front or rear trunks/deck lids, and they pop open. Unfortunately, this technological milestone is not fail proof. What can happen is that the trunk fails to open due to either a bad actuator, or the cable from the actuator to the actual release latch breaks. So now you are sitting in the gym parking lot waiting to go work out, but your Hello Kitty workout

clothes are locked in the trunk (Kaspar and Smiley you know who you are, your secret is safe with me). No but seriously, have you seen their biceps? Not that I'm looking or anything. Locked out... not good my friend, might have to miss that workout tonight. The good news is we can still get you into the trunk. The bad news is it takes a little work to do so, and usually involves a T25 torx bit and 10mm wrench that you don't have on hand. In addition, if you did have them on hand, they wouldn't do you any good because they are locked in the trunk in the emergency kit you prepared. Porsche was smart enough to install emergency release cables under the bodywork for just this occasion. While many people have heard of these mysterious cables, not many have actually seen or been able to find them. Reminds me of a story a few years ago when I went hunting Sasquatch in the Pacific Northwest. It was a rainy overcast day.....oops off track. Okay, so is my guided tutorial into getting to those cables. Print this out, and store it in your trunk for future reference.

The front release cable on the Boxster/996 is hidden behind the passenger headlight. I know, convenient eh? It can be accessed by jacking the car up high enough to remove a few of the front passenger side fender liner screws and reaching inside along the trunk wall. These emergency release cables are unsheathed thin braided cables as seen here in this high quality non-blurry picture. Pull it and you are home free.



The rear is a little easier on the 911, as Porsche hid that cable under the driver side tail light assembly. You can snake in a clothes hanger. (Remember the ones made out of stiff wire that no one has anymore? Get one of those because they work great.) Snag the cable and give her a tug. Open pops the trunk.

Here on this 800 mile 2012 GT3RS that I molested in the name of more horsepower, you can see the cable lying where the driver taillight would normally be. Actually, you can't see it because the picture sucks, I just wanted to show the rear end of a GT3RS... but it's there, follow the red arrow. Thousands of pictures a year I take while working on cars, you'd think I could find the ones I want easily...



The rear trunk release on a Boxster is a little like the front release, hidden behind the fender liner, but this time on the driver side like the 911. To access it, jack the rear of the car up a bit for clearance and remove the 10mm nut and T25 torx screws along the bottom of the bumper that hold the fender liner in place. From here, you can pull the fender liner out far enough to reach in and grab the cable. Shine a light in there first to locate the cable, from there it is like Noodling, only the cable won't grab onto your arm like an angry catfish.

I have the bumper off this Boxster just for the purpose of this picture: The green arrow points to the edge of the fender liner that you have to squeeze your massive 22" pythons by, and the red arrow indicates the cable. Pull and your Hello Kitty outfit is finally yours!



On a serious note: I apologize for my humor, and also for the coffee that you spit all over your vintage copy of Der Sportwagen, either through laughter or disgust. For a new copy, please send an angry email to dersportwagen@gmail.com and David will gladly mail you out non-stained, only read once, replacement copy of this edition to anyone that needs one. Also, because I feel this technical article was not very picturesque, here is a picture of my dog... and a Porsche.



- Karl

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Shark Hunting in Wichita

Scott Harrison, Der Sportwagen Special Assignment Editor

At the risk of drawing extreme ire from my wife, I'll start this column with an automotive "factoid" that some of us can relate to... Did you know that 95% of all Porsche 928's produced are still on the road? Yup, the other 5% actually made it home!

Thus foreshadows the inauspicious beginning to the journey my wife and I took to Wichita, Kansas for the 928 Owners Club International Convention on July 13-15, 2012. The 928 OCIC hosted at the Hyatt Regency Convention Center in downtown Wichita by Roger Tyson and the fine folks at 928sRUS, had a fabulous turnout, both in people and cars. There were approximately 60 928's with people from all over the United States and Canada in attendance. The high quality of the cars on display is a testament to the owners and enthusiasts of this peculiar model of Porsche, as those of us who have them know owning a 928 means taking a path less travelled. I am getting ahead of myself here, so let me provide a little background...

My wife and I purchased a 1982 Porsche 928S back in 2005, and have slowly worked on restoring it over the years. When we bought it, it was a sadly neglected vehicle with massive paint and interior issues, and a long list of deferred maintenance items. We have chipped away at the list of issues and transformed it into a beautiful and fairly reliable vehicle for us. We just have to perform the interior restoration to complete it.

The 928S has been driven on trips to Nashville, Tennessee, St Louis, Missouri, and Lake of the Ozarks without incident. One constant feature we could depend on with this car was that the air conditioning "always" worked for us. So of course, the week before we were to drive to Wichita in the 100+ degree heat we've endured this Kansas summer, it ceased to blow cold air. I mentioned that to Karl at RennsportKC who took pity on us and suggested we drop the car off at his house a couple of evenings before we were to leave. He'd see if it would be a quick fix. What he didn't plan on, unfortunately, was gridlocked traffic on I-35 the following morning. After roughly 40 minutes of idling in 100-degree heat, the following picture shows the inevitable.



Scott Harrison

Once the tow truck delivered the 928 to Karl's shop, the final diagnosis was fuel vapor lock, and the heat destroyed the alternator. In the capable hands of RennsportKC, those problems were quickly dispatched with, and Karl was able to determine that the loss of a/c was due to a huge leak in the condenser coil. Repairing that wasn't an option due to the time required for getting the correct replacement parts, so Karl filled the system with a sealer, recharged the system, and crossed his fingers. Amazingly, the car blew cold air for the entire weekend and it's actually still working. The condenser coil



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is now on the list of upcoming projects for the car, though at a price of around \$1,200 for the parts, “overjoyed” would not be the word I would use to describe my enthusiasm for it.

Once we were on the road, the car ran flawlessly, and we pulled into the Hyatt around 5:00 PM. It’s a great facility to host a car show, as the convention center was opened up so we could park inside on the convention floor. Also the hotel graciously opened up the underground maintenance/loading area and provided car washing supplies so we were able to wash our cars after the drive. After everyone secured their cars inside, the hotel locked the area down and provided security.



In the meantime we gathered in the restaurant/bar area and met with old friends and new, sharing stories of the road and watching for late arrivals. There were some great stories of adventure by some of the attendees, including travels of MANY miles, including one car that was driven from Vancouver, British Columbia, and a caravan of cars that travelled together from California, picked up a couple more 928’s in Las Vegas, more again in Colorado and ultimately arrived in Wichita with a total of 11 in that pack.

