

Der Sportwagen

January / February 2013

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



What good is the warmth of summer, without the cold of winter to give it sweetness.

Photo from TwinSparkRacing.com



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President's Column

Robert Wayman, KCRPCA President

Little did I know that bright fall day in 2006 as I tentatively climbed the stairs at Le Peep to my first KCRPCA breakfast that in just a few years I would be honored with the opportunity to be Region President. Today, I count some of the people I met that first day as my best friends, with whom I have enjoyed a number of fantastic experiences related to our mutual interest in Porsches and the people who own them.

Our club is poised to have a great year in 2013. Through the heroic efforts of Judy Bennett and before her Jan Pierce, the social events program has been resurrected with increasing attendance at the various events up across the board. Rudy Rodriguez quietly organizes autocrosses that have also seen increasing attendance this year (with lots of first timers), providing a way to get better acquainted with your Porsche in a safe, controlled environment and meet new friends at the same time.

The PCA Club Race at Kansas Speedway is the premier event in the Midwest in 2013.

Our track-driving program is undergoing a significant revival in 2013. By the time you read this, our "Porsches on the High Banks" Club Race will have been publicly announced. The event, to be held on the new 2.37-mile road course at the Kansas Speedway on June 21-23, 2013 will be the premier PCA Club Race in the Midwest this year. We expect a large race crowd and plan a number of special events so that our non-racer members can get involved as well. Stay tuned for more information about this exciting new chapter in KCRPCA's Club Race tradition as our relationship develops with this world-class facility right in our backyard. The potential of this relationship is only limited by our imagination and desire to make things happen. As I write this, the balance of our 2013 driving program is not finalized but will be communicated in due course.

Your hardworking board deserves a lot of credit for the success of the club. We have some talented new members joining the board this year. "T" Jones, Jeff Abbott, and Stan Thorne bring years of club membership and significant leadership skills to an already talented team. I am looking forward to working with them over the next year to make your membership in KCRPCA increasingly valuable to you.

So, get involved, come out for an event, make a suggestion, volunteer to help and take advantage of the great group of folks that make up KCRPCA.

- Bob

Innerhalb

Departments

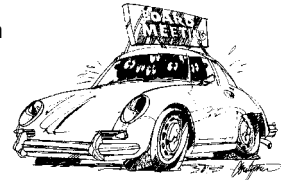
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Monthly Board Meetings

KCRPCA Board Meetings are typically held on the first Tuesday of each month beginning at 7:00 PM at the home of Robert Wayman, 20608 West 96th Terrace, Lenexa, KS 66220. Any KCRPCA member is more than welcome to attend.



Next month's meeting: Jan 8, 2013

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Calendar of Events

See www.kcrpca.org for updated information about upcoming events.
Below is a tentative calendar of events, the KCRPCA board will establish the general calendar for 2013 at its Jan 8th meeting.

Jan	19	Changing of the Guard, Kansas City, MO
Apr	TBD	Open House at the Waymans', Lenexa, KS
	TBD	Ladies Autocross, TBD
May	TBD	Wheels to Weston, Weston, MO
	TBD	Autocross, TBD
Jun	TBD	Autocross, TBD
	21-23	KCRPCA Club Race, Kansas Speedway, Kansas City, KS
	23-29	PCA Parade, Traverse City, MI
Jul	TBD	Barbeque at the Bennetts', Lee's Summit, MO
Sep	TBD	Autocross, TBD

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From the Editor

David Lessmann, Editor Der Sportwagen

Balance is the word used by the famous Porsche race-car driver, Vic Elford, to describe the secret of driving fast. Balance is the same word I use to describe this issue of Der Sportwagen. It always pleases me when the newsletter strikes a balance between the variety of interests our members have in this club. That balance includes technical articles for those who enjoy working on their cars, track and autocross events, car shows, fun drives, and social events. Fortunately, this issue scores well in terms of balance. I hope you agree as you explore the variety of subjects covered in the January / February issue of Der Sportwagen.

For those who haven't heard, Doug and Jan Pierce have decided to embrace the pioneer spirit and head west to Las Vegas, Nevada. Words cannot describe the void that will be left when they leave. I know of several members who were brought into the fold based on a conversation with Doug or Jan. Personally they were first people to greet my wife, Hiromi, and me when we attended our first KCRPCA event. Doug was always available to do whatever job the club needed, serving as Membership Chair, Zone 10 rep, board member, and PCA Escape Coordinator. Jan served as Social Activities Chair and is credited with reviving interest in the club's social events before handing the baton off to Judy Bennett. From the perspective of the newsletter both Doug and Jan are huge contributors, just look through this single issue as an example. Both are talented writers who strike an appropriate balance making their articles interesting and entertaining without offending anyone. Speaking from experience that can be a difficult balance to strike. I've considered Jan as the glue that holds the newsletter together as the social editor is one of the most important roles. Both Doug and Jan will be missed, but we wish them the best as they embark on this new chapter in their lives.

Now for some good news, I am happy to report Holly Juckette, wife of club Treasurer, David Stadtmueller, has agreed to become our new Social Activities Chair. I look forward to working with Holly, as the newsletter is a key platform for publicizing future events and covering member activities.

Finally a word for our sponsors. Printing Der Sportwagen is an expensive undertaking. Our sponsors help defray these costs through their advertisements. Please consider them first and foremost whenever you need a service they provide. Their support to the club and to this newsletter is very much appreciated. Cheers!

- David

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Editor-In-Chief:	David Lessmann
Social Editor:	Jan Pierce
Autocross Editors:	Rudy Rodriguez
Club Racing & DE Editors:	Richard Bennett, Brian St Denis
Technical Editor:	Karl Wilen
Special Assignment Editors:	Scott Harrison, Chuck Vossler

Regular Contributors: President, Robert Wayman
Membership Chair, Doug Pierce
Social Activities Chair, Holly Juckette
Zone 10 Representative, Kim Fritze

Send us your story and we'll print it. E-mail it along with any pictures to dersportwagen@gmail.com.

Der Sportwagen

Kansas City Region

Porsche Club of America

January / February 2013

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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 made online at www.pca.org. Alternatively you can send your changes to KCRPCA Membership Chair, Doug Pierce. Either approach ensures 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"
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Business Card	\$25	\$95	3.5" x 2"

See www.kcrpca.org for website advertising rates!



