

Der Sportwagen

July / August 2013

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



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President's Column

Robert Wayman, KCRPCA President

Finally I get to write about car friendly weather at the appropriate time of the year. On May 18 about 35 KCRPCA members joined up for our first Retreat to The Elms. We had perfect weather for a drive and the 85 mile AM Fun Run was a blast for everyone except for member Bob Pollard whose Boxster suffered what appeared to be a serious engine issue. I mention this to point out that before the fun run chase car driven by Rudy Rodriguez arrived on the scene, fellow member Mark Harris stopped to aid Bob and already had help on the way. Mark stayed with Bob until he and the car were safely on their way back home. Bob says it might be time for a 3.4 upgrade so maybe there is a mixed blessing in his situation. Thanks to Mark for giving up his time to help a fellow member! The rest of us motored on to The Elms where we enjoyed a buffet lunch in the 88 Room overlooking the front of the historic hotel, look to the article elsewhere in this issue for all the details.

Many KCRPCA events are kid friendly and we encourage the entire family to attend whenever possible. Most of you are aware that PCA provides insurance for our club and its members when attending an official region event; this is why we ask you to sign the waiver at events. At the recent Zone 10 Presidents meeting I learned that for events where a minor will be involved with a "moving car" (as a passenger on a Parade Lap at the track or a Fun Run for example) BOTH parents must sign the PCA minor participant waiver. Only one parent is required to sign if the minor is not involved with a moving car. This is a very strict requirement where, if it is not observed, both the club and its members may find ourselves uninsured for an event. Obviously, this presents a complication for members with minors as frequently both parents are not present at every event. Fortunately, there is a solution. I also learned at the Presidents meeting that parents can pre-sign a "blanket" waiver that would be sufficient to cover the requirements. All that is necessary is for both parents to sign an original waiver marked "for all KCRPCA Events in 2013/14". This original signed waiver is kept by the club with a copy included for each event as it occurs for the period indicated. So, if you have minors that will attend moving car events drop me a line and I will mail you an original waiver for signature, get it signed and send it back and you are all set.

Registration for our Club Race at Kansas Speedway has been open a few weeks. To be honest, we are a bit disappointed in the early registration numbers. However, racers are notorious for late registrations so we still have hopes that the event will be a success.

- Bob

Innerhalb

Departments

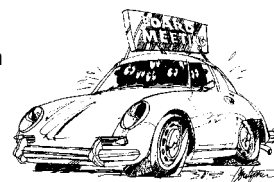
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Monthly Board Meetings

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: July 2, 2013

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Calendar of Events

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


See page 18 for the PCA Zone 10 Calendar.

| | | |
|------------|-------|---|
| Jul | 27 | Barbeque at the Bennetts', Lee's Summit, MO |
| Aug | 11 | Autocross, Ameristar Casino, Kansas City, MO |
| | 17-18 | Grand-Am Race, Kansas Speedway, Kansas City, KS |
| | 24 | KCRPCA Annual Meeting, Waid's Restaurant, Kansas City, MO |
| Sep | 21 | Shrimp Boil at the Hess Residence, Leawood, KS |
| | 22 | Autocross, Ameristar Casino, Kansas City, MO |
| | 22 | Oktoberfest Car Show, TBD |
| Nov | TBD | 991 Turbo Launch Party, Aristocrat Porsche |
| Dec | 7 | Holiday Party, TBD |

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From the Editor

David Lessmann, Editor Der Sportwagen

As I searched for a topic for this month's column, it arrived with the news this weekend marked the twenty year anniversary of James Hunt's death. For those unfamiliar with racing or Formula 1, particularly during the mid-70's James Hunt was a larger than life British racecar driver. He quickly rose from the ranks of obscurity to the pinnacle of the sport in four short years. He got his big break into F1 when wealthy benefactor, Lord Hesketh, decided on a whim to move his race team up from Formula 3 to Formula 1. Hunt, his driver at the time, had more of a reputation for crashing than winning, earning the nickname "Hunt the Shunt".

However, James Hunt was a colorful character tailor made for race fans who like to cheer for the underdog. The Hesketh team was unsponsored; in fact, they refused sponsorship as a matter of principal. The team adapted their eccentric owner's reputation for a playboy lifestyle, arriving at races in Rolls-Royce cars, drinking champagne regardless of their results, and staying in five-star hotels. Despite the non-stop partying, Hunt through his driving talent and the team's engineering skill managed to win a pair of races in 1975. Since the team was free of sponsorship obligations, they could pick and choose which races to run giving them more time to prepare, (and sober up). ☺

I remember an article in Autoweek about James Hunt. The title, "It's only Formula 1, but he likes it!", the writer taking his cue from a Rolling Stones song that fit Hunt's bad boy image to a tee.

Not unexpectedly, Hesketh ran out of money in 1975 forcing the team to exit the sport. By now James Hunt's driving talents were recognized and he landed a ride with McLaren, a title contending team. For 1976 the pressure was on.

Ron Howard, a famed director, recently produced a movie on James Hunt's career and in particular, on the battle he and Niki Lauda waged for the 1976 Formula 1 title. The movie is titled Rush and is scheduled to appear in theaters in September 2013. From the trailers I've seen this movie is not to be missed, even if you have no interest in racing. The story line is compelling and historically accurate.

Sadly, James Hunt's hard-partying lifestyle ultimately led to an early death at age 45. If I've wetted your appetite to learn more about James Hunt, I recommend reading Shunt: The Story of James Hunt by Tom Rubython. Cheers!

- David

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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, Jeffrey Abbott. Either approach ensures you get timely receipt of all magazines and newsletters.

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The Tale of Two 944s

Karl Wilen, Der Sportwagen Technical Editor and Todd Wayman, KCRPCA Member

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It is only fitting as I write this article that Johnny Cash is playing in the background... One Piece at a Time. For those who know the song, this article will make total sense, and for those who don't, you will be subjected to ten lashings.

I am going to apologize to the purists in advance, just flip forward a couple of pages, because what I am about to write about will likely cause you to pull your hair out. Of course, it is about 944s, so I already know where I stand on that! However, I may have some support as every Saturday, I think we have more 944s show up for the PCA breakfast than any other model of Porsche.