All told, the variety of cars in attendance represented the finest, and most likely largest, collection of 928’s in the United States. It was everything a Porsche enthusiast could

hope for. The number of different options, colors, and modifications the owners had on display was really staggering to look at. For a car that has a reputation for “selective appeal” within the marquee, just counting the various turbo/supercharger options available for 928’s was impressive. I would have to post far more pictures than space could allow to give the reader a sense of the event, but I offer these:



928’s represent a pinnacle of engineering excellence for Porsche, and is the only Porsche to earn Motor Trend’s coveted “Car of the Year” award, back in 1978. Unfortunately, its planned trajectory as the flagship car for the Porsche lineup didn’t take flight, and the cars were relegated to “also ran” status behind the 911’s of the time. 928’s were easily the most complex car produced by Porsche during its production run from 1978 through 1995, and also the most expensive to repair and maintain, which caused many of them to fall into disrepair, especially as depreciation took its toll. As the prices fell, a new breed of owners started gaining appreciation for the 928, as driving a well-sorted 928 is a “must have” experience that all Porsche owners should enjoy at least once. The handling



with its famous Weissach axle along with its true GT touring car tendencies will put a smile on your face as you put it through the paces.

The collection of owners in attendance were, by and large, part of that new breed of owner that has an appreciation for the different nature of the 928 and has a willingness, oft times bordering on obsessiveness, to embrace the fastidious attitude it requires to keep a 928 in top shape. I mean that as the highest form of praise, as the quality of the cars showed their owner's commitment to the model.

Being a car event, there were vendor displays, tech sessions and awards throughout Saturday. The tech sessions and awards are listed below:

- Mike Vance - Window seal fitment demonstration
- Jim Corenman - Sharktuner and demo
- Andy Kay - Detailing tips and demo's
- Jerry Feather - Wheel well liner fitting
- Rob Budd - Interior work
- Andrew Olson - Home Alignment demonstration
- Victor Edgar - Installed two Supercharger kits on customer cars while at the convention.

The 2012 OCIC "Wingnut Award" was presented to Dwayne Heinsma & Stan Kolen for their contributions to the 928 community and Special Recognition Certificates were presented to Hans SerVaas, Jerry Feathers, Carl Fausett, Sean Ratts, and Andrew Olson.

Full Concours D'elegance and Street Concours D'elegance were judged by Bilal Hasan, Chuck Schreiber and Ali Karimloo, with the following winners:

Full Concours:

First Place - Brad Simmons 1986.5 - Garnet Red Metallic

Second Place - Marc White 1984 Euro - Iris Blue

Third Place - Richard Davis 1984 GTS - Iris Blue

Street Concours:

First Place - Jarrod Wise 1990 GT - Velvet Red aka "The Velvet Hammer"

Second Place - Chuck Schreiber 1994 GTS - Slate Grey Metallic aka "The Charlie Car"

Third Place - Richard Kohler - 1988 S4 - Guards Red

People's Choice - Marc White 1984 Euro - Iris Blue

Cooliest Car - Mike Vance 1988 S4 Felsengruen Metallic - Rear Mounted Turbo

Saturday night was open for folks to see the sights in Wichita. As luck had it, there was a large contingent of street

rods and muscle cars in town for a show downtown within walking distance of the Convention Center. There was plenty of "heavy metal" for us to enjoy and most of the 928 owners wound up down there. Sunday morning, it was time to wrap it up and head for home, so everyone loaded their cars, said their goodbye's and hit the road. As was the drive down, ours was uneventful, and we enjoyed our cruise back with Rick Powers and his wife.

I'd like to thank the 928 Owner's Club, Roger Tyson from 928sRUS and all the fine folks that worked to host the event. We had a great time and look forward to attending future 928 owner events. Oh, and for what it's worth, we are glad to be part of the 5%!

- Scott





Getting to Know Murray Steeble

Murray Steeble, KCRPCA Board Member

DS: What Porsche do you currently drive?

Murray: I have two Porsches, a black 1986 951, and a polar silver 1996 993 TT.

DS: Of the Porsches you've owned, which one is your favorite and why?

Murray: Both. They are very different.

DS: What book(s) are you reading currently?

Murray: Just finished *Killing Lincoln* by Bill O'Reilly.

DS: What's your favorite movie of all time?

Murray: *Aliens*.

DS: What is your favorite vacation destination?

Murray: Florida or Colorado.

DS: What is your favorite KCRPCA event and why?

Murray: Lots of Porsches together on a "spirited" fun drive.

DS: Why do you participate in the KCRPCA?

Murray: Friends plus access to like-minded Porsche enthusiasts.

DS: Have you ever attended a Porsche Parade (explain)?

Murray: No, but I will when I retire.

DS: Tell us about the most memorable Porsche experience you've had.

Murray: Driving my 911 from Houston to KC. I had never driven a 911 or a 6-speed before. (Car purchased in Houston).

DS: If I had all the money in the world, THE car in my garage would be...

Murray: I'd buy all of Seinfeld's Porsches.

DS: For my last meal on earth, I'd request...

Murray: A T-bone steak, garlic mashed potatoes, asparagus, and a pinot noir.

DS: My favorite local restaurant is...

Murray: Cascone's.

DS: What is your favorite sports team/sporting event?

Murray: Grand Am or ALMS races.

DS: My first ride in a Porsche was...

Murray: When I purchased my 951 in 1991.

DS: My favorite (sports/media/Hollywood) personality.

Murray: Billy Butler, Neil Cavuto, and Clint Eastwood.

DS: Turn-ons...

Murray: Driving either Porsche.

DS: Turn-offs...

Murray: People who tell "Porsche stories" that are longer than 60 seconds.

DS: Favorite slogan or saying?

Murray: "Most of the time."

DS: What's your most embarrassing Porsche moment?

Murray: Pulling into a gas station full of Harley riders with my 911 defective horn honking whenever I turned.

DS: If you won the lottery, what's the first thing you'd buy?

Murray: A new 911 Turbo S, (991 when available).

DS: What's your dream job?

Murray: None.

DS: Name a place you want to go, but haven't been.

Murray: Le Mans 24 Hours. (Drove by it in 2003.)

DS: If you knew no fear, what would you do?

Murray: Drive for a private Porsche team.

DS: At least one thing I want to do before I die?

Murray: Get my lawn to grow again.



2012 ChumpCar Chumpionship at Heartland Park Topeka

Brian St. Denis, KCRPCA Member & Club Racer

September 22-23, 2012 was the [regional] season's championship race for ChumpCar, called the Chumpionship. Driving this time for our team are Richard Bennett, Boris Peharda, Jason Whitney, and me.

In our three previous races, we've had decent results. We got a 5th place in Texas on one of the days, we won one of the days at High Plains (on "best" tires), and we got 5th in the 24 hour race (on lesser tires). Based on that, if we are reliable, and with two sets of "best" tires, we should be competitive.

We need to focus on lap times, to be competitive, for a number of reasons. One reason is the other teams are as fast as us, or maybe faster. We should expect teams to be at least as fast as us because many teams are using an E36 BMW like we are, and the rules only let you go so far. Other teams may have faster cars, like a Dodge Neon that weighs only 2000 lbs. Equal cars, equal drivers, should be a tough battle. In addition, I expect several of the top teams (not all, but some) to have no major issues. If those two assumptions are true, we'll need to have lap times near theirs to be competitive.

Richard, the team boss, does not like to talk about or focus on lap times. He says keep the car running, take care of it, make sure we complete Saturday, and make sure we get to the end. If we are close at the end, try and go fast to catch up or hold on, whatever the case. Since he is the team boss, that is what we do and that is what we did.

