

# *Der Sportwagen*

May / June 2013

Official Publication of the Kansas City Region Porsche Club of America

[www.kcrpca.org](http://www.kcrpca.org)



Don't miss the 2014 Porsche Cayman at Aristocrat Motors.  
Photo by Jim Rand

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## President's Column

Robert Wayman, KCRPCA President

Wow, what the heck is going on? Last column I wrote about how I spent time riding around in a Boxster S with the top down and today (2 months later) as I write it is snowing like crazy with nine inches expected by midnight. The way this is going we will be running the air conditioning at the Open House in two weeks!

This crazy weather makes me think about how over the years Porsches have truly evolved into year round vehicles, no matter where you live. Modern era (to me 996 and newer) Porsches have all the performance characteristics that have been the hallmark of the marque since the very first car crossed the line in 1948 coupled with all-weather capabilities only dreamed about just a few years ago. Antilock brakes, stability management, and traction control systems work together to improve both performance in the dry and safety when the road conditions are less than ideal. Cabin environment can be controlled to insure perfect comfort no matter what the outside conditions. Build quality and modern materials make corrosion a thing of the past. There really is no excuse not to enjoy your Porsche every month of the year, even here in Kansas City.

By the time you read this we will be in the last throes of planning for the first annual "Porsches on the High Banks" Club Race at Kansas Speedway. I am pleased to let you know that Sir Stirling Moss, who will be in town for the Art of the Car Concours, will make an appearance at the Speedway on Friday afternoon during the Test and Tune for our Club Race. I am totally stoked about this, as Sir Stirling has been one of my heroes for a long, long time. When I was in the fifth grade, my school had a book sale and my mother made me go and buy a book. Naturally, I was not happy about giving up some of my valuable free time for such a pursuit but I had no choice. I stumbled upon a book that had a cool looking race driver on the cover and picked it up. Nice pictures inside, so Ken Purdy's All But My Life became the first volume in my car book library. This is the story of Sir Stirling's rise from amateur racer in a 500 cc open wheel car to the pinnacle of F1 motorsport, told by one of the best automotive journalists that ever lived. It is a fascinating read with many insights about life and the pursuit of excellence that go beyond competing in F1 and major sports car racing in the 50's and early 60's. I reread the book at least once a year. I cannot wait to meet him; do you think he will take a ride in the Pumpkin with me?

- Bob

## Innerhalb

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## Monthly Board Meetings

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



**Next month's meeting: May 7, 2013**

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## Calendar of Events


See [www.kcrpca.org](http://www.kcrpca.org) for updated information about upcoming events.

See page 22 for the PCA Zone 10 Calendar.

- |            |       |   |
|------------|-------|---|
| <b>May</b> | 8     | Cayman Launch Party, Aristocrat Porsche                 |
|            | 18    | Retreat to the Elms Resort & Spa, Excelsior Springs, MO |
|            | 19    | Autocross, Ameristar Casino, Kansas City, MO            |
| <b>Jun</b> | 2     | Rand Ice Cream Social, Blue Springs, MO                 |
|            | 21-23 | KCRPCA Club Race, Kansas Speedway, Kansas City, KS      |
|            | 23    | Autocross, Ameristar Casino, Kansas City, MO            |
|            | 23-29 | PCA Parade, Traverse City, MI                           |
| <b>Jul</b> | 13    | Barbeque at the Bennetts', Lee's Summit, MO             |
| <b>Aug</b> | 17-18 | Grand-Am Race, Kansas Speedway, Kansas City, KS         |
| <b>Sep</b> | 21    | Shrimp Boil at the Hess Residence, Leawood, KS          |
|            | 22    | Autocross, Ameristar Casino, Kansas City, MO            |

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## From the Editor

David Lessmann, Editor Der Sportwagen

By now I'm sure you've seen the April issue of Pano. Imagine my surprise to see an interview with A. J. Foyt. Everyone knows A. J. is an American racing legend but people tend to forget his victories at the Daytona 24 and Sebring came in sports cars from Stuttgart.

This article brought back fond memories. As an adolescent I became hooked on auto racing at an early age. Back then there was no cable TV, or Internet to supply your racing fix. Instead ABC's Wide World of Sports and Autoweek served as a prime source of auto racing news.

Springtime featured Indycar races at Phoenix and Trenton, which served as an appetizer for the big event, the Indy 500. This race was, and is, so grand it consumes almost the entire month of May. Car magazines such as Hot Rod and Motor Trend would carry stories on the various contenders, speculating on their chances in "The Greatest Spectacle in Racing".

Early in the month attention focused on who had the fastest practice times. In those days the speeds increased every year and so did the risk. It was not unusual for drivers to die in pursuit of Indy glory. Finally pole day arrived with all the drama it entailed. Drivers would draw their position in the qualifying line, each hoping for a high number since the temps were coolest and the winds calmest at the end of the day. The pole winner had two weeks to enjoy the media attention devoted to the fastest driver. The next weekend was equally dramatic as the slowest of the 33 drivers struggled to get into the race.

To cap it all, the race, a tradition since 1911, was held on Memorial Day weekend. I will always remember the 1974 race as the tickets were a high school graduation gift from my parents. Over 400,000 race fans entered the hallowed Speedway grounds that day, and I was among them. I remember sitting in the short chute between turns 3 and 4, enjoying the prerace pageantry, and being awestruck to experience how fast the cars went past on the first lap at speed.

Three years later I returned to see A. J. Foyt win a record 4th Indy 500. I remember waiting impatiently in the stands following the race to see if A. J. would retire after achieving something no other driver had. We all let out a large cheer when A. J. said he planned to return next year and go for number 5.

So thank you, Greg Hudock. Your article featured an American great on his years in Porsches but for me it served as a reminder of why I still love auto racing. Cheers!

- David

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Send us your story and we'll print it. E-mail it along with any pictures to [dersportwagen@gmail.com](mailto:dersportwagen@gmail.com).

## *Der Sportwagen*

Kansas City Region

Porsche Club of America

May / June 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](http://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"
Quarter Page	\$50	\$175	3.5" x 4.75"
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See [www.kcrpca.org](http://www.kcrpca.org) for website advertising rates!



## Don't Lose Your Cool-ant, GT1 Coolant Pipe Pinning

Karl Wilen, Der Sportwagen Technical Editor  
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While the GT1 water-cooled engines (996TT/GT3/GT2, 997TT/GT3/GT2) have proven to be very reliable engines, we are seeing a lot of coolant fitting failures on these engines. Though it can happen to any of these cars that are driven on the street, we find that it is happening more and more under the stress of 20+ minute sessions on a race track, both under HPDE and race conditions. This is due to a flaw in the pipe design from the factory where the fittings are attached to their housings using a soft glue, which fails over time. These metal fittings/ports are attached at various locations (roughly 8 locations) on the engines, which provide cooling hose connections to the engine (imagine a hose attached to an aluminum housing). Under heat and pressure (typically up to 15 psi), this glue will soften, and under pressure from the system, the fitting will shoot out of the housing, resulting in a massive loss of coolant at a very high rate.