I have owned my '86 944 Turbo (951) since 2004 and it has definitely had its ups and downs. A car that probably should have gone to the junkyard was painstakingly brought back to life over the course of many years, into what I would call a Rennsport themed car. Eventually the car was driven less on the street and more on the racetrack, where it dined on 911s and the occasional Corvette. Monday morning sales of 911 go fast parts after a track weekend were always successful at the shop. However, after many years on track, in October of 2010 I blew the head gasket at Heartland Park Topeka and it wasn't 10 minutes in the paddock before the vultures (Brian Gay) started diving into the car for spare parts. Such is my life I suppose... and having done everything I wanted to do with a 944 in terms of power and handling, it was time to move on.

After seven fun years, I was bored with the car. So I parted the car out down to the bare chassis and sold off most of the go fast parts. For some reason I just couldn't haul the shell off to the crusher, after all, that stupid car is the reason I

am in this business. Thus, it sat in a storage unit for a couple of years gathering dust.

Once it was out of the way, I did the unspeakable and bought an E46 BMW M3. (Okay the M3 actually came before the knife was in the coffin on the 944, but not by far). While a phenomenal street car, it severely lacked in many ways on the racetrack. Just imagine trying to run a 3-legged, overweight pot-bellied pig through a Crisco laced obstacle course. It was partially funny and frustrating at the same time.

Around that time my good friend Todd was running an '87 951, which has spent most of its life on a racetrack as well. HPT also claimed that car as he sent a connecting rod through the side of the block in a sweet display of sparks and flames. Not many guys get to blow up a car in that fashion, so props to him. So there we were, I had a 951 in pieces, a M3 that wasn't a good enough track car, and Todd had a broken 951 with half a motor in it and the other half laying in turn 7. So we started talking about the unthinkable... Chevy LS1 V8 engine swaps. It had always been on the radar, but just never came to fruition. Why swap engines to a Chevy you ask? Well there are many reasons: No timing belt to replace every 30k miles. No water pump failures to worry about. No crappy IMS bearings to fail. No coolant fittings to blow out. None of that, just a dirt-cheap reliable motor... in a German chassis. Now there's a thought eh?

I can't remember exactly how the timeline of events went, but it was something like this, (in fairly short order): 1.) Joke about V8 swaps. 2.) Todd has a motor ordered along with conversion parts. 3.) CRAP! Find a motor of my own and get conversion parts ordered. 4.) Watch Todd finish his project and laugh at me.

Somewhere along the way, the M3 was sold. While the swap was going to happen, I had more than just an engine swap though, I had to put an entire car back together. Since the Garnett Red paint on my 951 was in need of help and I was already down to a bare chassis, I prepped and sent the car to paint, with the intent of recreating one of my favorite liveries, the Jagermeister livery run in the late 70's on the 935. Whatever winter that was, Todd slowly motored through the conversion process and in a couple of months had the car running. He would get a full season on track before my wheels hit the pavement, which also meant a full season of working out the various bugs. For me, business was busy at the shop and personal projects are put on the side, but eventually it would all come together. In the meantime, Todd was grinning ear-to-ear.

The Engines: Chevrolet's LS-based V8 engines have been used as swaps in all kinds of cars for years. They are bulletproof, cheap, and easy to work on... and they make TONS of torque. Making peak torque by about 2500 rpm and carrying it to redline. There is a saying on the racetrack, "Horsepower sells cars, and torque wins races." Now for the best part: It fits better than a turbo motor! Todd found a 5.7L out of a Camaro, while I sourced at 5.3L out of a truck, which are nearly identical. Surprisingly, the all-aluminum engines are within about 35lbs of a stock 951 engine, thus keeping the near perfect balance of the 944. If you do happen to pop a motor, a new crate motor is \$3000 with a 3-year warranty and Chevy doesn't care what you put it in.

Todd's LS1 engine installed. Note the Ford hydroboost brake cylinder where the old brake booster would normally sit. We will discuss this shortly.



The Conversion Kit: All custom motor mounts, bell housing/torque tube adapter, some metal spacers, clutch setup, slave cylinder, oil pan, and a set of headers. Texas Performance Concepts provided both kits, and that company continues to produce parts to make the swap easier/cheaper (such as a tubular crossmember thus retaining the OE oil pan). The sick part is that once all the parts are installed on the donor engine,

it takes about 10 minutes to install it in the engine bay. From there out it is custom fuel lines, wiring, etc., which takes 95% of the labor. Everything from behind the engine is stock Porsche, as well as ahead of the engine, including the transaxle. The LS1 ECU acts as a standalone system, so there are only a handful of connections to make to the tachometer, check engine light system, OBDII diagnostic plug (that's right, you can plug in diagnostics now), etc. Again, there are so many different ways to skin a cat. I used a custom aluminum radiator. Todd utilized the stock radiator. While neither of our cars have it, you can retain both air conditioning and heat if you want. Exhaust options are open, we are both running a single 3" exhaust all the way back; others utilize a dual 2.5" back.

My 951. The same build... just different. Notice the manual brake cylinders where the brake booster would be. A custom radiator up front provides plenty of cooling along with a custom puller fan.

There are many different ways to run the exhaust. We chose Y pipes into a single 3" exhaust



The ECU sits in the stock location easy enough. If the car had a full interior, you wouldn't know any different.



The Hard Part: Labor. It is really a fun project, but painstakingly slow to do right. Todd had the joy of wiring a Chevy motor to the stock Porsche wiring harness system, which he sourced GM connectors for the Porsche side harness. I had the joy of building the engine chassis wiring from the ground up, all the way from the brake lights/turn signals to wipers, instrument cluster, and engine. Similar builds, but again very different. It was relaxing to go out and spend an hour or two in



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the evenings building the car. No timeframe, no worries. Oh, the other hard part... sourcing all the information and little parts such as fuel line fittings, cooling hoses, oil pressure senders, etc. It seemed like we spent a lot of time on researching all these little areas. While there is a good online community of guys doing swaps, there is always more than one way to skin a cat, so weeding through the information was tough to find the exact custom parts to use.