The format of this race, BTW, is "777" plus "666". That means we race for 7 hours and 77 minutes on Saturday, then

race 6 hours and 66 minutes on Sunday. One long race, with a gap in the middle. One winner, for the AWESOME trophies.

The evening before the race, we discover our car was damaged during the unloading process. Race cars are low to the ground, trailers being what they are, with ramps, and extended ramps, etc., things can go wrong. Our car bumped its radiator bracket and broke the cooling fan. So, we jumped in to help fix this issue. Ultimately, we chose to remove the radiator fan (don't need it when racing, only at slow speeds or idling.) This may actually improve our cooling on track. We let it warm up, and checked all the connections. Everything seemed fine.



Jason Whitney

Boris got the show going for us Saturday morning. One of the teams, Tubby Buttermen Racing, was the favorite. They race an E36 like us, but have years of Chump experience and like seven men on their team. We figured the starter would likely give the green flag to the car behind TBR so we went on the track a few cars behind TBR and tried to get lucky. Guess what, the green fell right behind them and we got a big head start, not only on them, but also on many other teams because our first lap started much earlier. We're off to a good start.

While Boris is out there for his 2-hour stint, we are in the pits, getting organized, finishing unloading, moving vehicles to or away from the pit, etc., to be prepared for whatever may happen. Boris reported that the temperature was fine, according to the gauge, so we should be good to go.

Not long after, I learn that we are overheating and that he is in the pits. It isn't as if we gradually overheated - we'd been racing for an hour. It's more like something blew.



Jason Whitney



So I run back to the pits and the car isn't there. However, I can see where it is, which is in the paddock half way between our pits and our tow vehicles. Whoever thought of that spot, good job. I was able to get my toolbox over there without much effort (they are heavy) and they had already started to diagnose. We had water coming out of the radiator cap. The cap has a pressure valve in there that holds fluid in until a pressure is reached, then lets a little out so as not to "over pressurize". What can cause an over pressurize? Maybe a blown head gasket? If so, we are toast - those takes hours to change.

Ron Leonard, from Fine Sausage Racing, who pits near us, came over and offered his coolant system pressure checker AND a compression checker, which tells us if we have a bad cylinder. Our theory was we had a blown head gasket, so let's check. I helped take off the valve covers, and coil-over-spark plug coil packs, to get the spark plugs out. One reason I did some of the work is I always bring gloves so I can jump right in on hot engine components while others are doing the "hot, hot, hot" dance each time they touch something with their bare hands.

We get it apart, put the tester in there, and start running tests. I could see the gauge over Richard's shoulder and it kept showing 150 psi. There is some black art to what "good" compression is, but when multiple cylinders show nearly the same number and a decent number, and then we are sure it's NOT a blown head gasket. If it was a blown head gasket, one would read much lower.

I chimed in that the radiator cap should not leak AND that I see crust,

like sand but larger, around the threads of the gas cap. I think others had the idea that the gas cap was bad, maybe for other reasons. Anyway, I put the spark plugs back in, Richard did the final tightening. If you over tighten aluminum heads, especially when hot, you can do significant and unrepairable damage to the engine. Then I put the coils back on, screwed them down, Richard connected the electric wires. We chose to run without the valve covers. On this BMW, they are decorative anyway.

Somewhere along here, someone went to borrow a radiator cap from another BMW team. We filled the engine with water, put the cap on, and... Oh wait, who is next to drive? Should we switch drivers? Yes, they say. Brian, get in. So, I went to get suited up as they finished getting the car ready. I am not sure if anything else was tested, checked, or fixed so I still don't know exactly what the problem was.

During this time, in the back of my mind, the realization that "we are done" was there. To put it bluntly, we are no long in this competition as far as having any chance to get on the podium. We may not be close to a top 10. This is not good for anyone who wants to win.

However, I have to drive and we have to GO! So, I take off. I have my radio working and I report the temperature on both the front and back straights, each lap. You have to catch a temperature issue early or you can destroy the engine. Good thing Boris caught it early.

I start off easy, driving the track, keeping an eye on my gauges. Car feels good. Temp gauge in the middle and not moving. Each lap, I press a little more. Brake a little later. Carry a little more speed at the apex. Get on the gas a little earlier.

Also, at this time, I'm deciding what gear to use. We shoot



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for 5500 as our shift point, which is about 500 rpm before the beginning of the redline. We do this for fuel economy, to allow the cooling system to work better, and because it only costs us a fraction in performance. However, in some cases, 5500 rpm may occur a second or two before a brake zone. You don't want to shift up, and then shift back down so quickly as it's an unnecessary complication.

It is also interesting how low our car is geared. In the BMW, we don't use 2nd and must use 5th on the front straight. This is much less shifting than in the 911 or NSX, where shifting from 2nd through 4th is constant. This is good for reliability.

As far as shifting, we could have used 2nd in turns 6 and onto the front straight. However, it's much harder on the car to downshift and then be up towards redline, so I just used 3rd. When following TBR and Chump Faces, some of the favorites in BMWs, they used 2nd and were all over the curbs with aggressive, and fast, driving. On the back straight, before the 8/9 chicane, I could have used 5th gear but it would have been such a short time in 5th that I chose to leave it in 4th. We went over 5500 rpm but saved an up and downshift per lap which is probably a good trade. We were more conservative than the other teams, and almost as fast.

While out driving this stint, time seemed to slow down and reality became harder to grasp. I remember passing a car, and letting a few laps go by, then thinking that that car would be way behind me. I look back and it's only a little behind me. Then I check the clock and it's only 4 minutes later, which is 2 laps... How far did I think he was going to be behind me after 2 laps? Things like that go through your mind.

After a while, I settle down. Talking to the team helps. Richard would occasionally say, "That was for position", meaning we are moving up from, what, 29th position to 28th? (After our radiator issue, you remember.) Later in my run, I heard we are now chasing a particular car. When I finally catch the car, they say we are up another position. I have no idea of my lap times or what any other cars are doing, just that every once in a while, I pass someone that moves us up in the standings. I do notice that no one passed us. :)

The #71 car, a black VW Rabbit, was off the track a few times. Once it got flat-towed back to the pits, but then I see it out again. That was an hour ago. However, now it's on the track and stuck AGAIN. This causes a full-course yellow.

About this time, I fly by a car on the back straight, before turn 10. In turn 10, there are NASCAR lights that flash yellow when a yellow flag is out. I see the lights as I whizz past the

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Jason Whitney

other car. My nose was in front before the light. I know the rule, it was a legal pass. I could let them go by to give the spot back but there is no way they are going to say I passed under yellow for this. In addition, the other car is so slow, I'd have to coast for a good while for them to catch up.

The track goes back green and we race some more. Eventually I start to catch TBR. It is fun to pass the race leader, and with him behind, we catch up to Chump Faces, who are running in 2nd. TBR and I start to mix it up with Chump Faces - those two going for the overall lead, and me just trying to run good lap times irrespective of their cars. During this action, which was fun, another yellow comes out. I'm still behind Chump Faces at this point. We slow down and play follow the leader for awhile. A long while. Eventually it goes green. About the second lap after it was green again, they black flag me, car #19. What the heck?