Many HPDE organizations are now requiring ALL GT1 water-cooled engines to either run straight water (not slippery if it hits the track surface like coolant) in the cooling system, or to have these fittings secured to the engine so they cannot come loose. We have seen numerous wrecked twin turbos and GT3's in HPDE environments because of this issue. When the slick coolant hits the ground in a large quantity, the rear tires get wet and very slick, and complete loss of control will occur. Then after that car hits the wall, the rest of the cars coming down the track drive right through that coolant slick. Having been in a near 15+ car pile-up in the carousel at Road America, and another incident that resulted in sliding down the front straight at Hallett sideways into turn 1 because of other cars having this failure, I highly recommend having this procedure done before going out on track (or running straight water in the cooling system).

There are two accepted methods for repair to prevent this issue. One is to weld the fittings to their housings, and the other is to "pin" the fittings so they cannot separate from the housing. Welding the fittings requires using thicker fittings so the welding does not burn through the thin fittings, and all the components must be removed from the engine, which is a major undertaking. Pinning the fittings involves drilling a hole at the mating surface, tapping, Loctite, and inserting a bolt. This bolt will prevent the fitting from shooting out under the pressure. What about the glue leaking? Most shops will agree that we have not seen any leaks due to the glue softening and allowing a leak (where the fitting stays in place, but a leak forms around the fitting through the glue), thus pinning the fittings is a

good solution, and does not require all the component removal like welding does. Unfortunately, no matter which solution you choose, the engine still has to be removed from the vehicle.

I am going to show you how to pin the fittings on a 2004 GT3 engine. The reason I choose the pinning method over the welding method is that the welds have to be 100% perfect in order to not leak. We have seen numerous welded fittings leaking from the weld, as there is no real good way to check this after welding. While the fittings won't fail catastrophically, you will always have that faint whiff of coolant burning on the motor. The twin turbo and newer GT3 engines follow the same principle, though the housing design can be slightly different.

Here is a good shot of one of the fittings that needs to be addressed. You can see the portion where the hose will attach is simply glued into the main housing. The X's denote where we will pin the fittings to "bond" the two pieces together.



Step 1: Remove engine. That was the easy part. It's a boy.





Step 2-58: You will find five of the fittings fairly easy to get to on the top/front of the engine. In reality, with the right tools, you could probably pin these five areas with the motor in the car. One of these housings is easily removed and that contains two of the fittings. Unfortunately, two of the fittings are under the oil cooler, which is located under the intake manifold, and the last one is behind the power steering pump assembly. Again, with enough work, that one could be done in the car as well. The two under the intake require the engine removal to do the job right. So.....the next step is to remove the alternator and the intake manifold. It is a giant rat's nest of hoses, fuel lines, vacuum lines and maybe a dead mouse or two. Once the alternator and intake manifolds are removed, you can locate the two fittings underneath that need to be drilled/tapped.



Below: Behind the alternator, easily removed from the engine.



With the right technique, you can do this job without removing hoses, but since you are in there, I highly recommend replacing all cooling hoses on top of the motor. Having drilled the fittings with access to the inside of the coolant passages (both on and off the car), I have found that by using a generous amount of grease (any thick gooeey grease will work) on your drill bit and tap (and letting the drill work very slowly), there will be

no metal shavings inside to clean out. While we want to prevent any metal from falling into the lines, if a shaving or two were to get into the cooling system lines it will not cause any harm to the engine. Again, locations for pinning. Please note, the TT and newer GT3 engines are slightly different in appearance for these fittings/locations, but the idea is the same.



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Below: Behind the PS pump.



Below: And the PITA one to access. With the intake off, peering down by the oil cooler. There is an identical fitting on the other side of the oil cooler, but access is very good to that one. To attack the difficult side, go to the hardware store and pick up a long drill bit and that one is butter too.



Again, using a liberal amount of grease on the drill bit to catch the metal shavings, drill your holes at the housing/fitting connection. Once that is done, tap the hole (you can use a bolt

size ranging from 4-6 mm in diameter, and approximately 10 mm in length), again using a liberal amount of grease. With the hole tapped, apply a good amount of red Loctite to the Allen head bolt, apply an aluminum crush washer, and install. The 10 mm bolt is long enough to secure both pieces together, but short enough to prevent excess bolt from blocking the flow of coolant in the pipe. After drilling the hole, we use the appropriate size tap to create the threads.



And the hole drilled and tapped.



And a liberal coating of Loctite, an aluminum crush washer, and a 6x1.0x10 mm bolt





Then repeat with the other fittings.



Down by the oil cooler (using the long drill bit)



And the opposite side of the oil cooler



Okay, that was the easy part. Remember what I said about the hoses? You should also replace all the coolant hoses on top of the motor while the intake manifold is off. They are cheap, and it would be foolish to not replace them at this time. Hose clamp access is tight, and getting the hoses on and off is even tighter, but totally possible with not much further disassembly of anything. Once those are done, slap the motor back in, and you should be able to catch a late lunch.

Until the next issue!

- Karl

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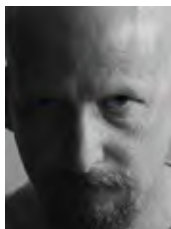
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## Letting Go

Dave Nevin, Former KCRPCA Member & Porsche Owner

*Some of us keep our Porsches forever, while others change cars frequently. This story is about one Porsche owner's struggle to know when it was time to let go.*



My wife gave me a sideways glance. "This coming from a man who set his running shoes on fire while welding."

"Oh, this will be nothing like that," I said, slowly moving my left shoe behind my right so she couldn't see the holes in the new pair. "Just look at these pictures. This car is gorgeous," I quipped, confident that I felt a weakening in her stance as she flipped through the pictures on my laptop.

In her defense, she knew I had a quirk in my personality that, when seeing an old, abused car, engaged the same emotional response that lead to someone living in a small apartment with 30 cats. A new project car not only made me happy but, most of the time, smelled better than the feline alternative.

"So, what's wrong with it?", she asked, in a calm voice that knew too well that anything I would "rescue" would have issues.

"You ask that like I'm incapable of buying a car that needs no tweaking," I said, feigning hurt.

She just waited, patiently. Cat-like.

"Okay, okay. It has one small oil leak, an easy fix. Look, I'll get a PPI done. If that comes back with a bunch of red flags, I'll move on."

So began my ownership of a Maraschino Red 1987 Porsche 944 Turbo. A quick flight on a small plane to pick up

the car led me to my first introduction to Seattle's horrible traffic but I was soon rewarded by long stretches of a mostly vacant I-5 a couple hours later. I was either in love or succumbing to the fumes from the oil leaking onto the exhaust.