Broken Exhaust Stud Repair

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

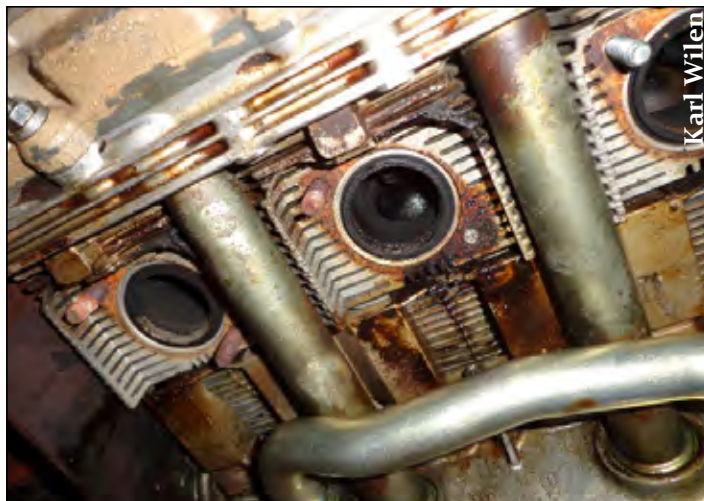
One of the best upgrades to an old 911 for power and sound is replacement of the exhaust system. There are many different combinations of heat exchangers (headers if you will), mufflers, and catalytic converters (where applicable) that will make the car sound great and add a little power as well. Whether you are adding a set of SSI's, B&B's, M&K's, or whatever, the upgrades are always worth it for the driving experience. While simple muffler and cat upgrades are fairly straightforward, getting heat exchangers off for an upgrade can be a little more troublesome. Or maybe you aren't upgrading anything, but need to pull the exhaust for some other work. The problem is that over the years, heat cycles, moisture, and dissimilar metals (steel stud in an aluminum head) can cause some serious corrosion with the exhaust hardware on the cylinder heads. Even a liberal overnight soaking with Kroil and some external heat can lead to broken exhaust studs in the head. At that point, you gasp a bit and the thought of complete cylinder head removal quickly pops into your head!

No worries though, there is an affordable repair that will help you get that broken stud out without trying to hold a drill bit straight (and not drill into the head) or risk breaking off an easy out while trying to remove the stud. The former repair would be to take a center punch, try to visually find the center of the stud, make a mark, drill a pilot hole as straight as you can, and then proceed to break off your easy out/screw extractor while trying to remove the stud. At that point who knows what happens, but it probably involves swearing, welders, cutting tools, and a few years of your life. Trying to drill out a stud without totally messing up the surrounding areas can be a bear. Once in a while, you hit it perfectly, but honestly, the odds of you making it worse are more likely.

There is a better and much more foolproof way. The best part is you get to buy new tools! For the cost of a couple of hours of labor, you can conquer this issue yourself. And really... who doesn't like new tools? Arh arh arh. You don't like tools? Stop reading now, and flip to page 12 instead. I think there is a nice article on paint wax, puppies, or something more interesting for you. Instead just bring me your car and I'll repair it. ☺

On to the good stuff. Here we have a 964 that I was actually replacing an oil line on and needed to remove the heat exchangers. A liberal soaking of rust penetrate and heat got eleven of the twelve nuts off the studs, but one was stubborn enough to break off. Gasp!...Not a big deal.

The first thing to do is to get the broken end of the stud



as close to the surface of the head as possible. You may have to cut it down slightly if it has not broken flush with the head. Typically, they break flush with the head.

Next comes our special tool. (Actually, first come your safety glasses as you will likely be doing this with the motor in the car, you are going to have metal shavings falling all over you). This tool is actually made by a company called Stromski Racing and will allow us to drill out the stud perfectly. Have a broken stud in a 996/Boxster? They have a fixture for those engines as well. The kit includes everything you need, the various sized exhaust port pucks (depending on your application), two sizes of drill bits, adapters, bushings, thread chaser, etc. All you need is an electric drill. Here I have the proper sized puck installed on the tool that will fit into the exhaust port and center our drilling bushing perfectly over the new stud.



With the tool attached to the other stud, everything centered, and the proper pilot drill bushing in place, I start to drill a hole through the exhaust stud. Eventually, you will feel it go through the exhaust stud, jump forward a hair, and hit a second surface. That is the cylinder head and where you want to stop! This is slow, tedious drilling; sliding the bit out often to clear out the hole and apply new cutting oil to your drill bit, (any oil to keep the bit cool will work). Go slow and take your time, let the drill bit do the work.



After we have drilled our initial hole, remove the bushing and you can see up through the tool at the hole you have made in the stud. Dead on in the middle.



Next, we install the larger drill bushing, and use the larger provided drill bit and drill our next and final hole through the stud. At this point with the pilot hole already drilled (and your arms tired), this bit will cut through very quickly.

It is hard to see in newsletter form, but we have a perfect hole in the cylinder head. All that is left in the hole are the threads of the old stud. With a small dental pick, you can



peel out the old threads. Once you get the tip of the threads exposed, grab them with a pliers, and slowly pull downward, unwinding them out of the head.



Here we have all that was left of the old rotten stud. A nice coil of threads. The result is that the original tapped

threads remain in the cylinder head completely untouched. A very precise tool indeed.



At this point, I typically run a thread chaser tap up the hole to clear out any remaining debris, though there really



shouldn't be any. This usually always threads in by hand without the need for any wrenches or sockets.

Congratulations! You just made a potentially serious issue into nothing at all. We have the factory original hole untouched. All you need to do now is to screw in a new stud and slap your exhaust back on!

- Karl



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Membership

By Doug Pierce, KCRPCA Membership Chairman

NEW MEMBERS — NOV/DEC 2012

Douglas Bodenhamer
Shawnee, KS 66217
Silver 2007 Cayman

Edward Bullard
Leawood, KS 66206
2012 199 Carrera

John & Lynn Eaton
Lawrence, KS 66047
Gray 2004 911

Nancy & Larry Langhoff
Shawnee, KS 66216
Black 1988 924S

Robert Leach
Leawood, KS 66206
Red 1996 911

Daniel Margolin
Fairway, KS 66205
Black 2011 911 GT3

Donna Noble
Kansas City, MO 64112
2013 991

Richard & Carolyn Phillips
Belton, MO 64012
Black 2007 Cayman
Transfer from War Bonnet Region

Doug Turner
Overland Park, KS 66213
Yellow 2000 911 Carrera

AUF WIEDERSEHEN — NOV 2012

Donald Hinton
Gaffney, SC 29342
Transfer to the Carolinas Region

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Robert & Barbara Kenney	6
Fred & Sheryl Granville	4
Mark & Sheila Hall	4
Kenneth Stalder	3
Steven Gray	3
James Malarkey	3
Michelle Schepmann	2
Scott Jenkins	2
Robert Barnes	2
Mark Haug	2
Carl & Cathy Counti	1
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Jim Solvanski Photography

Chief Instructor, Robert Wayman explains how to drive safely.

Expert Driving at Fall Fast DE

David Lessmann, Editor *Der Sportwagen*

Of the ninety drivers who signed up for the KCRPCA Driver's Education (DE) event on October 12-14th, none of them expected the severe weather challenge that was thrown their way. In any other sport the Friday and Saturday sessions would have been rainouts; however, like a Formula 1 race, DE events are held rain or shine. Even the threat of hail on Saturday did not deter these drivers from their duty. Perhaps the Postal Service should consider trackside interviews because these guys are no sissies when it comes to challenging weather.