I go to the black flag station and they say I passed under yellow. Huh? I was in front of TBR and behind Chump Faces. I'm STILL in that spot. Who did I pass and when? They have no idea. But, they say that they are black flagging eight cars, including Chump Faces. Whatever! It's a drive through penalty.

Well, the team decides, hey, let's just pit now, and then make it as if we didn't really have a penalty. So, they call me to pit, which means I have to get out slightly early, but if the stewards don't notice, it will save us about a lap on track to do the stop now. So, out I get.

Richard then gets in. Jason went last because his family came to watch and our schedule was messed up due to the radiator issue. They both drive great and we make up spots from where I was, about 24th, to 20th, then to the teens then getting above 15th. The team is clicking now. We nail our pit stops. We checked and replaced tires as necessary, no heating issues, brakes were fine, etc. By our calculations, we could be near a top 10 by the end of Saturday.

For some of the time, one or more of us who weren't driving would stand on pit wall and cheer on our driver. We'd

occasionally get a wave out of the driver's window, as he'd zoom by down the front straight. Out of the blue, I hear a loud "bam", then silence. The car that was zipping by was now quiet. I look quickly to my left and under the start stand and see a green car, smoke, but no sound. I see it go hard left, which is to the paddock (if you can even get there past the pit wall). I also hear a metal clanking sound, as if someone threw a crow bar out the window at highway speeds. Oh oh, catastrophic failure! "He done blew up." It was the superfast green Neon. One of the cars that blew by us in the rain at Iowa and was running near the front today. Just like Richard said, you have to take care of the car, no matter how fast you are.

Because Boris had a short run due to our mechanical issue and I had one due to a black flag, there was time left in the day to give to Boris. (Drivers have a 2-hour max.) So, Boris gets in to finish the day. By this time, half of our attention was on when this day will be over, when we can legally open a beer, and where to go for dinner. Stuff like that. And that's when the call came in. Something about a flat tire and that he is stuck on track. Richard repeats the info to me and I look at Richard and say "Stuck?" Richard has the look on his face as if a question mark should be over his head. How do you get "stuck" on a racetrack? Richard then asks Boris what is going on. He says he stopped, the engine is off, and he is stuck.

I'm thinking, is the engine dead? There has to be something more to this. If the engine is not dead, get that thing back in the pits not matter what it takes. About that time, I hear Richard say, "Is the engine running?" Boris said he turned it off. Richard: Will it run? Boris: Yeah, I think so. Richard: Then start it and drive it in. Boris: Okay!

Eventually, the car comes down pit lane, slowly. However, it makes it to the pits, marking a long black line behind it. We jack it up and notice the right rear tire is flat. A flat brought him to a stop? Whatever! We get a tire to put on, but then notice the caliper is not in the right place. Ultimately, we find a caliper bolt came out. This let the caliper move away from the brakes and into the inside of the wheel. The caliper is steel and wheel is



Jason Whitney

aluminum alloy. The caliper cut a ring radially around the wheel, letting the air out. Once the cut was made, the caliper jammed itself into the wheel, locking the wheel to the brakes. That is why Boris was stuck, because the right rear wheel wasn't turning and it was flat. No wonder he stopped.

This started a long sequence of looking for parts, helping to re-install, looking for more parts, etc. First, it was the caliper bracket, which broke. Ambitious But Rubbish, a team in the top 5, had one for us. Then, it was the caliper bolt. ABR didn't have one but TBR found one that was close. Richard had a spare caliper, which we put on. But, the borrowed bolt was a fraction too long so we needed a washer to move the head back, which we ran back to TBR for, and got going again.

All that work, to get up into the teens - lost. Now, we are back to 25th or whatever. That's how Saturday ended.



Jason Whitney

What would Sunday bring? I'd say some pretty good racing. The top teams battled it out, error free, and won pulling away from the field. The top two teams, TBR and Chump Faces were less than a lap apart.

For us, we had some good laps, but were battling against whoever was near us in the standings. For a while, it was a blue Mustang from the '60s. There was also an orange Mustang from the 90's. A Miata was in the mix for a while. So was a Taurus SHO (Izzy/Eggboy I believe). We passed all of them, eventually, but had no chance to get higher than 15th.

By the time I got in, third driver, the tires were shot, as were the brakes. My brake pedal went down almost to the floor. The tires were so shot I'd get massive understeer in a turn and massive oversteer out. Whatever. Its endurance racing - it's not supposed to be perfect. I was just hoping there would be car left for Richard, who went fourth. In fact, I asked if he wanted me to back way off, so he'd have more car left, and he said no, go, we need to catch more cars. So I went at 85 to 90%.

Before I got in, my family agreed to drive out to watch. Jason said, hey, here is what you do. Sometimes, instead of pass-

ing someone on the back straight, save it for turn 10 where the spectators can really see. Well, I saw my family out watching, and gave them several waves. However, with the brakes SO bad, I didn't feel comfortable out braking many cars on the back straight. Therefore, in the beginning of my session, I made a few passes on the outside in turn 12 (the back carousel). I do this in PCA; once you get the hang of it, it's easy and fun. In addition, it looks cool because spectators can see what is going on from above. Looking back, I don't think I made that many passes back there and know I didn't have the equipment to impress any sponsors anyway. :]

On my last few laps, on left turns, which puts the weight on the right tires, I could feel a massive vibration. Clearly, the right front was chunking and losing its rubber. [I love it when my deductions are so solid, sight unseen!] Eventually, I tell Richard, I have to slow down, as I can't turn left any more. He was like, bring it in, we'll switch now.

We get to the pits and my left front is flat, almost totally flat. [I'd have sworn it was the right front.] I wore through the rubber, the steel belts, and the fabric beneath. So, I jump out, after driving for 2 hours, and with all my safety gear on, perform a front wheel change. Burning hot mind you. Nevertheless, the team had the tools ready and I had my racing gloves and stuff on so I was ready to do it. The team made other changes, perhaps the rear tires. We got Richard out with a working left front in the 5-minute pit window.

Of course, it wasn't JUST the left front. 20 minutes later, he came in for a right front. And, somewhere, we rotated tires, etc., etc. At the end, Richard had almost no brakes, no tires, and no chance to get up a spot. Interestingly, as we passed the orange Mustang, the next lap it came in and oil was spurting from orifices. You don't want oil spurts and there are no natural oil spurting orifices. They ended up pushing it behind the wall, as they say. I think they saw us coming, raced as hard as they could, and blew up at the end. Same as us really - going as best we can, until the end, for whatever spot you can get. I think we



Jason Whitney

ended up 13th maybe. That is Chump racing. Never give up, even if it's for 13th place.

One of the KC teams, Car 54 Where Are You, switched from a Porsche 944 to a BMW like ours this season. They ran trouble free and finished seventh overall. Great top 10 finish for Al Hess, Chris McIntyre, Karl Wilen, and Kurt Gibson.