Considerations: The one big issue with this engine swap is the brake system. The size of the motor by the firewall interferes with the stock 944 power brake booster... so it has to go. That leaves you with two options, manual brakes (of which there are a few different ways to do it) or use the hydroboost system out of another car. The hydraulic hydroboost runs off the power steering pump, and provides the pressure to the brake system without a vacuum operated brake booster. BMW, Ford, Chevy, etc. have used it. With an adapter plate, the Ford Mustang hydroboost system works well (oh sweet Mary, it's now a Porsche, Ford, and Chevy monstrosity). Todd went that route with good results (plus a rear brake bias adjuster). One of the differences between my car and his is that I have run manual steering for years. In order to make the hydroboost system work, you really need power steering/pump because it is all linked together with the hydroboost. Therefore, I chose the route of manual brakes with dual master cylinders (one for the front brakes and one for the rears). Around town, this is perfectly acceptable, but on the track, it has taken some getting used to and I still don't have it dialed in perfectly. Next winter may likely see the car converted back to power steering with the addition of the hydroboost system as I feel that is the faster way around the track.

Driving Impressions: I'm not sure how to say it, the best way I can put it is "drivability." The car fires up like a new car. Hit the key and boom it is running. Purring like a kitten. No clatter from the valve train or injectors, no stumbling, no idle hesitation when you hit the throttle (like the old 944 air flow meters had). Just a smooth running engine. Twenty years of technology instantly comes out when you drive it. The throttle is so much more responsive it isn't even comparable. The torque from the engine is incredible but unless you are full throttle; it feels extremely mild mannered. It would make a great daily driver in full street dress. The modern reliability of a Chevy motor with the interior and handling of Porsche. What could be better?

Pulling into a parking lot, or firing the car up at the track, people give you a funny stare. They say, "Errr that doesn't sound like a 944." What? You mean you can tell by that lack of hideous lifter clatter coming from the engine bay? I just tell them it is a bone stock motor. I'm not exactly lying either, it is a stock motor, just not from a 944. With the low weight of the car, the fuel economy is impressive. Many owners claim to be pushing 30 mpg on the highway with their conversions. I don't see quite how that is possible; because staying out of the throttle is hard.

It makes you giggle like a schoolgirl when you punch it. On the highway, the big engine pushes the car along effortlessly.

On the track though, things are different. Wide-open throttle opens the beast and takes you ripping down the straights, and there is so much torque, you can drive any track in just 3rd/4th/5th gears. It doesn't matter how slow you take a corner, you punch it in 3rd and it comes out like a rocket ship. I wouldn't say they are super-fast on the top end compared to other modified cars out there, but leaping out of every corner with that much torque puts car lengths on the competition. It is just one heck of a solid power plant on the racetrack. It is also weird not waiting for the boost from the 944 Turbo engine to kick in and pin you back, instead it is a nice linear power band. You do need big rubber in the rear, 275's or wider to hook the car to the pavement. The stock tires just aren't going to cut it [16" rubber is near impossible to find anyway these days]. Moreover, as we are finding good aero is a must as well on the racetrack. These two cars will no doubt lunch on their share of 911s and Corvettes once again.

Cost: To do the conversion yourself, plan on \$7-8k using a used motor. That's about the cost of a used Boxster motor, half of a 911 motor, and a third of a 996TT motor. ☺ Having a shop do the work? Plan on at least double.

While it isn't for everyone, the conversion has once again renewed my interest in my 951, and even while fine-tuning the little things I am having an absolute blast with it. So as Johnny Cash sang, "Uh, what model is it? Well, it's a '49, '50, '51, '52, '53, '54, '55, '56 '57, '58' 59' automobile It's a '60, '61, '62, '63, '64, '65, '66, '67 '68, '69, '70 automobile."

- Karl



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The Simplest of Pleasures

Scott Harrison, Der Sportwagen Special Assignment Editor

Once upon a time, someone decided to hang the moniker "Man's Best Friend" on a four-legged waggy creature that we now commonly call a "dog". I don't proclaim to have any expertise on the history of how this relationship came into being, nor do I really care. It's enough for me to know that it exists. The relationship between humans and canines is a very real and very special one and those of you who have enjoyed that bond know what I am talking about. Those of y'all that haven't, well... we will just refer to you as "cat people". ☺ With apologies to both my wife and my daughter and the knowledge that this statement is going to put me in that figurative dog house, some of my most cherished memories come from the time I have spent with some of the dogs I have been blessed to share my life with over the years.

About now, I guess more than a few of you are wondering what this has to do with Porsches, and my long suffering friend and award winning Editor, David Lessmann, is wondering why he ever encouraged me to submit articles, but please bear with me. Under normal circumstances, you might find me in the garage enjoying my cars in my free time but in a cruel twist of fate, my body decided it was time for some "out of warranty" repair work (i.e. rotator cuff) that has rendered my right arm useless for the next several months while it heals. As it turns out, being right handed and not being able to use said appendage has resulted in lots of free time to "contemplate" while severely limiting my other options for activities in which to fill my time. Hence my ramblings...

I've always been a "car person". It wasn't a part of my upbringing, my dad had no special interest in cars, and I had no brothers, cousins or other family members that I chased automotive pursuits with, but from my earliest memories, cars have always held a special fascination for me. It wasn't any one thing about cars; it was just that they felt "right" to me, like I belonged there. Most of us have heard people waxing poetic about cars representing freedom and the Beach Boys singing about "letting the lake pipes roar, buddy going to shut you down" and all that, and I am confident that a lot of you know what I am talking about. No one

had to explain it to you, you just got it. Try defining "it" sometime though; it's harder than you think.

I've also always been a "dog person" too. Same thing as with cars, there was no special event but dogs have always been an integral part of my life. I had no "Lassie and Timmy" moments when I was a kid although I watched the show plenty of times when I was growing up, and almost unbelievably, I managed to get through my childhood without ever reading or watching "Old Yeller". Still, I understood them and they understood me.

When I was a lad of 16, I got my first reliable drivable transportation. It was a two door 1972 Mercury Montego MX in light blue with a dark blue vinyl hardtop, and I was in heaven. There were faster cars, cooler cars, better cars, but this car was MINE and I could and did spend countless hours with that car. And while I can say I loved almost all the time I spent with that car, probably the best memories were going for a drive with my toy poodle, Cricket, who loved the car rides as much as I did. He, like almost all dogs, loved hanging his head out the window. It was through Cricket that I figured out that dogs were "car people" too, they understood and held the same fascination with cars that I did.