As event master, Bob Wayman noted the primary objective is to improve your driving skills in a safe and controlled manner in order to become a better driver. Wet weather driving is perfect for this as the speeds are much lower, the limits of adhesion much less. This allows you to focus on driving the racing line as the laws of physics still apply only you feel the effect with much less speed. Typically, drivers who practice this under wet weather conditions see a nice improvement in their lap times when the track dries out.

Fortunately, the drivers took Bob's advice to heart and there were no incidents on the wet days. By Sunday, the weather broke and the track was dry by mid-morning.

Personally, Heartland Park Topeka is one of my favorite tracks, especially after the redesign in 2003. The track has the right blend of high speed and technical sections that translate into a smooth flowing lap when done properly. My car, a 944 Turbo S, is well suited to both the twisty bits and the long straights, but what about the driver?

Since this was my first DE of the year, I sought out an instructor to ride with me for the first session on Sunday. I have driven countless laps at HPT since my first DE in 1993, but I always find it valuable to have an instructor ride along the first time I hit the track. Various driving schools I have attended teach you how to find the optimal racing line on your own. How-

ever, having an instructor ride along allowed me to knock the rust off without doing anything stupid. This time David Stadtmueller drew the short straw. His coaching helped get me quickly up to speed, and I cannot tell you how much I appreciated this.

After the first session, my confidence was up and I spent the rest of the day working to improve my lap times. Porsches are such good cars; their capacity typically far exceeds that of most drivers. They are also amazingly reliable and I didn't have to put a wrench on the car all day, (other than torquing the wheel nuts). The day passed much too quickly, and I was sad to leave the track at the end of the final session. I promise to get my first DE in a lot earlier in 2013.

The pictures for this article are courtesy of Jim Sovanski photography. If you are impressed with the track photography displayed on these pages you can find more of it at www.flickr.com/photos/sovanskiphoto/collections/72157630445972480/. Jim's photographs are for sale and you can contact him anytime from 9 AM to 9 PM at



Jim Solvanski Photography

Kai Gerkey's beautiful 1969 911E negotiates the drying track.

(785) 633-2610, or via e-mail at jsovanski@cox.net. Check it out! There are many great shots from this event. Cheers!

- David



Jim Solvanski Photography

The drivers know they have to be on their toes today.



Jim Solvanski Photography

Doug Turner's Carrera 2 splashes through the puddles.



Jim Solvanski Photography

Mischa Bastin's 911 kicks up some spray down the backstraight.



Jim Solvanski Photography

This 944 Turbo was shared by Julia Gross and Jonathan Maret.



Jim Solvanski Photography

Jeffery Forster's 2012 Carrera GTS flashes past.



Jim Solvanski Photography

Al Hess powers through the apex on a damp but drying track.



Jim Solvanski Photography

Robert Wayman closes up on the pack exiting turn 14.



PCA Race Report - Motorsport Ranch, Cresson, Texas

Brian St. Denis, Club Racing & DE Editor

The last race of the season for those of us in the Midwest is generally Hallett in early October. We all look forward to that race and it's a great one to wrap up with, but my season was disappointing in many ways. I am partially concerned since this is a big hassle (effort, money, and time away from family) with very few good results. However, at Hallett, Jim Buckley from the Maverick region asked if any of us would consider racing with them on Oct 27/28 down in Texas. Could this be a race where I finally get some good results? I don't want to end the season on a bad note, right? So now I have less than three weeks to get ready.

The list of things I HAD to fix wasn't as long as the list of things I want to fix. The air injection port leak was one I had to fix. The port is M10x1.0 which means "metric, 10mm diameter, 1.0mm thread pitch". This is aka "fine pitch". Neither Lowes nor Ace have any M10 fine pitch, just M10 normal pitch which is 1.25mm. They do have SAE 3/8" 24 threads per inch. 3/8 is close to 10mm and 24 threads per inch is 24/24.5 = .98mm - which is CLOSE to 1.0mm. It screwed in fine and I put red Loctite on there to hold it for sure.

Also on the list was my sunroof. I had removed the entire sunroof - the mechanism, the tracks, the metal holding the tracks, the liner - everything other than the metal skin on the top. I held the top in place with "3M windshield weld" - the good stuff. Unfortunately, I didn't get enough of it all the way around and while getting out of the car at Hallett, I put my weight, via my hand, on the sunroof and some of it let go. The tube of stuff costs \$24 or so and its a messy job. My wife, Jan, helped and we got a lot of the goop in all the right places. Now, the fixed side is surely more glued in than anywhere else - and that's good because that's the driver's side where I may again lean from time to time.

My idle at Hallett was horrible. So bad that it almost won't run unless you held your foot on the gas a little. Long story short, since it was back-firing out the intake, conventional wisdom is that it was too lean. So I made it more rich and then it idled great in the driveway.

After all this time [4 or 5 years?] I was convinced to buy the smaller diameter wheels. Why smaller diameter? Because width is how PCA limits wheels. And, wheel width limits tire width, which is what the club chooses to control. So, you can run the same width tires on 15, 16 or 17" diameter wheels. Why 15s when I have 16s? The two main reasons are that the rear (drive) wheels are smaller diameter by 6% which means

its a better final drive ratio. Second, the combination of smaller wheel (diameter) and lower profile (diameter) means the car is lower to the ground by almost an 1". That lowers the center of gravity and lower Cg really helps cornering.

Also helping the decision is that my 16" wheels are name brand (CCW) and can be sold for about what the 15s cost, heck, maybe more. So, its not (much of) a net expense.

The plan at the track is to participate in an all-day test day on Friday, or there is a 5:00 PM until 6:30 PM test session for those who can't do the whole day. I decided that the 5-6:30 thing would be good enough so that is what we planned for.

Now, how do you get to Cresson, TX (30 minutes south of Fort Worth) from KC by 5:00 PM Friday? Well, you need to arrive at 4 PM to sign in, unload the trailer, etc. And, its 566 miles, and I can tow about 65 mph, maybe 70 if I push it.

There are no signs on the highway that say "Welcome to Motorsport Ranch" or anything like that. Just saw a road sign like into a residential neighborhood that said "Performance Drive". The Google earth photo shows that this is the only road - so I took it. Winner.

Once there I go into the building that looks like "the building" where stuff is organized, and the guy there gave a friendly hello. But, when I told him what I was here for, he was like, yeah, umm, only 2 people have showed up for the 5 - 6:30 session, so we are not going to have it. They chose to send the workers home because to stay open for two of us would make them lose money compared to our fee. I don't blame him, but don't you think someone could have told me something before I drove 10 hours to get here just on time?

So, with a fairly sad look on my face, I'm like, hey, can I at



least get out there with the DE group out there now... so I can at least see the track before I race tomorrow? He was like, sure. That led to a not panicked, but hurried "get the car out of the trailer" quickly but don't break anything task.