Fine Sausage Racing, with Matt Funk, Jeff Knight, Ron Leonard, and Michael Braun, another KC-based friendly-rival team, enjoyed success while we had cooling issues, until they had cooling issues. They had to swap fans I believe. Unfortunately, they seemed to endure sympathetic issues with us. We'd break, they'd break. We had one of *those* type battles going for a while, until they had a break worse than us. They also had a rear axle (u-joint) failure later in the race putting them even worse off than us. But, they finished.

For not being competitive after the first hour, it was still a blast. Something about team racing, staying in it to stay in it, etc., is fun. In addition, I think we found it fun "coming from behind". I mean, we went from 29th to 13th or so and then again from the mid-20's to about 13th. That is a LOT of passing, over many hours. This is certainly the most fun I've ever had finishing out of the top 10.

That should wrap it up for ChumpCar racing in 2012.



Now, it's busy work time to get my 911 ready for Hallett in 2 weeks. Richard reports there are MANY cars in my class signed up. If I don't sort out a few things, another 10th or worse finish could be in store and THIS time it won't be fun!

- Brian

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Club Race Report from Hallett

Brian St. Denis, KCRPCA Member & Club Racer

Hallett is always an exciting weekend. I think it's because, to me, it's our best local track. It's about 4.5 hours away and it's Oklahoma. It's certainly the best track in the five state region (NE, IA, KS, MO, and OK). Moreover, I've been going there with my friends since I started doing track events in 1993. I remember the first time vividly. Jan, my wife, even likes Hallett.

It's also hard. Difficult for the driver. Why? Because it's hilly. It's not paved smoothly. The turns are complicated, either at the top of, or perhaps at the bottom of hills. Blind turns. Double-apex turns. Hard braking zones, etc.

Oh, and it's hard on the brakes. Hard on the brakes is "something" to me because I started this activity with a Ford Mustang 5.0 (i.e. Mustang GT). Those things are okay on power, but heavy and weak on brakes. A trip to Hallett was a weekend of bleeding brakes, warping rotors, trying out new pads, brake ducts, etc., in order to avoid running out of brakes on track.

Being difficult and a track I have lots of familiarity with, should be an advantage to me. But, so far, it's never turned out that way. I don't do too well at Hallett for some reason. But, this year would be different.

Since the last ChumpCar race, I've had limited time to get the car ready. I upgraded the front sway bar (from 22mm thick to 31mm thick). This requires buying the new equipment, removing the old, drilling a few more holes, enlarging an existing hole, removing the gas tank and battery, installing it all, and then re-setting the pre-load.

In the final few steps, I realized that my memory was incorrect. I upgraded rear bars a while ago, and I thought I went with the 31mm. So, for this project, I ordered a 27mm for the rear and planned to use the rear 31mm in front and the new 27mm in the rear. I come to find out that I had chosen the 27mm bar for the rear so now I have two 27mm. No big deal, just something to fix next time (by ordering the right bar and selling one of the 27mm bars.)

I got the gas tank back in, the battery and all that stuff. I was fairly pleased with my work. I was feeling okay as far as reliability was concerned, but not sure how it would handle.

The nights in OK this weekend were cold. That made each morning cold standing around the paddock and while getting ready to race. The first time I started the car, it ran really rough. I have not heard my car ever idle roughly. Normally, it's pretty smooth. What could cause this, but the temperature? Even messing with the throttle speed adjustment didn't really help. However, I got it to idle well enough not to stall. Under power and at higher rpm, it seemed mostly fine.

On the track, I liked the way the new sway bars felt. I felt the increased understeer. At turn in, this means you use a little more trailing brake. Trailing brake is the idea that in a brake zone, you start to turn while you are still releasing the brakes. You might overlap turning in to the turn and braking for a second or two, depending on the speed of the turn. Some cars, like an NSX, don't want as much trail braking. However, cars like Mustangs need it so I'm familiar with how to do it, no problem.

In addition, when applying the throttle, the car held the turns better than before. There was some tendency to oversteer, but not as much as before. Coming out of the "bitch", a famous turn at Hallett, was much improved. This had to help my lap times a ton. But, in turn 10, for instance, I had way too much oversteer. In sum, I think I'd have been better off with the 31mm bar in front.

The bad news is that my lap times stunk. By stink, I mean at least 2 seconds off the fastest time. That is horrible. Again. And, ultimately, there is nothing I can do about it now. Another loser weekend.

One bright spot is that in the first race on Friday, I was able to chase down some cars. I ran some good laps and one co-racer said I ran a 1:27.7 or so. That is about 2 seconds off the fast times (at that time, anyway). Now, why do I say that is good? Well, they impounded a few of us after the race (the top three and some of us randomly) to make sure none of us were cheating. And, none of us were caught. :) While there, a guy I





Judy Bennett

had never met, who built his own car and finished third was talking about the wheels all the front-runners use. They are forged aluminum lightweight wheels. But, they are 15" wheels. 911s came with 15, 16, or 17" wheels and I chose 16s early on. Anyway, these 15" wheels allow for different tire sizes and the combination smaller wheel and smaller tire diameter results in about a 1" lower center of gravity. That is big. Plus, the rears are 6% smaller diameter, which means a 6% gear change. On the track, cars with those wheels were able to pull away from me easily out of each turn. This guy I was talking to said that switching to the new wheels is good for 2 seconds a lap. I may be desperate, but it seems logical. So, I've pretty much decided to change wheels.

Changing wheels has to do mainly with cost. I think these are \$1,500 a set or so. My wheels were \$2,300 a set. So, I should be able to sell my existing wheels and do an even swap cost wise for the new wheels. We'll see.

During the second race, my engine started running poorly again. In this race, cars in the mid-pack were able to pull away from me. I'm definitely down on power. When I got back to the pits, I found a plug had fallen out. Now, what plug? In the 3.0l 911 engine, there was a hole made for air injection to help with emissions. Emissions equipment is discarded for this type of racing so there are these threaded holes that need to be

plugged. A plug fell out and not the first time. The problem is this was noon on Sunday and the next race is one hour away. I asked around and no one had one. So I ran in to town quickly to find that hardware stores are closed on Sundays. Drats! It's just special enough of a part that you can't find one easily. This caused me to miss the final race of the year on Sunday. My Facebook page is updated with my car on jack stands during the last race.

On Tuesday, I found the part at Ace, for \$0.65, BTW.

So, that is how my season ended. I'm pretty much non-existent when it comes to PCA racing. No one considers me a good driver. No one thinks I have what it takes. My car is now not only slow but also unreliable.

Oh, remember the sunroof I put in with the sticky windshield sealant stuff to hold it? Yeah. I put my hand on it getting in and now it's coming down.



Judy Bennett

Hey, the chips are down. I am not having success. But, I will. I'll fix this stupid thing, get it running right, get the better wheels, get the right front sway bar, fix the engine, etc., and hopefully, be able to run up front. And fix the sunroof. And, the steering wheel bushing. And change the oil. Yeah.

In fact, there is one more race this season. The winner in our class, Jim Buckley, asked me to come race in his region's track in a few weeks. They need drivers. Its north Texas. Maybe I can get this stuff sorted in 3 weeks, go down, and give that track a shot. Jim Buckley is the one who sells the wheels so maybe I'll be trying them in 2.5 weeks.