However, I learned something more. Dogs don't compli-



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cate the love affair with cars worrying about which is faster, has more horsepower, is newer, more expensive or whatever. The simple act of sharing car time with a dog taught me one of the most important and basic tenants of car ownership, don't over-complicate it. It's a real Zen type thing, achieving a the state of "being in the moment" when you are in the car, going no place in particular with a four-legged creature who doesn't care where you are going so long as you are going there together.

Over the years, I have owned plenty of cars. Some were for fun, some out of necessity, some were a pleasure to own, and some were sheer hell. I've owned nice cars and worn them out driving them all over the United States, I've own junk cars and learned how to work on them and turned them into nice cars. I've owned other junk cars and learned that sometimes it's just not worth trying to save a junk car. I've been fortunate that I haven't wrecked too many of them. And in my automotive pursuits as well as in life, I have occasionally forgotten what my four-legged friends have taught me, that sometimes, the simplest pleasure is that act of being, not doing.

I currently own a beautiful 1992 Porsche 968 Cabriolet. It happens to be light blue with dark blue top. Sound familiar? ☺ It's been an incredible car, one that I have been very proud to have owned and to have it own me for over a decade now. I channel the same feelings in it that I had when I got that Mon-

tego many years earlier. There are faster cars, cooler cars, better cars, but this car is MINE and I can and do spend countless hours with that car. And while I can say I love almost all the time I spent with it, probably the best memories are still going for a drive with my dachshund, Carrera, who loves the car rides as much as I do.

I can't wait to go for that next ride.

- Scott



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Mecum Auto Auction - Where Cars Find New Homes

Jim Rand, KCRPCA Member and Der Sportwagen Photographer

Whether you consider cars as just a way of getting the kids to school or yourself to work, or if you lust after '68 Mustangs like a lover in a cheap dime store novel. Or if your blood pressure rises dangerously high and your palms get sweaty when a sports car flashes by, then a trip to a Mecum auto auction should be on your yearly calendar. Twice a year the folks from Mecum, sort of a not-on-steroids Barrett-Jackson production, roll into town at Bartle Hall. There, for three days, a multitude of deals on wheels are for the bidding.

Cars, trucks, motorcycles, and even a boat can awaken old memories and open the gates of got-to-have-it juices. To a car nut, there is nothing like sitting in a car that as a teen you could only dream of. On the other hand, perhaps you had that now classic car when you were first married, but when diapers became more important than a two-seat sports car, it was replaced by, dare I say it, a station wagon or minivan. Just sitting in a long gone car, feeling your body nestle in to that old familiar seat as you soak up the aromas long forgotten about oh so many years ago. Or caressing the steering wheel and the shifter knob, responding to the shape of your hand like an old pair of leather driving gloves. Ah, yes, this is why you're here at the auction, to rekindle those senses that have been smoldered all these years in the back of your mind.

If you are serious about wanting to purchase a ride from the auction, homework is a must. First, go to Mecums' web site, www.mecum.com and select the auction city you plan to attend. This year Mecum auctions will be held in eleven different cities. Once on the web site, scour the web pages for the vehicle that matches your wish list. Click on the details tab to view more photos along with the description and highlights of that particular car. While on the web site, see what day and time your selection will be coming up for bid. Unless you are well versed where your selected vehicle should be valued, considering options shown and its' overall condition, you need to either secure the advice of a trusted colleague, or do comparison shopping on the web.

Check to see if your vehicle will be sold with or without a reserve. A reserve means the bidding must reach a certain price level before the consigner will allow the vehicle to be sold. Once the reserve has been met and waved, the final accepted bid will be the purchase price. Don't forget that all auctioned items will carry a percentage tag that will go on top of the sold price. That extra percentage, often somewhere between five and ten percent, goes to the auction company. Also consider

how you will get your new ride home. Do you want to drive it, especially questionable if home is several hundred miles away, or would you rather pay a professional transporter to bring it to your home in a covered hauler?

So, you've found your rolling heart's desire, done your homework, and now it's hammer time. Arrive early, if not the day before, so that you can casually view the vehicle from top to bottom, inside and out, bumper to bumper. Double check serial numbers to verify that if the car and engine are to be matching, that they are. This is especially important if you are looking at the car as an investment. Often the current owner will be on hand to answer background details and history of ownership. However, talk is cheap. Don't get swept up in the moment by flowery history that can't be verified. Owner's manuals, service records, and photos can add to your library of knowledge.

Finally, your dream car is being pushed into the auction spotlight. I will assume that you have already registered and have your bid number. Hopefully you have stayed away from the temptation of the alcohol vendors that are nearby. Your thought process needs to be at its best. If you get the winning bid you can celebrate afterward. Be patient, wait until your car is approaching what you deem a respectable purchasing price before jumping in with your bid. Once you have entered the fray, you must stay up with the bidding or the auctioneer will drop you out and you cannot reenter. Don't let your heart rule your mind once that bid price goes beyond what you set as your limit before you came to the auction. Drop out. There are other cars out there that will be as good or better than the one you passed on. If you bid beyond what's reasonable, then you will surely have a case of buyer's remorse, and your significant other will probably not be speaking to you for a very long time.

If you are a car nut, auctions like Mecum's are a great way to spend an afternoon. Wear comfortable shoes, Bartle Hall is three football fields long. This past April, 750 vehicles covered the spacious hall from end to end. Unless your intended purchase is to be a surprise gift, be sure to include your wife or husband. If it's just a way to spend a winter or early spring day, bring some friends and make a day of it. Okay, hit the books, the next Mecum auction in KC is only seven months away. Why not make yourself an early Christmas gift. Happy hunting and motoring.

- Jim





May Event Rained Out, but New August Event Added

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

The May autocross was canceled due to inclement weather. Those participants who have paid are asked to participate in the August autocross.

The next autocross is August 11, 2013 at Ameristar Casino. The entire club membership is encouraged to attend this event. As always helmets will be provided for those of you who do not own them. Please register online.

How to see you there!

- Rudy



Rudy ran out of gas making his column shorter than usual.



Rain, rain, go away, come again some other day! Actually the rain has already stopped but there were not enough participants on hand to hold the May autocross event.

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.