But I remained in love after fixing the oil leak, an o-ring on one of the supply lines to the turbo that required a great deal of cursing and, if I recall correctly, only one trip to the emergency room for stitches. It was one of my greater successes. My wife who, on the other hand, measures project success by some tricky calculation that includes the amount spent for the repair, the amount saved by not having something she calls "a professional" performing it, whatever that is, divided by the insurance co-pay and number of trips to the emergency room, wasn't so sure. I'm sure the way she calculates things either involves the use of differential equations or, more likely, an incantation requiring rhythmic chanting while burning turkey feathers. Mere mortals are not able to match such things; after all, the parts to repair it cost less than \$5! Co-pay? Pffff!

But I survived and the car would become my daily driver for the next 6 years and my companion on a 5,000 mile road trip back to the Kansas City area a couple of years later, winning my first-ever trophy for a car – the long distance award at the KCWS Renntreffen event. It was a dependable, capable beast that, with a few minor updates over the years, was up to any task. And my wife was quickly won over, enjoying pushing it to the limit on several occasions.

But love is a fickle thing. After the years and the miles passed, the little winding jaunts through the nearby mountains over to the coast diminished. The 944 was used less and less, spending most of its time in the garage. And then the inevitable happened: I found a new project.

My old friend was kicked out of the garage.

The next couple of years weren't kind to her. Her once perfect dash soon filled with small cracks. The leather on the front seats hardened and split at the seams and the clear coat on the roof started to fail. I played around with selling her, but was never serious about it. Thoughts like "it would make a great track car—you've always wanted a track car;" or, "what if you don't like your current project when it is finished? Then you'd regret selling her, just like you regretted selling your 911E" danced through my head. And I'd take her for a drive and become seduced yet again by her forced-induction powers.

In my last year of ownership I drove her less than 500





miles. With the failing clear coat, she stopped getting regular baths. Moss started to grow on the car around the rear bumper. My infamous fear of microfiber and polishing compounds didn't help ("That stuff is to Porsche owners what crack is to a junkie," I once warned a friend who, simply wanting to clean up his car for a dinner date with his wife, soon succumbed to the allure and was last seen curled up on the ground at a concourse event, clutching a blackened microfiber rag between his shaking hands as he polished the underside of the stainless steel exhaust on his 356. He was unable to speak in sentences by then, just mutterings about points, pads and compounds.) The car I had so helplessly fallen in love with years ago was a shadow of her former self, neglected and fading in the not-nearly-as-hot as Kansas but still-hot-enough Oregon sun.

It was time. It had been time 3 years ago, I had just failed to see it.

This story has a happy ending. There are others out there, like me, who feel compelled to rescue hopeless, unloved cars.

I was in the process of getting ready to put an add on craigslist for the car and was taking pictures of the 3-ring binder that contained all the repair records when I received a text from my friend Chris. I hadn't seen Chris in a couple of years, but we still remained in contact through random, and often strange, text messages.

"I thought you sold that a couple of years ago."

"Nope. I told you I was saving it for you."

"Hrm...Ya know, I was just think-

ing about a new project. Let me talk to the wife."


And so it begins again.

- Dave

**Editor's Note:** Dave Nevin is a former, long-time KC-region PCA member, and a good friend, who is, for the first time in over 17 years, not a Porsche owner. Knowing Dave he'll be back into Porsche-ownership soon enough. He now lives in Oregon with his wife Mary (who is, in real life, very supportive of his car and microfiber addictions) with three dogs and a 1953 Studebaker Coupe, one of his "list" cars.




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**I WILL SEE YOU AT THE TRACK**



## Excitement, Joy, and Fear

Chris Neal, First-time Porsche Owner



I never knew a person could experience all three of these emotions at once: excited about my first major car project, feeling the joy of being an official Porsche owner, and finally fear of the unknown: Have I taken on too much of a project? All three of these thoughts hit me when I laid eyes on the 944 Turbo (known internally at Porsche as the 951) sitting in Dave's

garage. All of the research on what I was getting into, the late nights of cleaning and organizing my garage for my new love, and the mornings when I would wake up and the first thought in my head was "what should I restore first," pales on the day when you realize you will be driving your first Porsche home.

As Dave did his walk-around, going over the finer points of the vehicle and pointing out all the little flaws that needed attention, I could barely stay focused on his words. My mind kept jumping around—new car induced ADD if you will—to the many ideas I had bouncing around in my head. After catching up with Dave and signing ownership papers, it was time to depart. Now it's important to note that I have wanted a "rolling" project for some time. I had driven unique cars before but nothing too crazy—mainly muscle cars that sounded fast (and were in a straight line) but these were all naturally aspirated, and handled like trucks. The 951 blew me away.

Let me start by just saying, crack is illegal and boost should be too. Although Dave was quick to point the vehicle's flaws, it was very well maintained mechanically and I felt confident that the car would get me safely to my destination. Getting on the highway on-ramp from Corvallis to begin my 75 mile trip back to Portland was my first experience with a 951 at maxi-





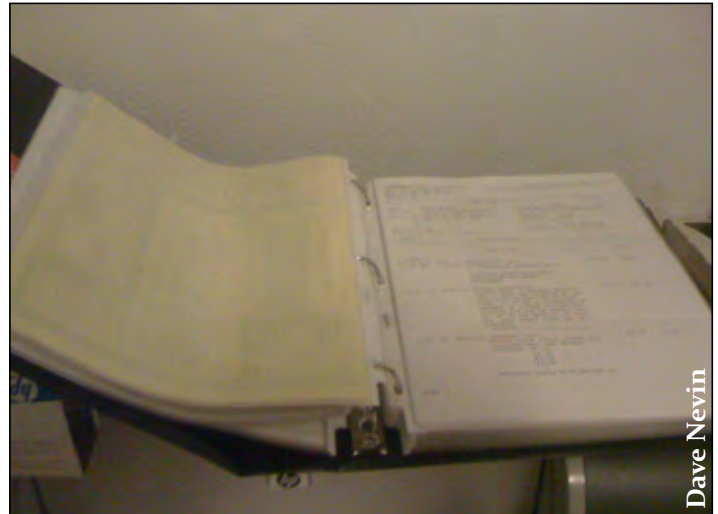
mum boost. I think I said something along the lines of "holy chit" and I am fairly sure I had a stupid grin from ear to ear. This was pure awesomeness. There is no substitute for that feeling of being slammed into your seat like a fighter pilot at full afterburner. Looking in the rear view, I searched for my wife who was following in our truck. There she is second dot on the right.