Now, in the car, heading to the grid, which they said was by the tower. Someone with a radio gave me the "what the heck are YOU doing here" look, but when I said "I'm the car the other guy called you about" he was like "oh, okay, then go this way, take your first right, and if something gets in your way, turn". It was probably the least amount of track briefing I've had before being let loose on a track. No big deal. I'll just do what Emerson Fittipaldi would do, which is drive around in 3rd gear until you have memorized the track and are dying to use 2nd and 4th. That was my plan. It lasted about 3/4 of a lap because I'm not that patient.

After my few laps Friday night, I heard the exhaust leak sound and quickly thought my plug in the air injection port came out. Here we go again, right?

Son of A! I had used Loctite - what else can I do? So, I tell this to Jim Buckley who has to go to his shop anyway this evening and he is able to get the "right" part for me. I get it and put it in Saturday morning only to discover that my plug had NOT fallen out. Instead, I have a header leak near this same spot. That's good because I find a header nut just a little loose and I can see black smudge where the exhaust was coming out. I tighten it up and I should be good.

Saturday morning I do a practice session or two and am getting to learn the track. Jim Buckley offered to help with my idle issue so I took it to him and he was like a surgeon. He took my air filter out and put one hand on the air flow plate and the other on the idle mixture adjustment and made several adjustments while he listened to the engine idle. At first, it would hardly run, then run too fast, then cough, then make other noises. It even died a few times. My contribution was to hit the start button when directed. Eventually, it purred like a kitten. Thanks again to Mr. Buckley.

Then, after the second practice, I saw a little oil under my car, didn't think anything of it. Also, I felt a little "clunk clunk clunk", which I'm thinking is CV joints again (aka axles or axle half shafts). At least I have a spare/new axle this time. I tried to get it to clunk for Chris Blazer and for a grid worker. It only does it when hot, and we couldn't tell which one was the problem. I'll figure this out in the third practice session (aka qualifying).

In qualifying, about the second lap, I see black smoke pouring out the back of my car. Just like before when the engine blew. Son of a gun! I start heading to the pits, and the corner workers are black flagging me like I just passed under yellow or something. Its not like I haven't already slowed down and am not aware of the problem.

So I get to the pits and PCA legend Walt Fricke is working the black flag station. He was like, we saw smoke, wanted to help you figure out where its coming from. He checked, but couldn't tell. They say it was "after right hand turns". They send me back out, now with all the corner workers trying to help figure out when the smoke comes out. Under throttle or idle? Left or right turns? Straights? More smoke came out this time, so I came right back in and Walt reported what they said, which was something about turns and smoke and... it didn't help. That was qualifying.

So now we have lunch, the fun races, then the sprint races. I bother Jim Buckley AGAIN to ask if he wants to help diagnose and he suggested to take the intake and exhaust valve covers off on the one side as we saw oil on the right side of the engine (outside). And, since it was hot, he'd come by and check on his way to lunch (I was parked away from all the other cars as I signed up late.) While taking this stuff off, I was glad to learn I can do my headers without the expensive Snap-On swivel socket - its like \$60 for one tool. I was glad to be able to get the exhaust valve cover off without help - yet I saw nothing wrong. What was I even looking for anyway? I also saw a drop of oil on my oil return tube but a drip isn't going to cause anything. I also saw some green substance (looked like plastic) sticking out where the return tube goes into the head but is that normal? I don't know what normal is.



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Brian St Denis

Eventually, Jim comes by and I show him what I found. I was on the right track. Rocker arms and stuff were fine. It was the green thing, which was a seal, that was damaged when inserted and was leaking and this was it. Now, how to get a seal and replace it? I have no idea. Oh yeah, Jim Buckley is helping me and he has one at his shop, which is 30 minutes away, one way. He offered to go get the seal over lunch and this would make him miss the fun race, too. He says he wasn't going to do the fun race anyway and I do believe he wasn't.

Also during this time we spoke of the clunk. He said that until we know for sure, don't mess with it. Plan on doing it tonight, when we have more time. I agree. Its a pain, only want to do this once.

His wife had just arrived in her Accord so Jim took the Accord and was gone within 5 minutes of us finding this problem. While he took off, I re-assembled the top part of what I took off and borrowed some snap ring pliers. He came back an hour later and did the work (10 minutes) to take the tube out, we found the damaged seal, and he replaced it. While he was doing that, a buddy of his came by to ask what to do to prep Jim's car. Jim said he just needed 5 gallons of gas and something else small. He finished my car with most of an hour to go before the race, and then I had to put the lower valve cover gasket back on and re-tighten the header, muffler, etc, all stuff I had to loosen before. Fortunately, I was able to do that without being in a huge rush and was ready for the sprint race.

Of course, I qualified like 27th out of 31 due to my oil issue. I wasn't even

close to the main grid area, my spot was on a road leading to the grid area. In the race, just like they said in the driver's meeting, the cars will go single file in Rattlesnake and that will cause cars to actually stop on track. They said to be aware and to take evasive action into the grass if necessary. From the back, I can tell you that all of that occurred. Two Boxsters hit right in the middle of the track and us in the back had to stop or go in the grass. I was out wide left already and had to jam on the brakes "unexpectedly" but didn't hit anything. I ended up getting into a battle with some Spec Boxsters. They are a little faster in some turns and me in others. It made it easy for me to follow them but hard to pass. I wore a few guys down until they made a mistake and then got by. I think we were even lapping some slower cars. In the middle of the race, I heard the clunk clunk clunk. It got louder to the point of causing a little vibration. And, then before I could worry about it, but not before I wondered how many laps were left, it let go. Total C/V failure, just like we feared. I coasted off the track left of Boot Hill and went all the way to the corner stand inside of Tombstone and parked next to their cars, which means there wasn't even a local yellow. At least I didn't mess up anyone's race.

That evening I had to replace my axle. It was the one we thought it was - remember the one I borrowed at Heartland Park that said "damaged" on it? I had a new one ready to go so time to get busy. I've done this before. While doing this work, a lady came over, introduced herself, and asked what was going on, and if its still broke. I said, well, what was broke before was the header gasket, and tube seal and what is broke now is the axle. She asked if I needed any help or any parts and I was like, I think I have everything. She said she has a 911SC and has had to have axles replaced. She asked if there is anything she could do, I said no, can't think of anything. She was like, can I get you a



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beer then as the track was closed and dinner was in an hour or so. Sure, I'll take a beer. She was like, "Shiner Bock". One of my favorites, great!