2013 **Porsche Autocross**



KCRPCA 2013 Autocross #3

Sunday, August 11, 2013

9:00 AM Until Done

LOCATION:

Ameristar Casino

Farthest West Parking Lot

3200 N Ameristar Dr, Kansas City, MO



ARISTOCRAT
MOTORS

Please Register and pay ONLINE at www.clubregistration.net

[Pre-registration deadline August 9, 2013]

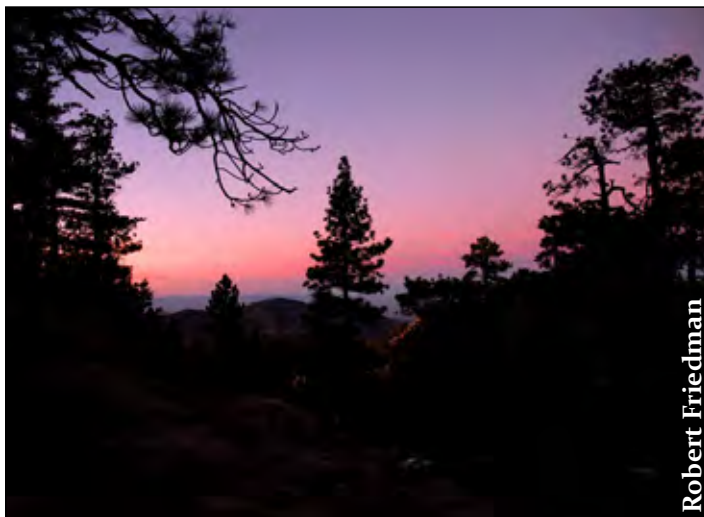
ADVANCE REGISTRATION FEE: \$30.00

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.

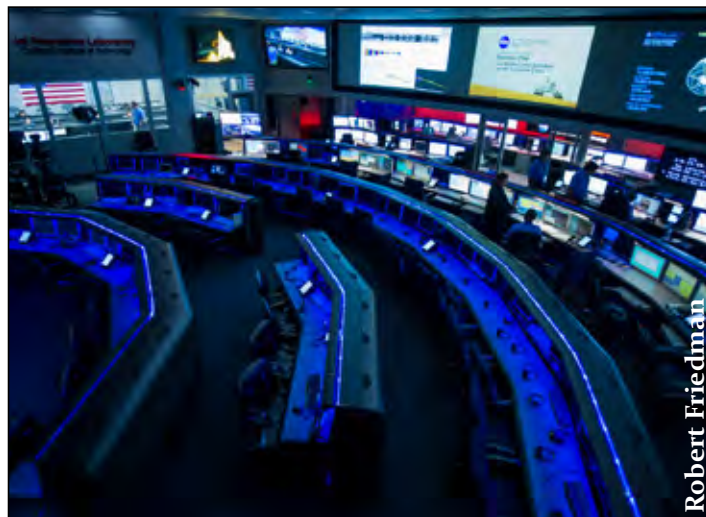
From (Kansas side). I-435 E. Exit 55B, (MO-210 HWY.) Rt. On North Ameristar Dr. Meet us at the farthest West Lot by the movie theaters. Just south of Ameristar Daycare.

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



Robert Friedman

Angeles Forest Sunset.



Robert Friedman

NASA Jet Propulsion Laboratory.

PCA Escape to L.A. 2013

By Robert Friedman

For several years now the Escape has been one of the most sought after and exciting events on the PCA calendar. Consisting primarily of tours and social events, this non-competitive weekend is the perfect relaxing PCA holiday. Held each year in a different area of the country, this weekend is rich with regional flavor and draws a national audience that enjoys a long weekend of spending time with their Porsche cars, Porsche friends and participating in Porsche activities.

Escape to Los Angeles is the theme for 2013, and the Escape is headquartered at the elegant Sheraton Fairplex in Pomona, CA (just outside of LA). Officially, the dates are October 24-26, but you are encouraged to come early and stay late. There's a lot to do!

From Pomona, we will radiate out on a wide variety of activities. You will find no shortage of things to do, places to go and food to eat. You will be among 500-600 other Porscheophiles, seeing the best that Southern California has to offer.

Hard at work, the 2013 Escape team has been busy finalizing the various tour routes throughout Southern California. The Escape will offer a variety of tours of varying lengths and activities to satisfy the interests of every attendee. From a leisurely drive of the San Gabriel Valley highlighting local architecture, the Huntington gardens, or the Los Angeles Arboretum; to, for the drivers amongst us, exciting mountain tours such as the Angeles Crest Highway, Highway 18 to Big Bear Lake, or to Mount Baldy along Glendora Canyon Road. Another option is an all day trip to Joshua Tree National Park with a stop in Palm Springs for dinner. There are even special tours planned of several unique museums; such as the Nethercutt and Mullin automotive museums, as well as a few intimate tours of the Jet

Propulsion Laboratory (a NASA nerve center for space exploration), and Space X (a private space exploration company). I'll get back to the activities with a bit more detail, but for a moment let's switch to banquets.

The Escape has two official dinners planned, starting on Thursday night with the opening Car Show and Drive-in Movie banquet. Remember your high school years of polishing up the car to show off to your friends, cruising to the hamburger stand and seeing the latest movie at the drive-in? While watching a classic movie (or socializing if you prefer), Escape attendees will munch on Kobe sliders, tacos, fries, margaritas, sodas, and milk shakes. The car show will also include the ever popular "People's Choice" awards. Don't forget to pack your letterman's jacket and bring your girl!

On Saturday night, the closing banquet starts with a reception at the NHRA Museum. This museum, housed in a beautifully restored 28,500 square foot art deco Style 1939 WPA building, is home to the very essence of American Motorsports. More than 80 vehicles are displayed: everything from Ed Iskenderian's 1925 T roadster to Mickey Thompson's Challenger I, the first American car to go 400 mph. Hors d'oeuvres will be served during the reception. Afterwards, and just a short stroll away, the Gala dinner will be held in the newly constructed Sheraton Fairplex Convention Center. PCA will have exclusive use of the entire facility. Dinner will be three courses, specially prepared for the Escape. A no host bar will be available throughout the night as well as special guest speakers, exhibits, and of course some great door prizes. All this and more will be part of the Saturday night Gala Dinner.

Many museums in the area such as, the Huntington Library, Tournament of Roses House (Wrigley Mansion), Tournament of Roses Float Barns, the 1908 Greene & Greene Gamble House, the Mullin Automotive Museum, the Nethercutt Collection, the Norton Simon art museum, and the L.A. County Arboretum.