Next, I thought it was time to test the legendary handling of the 951. There was a windy country road I had ridden on my motorcycle while attending college at Oregon State. I quickly turned off the straight highway and onto curvy Riverside Drive. It would delay my arrival to the freeway but it was well worth it. Simply put, I have never driven a car that held the road like this machine does. There are a couple of good 90-degree turns and a few other curves that can really test your fortitude. I shot through those corners as fast as I was comfortable going and without the slightest bit of protest from the 951. I was sold. This was one of the best mistakes I had ever made. Dave, you were crazy for letting this car go.

When I finally got her to her new home, I found myself opening the door to my garage just to look at her whenever I had the chance, and I think, "yep that's my very own Porsche." The end goal for her will be a stock body restoration. I will keep the Boxster S wheels that are on it currently and continue with engine upgrades as time and money permit. Thanks Dave for

helping a fellow car enthusiast out. I will proudly carry on the traditions of Porsche ownership and you can sleep easy at night knowing your old girl is with a loving family.

- Chris



*The 3-ring binder documenting the car's history is passed from the former owner (Dave) to the new owner (Chris).*

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## Imitation is the most sincere form of flattery, right?

Scott Harrison, Der Sportwagen Special Assignment Editor

Please accept my apologies for doing a review of a car that isn't made by Porsche in a newsletter that focuses on them. However, I would bet good money on a wager that Tetsuya Tada, the designer of the Toyota/Scion/Subaru (henceforth known for the purposes of this article as the "Sciburu") 86/FR-S/BRZ, not only spent a lot of time behind the wheel of a Porsche 944, but immensely enjoyed it as well.

On the 30th anniversary of the introduction of the Porsche 944, Toyota and Subaru have provided the ultimate tribute. They have attempted to recreate a classic and demonstrated something I and many others have known for years, Porsche created a perfect balance of precision, performance and panache in the 944 that is very hard to duplicate.

To wit, let me explain. I have long been an admirer and owner of 944's. I have also recently switched my daily driver from a much beloved MINI Cooper S to a Scion FR-S, to the chagrin of my friend and British Motorcar enthusiast, Jim Graven. And typical of me, I took it on a drive from the Midwest to New England immediately upon delivery, with ample opportunity to get familiar with it. In doing so, I was struck by the similarities between the FR-S and the 944. I also got a painful reminder of the differences.

To start with, visually, there is an immediate familiarity between the two cars. The long hood, the sloped roofline to the rear and the enhanced wheel arches all give a nod to the styling that Porsche perfected in the late 70's but upon closer examination, the tribute, if you will, goes far beyond. The rear view mirrors conjure up the view that many 944 owners have enjoyed for years, the bulging haunches that envelop the rear tires. Unfortunately, in the Sciburu's case, they chose to provide the same rubber that is found on the [gulp!] Prius. It is then that the phrase "there is no substitute" starts to take on a whole new meaning.

Immediately, one notices that the Subaru designed boxer engine, while acceptable, falls about 50 hp and 75 ft-lbs of torque short. The first generation 944 was never known for its abilities to pull a minivan off the line at a

stop light and the FR-S does a great imitation in this regards. It sufficient to power you down the road, but leaves you wondering when Toyota will realize that Porsche followed up a short time later with a turbo'd version and why they failed to learn from Porsche's history.

Something Toyota definitely got correct is the steering feel. The car is light weight at around 2700 lbs and has a low center of gravity. Whereas my MINI Cooper S had a go cart feel to it, the Sciburu actually channels the balanced feel of a ballerina that the original 944 delivered. It's almost a shame to cruise down the highway in either car as you won't get to the sweet spot but if you head down to the Ozarks, you are going to have a ball.

Please indulge me as I go back to a point I previously made about the Prius tires. Toyota did this intentionally and correctly, in my opinion. I suspect the primary reason is that it reduces rolling resistance, which increases gas mileage and changes the handling dynamics somewhat. The Sciburu has various modes of traction control that work very well in keeping the car planted, or they can be switched off if you want to be known as the "Drift King" and go faster and furiously around the various cloverleafs and turns on the city streets. The deviation from the Porsche mindset probably rests on the fact that the



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Asian youth car culture focuses more on going sideways than produce the ultimate fast lap times. I am guessing that having a bit more hook up in the tires might please the track junkies amongst us but would generate complaints about the rougher nature of the suspension for the general motoring public.

Jump inside the FR-S and again, one is struck by an incredible sense of déjà vu. The three instrument cluster in front

of the steering wheel (with props to Toyota for getting the placement of the tach right in the center) and the center console cluster are reminiscent of a distant time devoid of unnecessary electronics. The HVAC controls are particularly reminiscent of the early 944 with knobs that again mimic the original design. Even the dome light, singular in its presence above the rear view mirror with a three position slide switch recalls that of the 944.

The stereo also recalls a time and place that is long in the past, as despite the advances of technology, Toyota has managed to accurately reproduce a tepid sound that most of us would hope stayed back in the realm of 70's AM band broadcast history, much like the miracle of Blaupunkt technology that predates the advent of the CD. And as far as I am concerned, this all makes sense, as it puts the emphasis back on the driver and what the driver is doing with the car.

Neither the 944 nor the FR-S is a living room on wheels. Both are cars that exhilarate, that encourage the driver to explore limits, that entices you to drive another mile... but that is when you realize that something is truly amiss.

What starts as an immediate annoyance proceeds quickly to a painful reminder that you, alas, are in a pretender and not the real thing. I was able to come to the realization that FR-S is

an acronym for "freakishly rotten seats" (feel free to substitute your own "f word" if you are so inclined)! Seriously, is this a joke by engineering or were they running short of time before going into production and didn't bother to actually sit in them? I have sat in a lot of different vehicles over the years and would gladly take a cross country tour on Ford bench seats à la Country Sedan station wagon circa 1969 before I'd sit in these again. If

I had to pick one positive attribute of these seats, it was that they allowed me to quickly pick a nickname for the vehicle, which is "Iron Maiden" after the medieval torture device, not the '80's heavy metal band. I am not joking when say that I am looking for set of original 944 seats that I am planning on installing in this car, at which time I think it really will be a great example of a 2013 model 944.

Porsche really deserved its accolades back in the 80's when it introduced the 944 (yes, I know it was derived from the 924 but it was the 944 that brought the model line its acclaimed reputation), and deserves admiration for building a car that stands up favorably to its competition being built 30 years later. The 944 has an intangible sense of "being", it's the right package with the right compromises, it works well and it established a bond with its drivers that few car manufacturers are able to create.

I suspect this is what cre-

ates such loyalty amongst us for Porsche's various offerings, in that they are focused on repeating that experience over and over again. In no way do I mean to insult Toyota/Scion/Subaru when I say that driving the FR-S made me realize how much I love driving Porsches and that "there is no substitute" still rings true after all this time.