If it were easy, it wouldn't be worth anything when you win. It's not as if they pay you, which they definitely do not.

BTW, congrats to Richard Bennett, whose 944 Turbo worked flawlessly, again. He won or came in second each race. And, to Brian Forsythe (also in a 944 Turbo) who came in second or third each race. I might have said something about their race, but I can't even see them after about the first lap as they get so far ahead.

- Brian



Brian St Denis



October Autocross IV Event Postponed until November

Rudy Rodriguez, Der Sportwagen Autocross Editor, and KCRPCA Autocross Chairman

Editor's Note: Unfortunately, the October autocross was postponed when a radiator issue struck autocross-meister Rudy's truck while in transit to the event.



Fortunately, the autocross has been rescheduled for November 4, 2012. Be sure to join your fellow Porsche enthusiasts then for the final KCRPCA autocross event of the year. Details are included on the following pages.



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

Kansas City Region Porsche Club of America

2012 AUTOCROSS #4

Sunday, Nov 4, 2012

9:00 AM Until Done

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

Autocross Event Pre-Registration Form

[Pre-registration deadline October 28, 2012]

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

PCA Zone 10 Calendar

Updated 10/15/2012

NOVEMBER

3	Illinois Lunch Tour	St. Louis
8-11	PCA ESCAPE	Eureka Springs, AR
10	Cars and Coffee, Mimi's Café, West Des Moines	Schonesland
11	Annual Old Log Theater Outing	Nord Stern
14	Membership Meeting - 6:30 PM - Old Chicago	Wichita

DECEMBER

1	Holiday Party	Central Iowa
1	Holiday Party at Brios, Kansas City, MO	Kansas City
7	Holiday Party at Metro Grill	Ozark Lakes
8	Holiday Party at Dreamland Palace	St. Louis
8	Holiday Party	Dakota
8	Cars and Coffee, Mimi's Café, West Des Moines	Schonesland
12	Membership Meeting - 6:30 PM - Old Chicago	Wichita

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



Due to deadlines and space issues, coverage from the Oktoberfest Car Show will appear in the next issue of Der Sportwagen.



Due to deadlines and space issues, coverage from the Fall Fast DE at HPT will appear in the next issue of Der Sportwagen.

Membership

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

NEW MEMBERS — SEP/OCT 2012

Christian & Jamie Els
Gladstone, MO 64118
Black 1995 911 Carrera

Lesly & Danielle Lamour
Kansas City, MO 64110
Yellow 1982 911

Kenneth Lymon
Neosho Falls, KS 66758
2013 Cayenne

Mike & Bonnie McMullen
Leawood, KS 66209
2007 911, 2007 Cayman

David Schayner
Lawrence, KS 66047
2013 Cayenne

Stephen & Therese Cabler
St Marys, KS 66536
White 1990 964

Michael Fogarty
Overland Park, KS 66209
Silver 2001 911 Turbo

Jess Hamilton
Kingsville, MO 64061
Black 2001 993, Black 2001 986

Judith & Bob Lawrence
Gardner, KS 66030
2003 986

Janette & Douglas Rushing
Kansas City, MO 64108
2008 Cayman

Doug Turner
Overland Park, KS 66209
Yellow 2000 911 Carrera

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Bob & Patty Charlesworth	14
Steven & Ellen Unterman	14
Jim & Linda Schroeder	14
William & Iris Menezes	14
Ronald Muller	14
Rudy & Stephanie Rodriguez	13
Robert & Caryn Hastings	12
Link Kittrell	12
Steven & Karen Doering	12
Dick Anderson	11
James Spallo	10
Rick & Shannon Barton	8
John & Ann Sundeen	8
Marc Cantril	7
Douglass Kinde	7
David & Kitty Sandberg	7
Michael & Cathy Habermehl	7
Larry Mudd	6
Michael & Melissa Ryan	3
William Woodhouse	3
Paul Johnson	2
Adam French	2
Jason Abbott	2
David & Dianne Rennie	2
Donald Jensen	2
Kevin Bruce Zybach	1
Richard Kevin Gilroy	1
Mark Harris	1
Jeffrey Tromans	1

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Brad & Cindy Owen	20
Ken & Cathy Kosic	18
Herman Kirkpatrick	15
Jim & Fern Badzin	15
Cheryl & Lin Burney	13
Fred Quintana	10
Mac McClelland	8
Stephen Lyle Parker	8
Bill Howie	7
Keith & Vicki Baker	7
Dayle Lindsey	7
Todd Coleman	6
Ford Ross	5
Paul Faletti	5
Tim & Sheryl Bubniak	5
Mark and Ann Killen	4
Jeff & Linda Gerner	3
Brian Paddock	3
Robert & Betsy Pollard	3
John Cochran	3
Kyle & Jamie Charlesworth	2
David Cook	2
Glen Burrington, Jr.	2
Shane Mathis	2
Michael & Anna Giocondo	2
Bill & Brandi Lynn Scarberry	1
Bruce & Cindy Hogle	1

AUF WIEDERSEHEN — SEP 2012

Robert Shoop
Tabernash, CO 80478
Transfer to Rocky Mountain Region

Renew your membership online!

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Hess Shrimp Boil

Jan Pierce, Der Sportwagen Social Editor

On Saturday, September 15, 2012, fifty-eight members of the Kansas City Region Porsche Club came together on a perfect fall evening for our annual Shrimp Boil at the home of Al and Karen Hess. The Shrimp Boil is a long-standing tradition with the club dating back to 1980 when Jeff and Janice Stratford hosted the first Shrimp Boil at their home. Since that time, it has become one of the favorite social events for members.

As always, Al and Karen Hess were the perfect hosts. Karen prepared her special white sangrias, which were quite tasty as I can personally attest. Everyone brought a dish to share. They were spread out on tables on the drive. After an hour of cocktails and socializing, Al had the shrimp pots boiling with shrimp, potatoes, corn, and his special New Orleans spice. Quickly guests hit the buffet. As always, there was plenty of food for everyone.

It was great to see so many new faces at the event. We were glad to welcome a new member, Jimmy Ellis, who was attending his first KCRPCA event. There were also a couple of prospective members in attendance. Our sponsor, Aristocrat Motors, sent Dan Shearman, and his wife Anita to attend the event and meet with members. The members who drove the furthest, Jack and Linda Hubby, came from Windsor, Missouri in their 1968 912 to attend.

If you missed this year's event, be certain to put it on your schedule for next year. As always, you will see a lot of friends you haven't seen in a while.

We want to extend a special thank you to Al and Karen Hess for being such generous hosts and Aristocrat Motors for being such generous sponsors.