Nethercutt Collection.

The Escape features two historic architectural tours, one based around the Pasadena/San Marino area, and the other showcasing the La Verne, Claremont and Pomona area (including the old Kellogg's Ranch, Did you know that of the 211 registered Historic Sites listed in Los Angeles County, 119 of them are in the city of Pasadena? We have assembled 30-35 sites in the greater Pasadena, South Pasadena, and San Marino areas for a self-guided tour designed for you to spend as much or as little time as you'd like enjoying these wonders of a bygone era.

Turning our attention back to cars, I think you will enjoy the Nethercutt Collection, which houses several hundred exquisite old cars in an early 20th Century automobile salon setting (lots of marble). This array of Concours winning cars (Pebble Beach, Amelia Island, Palos Verdes, Dana Point, and other prestigious events) will make your head spin. It is certainly one of the best car collections in the country. While you are there, you will also see an amazing collection of hood ornaments (Mascots - does Lalique ring a bell?), brass gas lamps, horns, and other automotive items. Additionally, the Nethercutt's did not limit their interests to merely automobiles. Amongst the artistry of the vehicles, you will also find an incredible collection of musical instruments (the largest collection of Orchestrons in the world), listen to an amazing recording of George Gershwin (that is, an actual recording of George Gershwin) playing Rhapsody in Blue on a reproducing piano, listen to one of the world's biggest pipe organs, and see a collection of incredible 18th & 19th Century furniture. On top of all this, there is a fabulous collection of David Winter cottages, dolls, coins, and crystal figurines.

One of the more renowned museums in the San Gabriel Valley is the Huntington Library, Art Collection, and Botanical Gardens. Arrangements have been made for a private tour of the grounds and museums accompanied by morning tea.

For you drivers, you'll definitely see the twisties, catch some incredible vistas, have some great food, and see some of

Southern California's rural beauty. You'll get a little appreciation of what living in LA means - being able to visit the ocean, snow, desert, mountains, and forests in an hour or less.

If you are fortunate enough to drive a Cayenne to the Escape, we have a tour just for you. We know that you have heard that every Cayenne was designed to be a competent off road vehicle, and some of us actually take our Cayenne's off road. Our tour is designed for the NOVICE off-road driver, as we help you learn off-roading and build your confidence. Technically, this is an "off paved road" tour; it is not truly "off road."

As you can see, you have plenty to look forward to in Escape 2013. Did I forget to mention Rodeo Drive, Hollywood, Beverly Hills, air museums (pick one of many), Griffith Park, the Reagan Library, the California missions? The list goes on and on. Registration opens soon, so mark your calendars and keep your eye on our website and PCA's eBrake News for more information: www.escape2013.pca.org.

- Robert



PCA ZONE 10 CALENDAR

Updated 07/05/2013

JULY

| | | |
|-------|---|--------------|
| 13 | Mid-Missouri Tour to Warm Springs Ranch | St. Louis |
| 15-16 | Driver Education, Road America, Elkhart Lake, WI | Nord Stern |
| 21 | Fast Eddie Run | St. Louis |
| 26-28 | PCA Club Race & DE, Brainerd International Raceway | Nord Stern |
| 27 | Barbeque at the Bennetts', Lee's Summit, MO | Kansas City |
| 27-28 | Driver Education, Mid-America Motorplex, Pacific Junction, IA | Great Plains |

AUGUST

| | | |
|-------|---|----------------------------|
| 3 | Autocross at Marshalltown, IA | Central Iowa & Schönesland |
| 3 | Vino in the Valley Drive | Nord Stern |
| 11 | Autocross, Ameristar Casino, Kansas City, MO | Kansas City |
| 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 | KCRPCA Annual Meeting, Waid's Restaurant, Kansas City, MO | Kansas City |
| 24 | Amana Colonies Drive | Schönesland |
| 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 |
| 20-22 | Last Fling Driver Education, Brainerd International Raceway | Nord Stern |
| 21 | Shrimp Boil at the Hess Residence, Leawood, KS | Kansas City |
| 22 | Secret Cellar Wine & Wheels Car Show, Shueyville, IA | Central Iowa |
| 22 | Autocross, Ameristar Casino, Kansas City, MO | Kansas City |
| 22 | Oktoberfest Car Show, TBD | Kansas City |
| 27-29 | 21st Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN | Nord Stern |
| 28-29 | Driver Education, Mid America Motorplex, Pacific Junction, IA | Great Plains |
| 28 | CPG Drive & Dine, Settler's Inn, Boonville, MO | St. Louis |

PCA ZONE 10 CALENDAR (Continued)

Updated 07/05/2013

SEPTEMBER

29 Autocross at Road Yoder Wichita

OCTOBER

4-6 Octoberfast Club Race & DE, Hallet Motor Racing Circuit, Hallet, OK St. Louis
6 Autos on Valhalla Family Picnic St. Louis
12 Fall Leaf Drive Central Iowa
12-13 Annual Fall Drive to WI & MN Schönesland
12-13 Parktown Carrera Classic, Gateway Motorsports Park St. Louis
20 Autocross at Road Yoder Wichita
24-27 ESCAPE to LA PCA

NOVEMBER

TBD 991 Turbo Launch Party, Aristocrat Porsche, Shawnee Mission, KS Kansas City

DECEMBER

7 Holiday Party, TBD Central Iowa
7 Holiday Party, TBD Kansas City
7 Holiday Party, TBD St. Louis

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: www.gprpca.com

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



Additional picture for 2013 PCA Escape. Angeles Crest Tunnel.



Additional picture for 2013 PCA Escape. NHRA Museum.