- Scott



*Distant cousins? Can the Scion FR-S trace it's bloodlines back to the 944?*



## Ladies Only Autocross - A Great Event at Kansas Speedway!

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

Spring is in full force and this means the Porsche Club Autocross Season is just starting. Our first autocross of the year was the Annual Ladies Only Autocross School.

The morning was a cool temperature of 45 degrees, excellent weather for an autocross and a family event. Most makes of Porsches were well represented. There were several 911s, several Boxsters, a few Caymans, and our local dealership, Aristocrat Motors, donated a 2014 Boxster.

Eight students/ladies participated in the school and each participant was instructed by our esteemed Porsche Club instructors. Several onlookers watched eight Porsches navigate the course at full blast. The course was challenging to all students including our instructors as they had a chance to run the course during a break in the women's action. Each participant circled the track twice before their time was recorded. The drivers were allowed to record ten times, that's twenty laps!

The times started out at around one minute and thirty seconds. As the day progressed, the times dwindled to the best time of the day, Melanie Hass, 59.2 seconds. WOW! Congrats to Melanie. That being said, the other autocross participants were all turning competitive times by the end of the day.

After we concluded the instructional part of the school, we had the BOXSTER CHALLENGE. Since Aristocrat had donated a 2014 Boxster for the event, we decided to have a little experiment. Each participant was given the opportunity to drive the new Boxster around the course and in the end we would total up the times and announced the winners. Wow!! This turned out to be the best idea that I have had in several events. LOL! We saw the students get very competitive and some of the student's best times of the day were set in the 2014 Boxster.

I would like to challenge all club members to participate in just ONE autocross this year and I guarantee that if you did, you would not regret it. It would be the most fun you have had in a long time. Please note the next autocross is scheduled for May 19, 2013 at Ameristar Casino. Please mark your calendars.

Lastly, I would like to thank all the volunteers and photographers who without their support this school would not have been successful. Those of you who participated; Melissa, Laurie, Shelley, Maja, Melanie, Brenda, Chris and Ellen, a big Thank You!

See you at the next autocross.

- Rudy



*Chris Woodhouse, Maja Cummings, Shelley Collins, Melissa Bennett, Ellen Yetter, Melaine Hass, and Laurie Carson pose by the new 2014 Porsche Boxster generously donated by event sponsor, Aristocrat Motors.*

### Ladies Only Autocross Results - Best Times

1.	Melanie Hass	2014 Boxster	0:59.2
2.	Ellen Yetter	2010 Panamera	1:02.3
3.	Maja Cummings	2001 Boxster	1:04.2
4.	Laurie Carson	2004 911	1:04.4
5.	Shelley Collins	2004 911	1:04.7
6.	Brenda Wilson	2012 Cayman	1:05.1
7.	Melissa Bennett	2002 911	1:06.0
8.	Chris Woodhouse	2008 Cayman	1:06.8

### Boxster Challenge Results

1.	Melaine Hass	0:59.2
2.	Ellen Yetter	1:04.5
3.	Shelley Collins	1:04.7
4.	Laurie Carson	1:05.0
5.	Chris Woodhouse	1:06.8
6.	Melissa Bennett	1:07.5
7.	Maja Cummings	1:11.0





## **KCRPCA 2013 Autocross #1**

**Sunday, May 19, 2013**

**9:00 AM Until Done**

### **LOCATION:**

**Ameristar Casino**

**Farthest West Parking Lot**

**3200 N Ameristar Dr, Kansas City, MO**



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(Pre-registration deadline May 17, 2013)

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**DAY OF EVENT: \$40.00**

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

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

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Jason Whitney

Rallymeister Rudy Rodriguez provides some last minute instructions before the clock starts.



Jason Whitney

Stephanie De La Torre, Rudy's wife, mans the scoring and timing station.



Jason Whitney

The ladies only autocross featured an impressive line-up of cars and drivers.



Jason Whitney

Melissa Bennett puts her 911 through the paces.



Jason Whitney

Laurie Carson, Maja Cummings, Melaine Hass, Ellen Yetter, Melissa Bennett, Shelley Collins, and Chris Woodhouse.



Lin Burney

Melaine Hass proudly displays her time slip for the quickest time of the day.





Jason Whitney

*Richard Bennett was just one of the many friendly autocross instructors on hand to show the fast way around the course.*



Jason Whitney

*Ellen Yetter is ready to defend her title from last year.*



Jason Whitney

*Brenda Wilson's Porsche Cayman negotiates the tricky course on the Kansas Speedway back straight.*

## 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](mailto:rudys968and944S@aol.com).

**Editor's Note:** For additional coverage of the Ladies Only Autocross, check out more great pictures by Jason Whitney on the [www.KCRPCA.org](http://www.KCRPCA.org) website, and the thread posted by Lin Burney on [www.KCWS.org](http://www.KCWS.org), ([www.kcws.org/forum/showthread.php?5015-Congrats-to-our-own-Mrs-nate99](http://www.kcws.org/forum/showthread.php?5015-Congrats-to-our-own-Mrs-nate99)).

# Membership

By Jeffrey Abbott, KCRPCA Membership Chairman

## NEW MEMBERS — MAR/APR 2013

Haas, Timothy  
Bucyrus, KS 66013  
2011 911

Laurans, Jonathan  
Kansas City, MO 64105  
2008 Cayman Yellow

Simion, John  
Lee's Summit MO 64082  
2008 Cayman Red

Waldron, Stephen D  
Overland Park, KS 66224  
1980 924 Red

Nayeri, Beatriz  
Overland Park, KS 66225  
Transfer from: Northeast (NE)

## AUF WIEDERSEHEN — MAR/APR 2013

Pierce, Robert D.  
Henderson, NV 89052  
Transfer to Las Vegas (LVS)

Robichaud, Rene J  
Kansas City, MO 64112  
Transfer to Ohio Valley (OHV)

## ANNIVERSARIES — MAY 2013

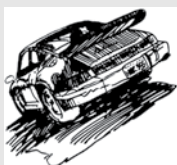
Tim McNearney	36
Ronald Barkley	30
Frank & Vera Tricamo	28
Chris Wally	24
Mark Schmidt	22
Brian Gay	18
Leslie & Shirley Miller	15
Stewart & Debbie Myers	15
Rob & Jennifer Harsh	14
Larry & Sherrill Hilbert	14
Ralph & Lani Light	14
Mark & Donna Ibenenthal	13
Richard & Jan Pierson	13
Fred & Verna Beckers	11
Steve Jones	11
Nicholas Jones	11
Christopher & Faine Mende	11
Marty & Terri Sallaz	11
Michael & Ann Wyatt	11
Robert & Carolyn Adkins	10
Michael Montague	10
Russell French	9
Anker & Jennifer Henningsen	8
Christopher Blazer	7
Craig & Catherine Lutz	7
Jeffre & Carolyn Hembree	6
Steven Pond	6
Scott Riggs	5
James Battle	4
Yvette & Richard Grabmeier	4
Jim Pirtle	3
Brad Baker	2
Mischa Bastin	2
George Devins	2
Peter Laughlin	2
Kelly Norcross	2
Jeff Poole	2
Brock Rule	2
Buck & Nicole Buckwalter	1
Doug Depew	1
Lee Derrough	1
Jim Ellis	1
Morgan Houck	1
Brad & Brie Ivy	1
Mike & Jeni Pierce	1
Hugh Robinson	1