So, while I was making good progress, a racer in my class Bill Bernick came over and asked how I was doing. I said okay, past halfway and hoping to make it by dinner. He was like, "What do I need to do to help?", and I was like "save me a seat at dinner". While having this conversation, Bill's shop mechanic (Bill has his own shop), Nate, jumped under my car and started to get dirty. I'm like whoa, if you help, this will go WAY faster. The axle job is hard by yourself, but doable, but way easier with help. Nate is a pro, also, so a pro plus a ham-fisted typist like me is WAY faster than just a ham-fisted typist. So we make great progress. All 6 bolts on the outside started, and the first 5 of the inside are on when the 6th won't go in. The threads are kinda messed up. So, we have to take all 5 inside bolts out and the main problem with this project is getting them started in the first place. He asked if I have a tap/die set to fix the threads. I say I have a thread chaser/cleaner tool and he was like "I like guys who are prepared". Best compliment I've had at the track all year probably.

That fixed the threads, then Nate and I torqued each one to the Porsche specified setting and go into dinner. I went into the wash room briefly to clean my hands, but it was now 5:30



and dinner was wrapping up. Nate and I were the last two in the line, sat down and started chowing. Then they do the awards.

I like racing. I like competition. I like winning. I like almost winning. I like running with winners. In 2012, I have not been part of that so here we are again, listening to the winner's names being called, with the feeling that I am so far away from being called to the podium... I mean, that is the goal right? Maybe people race for plain old "fun racing", but I race to win.

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At least the food was good. [Del Norte, Godley, Texas, best Mexican food ever.] Buckley won, Heptig easy 2nd. I don't remember if Bill Bernick (who I'm sitting next to) or Neils Messiner (sp?) got 3rd or 4th, but they both got a trophy. I congratulated Bill warmly and thought, when will I be up there?

Then they give away awards for other stuff. Jim Buckley won "Worker's Choice". He says he now has 14 I think.

I was trying to get my food down and was having conversations with my table (quietly) about other things, like if my car works or not, and if I need more help. Then, between conversations at our table, I hear the speaker say, Lisa, is he here? Lisa, whomever she is, it might be the girl that brought me the beer, stands up or waves or nods that yes, he is here. The race is sponsored by Boardwalk Porsche and they had a trophy, from Boardwalk, for the guy who stuck with it, the guy who didn't give up, the guy who is here to race and the guy who has worked on his car the most all weekend. It's the "Gear Head Award", and would Brian St. Denis stand up? I just started laughing. My table was super happy for me. Actually, I really felt that almost everyone was really happy for me. I think word might have got around about how much stuff has gone wrong, or maybe that I might not make it to dinner due to car work, because it seemed like most people were in the know.

Lisa was standing and smiling, kinda with the "I got you" look on her face. The guys in the front were happy to hand it over. I was wearing a long sleeve shirt and my dirty blue jeans, what I had worn while wrenching. While shaking hands, they took extra pictures because I had literally climbed from under the car to get to dinner before they took the food away. Someone noticed how dirty my back side was. So, they snapped extra pictures of me from behind. I held the trophy up high so they could see it over my shoulder. Lots of people were laughing and congratulating and smiling. Very nice.



Oh, and you should see this trophy. It is LIKE a Chumpcar trophy. Its gears and transmission parts welded together to make a pretty large thing. Very very cool.

Sunday is race day. Warm-up, then sprint, then lunch, then enduro. Now I put on the new 15" wheels. I set the tire pressure then add more fuel because these 15" wheels are much lighter than the others. I weigh to make sure I'm close, then go to grid for the second sprint race. I had moved up to 14th I think, based on lap times, which puts me not too far behind a few E cars I'd like to chase. Bill Miller and Bill Bernick are about 9th and 10th or so.

At the start, a little more mayhem but nothing specific I can remember. As things settle out, I'm in a battle with two Spec Boxsters. This went on for lap after lap. Eventually I get by the Boxsters and am dealing with lapped cars. Unfortunately, Pat Heptig's car came to a stop in Horseshoe so they put out a yellow. Three laps later, they have a big white pickup truck in the middle of the track pulling him down track. Then I see the black flag waving. I concentrate on the number board and it looks like 52. I'm mostly alone on track, which verifies its for me - crap.

I go into the black flag station and Walt is there again. He had a sign that said "Yellow / Black". He held it up for a few seconds, then turned it over and it said "You can go". But, my race was done. I asked him to come over and they say I passed under yellow. No I didn't. The car was in Horseshoe and I didn't pass there all weekend. He says they added a yellow in Buzzard Neck. I never saw a yellow there. Oh well. I just went into the pits. Race done.

Now the enduro. I notice that many cars didn't race. Buckley yes, Heptig's car no. Bernick and Miller yes, a red 911 E stock yes. Then me, among a bunch of Boxsters. One thing that had me worried is I dropped on grid from 14th to 18th. How did I go backwards in lap time but was catching Bill and Bill? I have no idea.

The rules for an enduro is just like a sprint race, other than its 60 minutes long and you must make one 5 minute pit stop. The previous owner of my car has two stop watches installed. One I used for race time and one for pit stop time. Ready go!

Right off the bat, Buckley checks out. Bernick gets punted and I end up behind Bill Miller ahead of the red car. Bill Miller and I have raced several times together this year. My good runs in Atlanta were nose to tail with him. Same for Heartland Park. Now, if my 3rd grade math is correct, Buckley in 1st, Heptig out, Bernick out, me ahead of Miller and the red 911, that puts me in 2nd in class.

So, after the race, I had to ask around, who won? Eventually they printed the results and Jim Buckley and a partner driver were 1st overall, and 1st in E. 3rd overall, and 2nd in class was me. According to lap times, Buckley had the fastest, about a second faster than me. Another car had a faster lap but mine was about next fastest Anyway a great weekend and a great result.

- Brian



November Autocross Final Event for 2012

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

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

In November, we held our last autocross for the year. The turnout was excellent. We had fifteen cars participate. Most Porsche models were well represented. That list included 911s, Boxsters, Caymans, Panameras and a BMW M3 and even a Mini Cooper. Hey, who let those guys in? Just joking. Everybody was a good sport and the times were all competitive. The top four times were Tom Simmons at 1:12.1. Jordan Hill at 1:12.184. Mike Hill at 1:12.686 and Richard Bennett at 1:12.925.

In closing, I would like to thank the following people for their support this year in helping me organize the autocrosses; Jack Bishop, Richard and Judy Bennett, all of our PCA instructors and any others that I may have forgotten. Without these volunteers, Kansas City would not have an autocross program. Most importantly, I would like thank all the members who participated in all the events this year. See you next year.

Full 2013 Autocross schedule coming soon!

