

# Der Sportwagen

November / December 2013

Official Publication of the Kansas City Region Porsche Club of America

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



Porsche is the dominant marque at the Oktoberfest German Car Show  
Photo by Hiromi Lessmann

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## President's Column

Robert Wayman, KCRPCA President

It is hard for me to believe that it is time to write my last column for 2013. Seems only days ago that I was writing about hoping the weather gets better so we can better enjoy everything Porsche. Now I am hoping the weather hangs on so we can continue our pleasure as long as possible. Even though the year is winding up, there is still plenty to do, Porsche-wise. Our traditional Christmas Party will be held December 7th at a fantastic new venue, the newest and hippest hotel space on the Country Club Plaza, Hotel Sorella. The hotel opens in early November making our event one of the very first to be held in KC's newest place to be. Register early at [www.clubregistraion.net](http://www.clubregistraion.net), and check out the hotel at [www.hotelsorella-countryclub-plaza.com](http://www.hotelsorella-countryclub-plaza.com). I guarantee this will be an event to remember. Don't forget that the Changing of the Guard Dinner will be held in mid-January getting 2014 off to a rousing start. Our creative social director may even have something special up her sleeve for this event as well, stay tuned.

Our region membership is now above 430 members and growing every month. We've had more participation at events this year than ever before, a tribute to the hard work of your board and willing members who have volunteered their homes, time, and hard work to make membership in our club more fun than ever. Your board is active, involved, and not afraid to try new things in order to make the KCRPCA experience more rewarding. I am sure there are many of you out there that have thoughts, ideas, and suggestions about events and activities that would enhance our current program. I strongly encourage you to reach out to our Social Director, Holly Juckette, or me directly with your thoughts. Getting feedback and ideas from the membership is what keeps our club alive.

As announced in the last issue, our newsletter editor, David Lessmann, after a successful three year run is stepping down at the end of this year. We need to find a replacement for David, or risk losing the tremendous value of our club newsletter. No experience is necessary; David has moved the publication of the newsletter into the modern age and is willing to help out as much as necessary to insure an orderly transition. David has developed a large cadre of willing authors (the hardest part of the editor job) that provide more material that we can handle for most issues. This is a very rewarding position that will open up friendships and an understanding of our club like no other.

Our club has been served by hundreds of volunteers over the last 53 years. Please consider this year as the year you step out of the shadows into the limelight! KCRPCA needs you.

- Bob

## Innerhalb

### Departments

03	President's Column
04	Verantwortlich (In Charge)
04	KC Region Calendar of Events
05	From the Editor
09	Membership
22	PCA Zone 10 Calendar
28	Classifieds/Advertiser's Index

### Features

06	Building a SPEC Boxster
08	KCRPCA 2014 Election Results
10	Scott & Lisa's German Adventure
16	Night Shift Drama at High Plains Raceway
17	Hallett - Experiments in Wheel Sizing
20	Oktoberfest German Car Show
24	Hess Shrimp Boil is Big Hit
26	Getting Social with KCRPCA

## *Der Sportwagen*

Kansas City Region

Porsche Club of America

**November / December 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.

**Nov** 10 Autocross, Ameristar Casino, Kansas City, MO  
TBD 991 Turbo Launch Party, Aristocrat Porsche

**Dec** 7 Holiday Party, Hotel Sorella, Kansas City, MO

**Jan** 18 Changing of the Guard, Location - TBD

## 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: Nov 5, 2013**

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## From the Editor

David Lessmann, Editor Der Sportwagen

"All good things must come to an end." So said Geoffrey Chaucer in 1374, and so it is as I find myself writing my final column as editor of Der Sportwagen. To me, any success enjoyed during my tenure as newsletter editor was not because of any particular editorial skills on my part. In fact, I cringe when I look back on the layout of some early issues, but rather, it is due to the wide variety of content from the many writers and photographers who contributed to this publication over the years.

First and foremost, I must thank Karl Wilen for his technical articles. Other regions would kill to have such a talent, who is not only amazing at turning wrenches but a skilled writer and photographer as well. Der Sportwagen benefited greatly from Karl's contributions over the past three years, and I have received more complements over his articles than anyone else's.

Jim Rand is another who went over and above in contributing to Der Sportwagen. He has become famous for his photographs at club events and holds the record for providing the most cover shots over the past three years. Jim recently joined the ranks of Der Sportwagen writer's and his articles prove photography is not his only talent.

Scott Harrison's articles spanned a wide variety of subjects. Whether driving around Barber Motorsports Park or the Nürburgring, defining fire safety, expounding on the virtues of the Porsche 944, or the bond between a man and his dog; Scott's articles are some of my personal favorites. It has been an honor to have him on board as a special assignment editor.

Chuck Vossler joined the list of Der Sportwagen writers in 2012, covering premier car launches and concours events. My favorite article was his thorough comparo between the new Porsche Boxster and the BMW Z4, a delicate balancing act since Chuck also contributes to the BMW Roundel magazine. Chuck is a writing talent who articles bring depth and sophistication to Der Sportwagen.

I would be remiss in not thanking Steve Jones for his technical assistance and writing the most "off the hook" Getting To Know You column in the history of Der Sportwagen. Also, Aaron Rubenking, my predecessor, deserves kudos for helping me transition into my role.

Tim Abraham is another who comes to mind for making us laugh with his humorous writing style and for allowing me to poke fun at him in various photo captions. My only regret with Tim is not getting him to write more.