## ANNIVERSARIES — JUN 2013

Mike & Marty Eden	41
James & Susan Gould	36
Jane Rhys	31
Mark & Shelly Journey	30
David & Joy Krietemeyer	26
James & Rhonda Barber	25
Joseph & Marianne Ennett	21
Richard Rocha	20
Floyd & Linda Scott	20
Bob & Jodi Dinkins	15
Bryan Gleason	15
Neal & Julie Lintecum	14
Bill & Rosemary Cutrer	13
Louise & Dennis Marten	13
Ronald Evans	12
Eugene Deffenbaugh	12
Thomas Simmons	12
Scott Kelly	11
Adam & Sarah Seitz	11
Eric & Tracie Bowles	10
Jacqueline Neunzig	10
Aaron Rubenking	10
Adam Bold	9
Albert Fox	9
Dan & Sherry Murillo	8
Scott Love	7
Patrick & Jamie Pribyl	7
Dean Rasdall	7
Ronald Tippie	7
George Pfau	6
Mark Strauss	6
Sean & Stephanie Smith	6
Laurent Vannest	6
Daniel & Morgan Georgie	5
Michael Kisler	5
Jeff Wood	5
Alan & Kathleen Critchley	4
Steve Kirsch	4
Don Richards	4
Paget Alves	3
Tim & Karen Carlin	3
Dave Carriker	3
Bernard Levi	3
Cyril & Melissa Welter	3
John Bowman	2
James Bromley	2
William Coble	2
Jack Hubby	2
Edward Wiegele	2
Dan & Shannon Barks	1
Erik Barrow	1
David & Kimberly Francis	1
Nancy Jerenberg	1
Dick Johnson	1
George Kolias	1

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**PCA ZONE 10 CALENDAR**

Updated 04/15/2013

**MAY**

3	Driver Training, Brainerd International Raceway, Brainerd, MN	Nord Stern
4	Donatus Body Shop Open House	Central Iowa & Schönesland
4-5	Driver Education, Mid-America Motorplex, Pacific Junction, IA	Great Plains
4-5	Driver Education, Brainerd International Raceway, Brainerd, MN	Nord Stern
8	Cayman Launch Party, Aristocrat Porsche, Merriam, KS	Kansas City
11	Autocross at Marshalltown, IA with Schönesland Region	Central Iowa & Schönesland
18	Retreat to the Elms Resort & Spa, Excelsior Springs, MO	Kansas City
19	Autocross, Kansas Speedway, Kansas City, KS	Kansas City
19	Autocross at Road Yoder	Wichita
26	Indy 500 Open House & BBQ Potluck, Moore's Home, Shueyville, IA	Central Iowa
31	Club Race/DE, Hastings Motorsports Park, Hastings, NE	Great Plains

**JUNE**

1-2	PCA Club Race & DE, Hastings Motorsports Park, Hastings, NE	Great Plains
2	Ice Cream Social at the Rands', Blue Springs, MO	Kansas City
2	European Auto Show	St. Louis
8	Clarksville Run	St. Louis
9	Go Karts at 61 Kartway, Delmar, IA	Central Iowa
9	Autocross at Road Yoder	Wichita
21-23	KCRPCA Club Race, Kansas Speedway, Kansas City, KS	Kansas City
22	911 50th Anniversary Celebration, Porsche of Minneapolis (Carousel), Minneapolis, MN	Nord Stern
23	Indy Cars & Porsche Park, Newton, IA	Central Iowa & Schönesland
23	Autocross, Kansas Speedway, Kansas City, KS	Kansas City
23	All Porsche Show, Central Park, Roseville, MN	Nord Stern
23-29	PCA Parade, Traverse City, MI	PCA
28	Ice Cream Social, Meyer-Dideriksen & Jackson's Home, Oxford, IA	Central Iowa

**JULY**

6	Bachmann Tour	St. Louis
13	Autocross at Marshalltown, IA	Central Iowa & Schönesland
13	Barbeque at the Bennetts', Lee's Summit, MO	Kansas City
15-16	Driver Education, Road America, Elkhart Lake, WI	Nord Stern



**PCA ZONE 10 CALENDAR (Continued)**

Updated 04/15/2013

## JULY

21	Fast Eddie Run	St. Louis
26-28	PCA Club Race & DE, Brainerd International Raceway	Nord Stern
27-28	Driver Education, Mid-America Motorplex, Pacific Junction, IA	Great Plains

## AUGUST

3	Vino in the Valley Drive	Nord Stern
17	Sonic Show 'N Shine, Lincoln, NE	Great Plains
17-18	Grand-AM Race, Kansas Speedway, Kansas City, KS	Kansas City
18	Warren Wine Tour	St. Louis
22-25	Run for the Hills 11, Black Hills, SD	Dakota
24	CPG Drive & Dine to Versailles	St. Louis

## SEPTEMBER

7	Drive to Trains, Planes & Automobiles, Geneseo, IL	Central Iowa
8	Salisbury House Concours D'Elegance, Des Moines, IA	Central Iowa & Schönesland
12	Trip to Lanesboro, MN	Dakota
14	Ste. Genevieve Winery Tour	St. Louis
15	901-O-RAMA, Marine on the St Croix, MN	Nord Stern
15	Autocross at Road Yoder	Wichita
20	Last Fling Driver Training, Brainerd International Raceway	Nord Stern
21-22	Last Fling Driver Education, Brainerd International Raceway	Kansas City
21	Shrimp Boil at the Hess Residence, Leawood, KS	Kansas City
22	Autocross, Kansas Speedway, Kansas City, KS	Kansas City
22	Secret Cellar Wine & Wheels Car Show, Shueyville, IA	Central Iowa
27-29	21st Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN	Nord Stern
28	CPG Drive & Dine, Settler's Inn, Boonville, MO	St. Louis
28-29	Driver Education, Mid America Motorplex, Pacific Junction, IA	Great Plains
29	Autocross at Road Yoder	Wichita

For detailed information about listed events, see the respective Region's website or the PCA National website at [www.pca.org](http://www.pca.org).