- Rudy

Autocross Times for November 4, 2012

1. Tom Simmons	1:12.1
2. Jordan Hill	1:12.18
3. Mike Hill	1:12.6
4. Richard Bennett	1:12.9
5. Donna Hill	1:13.32
6. David Stadtmueller	1:13.33
7. Rudy Rodriguez	1:13.61
8. Ellen Yetter	1:16.
9. Bob Wayman	1:17
10. Brad Ivy	1:20
11. Bob Charlesworth	1:21
12. Bill Woodhouse	1:22.5
13. John Bowdenmiller	1:22.9
14. Russell Bennett	1:24
15. Dan Barks	1:25
16. Melissa Mudd	1:29
17. John Thurn	1:35
18. Donna Noble	1:38.4
19. Dan Parker	1:38.4
20. Matt Hood	1:39
21. Donald Roberts	1:48

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



Jason Whitney



Jason Whitney



Strong Showing for KCRPCA at the Oktoberfest Car Show

Murray Steeble, KCRPCA Director & Tim Bubniak, KCRPCA Executive Vice President

Sunday, October 21st dawned clear and warm enough with the promise of a perfect day for Kansas City's annual Oktoberfest car show competition. The event is hosted by the Kansas City Mercedes Benz car club with our KCRPCA and the local BMW car club as long time guests. It was held at the U.S. Bank parking lot in Hawthorne Plaza, just west of 119th and Roe in Overland Park, Kansas.

This year there were six categories of competition in a shine and show format, with car placement starting at 9 AM. Coffee and donuts awaited to start the day. Two ballots were given to each entry, giving the voters greater flexibility in their voting. Individual ballots were given to PCA members who attended as spectators. This year there were 29 entries, four more than last year. The weather remained excellent, and by noon the votes were counted and winners declared.

The winners are as follows:

- **1999-2013 Mid Engine:** Chris McIntyre - 2008 Boxster RS 60
- **1976-1995 Front Engine:** Lin Burney - 1983 944
- **1951-1971 Rear Engine:** Robert Newton - 1957 Speedster
- **1972-1992 Rear Engine:** Fred Quintana - 1992 911 Turbo
- **1993-2013 Rear Engine:** Jeff Abbott - 2007 911 Turbo

There were no entries for 2002-2013 Front Engine category. Those of you with Cayennes and Panameras take note; you would have a good chance of winning next year in the group that the club hopes will achieve greater participation!

The trophies were glass beer mugs engraved with the club's logo and show category. Winners were given cards from Midwest Trophy if they wished to have their winning car's description engraved on the other side.

Thanks to all participant entries and spectators for supporting an awesome display of our club's best cars. We had more entries than either the Mercedes or BMW clubs, and we gained some new members as well. There was close voting in the 1976-1995 Front Engine category, with Agelon T. Jones' 1988 Red 951 only one vote short. So set your sights for your Porsche's upgrades and cleanups for next year and come to win your category!

- Murray & Tim



Porsche was the dominant marque at the German car show.



Murray Steeble (l) and Tim Bubniak (r) flank class winners Robert Newton, Jeff Abbott, Lin Burney, and Fred Quintana.



A large crowd of Porsche aficionados came out to see the cars.



Tim Simmons

Porsches of every shape and size were present.



Tim Simmons

Bob Wayman offered the kids Halloween treats.



Tim Simmons

Robert Newton's impeccable Porsche Speedster won it's class.



Fred Quintana

Lin & Cheryl Burney's class winning 944 was flawless.



Fred Quintana

Obviously these Porsches weren't parked by Lin's grid crew. ☺



Fred Quintana

Allen Bolte's 1971 911T complemented the eclectic mix of cars.



PCA Escape to the Ozarks

Doug Pierce, KCRPCA Membership Chair and PCA Escape Coordinator



The PCA Escape to the Ozarks was held in Eureka Springs, Arkansas, this year over the long weekend of November 8-12. The mid fall weather was great for the over 500 attendees driving well over 300 Porsches. Escape is a relatively new PCA National event, this Escape being the 8th, sponsored by a local Region or Regions as a counterpoint to the annual PCA Parade. Where Parade is primarily competitive in nature, Escape is purely social typically comprised of tours, drives, dinners, and free time to do whatever you would like with your Porsche friends. Parade is large, and because of its size cannot be held at a smaller intimate venue. Escape is a much smaller event that can be located more easily at an interesting location that could never accommodate a Parade. Parade and Escape are designed to be held in widely separated geographic parts of the country each year to allow PCA members an opportunity to attend a National event without having to drive coast to coast to get there.

This year's Escape to the Ozarks was built on the foundations of the Ozark and Cimarron Regions annual PCA Palooza Multi-Region event held over the last number of years in Eureka

Springs that many Kansas City Region members have attended. The Escape had many of the now familiar Palooza activities with a number of additions such as a Daisy BB Gun factory tour where participants assembled and test fired their own BB gun, complete with Escape logo etched into the stock. To my knowledge, no one shot their brother or put an eye out.

After a few Thursday morning driving tours for the early arrivers, the afternoon rolled into a people's choice car show and evening welcome party with burgers and brats followed by a live band. The car show which usually only filled the lower convention center parking lot at Palooza, overflowed the lot and extended up the hill past the small building of hotel suites on the south side.

Friday morning was the first full day of tours and drives. In addition to the usual availability of drives to Roaring River, War Eagle Mill, Beaver Dam, and other familiar locations on your own, guided tours to the new Crystal Bridges Museum of



First stop on the Architectural Tour was the Thorncrown Chapel designed by highly respected architect E. Faye Jones.

American Art in Bentonville, an Arkansas Wine tour (yes, there is an active Arkansas wine producing area in Arkansas not far from Eureka Springs), a Branson shopping tour, and an Architectural Driving Tour were available.

Jan and I led the 50 participants in 30 Porsches registered for and the Architectural Tour to three architecturally significant destinations along some of the finest driving roads in northwest Arkansas. The first stop, just outside of Eureka Springs, was the wood and glass Thorncrown Chapel designed by highly respected architect E. Fay Jones, an Arkansas native, student of Frank Lloyd Wright, and recipient of architecture's highest award, the AIA Gold Metal. Thorncrown has been the winner of numerous architectural awards including being named fourth on the list of top buildings of the twentieth century by the American Institute of Architects (yes, award winning architecture in Arkansas). Approximately an hour's scenic drive later, we toured the Mildred B. Cooper Chapel, again designed by E. Fay Jones, in Bella Vista. It is a steel and glass structure based on the pointed Gothic arch. Although the two Chapels have similar design concepts, they are very, very different.



Doug Pierce

The Porsche parade through downtown Eureka Springs drew interest from participants and spectators alike.



Jim Rand

A pair of Carrera GTs were on display for an appreciative crowd.



Doug Pierce

The Mildred B. Cooper Chapel also designed by E. Faye Jones.

After our tour of Cooper Chapel, we took the short drive to a local landmark restaurant, Fred's Hickory Inn, for a group lunch. With seating both inside and outside on the patio we had the opportunity to enjoy the really nice fabulous weather.



Doug Pierce

The Architectural Tour stopped for lunch at Fred's Hickory Inn.

After lunch, we took another short drive to the new Crystal Bridges Museum of American Art designed by internationally renowned architect Moshe Safdie. The Museum just opened in November of 2011 showcasing American art from colonial times through contemporary works. Although there was no formal tour of the building and grounds available, just walking through the building and experiencing the variety of spaces on our own was intriguing. Oh, and then there's the art, too. Friday evening was open, so individuals were on their own to finish out the day and enjoy dinner at any of the local restaurants.