Membership

By Jeffrey Abbott, KCRPCA Membership Chairman

NEW MEMBERS — MAY/JUN 2013

Bleich, Michael
Lees Summit, MO 64086
2002 996TT Black

Carter, Deanna J.
Olathe, KS 66061
2006 Cayman S Blue

Chuparkoff, Thom
Kansas City, MO 64112
2006 Cayman S Blue

Duke, Thomas C.
Lees Summit, MO 64082
1997 Boxter Silver

Finch, Chuck
Olathe, KS 66061
2014 Boxster Blue

Haynes, Todd A.
Lees Summit, MO 64064
2006 Cayman S Black

Kloster, Dan
Leawood, KS 66209
2013 911

Loveless, Kris M.
Liberty, MO 64068
1984 944 Blue

Vander Merwe, Dirk J.
Overland Park, KS 66210
2013 Carrera S Black

Wagoner, Jeffrey L.
Overland Park, KS 66213
1999 996 Black

Wigger, Larry D.
Olathe, KS 66061
1985 911 Red

ANNIVERSARIES — JUL 2013

| | |
|------------------------------|----|
| Stephen & Joan Craig | 43 |
| Warren & Lynn Koeller | 37 |
| Robert & Gayla Friedman | 26 |
| Fred Northcraft | 25 |
| Michael & Beverly Hynes | 13 |
| Jim & Kenda Nance | 13 |
| Kathy Wright | 13 |
| Doug & Kim Furnell | 11 |
| Jerry & Mary Lynn Clark | 10 |
| Mike and Sherri Morgan | 10 |
| Jerrett & Jennifer Rule | 9 |
| Srikala Subramanian | 9 |
| Tyler Thomas | 9 |
| John & Lea Barker | 8 |
| Garry Gribble | 8 |
| Lawrence & Irene Twork | 8 |
| Paul Bloemer | 7 |
| Bruce Barrow | 5 |
| James & Maja Cummings | 5 |
| Marilee McGinness | 4 |
| Gene Pal | 4 |
| Aaron & Tonya Anton | 3 |
| Curtis & Christy Catenhauser | 3 |
| Nathan Hof | 2 |
| Karl & Christy Nowotny | 2 |
| Russ & Melissa Bennett | 1 |
| Jared & Joanna Goforth | 1 |
| Vinny Willoughby | 1 |

ANNIVERSARIES — AUG 2013

| | |
|---------------------------|----|
| Murray & Patricia Steeble | 22 |
| Doug & Susan Girod | 18 |
| Bob & Nanette Maxwell | 18 |
| Nathan & Melanie Haas | 16 |
| Evan & Jessica Kenney | 16 |
| Brian & Janice St. Denis | 16 |
| Scott & Sharonne Cozad | 14 |
| Shavonne Danner | 14 |
| Edmond & Helen Scherer | 14 |
| Ed & Anne Simmermon | 14 |
| David Sudduth | 14 |
| Michael Armentrout | 10 |
| Brad Yost | 10 |
| Eric & Lindsay Martin | 6 |
| Tim & Nancy Abraham | 5 |
| Bill Duckworth | 4 |
| John Gilmore | 4 |
| John Thurn & Ellen Yetter | 3 |
| Jason & Tiffany Whitney | 3 |
| Stephen Bye | 2 |
| Maurine Gaynor | 2 |
| James Baldwin | 2 |
| Shannon Casey | 2 |
| Michael & Margo Shepard | 2 |
| Randy & Rita Miller | 2 |
| John Brunk | 1 |

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2014 Cayman Launch Party Hosted by Aristocrat Motors

Chuck Vossler, Special Assignment Editor

May 8th, Aristocrat Motors held a fantastic launch party in the Porsche showroom for the all-new 2014 Porsche Cayman. There were around 200 in attendance who were wine and dined before the presentation began. Robert Hellweg was up first and let us know about all the great events Aristocrat has coming up. The highlight is going to be a huge car show on June 22nd where they are expecting around 200 cars. Most importantly, there will be a guest visit by British Racing Legend Sir Stirling Moss and pioneering female racer and famed journalist Denise McCluggage. They'll be in town for the renowned Art of the Car, which Aristocrat is the presenting sponsor.

Then the Porsche Sales team with over 50 years of experience, headed by Dan Shearman, talked us through the new Cayman design. Though all new, it's instantly recognizable as a Cayman. It's now lower, longer, wider, and 100lbs lighter. The new Cayman has beautifully sculpted air intakes to feed the motor which sit just in front of the rear wheels of this mid-engined sports car. If you've seen any of the automag's reviews of the new Cayman, they rave about it!

On display for us were the full spectrum of Caymans from a loaded up Cayman S's with PDK to a Cayman with a 6-speed transmission. Though the new 911 gets a 7-speed manual, the Cayman sticks with a less enigmatic 6-speed manual. The Cayman's cockpit is very Panamera'esque, complete with a sloping center console that envelops the driver. Very cool. Cabin tech that Porsche has now is light years from where they were just one generation ago. One of the pods in the instrument cluster is even configurable to different displays such as NAV. Porsche Tire Pressure Monitoring System displays the Cayman's actual PSI in its tires, which is better than an idiot light some competitors use. Keyless entry and Adaptive Cruise Control are for the first time optional on the Cayman as is a Burmester 821 watt system.

All in all, it was a great way to spend an evening catching up with Porsche Club friends and meeting the new Cayman. Aristocrat sure knows how to throw a party.

- Chuck



Jim Rand



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I WILL SEE YOU AT THE TRACK





Retreat to The Elms

Tim Bubniak, KCRPCA Executive Vice President



Jim Rand



Jim Rand

After what seemed to be an eternal winter that would not give up its grip, we finally received the much needed sunny day of May 20th for our Club event, Retreat to the Elms. With the roads dry and the temperature above 70, 35 cars met at the Ameristar Casino for a Fun Drive to The Elms in Excelsior Springs. The review of the fun drive was a resounding "awesome" as our favorite cars stretched their legs over the Missouri hills and twisty roads for 85 miles. The fun drive brought big smiles to the faces of the participants. There were also many smiles of the residents of Excelsior Springs as the train of Porsche cruised through the city streets to the Elms Hotel.

Upon arrival at The Elms, club members regrouped to enjoy lunch at the Upper 88 Restaurant. More than 40 members enjoyed this lunch. After lunch, we were able to take over the circle drive of the Hotel to fill it with as many Porsches as possible and pose the attendees with the cars. There was great diversity of Porsches to create a wonderful photo memory of the event.

After lunch, there were options for everyone from a second fun drive or a trip to some of the local winery's to taste their wares. Others could choose the short drive to the Jesse James historical locations or maybe the unique option of enjoying the beautiful hotel grounds and very large spa. To end the day of fun some club members stayed overnight at The Elms to enjoy the hotel further with a cocktails in the bar followed by dinner.