- Jan



2013 Election Results

Jack Bishop, KCRPCA Secretary

I would like to thank all those who participated in the election of officers for the KCRPCA board. Voting by members closed on October 1, 2013. Voting results are listed below:

For President - Robert Wayman

For Executive Vice President - Tim Bubniak

For Treasurer - David Stadtmueller

For Secretary - Jerry Clark

For Director - Jeff Abbott

Agelon T. Jones

Stan Thorne

Murray Steeble (Retained)

To Ralph Light, Richard & Judy Bennett, Doug Pierce, Roger Templin, and Fred Quintana my special thanks for outstanding service during 2012! Truly, well done! ***[Editor's Note: And special thanks to Jack Bishop our outgoing Secretary after all his years of service.]***

Please join us at Fiorella's in Martin City on January 19, 2013 for some excellent food, drink, and fellowship. 2013 is going to be a great year for KCRPCA and this is our opportunity to start it off as only we can!

- Jack

Editor's note: I asked Jack how many years he served on the board, and here is his response.

Good Evening Dave:

I had to do some research to answer your query. Al Hess asked me to assist our Secretary/Treasurer Jim Phillips in July 2003. The work of the Treasurer was becoming extensive, so I agreed to do so. I assisted Jim through 2004 so he could devote his efforts to being Treasurer. With the addition of our first Club Race in 2004, the annual cash flow was growing, not to mention insurance filings and tax preparation.

We amended the Club Bylaws at the start of 2005 to authorize Secretary and Treasurer as two separate positions. I was appointed to the job in 2005 and officially became Secretary at that time.

Jack Bishop

I think Jack deserves a big thank you from each of us for all his years of service to the KCRPCA.



Jim Rand

Report on Inaugural TSD Rally

Brian & Janice St. Denis, KCRPCA Members

My family and I participated in the Time Speed Distance rally on Sunday, August 19, 2012. While I had never participated in a TSD rally, my wife had done one in college and had really enjoyed it.

If you are wondering what a TSD rally is all about, it's sort of like a scavenger hunt. You are given instructions, which you attempt to follow precisely. The instructions describe a route you take, in your vehicle. The instructions control which turns you take, how far you go, and what speed you drive. The goal of the TSD is follow the instructions precisely. One measure of a good run is going the exact distance. If you take a wrong turn, correct the mistake, then get back on course, your distance will be somewhat off. Time is the main measure. If you follow the course correctly, and obey the CAST (average speed assignment instructions), you will arrive at the checkpoints and the finish at an exact time (from when you left, which they record for you.) Each second too early or too late is a point, low score wins.

There are so many instructions and so much to do during the event that a TSD is not a solo event. You need a driver and a navigator team, at the bare minimum.

Our "family's" Porsche is a 911SC Euro, prepared for Club Racing in E-stock. It is unsuitable for anything other than track use. So, we piled into our 2001 BMW M5. Our team was my wife Janice, daughter Victoria (about to turn four), daughter Leslie (nine months old), and me. We were the only non-Porsche in the group. About 15 cars made a go of it.

We met at Zona Rosa at 9:30 AM. Mike Wyatt was our rally master. He had many volunteers helping including his wife, his son and his significant other, Judy Bennett, and probably others I am not aware of. Mike gave each team a set of general instructions. I'll explain a bit of the instructions here, and then get back to what happened.

The general instructions are not only rules but they also help you understand what is meant by "take the next left". In a TSD, the route does not include private drives, parking lots, dead end roads, going the wrong way on one-way streets - stuff like that. So, if it says, "turn right at the next opportunity", it does not mean, "turn into the gas station". Some of the interesting instructions are the "CM" statements, which describe course markers. A course marker is your little piece of assurance that you are on the right track. One was "CM blue tree house". If you keep your eyes open and find a blue tree house (which we did), then you are fairly certain you are on the right track. A CM can also identify if you are on the wrong track. The CAST (change average speed to) instructions tell you how fast you are supposed to be going for this section of the course. CAST 35 and 45 were pretty common. Other general instructions are "bear" (as in left/right); RIP (reads in part) which means the word(s) in the instruction will be somewhere (some part) on a sign or equivalent, etc.

We had enough time to read the general instructions thoroughly. At this point, my wife and I were a little concerned with how many there were. The general instruction packet was probably six pages of information. The sub-section about course instructions specifically was a full page of abbreviations and what they mean. This suits my wife and my personalities well - analytical and structured. (Which may explain why she is a software developer and I'm in information systems security.)

At 11:00 AM, Mike started releasing cars with a minute gap between. We were next to last due to our late sign-up, which meant we had 15 minutes to sit around as the other cars left. As we got up to the start point, only then did Mike hand to us the route instructions for the day. You get only the minute between cars to go over the route. In addition, soon as you read the first one, you start asking, does it mean turn right out of the parking lot or turn right at the stop sign 10 feet away from where the parking lot meets the road? After looking at ourselves and the instructions a few times, we figured out what it meant and by then Mike was saying "10" (as in 10 seconds). "Five". Then "Go". I pressed reset on the odometer and zeroed the average speed calculator (that comes in the M5) and we were off.



Name tags — \$15.00

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From then on, its full attention forward. "Turn right at the stop", Jan would say. I stop; look for traffic, and turn. "Take the next right", she would say. Okay, that is onto a major road. Check. "CAST 35" she would say. Okay I'll attempt to drive at 35 mph. "Course marker white wagon wheel" she would say. This means the next turn isn't until after we find the wagon wheel. From the back, Victoria was like "What is a wagon wheel?" Jan tried to explain, well, it's a big wheel, with spokes going to the hub... Poor Victoria. She wanted to help so much. Leslie just slept in her car seat.

Some of the instructions were easy, and Mike tried to make it easy for us since most of us had not done this before. By easy, the instructions were often, "Turn Left at the T". T intersections are the easiest. After the turn, there was usually a CM. So, not only did you know you turned at the T, but you also had a mailbox, sign, pond, or water tower to find not long afterwards, confirming that you were on the right track.

The instructions that gave Jan and I the most trouble were of the type, "Turn left after 1:35" which means, "go the previously CAST speed for a minute and thirty-five seconds, then turn". Well, it's hard to know when to start the stopwatch. And, it's hard to average exactly a certain speed. If at the end of the time there are multiple turns you can take, this can lead to uncertainty. Fortunately, Mike took it fairly easy on us and when the time was up, there was only one turn close by - and it was a major road. Also, he gave us enough CMs to help us verify we took the correct turn.



There was a spot on the course that caused some mix-ups. The instructions made us get off a major road, and take two rights so that we head back the other direction on a small side road. The two rights were actually AROUND the first checkpoint, at a gas station, but the teams don't see the checkpoint sign until they arrive because the sign is only visible after the 2nd right. The next instruction was "Exit L". What does "exit L" mean? There are no other "Exit" instructions. We tried to



make sense of this and went down a residential (rural but residential) road for a while and thought, no, this can't be right. We then came back up and went where most of the cars ahead of us went, which was back down the major road. We kind of knew that we missed something and didn't feel the instructions made sense after going back the way we came. So we turned around again, went back to where we KNEW we were correct (which was the double right part) and then thought, what can exit L mean? While in the parking lot of checkpoint 1 - that is when we figured out that exit L was "from the checkpoint", not from the course... This put us on a road going the other way - the way opposite of where the other cars went. And, when the next course markers and instructions matched exactly, we knew we were headed in the right direction.