Central Iowa Region: [cia.pca.org](http://cia.pca.org)

Dakotas Region: [dak.pca.org](http://dak.pca.org)

Great Plains Region: [www.gprpca.com](http://www.gprpca.com)

Kansas City Region: [www.kcrpca.org](http://www.kcrpca.org)

Nord Stern Region: [www.nordstern.org](http://www.nordstern.org)

Ozark Lakes Region: [olk.pca.org](http://olk.pca.org)

Red River Region: [RedRiverPCA.org](http://RedRiverPCA.org)

Schönesland Region: [www.schonesland.org](http://www.schonesland.org)

St. Louis Region: [www.stlpca.org](http://www.stlpca.org)

Wichita Region: [wic.pca.org](http://wic.pca.org)



Judy Bennett



Judy Bennett

*Sammy Jade Bennett and Taylor Nicole O'brey try on a new Porsche 911 Cabriolet.*



Judy Bennett

*Sean Reardon and Tim Bubniak inspect a Porsche Panamera.*



Judy Bennett

*An eclectic mix of new and old vehicles was on display.*

## KC International Auto Show

David Lessmann, Editor Der Sportwagen

Saturday, March 9, 2013 marked the annual return of the Kansas City International Auto Show at Bartle Hall. The entire hall was filled with cars of nearly every make and description. Aristocrat Motors had on display many, if not all, of their car lines, including Porsche, for the appreciative crowds to drool over.

KCRPCA members received a special treat courtesy of Aristocrat, which included early and complimentary access to the show, and coffee and rolls too boot. For the car lover it was hard to beat that, as it was a treat to see all the cars up close and personal before the official opening. I heard Steve Jones and Jim Graven conducted their own PPI on a new Panamera.

In addition to the newest models an eclectic mix of older cars were on display giving the crowd a chance to appreciate just how far technology has progressed on the new cars of today. Thanks again to Aristocrat Motors for hosting us at the car show this weekend! We do appreciate their generous support of our club.

- David

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## The Club Race Experience

David Stadtmueller, KCRPCA Treasurer



It's time for the "Porsches on the High Banks" 2013 PCA club race and the fine hospitality that the Kansas City Region PCA brings to our club. Each year we raise the bar and this year is no exception. In addition to all the wonderful track time you will receive you can rest assured that your evening plans were taken into consideration as well.

This year we've decided to take the burden of making dinner plans off your plates so-to-speak. Included with your registration will be a fun reception Saturday night in the infield media center complete with heavy hors d'oeuvres and Boulevard beer. All racers and DE drivers are invited. Full race suits and flip-flops are welcome! What better place is there for socializing and telling bold-faced lies about who is the better driver and how your "tires gave out"?

Kansas Speedway is a fantastic track with a rich history. Three GRAND-AM Road Racing teams gave the new Kansas Speedway road course high marks following Wednesday's first test of the new 2.36-mile circuit, preparing for a prospective race event in 2013.

"The layout is quite simple, but it's going to create a lot of racing opportunities," said Joao Barbosa, who tested the No. 5 Action Express Racing Corvette Daytona Prototype that competes in Rolex Series DP class. "This is going to be an interesting place to come and race. With so many things to do very close by, this has everything it takes to be a great race track."

Joining Barbosa at the three-hour compatibility test were Bill Auberlen, driving the No. 94 Turner Motorsport BMW M3 from the Rolex Series GT class, and Ryan Ellis, in the No. 30 i-MOTO Mazda Speed 3 that competes in the Street Tuner divi-

sion of the Continental Tire Sports Car Challenge.

"This is a great place to race," said Mark Raffauf, GRAND-AM managing director of racing operations. "Having looked at a road course at Kansas Speedway for several years, we found it very nicely done. It's fast and also has a lot of room."

The circuit includes six turns in the infield in addition to most of the 1.5-mile progressively banked oval.

"It's way tougher than it looks," Auberlen said. "You're going to have to fight for every pass."

"I was able to consistently run fast times the whole time I was out there," Ellis said. "I was going just as fast – if not a little faster – at the end of my longest run as I was at the beginning. I think this will be one of the most exciting races to watch."

Peter Carlino, chairman and CEO of Penn National Gaming which partners with Kansas Speedway/International Speedway Corporation in the Hollywood Casino at the speedway, took the first laps around the circuit in the Extreme Speed Motorsports-prepared Ferrari 458 that he races in the Ferrari Challenge.

"This is something I've been looking forward to for a long time," Carlino said. "This is a beautiful course. I think it's going to be a racer's course. It's very, very fast, with very wide turns. There's a lot of room not to get in trouble."

The weekend will have four sprint races; Super Sprints will be on Saturday and Sunday, for the racers and six hours of track time for the DE folks. We guarantee everyone will leave with a smile. This event isn't one to be missed!

- David





## Great Weather and Camaraderie at the Wayman Open House

Richard Bennett, Der Sportwagen Social Editor



The Wayman open house marks the official start of the season for the KCRPCA outdoor events.

Just as last year, the weather cooperated with a glorious top down driving opportunity, and we were able to stay outside even after sundown. An impressive array of Porsches lined the curb outside the house.

As always, Bob and Suzanne served up a delicious eclectic offering of foods from around the world with Louisiana Cajun crawfish and Andouille spicy sausage on the outside patio, and Suzanne's signature Italian lasagna and garlic bread in the kitchen. Bob and Suzanne's offerings were supplemented by a myriad of other dishes brought by club members including an impressive array of low calorie deserts (at least that what I told myself).

In Bob's man cave #2 the basement, (the #1 being the garage of course), the Wichita State Shockers versus Louisville was watched by many. Much to the dismay of their many supporters Wichita's Shockers shocked us the wrong way and lost in the last few seconds of the game. Despite the loss it did not spoil the mood of the evening.

As in the past, the event was well attended and went off without a hitch. It was a great chance to blow out the cobwebs and welcome the better weather. Little did we know the weather was just for KCRPCA and winter quickly returned!

- Richard



**For all your detailing needs, visit us at the Complete Garage. We have Griot's full line of car care products. Save the shipping and get it today.**

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[Lenexa@complete-garage.com](mailto:Lenexa@complete-garage.com)











## Getting Social with KCRPCA

Holly Juckette, KCRPCA Social Activities Chair



Jim Rand

KCRPCA members can get an up-close look at Porsche's latest model courtesy of Aristocrat Motors.

## Cayman Launch at Aristocrat Motors

Come meet the new Cayman! The definitive mid-engined sports car has been totally redesigned and Aristocrat is having a party to take the wraps off Porsche's latest success!

If you've attended the previous launch parties held by Aristocrat for the new Boxster and 911, you know this is something not to be missed. Mark your calendar now for May 8, 2013 from 6 - 8 PM at Aristocrat Motors, 9400 W 65th St, Merriam, KS 66203. Those planning to attend are asked to RSVP by calling Aristocrat's main line 913-677-3300.