Thanks to all who attended, to make this a very fun day for this event.

- Tim



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Jim Rand

Rand Ice Cream Social

David Lessmann, Editor Der Sportwagen

The weather was a little cool but still it was a perfect day for around 30 KCRPCA members to come together for an ice cream social on June 2, 2013 at Jim and Nancy Rand's home in Blue Springs. The park-like setting with a pond, grass, trees, gardens, and a white rail fence provided the perfect backdrop for the event. As in the past, the lawn hosted a private car show for members, and the pond provided opportunity for paddleboat rides. Those who did participate in the pedal-powered paddleboat likely worked up an appetite for a buffet of ice cream accompanied by a plethora of toppings.

The impromptu car show featured a wide variety of cars highlighted by the extremely rare Porsche 811, [a horse-drawn carriage]. This early Porsche was front-engined powered by a single horse. Flanking the 811 was Jim Nance's pristine 914. This car is all original and extremely clean, with a 2.0-liter flat six engine, making it one of the rare examples to survive. At the other end of the spectrum was Christopher Fourie's beautiful



Hiromi Lessmann

GT3 RS. Almost every make and model Porsche was on hand.

This year Richard and Judy Bennett were absent, so the guests were not treated to one of Richard's inscrutable car quizzes. While the quiz was missed, its absence provided ample opportunity for guests to visit and get to know each other. Fortunately, the event drew some members who don't normally attend and it was great to get to know them and see some new faces. Tables and chairs were arranged on the deck and in the yard allowing folks the opportunity to chat while enjoying an idyllic Sunday afternoon.

My wife Hiromi and I had the pleasure of visiting with Jim and Kendra Nance as well as Roy Boatwight and his wife. The conversations ranged from servicing and storing a Ford GT40 in a Japanese apartment to how to wash your car in Germany. In other words, it pretty much spanned the gamut. I'm sure the conversations at other tables were equally wide-ranging.

In addition, Hiromi enjoys photography and she was in heaven walking around the property taking pictures of the landscaping, gardens, guests, and of course the cars. She was trying out a new camera, a model recommended by Jim Rand

(Continued on page 28)

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(Continued from page 26)

whose photography has graced this and many previous issues of Der Sportwagen.

For those wanting an afternoon snack they had to go no further than the ice cream buffet on the back yard deck where cold drinks and a wide variety of ice cream with all the toppings were readily available. This was commonly followed by a walk around the yard enjoying the pond, socializing, and revisiting all the cars.

Once again, the Ice Cream Social was the perfect way to spend a Sunday afternoon for the Kansas City region members. We all owe a thank you to Holly Juckette for organizing the event and an even greater thank you to Nancy and Jim Rand for opening up their home and grounds to host an ice cream social. It remains a very popular event on our social calendar.

- David



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Getting Social with KCRPCA

Holly Juckette, KCRPCA Social Activities Chair



The Bennett's shady backyard is the perfect setting for a BBQ.

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 or 816-505-3786.

Grand-Am Race at Kansas Speedway

The GRAND-AM Sports Car Series will race on the road course at Kansas Speedway for the first time August 17, 2013. Don't miss this Inaugural event!

Race fans can witness history Aug. 16-17 as the GRAND-AM Road Racing Series will make its first appearance at Kansas Speedway. This will be your first chance to experience the world's most competitive road racing series in Kansas. Don't

miss the dramatic sight of Ferraris, Porsches and other sports cars racing door to door around the road course at Kansas Speedway. You can get up close to the sports cars and drivers with a General Admission Infield Ticket that will give you access to the infield, Pre-Race Pit Road and Cold Pit Road. Add a Paddock Pass to your ticket for garage access.

| | General Admission Infield Ticket | Paddock Pass |
|-------------|----------------------------------|--------------|
| Fri, Aug 16 | FREE | \$15 |
| Sat, Aug 17 | \$60 | \$15 |

General Admission Infield Ticket Includes:

- Grandstand and Infield Access, including Sprint FanWalk
- 98.9 Post-Race Grandstand Concert access on Saturday (details TBA)
- Access to Cold Pit Road until Race Start on Saturday
- Pre-Race Pit Road from 2-3 pm and 6-7 pm on Saturday

Paddock Pass Includes:

- Garage access
- Cold Pit Road access during the races on Saturday

**** A Paddock Pass can only be purchased with a General Admission Infield Ticket.**



KCRPCA Annual Meeting Notice

The KCRPCA Annual Meeting will be held on Saturday, August 24, 2012 at Waid's Restaurant at 1130 W 103 St, Kansas City, MO just north of the I-435 interchange at State Line Rd. The meeting will begin promptly at 9:00 AM.

Members are encouraged to attend as the annual meeting provides an ideal opportunity to interact with the KCRPCA Board, An agenda and further details will be provided via e-mail and the KCRPCA website, (www.kcrpca.org).



Judy Bennett

Good food, good friends, great tradition. Why not sign up now for Shrimp Boil hosted by Chief Al? You won't be sorry!

Shrimp Boil at the Hess Residence

I am pleased to announce that Al and Karen Hess are once again opening their home at 4525 Iron Horse Drive,



Jim Rand

Leawood, KS 66224 to fellow Porsche Club Members for our annual Shrimp Boil. Mark your calendars now for Saturday, September 21, 2013. Festivities will begin at 4:30 PM with appetizers, and the shrimp will begin to boil around 5:30 PM.

Guests are asked to bring a dish to share. Members with last names beginning with:

- Appetizers - A-G
- Salads and side dishes - H-O
- Deserts - P-Z

The club will be providing shrimp and soft drinks. If you would like to have a cocktail, you are welcome to BYOB.

Register starting August 1, 2013 at www.clubregistration.net (instructions on how to do this at www.kcrpca.org). Cost is \$20 per person.

Reservations must be received by September 15th, so there is plenty of shrimp for everyone. The Shrimp Boil is a popular, long-standing tradition with the club going back to 1980 when Jeff and Janice Straford hosted the first event. Get your reservations in EARLY.

Any questions contact, Holly Juckette at 816-505-3786 or HollyJuckette@gmail.com.

- 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.



Der Sportwagen

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Overland Park, KS 66221-9396

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Send us your ads to buy, sell, or trade Porsche-related items.
It's free for KCRPCA members.



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

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