One of the best parts of the event, we thought, was the scenery. We went all around Smithville Lake. There were sailboats out, the sky was blue, the roads were windy, up and over hills, through large shaded areas, the sun was strong and there was very little traffic. Super scenic drive. Also, the other side of our brains were really enjoying the well thought out instructions. We felt good as we stayed on course, turn after turn.

For legs 2 and 3, we only made one wrong turn. It was after one of the timed sections - we had a few seconds to go at a major road and I decided (since I was driving and had the stopwatch) that we should go farther. However, after going past the major road, the next instruction didn't match so we turned around. We probably went 20 second and a quarter mile out of the way. Since the BMW has a built-in average speed calculator, I KNOW we were almost exactly on time arriving to the 2nd checkpoint and then on to the finish.

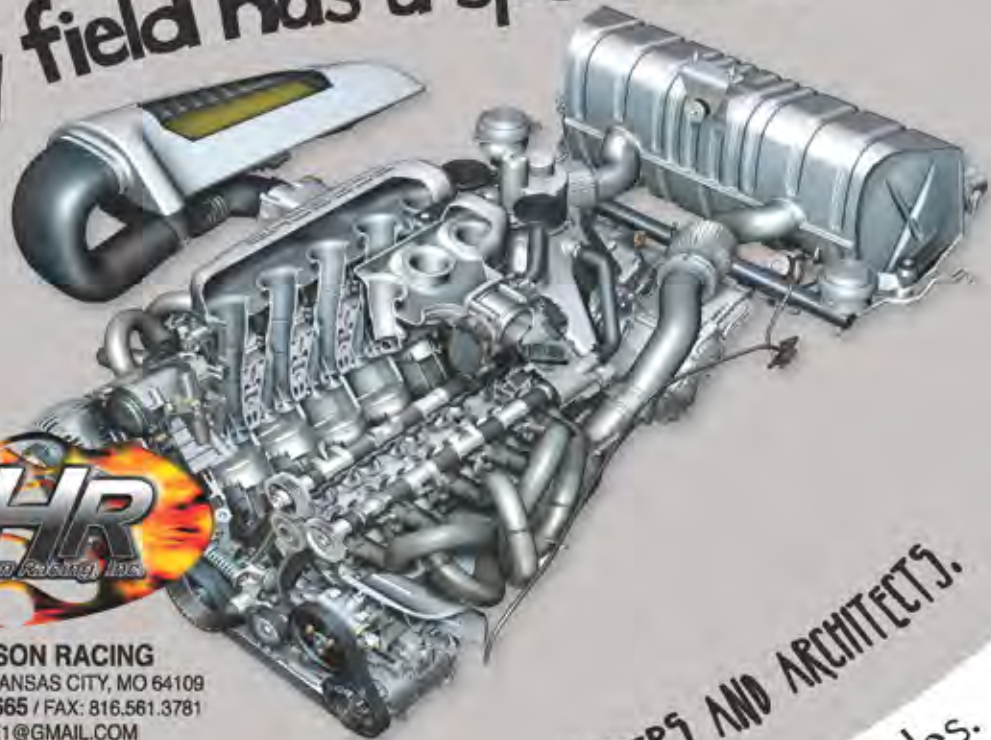
At the end, based on how many cars went the wrong way after checkpoint 1, and that we only made that one wrong turn in the last two sections, we thought that we'd have a chance for a top time. The post event location was Minsky's where

(Continued on page 29)

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Jim Rand

The rally contestants gather prior to the start.



Jim Rand

Allen and Patricia Klassen took first place in the TSD Rally.



Jim Rand

Minsky's Pizza served as the finish line for the TSD rally.



Jim Rand

Jim Graven and Karl Wilen garnered second place.



Jim Rand

Afterwards contestants shared their rally experiences.



Jim Rand

Matt and Jolee Crosby captured third place in the TSD rally.



Jim Rand

Nancy Rand studies the general instructions while Ralph Light relaxes before the start.



Jim Rand

Rally-meister Mike Wyatt explains no traffic rules will be broken. Karl Wilen and Jim Graven are nowhere in sight.

(Continued from page 26)

we had a good pizza and soda. Mike gave out the awards for the top three teams. Three other teams had figured out the course better than us, so congratulations to them. (I'd give out their names, but I only remember Karl Wilen's name. (Not knowing the winner's names is partly because my wife and I were "busy" with our kids, who either needed to be spoon fed baby food or wanted to sit in the arcade driving games and explain the turns she was taking.)

Editor's note: Allen & Patricia Klasen took first place, Jim Graven & Karl Wilen were second, and Matt & Jolee Crosby finished third.

Overall, it was a great event. It suits my and Jan's personalities well and we really look forward to the next one. Thanks.

- Brian and Janice St. Denis

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Two Great Events to get us through the Winter

Judy Bennett, KCRPCA Vice President - Social Activities

Holiday Party at Brio's Tuscan Grille

Please join your KCRPCA friends on Saturday, December 1, 2012 for our Annual Holiday Party at Brio's Tuscan Grille, 502 Nichols Road, on the Country Club Plaza. KCRPCA has reserved a private room on the second floor for a five-course sit down dinner featuring appetizers, salad, pasta, entrée, two sides, and two individual-sized desserts.

The evening will begin at 6:00 PM with a cash bar and appetizers, followed by a sit down dinner and desserts. This event is by **ADVANCED RESERVATION ONLY**. All reservations must be received by Saturday, November 24, 2012. We must provide a guaranteed count to the restaurant. No one can be accommodated on the day of the event.

The holiday party is always one of our most popular events, and we have strictly **LIMITED SEATING** available. Get your reservations in early to avoid disappointment. For the past two years the Annual Holiday Party has sold out in advance of the deadline.

You can RSVP online at www.kcrpca.org or you may mail a check for \$50 per person, made payable to "KCRPCA" to:

Judy Bennett
304 NE Oaks Ridge Dr.
Lees Summit, MO 64064

This is an Aristocrat Porsche sponsored event.

Changing of the Guard Dinner

Please plan to join KCRPCA for the installation of the officers at the annual Changing of the Guard dinner on Saturday, January 19, 2013. Once again, by popular demand, the dinner will be at Fiorella's Jack Stack Barbecue at 13645 Holmes, Kansas City, Missouri.

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

All this for only \$40 per person. We hope to see club members old and new enjoying a great barbecue feast. This event is by **ADVANCE RESERVATION ONLY**. You may RSVP online at www.kcrpca.org, you may also pay online via PayPal or mail checks made out to KCRPCA to:

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

All reservations must be received by Monday, January 7, 2013. Any questions please contact Judy Bennett, trainerjudy@sbcglobal.net or 816-682-4383.

- Judy



If you haven't signed up yet, better hurry! Seating is limited at the always popular KCRPCA Holiday party. Don't miss out.



In addition to great BBQ and new club officers, the Changing of the Guard features the Ron Kitchen Checkered Flag Award.

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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.

Want More?

Don't forget there's even more of the good stuff; pictures, quotes, classifieds, and up-to-date info on future events on the KCRPCA website, [www.kcrpca.org].

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