## Griot's Car Care Session

The Complete Garage will host a Griot's Car Care Tech Session Saturday, May 11, 10 AM to 2 PM, at their Lenexa showroom. The Tech Session training will be given by Scott Myers, a detailing specialist. Besides providing demos, he will provide answers on all of your detailing questions and concerns.

The Complete Garage will have a

FREE 8 oz. bottle of Griot's Speed Shine for the first one hundred people in the store that day. In addition, refreshments will be available all day.

If you have any questions, please call (913-322-9175) or e-mail ([lenexa@complete-garage.com](mailto:lenexa@complete-garage.com)) the Complete Garage.

**Note:** This is not a KCRPCA event, but rather a car care session hosted by one of Der Sportwagen's advertisers.

## Retreat to the Elms

Mark your calendar, May 18, 2013, for a wonderful day trip and the opportunity to extend into the evening and overnight. The Elms recently celebrated yet another grand opening after a \$16 million dollar renovation. Please visit [www.elmshotelandspa.com](http://www.elmshotelandspa.com) for more information on this wonderful weekend destination.

Basic Schedule as Follows:

- 9:30 - 10:00 Meet at Ameristar Casino for Fun Drive
- 11:30 Arrive at the Elms and park in Porsche-only parking lot



[www.elmshotelandspa.com](http://www.elmshotelandspa.com)



- 12:00 Light lunch at the Elms Upper 88 Room  
1:30 Show & Shine Porsche display @ the Elms  
3:00 Pick Your Pleasure
- Fun Drive
  - Enjoy The Elms 25,000 sq. ft. spa and grounds
  - Sample local wineries
  - Tour Jessie James historical sites
- 6:30 Cocktails in "Al Capone's Board Room"  
Open time to dine when you wish with options of The Elms or other local establishments

Sunday Enjoy The Elms famous Sunday Brunch

Register starting April 22 at [www.clubregistration.net](http://www.clubregistration.net) (instructions on how to do this at [www.kcrpca.org](http://www.kcrpca.org)).

Cost is \$20 per person which includes lunch at the Elms. Cocktails, dinner, and hotel services (spa, rooms, etc) will be "on your own \$". The Elms will have a special room rate for those who want to stay over in this fabulous renovated historic hotel.

More details to follow on [www.kcrpca.org](http://www.kcrpca.org) soon.



*The Rand residence features a spacious secluded acreage, ample shade trees, and a large pond stocked with fish.*

## Rand Ice Cream Social

Jim and Nancy Rand graciously offered to host an Ice Cream Social for the 3rd year at their beautiful home in Blue Springs, Missouri. Last year's event was a success with over 30 people attending. Let's continue with this great event and plan to join your fellow Porsche Club members June 2, 2013 at 2:00 PM for some fun on a beautiful Sunday afternoon.

Jim and Nancy's home has a large pond with paddleboat and fishing, a very large driveway to concourse our Porsches and drive remote control cars. So if you have a remote control car bring it with you. So come and join the fun, bring the kids, and relax with friends.

What to bring:

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

BYOB - The club will supply soda & water.

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

RSVP to Holly Juckette at [Holly.Juckette@gmail.com](mailto:Holly.Juckette@gmail.com) or 816-505-3786.

## A Taste of Speed

Save the Date! We are introducing an all new and exciting inaugural club event called, "Kansas City Taste of Speed"! The events will be held on June 22nd and 23rd in conjunction with the KCRPCA Club Race, "Porsches on the High Banks" at the Kansas Speedway. There will be something for everyone; autocross, show and shine car show, a fun drive and more – you pick your events! Block these dates on your calendar and get ready to enjoy your Porsches.

Look forward to further updates for your taste of speed!

## Bennett BBQ

Come join the Bennetts for their Porsche Club Open House BBQ. Saturday July 13th, 4 PM onwards. BBQ lit at 5 PM. Casual outdoor event. Burgers and brats provided by KCRPCA. Richard will also grill anything you would care to bring. There will be a selection of refreshments, provided by the Porsche Club. BYOB and something to share, see below.

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

Location:

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

RSVP to Holly Juckette at [Holly.Juckette@gmail.com](mailto:Holly.Juckette@gmail.com) or 816-505-3786.

- Holly

## 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.





## Kansas City Porsche Club 10<sup>th</sup> Annual PCA Club Race “Porsches on the Highbanks” at the Kansas Speedway

Dear Sponsor,

What an exciting time, June 21<sup>st</sup>-23<sup>rd</sup> will be. We'll have over 150 Porsches, their families, friends, and crew members at the Kansas City Region 10<sup>th</sup> Annual PCA Club Race. The event, held on the new 2.37-mile road course at the Kansas Speedway, will be the premier PCA Club Race in the Midwest this year. Putting on such an event is expensive and we need the support and financial assistance of fellow enthusiasts and related businesses to allow us to continue to host this increasingly popular event. The demographics of Porsche owners and enthusiasts are extraordinarily high and their support of our sponsors has been well noted over the years. Don't miss the opportunity to support this great annual motorsports event.

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

- ❖ \$750.00 Gold Sponsor:
  - Listed in our local publication *Der Sportwagen* as a sponsor for a year.
  - Constantly announced as a sponsor and asking the local club to support your business.
- ❖ \$550.00 Silver Sponsor:
  - Listed in *Der Sportwagen*, and announced as a local sponsor during the weekend.
- ❖ \$350.00 Bronze Sponsor:
  - Listed in *Der Sportwagen* for a year.

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

Please make a check payable to KCRPCA and mail it to David Stadtmueller, 6801 NW Monticello Ct., Parkville, MO 64152. Also, please email me your company logo as you want it displayed. The email address is [porschekc@gmail.com](mailto:porschekc@gmail.com). Please call me at 816.510.4832 with any questions or clarification necessary.

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

Best Regards,

*Dave*

David Stadtmueller  
Club Race Chair  
Kansas City Region Porsche Club of America





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



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### CAR STORAGE

Cars Only, storage facility in Shawnee.

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Contact Jim at 913-530-6191.

- Porsche Owner and KCRPCA member.

**For Sale:** 2005, 911 Cabriolet, seal gray/grey leather interior, 6 speed manual, 21,000 miles, Bose sound system with CD, heated garage, 3M clear bra. Purchased sight unseen in 2007 from Brumos Porsche in Jacksonville, FL. Vehicle had 15,704 miles and was Porsche Certified for 5 years. I was assured it was "like new" and when it arrived in Kansas. It was and still is "like new". Contact [fordtopeka@gmail.com](mailto:fordtopeka@gmail.com) or 785-554-6922.

**For Sale:** 1997 Porsche Boxster. Triple black. 93,xxx miles. 5 speed. \$9500. 913-449-7798.

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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](http://www.kcrpca.org)).