Saturday opened with a variety of Palooza style guided drives through the countryside in many different directions. From the smiles and windblown hair of those trickling back to the hotel from the drives, it looked like everyone had an exciting and enjoyable time. With a bit of time for lunch and a rest, it was time to line up for the parade traversing Eureka Springs via the history loop through downtown. With a police escort leading the pack, it took a full 10 minutes for the parking lot to empty the Porsches of all models and description. Unfortunately, the Porsche tractor brought down by our own Kansas City Region member Paul Johnson was not part of the parade.

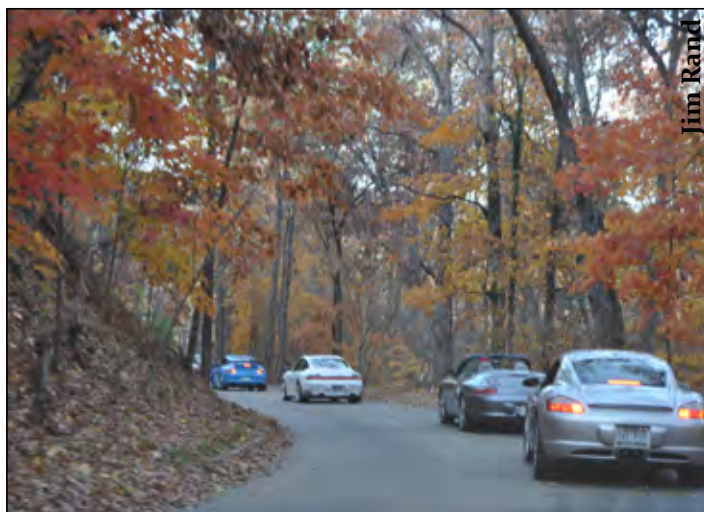
Saturday evening was the closing banquet of the event. The ballroom was packed to capacity and the stories of the last several days were as varied as those in attendance. The buffet dinner was on par with any at previous Eureka Springs events. Vick Elford, well known to many as one of the foremost Porsche factory race drivers of the 60's and 70's, was the keynote speaker. Door prizes and people's choice car show awards took another chunk of the evening. The last item of business for the evening was the announcement of the next Escape scheduled for October 24-27, 2013, Escape to Los Angeles, made by the upcoming Escape co-chair Robert Friedman attending from San Gabriel, California. It should be fun.

- Doug



Jim Rand

This year's PCA Escape at Eureka Springs, AR was well attended.



Jim Rand

As usual the scenic Arkansas back roads were a visual and entertaining treat savored by the Escape attendees.

PCA Zone 10 Calendar

Apologies to KCRPCA members looking for the 2013 PCA Zone 10 Calendar. Due to a tight printing deadline the 2013 calendar was not available at the time this issue went to press. Check the KCRPCA website (www.kcrpca.org) for an updated 2013 calendar.

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

Central Iowa Region: cia.pca.org
Dakotas Region: dak.pca.org
Great Plains Region: porsche.ellipse.net
Kansas City Region: www.kcrpca.org
Nord Stern Region: www.nordstern.org

Ozark Lakes Region: olk.pca.org
Red River Region: RedRiverPCA.org
Schönesland Region: www.schonesland.org
St. Louis Region: www.stlpca.org
Wichita Region: wic.pca.org

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Breakfast at Turn 2 Overlooking Kansas Speedway

Jan Pierce, Der Sportwagen Social Editor



Jim Rand

special arrangements were made for KCRPCA members to access the garage and paddock areas.

For the race fan, this provided an incredible opportunity to see the race cars up close and talk to the crews servicing them. This type of open access would never be possible on a race weekend as the teams are far too busy and under pressure to perform. However, on this occasion things were much more relaxed, offering a once-in-a-lifetime opportunity to those in attendance to see the Rolex Grand-Am series as never before. Trust me, the sights and sounds were unbelievable!

We want to thank Judy Bennett for pulling together such a special event and the staff of Kansas Speedway for helping make special arrangements for KCRPCA members to get an up close and personal look at the new road course on short notice.

- Jan



Doug Pierce

Jim Rand, David Lessmann, and Lin Burney enjoy breakfast at the Hollywood Casino restaurant overlooking Turn 2.



Doug Pierce

Members, both new and long term, turned out in record number for a very special Saturday morning breakfast at Hollywood Casino's new Turn 2 restaurant overlooking Kansas Speedway's new road course. Almost 80 members and 39 Porsches showed up to see the new road course from the birds-eye view of the restaurant's balcony. Not only was the view spectacular, but the breakfast buffet was delicious and the camaraderie even better. I know I saw a number of new faces in addition to the Saturday breakfast regulars.

While we were dining, the Continental Sports Car Challenge Series cars were testing on the new road course just below us. The Speedway was open to the general public and



Doug Pierce

Lin Burney, Allen Bolte, and Stan Thorne sample the breakfast buffet at the Hollywood Casino restaurant overlooking Turn 2.



Doug Pierce

Mary Ann & Jeff Abbott are ready for some breakfast.



Doug Pierce

David Stadtmueller and Ellen Yetter enjoy the view.



Doug Pierce

Everyone agreed, the food was delicious.



Doug Pierce

David Lessmann and Lin Burney admiring the view from the Hollywood Casino balcony overlooking the Kansas Speedway.



Jim Rand

Doug & Jan Pierce mingle with the enthusiastic crowd.



Jim Rand

It looks like the Rolex Grand-Am series is in town.



Jim Rand

Holy Cow! It's the Batmobile!



Jim Rand

One of the Daytona Prototypes prepping for practice.



Jim Rand

Just another day at the office.



Jim Rand

KCRPCA members enjoy breakfast and the view.



Jim Rand

On the track it was all business.



Porsches on the High Banks Test Session

Robert Wayman, KCRPCA President

Elsewhere in this issue you have read that KCRPCA will be hosting our 2013 Club Race at Kansas Speedway. We have been working with Speedway President Pat Warren for several months on our Club Race and providing the Speedway team details about the ins and outs of road racing as they prepare for their first year of racing on their new road course. As part of our discussions, a number of us were invited by Pat to take to the new 2.37 mile road course on Monday October 29 (following the Grand Am Test weekend) giving us a chance to see how the new track measured up for Club Racing. How could we turn that down?

So, on a clear but crisp early morning we arrived precisely at 0800; me (996tt X50 -too cold for the Pirelli slicks on the Pumpkin), Todd Wayman (BMW 3330CI), Dan Margolin (997 GT3), Al Hess (996 GT3), Richard Bennett (951 E Class Racer), Karl Wilen (964 E Class Racer), John Clark (993 Cab); Wes McCullough (944S2 E Class Racer), Chris McIntyre (944 NA Lightweight) and Dave Stadtmueller (996 C2S). All excited and ready to go, but to be honest a bit anxious about running on the new progressive (up to 20 degrees) banking. Following introductions to the very professional Speedway Track Operations Team and a Driver Safety Meeting, it was time to take to the track.

Entering the exceptionally smooth newly paved surface in a tentative line we made a slow go of the road course portion, but once on the back straight of the Speedway headed towards NASCAR Turn 3, the racers and GT3's began to pull away from the rest of us. For me, the 996tt seemed to be saying, "Let's Go Boy" as we entered the banking. The surface is so smooth and the banking so steep that the car just settles in and wants to go faster. Blasting down the straight in front of the enormous grandstand was a unique thrill, then quickly down from 6th, to 5th, 4th, 3rd, and finally 2nd for the hard left into the infield road course. A couple of technical left-rights, then two straights long enough to reach 100+ mph and you are back on the bank-

ing again. Yippee Ki Yay! My top speed was limited by driver pucker at about 135 mph but I can tell you the fast guys were way above that. We had the track to ourselves for more than 2 hours, allowing us a fantastic opportunity to get a feel for the track. At 10:00, all of us except Chris had pulled in and were telling Pat what a great track he had built. Chris was out there by himself, just lapping and lapping. On the radio, the Track Control manager told me, he is having so much fun; we'll leave the lights green for a few more minutes. Finally, about 10:15, the yellow lights came on and Chris knew it was time to come in, the smile on his face visible from the paddock.

Our conclusions we were unanimous, Kansas Speedway will be a FANTASTIC venue for our 2013 Club Race. The facility is world class; the track will provide the racers with a unique racing experience and 'Porsches on the High Banks' will become a signature event for our Club. Make your plans to volunteer to help and/or come out to see the excitement right here in KC June 21-23, 2013. I guarantee a good time.

- Bob



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Jim Rand

Rudy Rodriguez and Jim Phillips are in a festive mood at the KCRPCA Christmas party at Brio Tuscan Grille.

KCRPCA Christmas Party

Jan Pierce, Der Sportwagen Social Editor

The lights on the Plaza were all aglow, but you would hardly have known it was Christmas. With sixty-five degree temperatures on December 1, 2012, sixty members of KCRPCA came together at Brio Tuscan Grille on the Country Club Plaza for our annual Christmas party.

The evening began with cocktails and appetizers in a private room on the second floor. Appetizers included an assortment of bruschetta, spinach artichoke dip and meatballs, a new favorite of our lame-duck president, Ralph Light. The cocktail hour provided a good opportunity to meet the many new members in attendance.

Guests were then ushered across the hall for a sit down dinner of field green salad, chicken pasta carbonara, grilled salmon in citrus pesto, crispy potatoes, and grilled vegetables. After dinner, as if that wasn't enough, we had our choice of crème brulee or milk chocolate caramel cake with coffee.

As you can tell from the photos, our members look mighty good when they dress up in their holiday finest, especially Rudy Rodriguez in his plaid jacket and red bow tie.

- Jan



Jim Rand

Incoming President Bob Wayman and outgoing President Ralph Light enjoy the holiday cheer.

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Melissa & Cyril Welter, John Thurn, Chris Fourie, and Donna Noble are ready for the five-course sit down dinner.



Shelley Collins, guest of Jim Ellis (on right), and Danielle & Lesly Lamour are enjoying their first KCRPCA holiday party.



Mary Lynn & Jerry Clark watch as Doug Pierce and Al Hess discuss which wine to order with the meal.



Tim & Irene Owen visit the cash bar for a glass of wine.



Stan Thorne, Tim Bubniak, Jim Cummings, and Murray Steeble discussing what to do now that winter has arrived.



Why does Bob look so serious while surrounded by so many beautiful ladies?



Doug Pierce

Richard Bennett, Rudy Rodriguez, and David Stadtmueller reflect on the year gone by.



Doug Pierce

Jim Cummings, Tim Bubniak, and Murray Steeble raise a toast to the coming year ahead.



Hiromi Lessmann

Mike & Ann Wyatt pictured at last year's holiday party.



Changing of the Guard

Judy Bennett, Past Social Activities Chair

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 dining 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

R.I.P. Mike Wyatt

David Lessmann, Editor Der Sportwagen

It pains me to inform you that KCRPCA's rallymeister Mike Wyatt passed away on December 10, 2012. Mike was an active member in the KCRPCA. He organized our regions first Time, Speed, and Distance (TSD) rally this past August, and recently attended the PCA Escape at Eureka Springs, Arkansas in November. Prior to joining KCRPCA, Mike was active in the Highlands Sports Car Club in western North Carolina.

Mike served in the military and had a 34 year career with the National Weather Service. Memorial contributions are suggested to the Leukemia & Lymphoma Society, Mid-America Chapter, 6811 Shawnee Mission Parkway, Shawnee Mission, KS 66202-4001. Please remember his family at this time. Godspeed Mike!

- David

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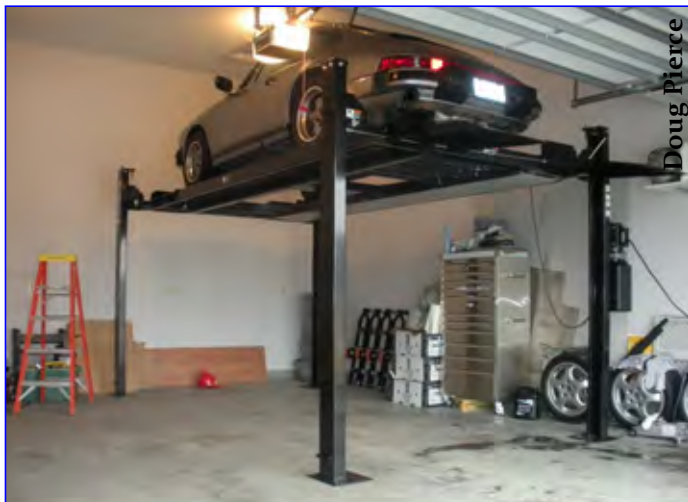
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For Sale: 1999 996 Carrera Coupe, silver/metro blue, leather sport seats, 6-speed, 49,500 miles, original owner with all records, accident free, never driven in inclement weather. Not concours but solid car, \$21500; Contact Tim at tamcneaney@gmail.com.

For Sale: Moving sale and can't take it with me, 4 post lift, Direct Lift Pro Park 8 Plus. The Plus is for additional height with 81" clearance under the bottom of the raised runway. 8,000 pound capacity, ramps, caster set, jack tray, and drip trays included. Complete specifications available at www.greg-smithequipment.com/Direct-Lift-Pro-Park-8-Plus-EXT. Some dis-assembly required, so bring your trailer and a couple of husky friends to take it away. \$2,000. Doug Pierce 913-897-5444.



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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).