Thanks to other contributors: Richard & Judy Bennett,

## Der Sportwagen Staff

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

Regular Contributors: President, Robert Wayman  
Membership Chair, Jeffrey Abbott  
Social Activities Chair, Holly Juckette

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 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 web site advertising rates!

Tim Bubniak, Jim Cummings, Jim Graven, Al Hess, Ralph Light, Dave Nevin, Doug & Jan Pierce, Sean Reardon, Rudy Rodriguez, Brian St Denis, David Stadtmueller, Murray Steeble, and Bob Wayman. I am sure there are others I am missing and for that I apologize. All these folks have made Der Sportwagen a newsletter with broad appeal and hopefully one you've enjoyed reading.

Last but certainly not least, I have to thank my wife Hiromi for her support during this endeavor. In addition, her contribution through pictures is much appreciated. I find it appropriate that she provided the cover shot for the first and last issue of my tenure.

At this point no one has expressed an interest in assuming the editor role, so for the moment this will be the last issue of Der Sportwagen for the near future. I hoped my last column would include a named successor; however, since that is not the case, I will close with another quote from one of my inspirational heroes, Winston Churchill. "To every person, there comes in their lifetime, that special moment, when they are physically tapped on the shoulder and offered the chance to do a very special thing, unique to each and fitted to their special talent; what a tragedy if that moment finds them unprepared or unqualified for the work which would be their finest hour." Cheers!

- David



## Spec'in sie Boxster? - Part 1

Karl Wilen, Der Sportwagen Technical Editor  
[dockarl@wilen.us](mailto:dockarl@wilen.us)

In the last couple of years, a new class of racecar has grown in popularity in the PCA Club Racing organization, the SPEC Boxster. The idea of a SPEC class of racing is to build the cars as close in specification as you can; creating a race class that really comes down to driver skill. SPEC 944 has been widely popular, and now with Boxsters becoming so cheap, this new class of racecar has brought a lot of interest.

Club Racing rules have somewhat catered to racers where the guy with the biggest wallet has the better chance of winning. There are exceptions like Richard Bennett who will run on 10-year old mismatched Hoosiers, brake pads worn down to the last millimeter, and some 91.5 octane fuel, all of which he managed to acquire by trading a 12 pack of empty Schlitz beer cans and a worn out Mr. Bean t-shirt for the lot.....and somehow still win consistently. But within a class, you might have a guy running a 944 with a \$10k suspension on it, and another guy running a similar car but could only put on a \$2k suspension, or someone that can run brand new Hoosiers every race, versus the guy running someone else's throw away tires. Everything else aside, the advantage is most definitely with the higher dollar setup. SPEC Boxster nips a lot of that in the bud.

For instance, all cars must be built with the same suspension, must run the same tire, use the same bodywork, etc.... there is very little room for people to get an advantage with their cars. I will elaborate on the parts of the build as required by the class as we go through them.

So follow along as we build one of these cars from start to finish. The first thing you need for this class is of course a Boxster! SPEC series allows use of the 2.5L Boxster built from 1997 to 1999 only. Good news is that there are about a gazillion Boxsters (plus or minus 10) out there to choose from. I have seen cars purchased from \$5k-15k, it really just depends

on how nice of a car you want to start with. Much of the wear items on the car are going to be replaced with the SPEC items, so you don't have to find the most cherry car to turn into a racecar. We got close. We found a little 45k mile white Boxster with the factory hardtop locally for not a bad price. While cosmetically in good shape, it was in need of new brakes, cooling system (water pump, etc.), tires, etc. All stuff that was going to be replaced anyway, so it was a moot point to us.



Karl Wilen



Karl Wilen



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Some think it is wrong to not start with a beat up 150k mile car instead of molesting a nice 45k mile car. I just tell them that we are going to end up with a really nice racecar rather than a ratty looking one. ☺



Since the car was new to us with no real history, Stage 1 was to get the non-essentials out of the car (weight), get the cooling system up to date, brakes replaced, throw on some old tires we had laying around, and go beat the hell out of it at Hallett Motor Racing Circuit on a test day to see what we had. So I got started. Out came as much of the interior as we could do away with quickly. Front and rear trunks were gutted of carpet, and non-essential items like radio amps, spare tire, tool kit, etc. While pretty much everything can come out of the interior with the exception of the main dash, we didn't have time to pull all of that for the first testing.



This also included removing the entire folding convertible top mechanism.



I even gutted the hard top trim and headliner. SPEC requires you to run a factory hardtop, or fiberglass replica. The factory top is going to cost us a little weight since it is a bit heavier, but not enough to get excited about.

Once that was done, it was adios to the dated water pump (I typically recommend a new water pump every 60k

miles), and we installed a lower temp thermostat. Later on we will install the third radiator kit from the 996 as allowed by the SPEC rules. The coolant was drained and replaced with water.



Next, the brakes were gone through. New pads and rotors all the way around, along with replacing a couple of wheel bearings that were bad... very bad. Brake pads are open to brand, but pads and rotors must remain stock size. We chose to go with Hawks and some OE rotors.



Since we were just testing at this point, we threw on some old BFG 225's just to go around the track. Rims must be OE 17" wheels from those years, and once we race, we will be required to run a Toyo RA1 in either a 235/255 or 255 square setup. With the car back together we took it to Hallett and beat the living tar out of it. In 100-degree heat, the car just laughed at us and took everything we gave it. With a stock suspension and a bunch of weight out of the car, it was hilariously fun to drive. It cornered very well, well enough that we had a hard time staying put in the stock seat. Stage 1 was a success. Now we knew we had a good solid car, and could move forward with the expensive stuff. Since I don't want to give away the entire build, next issue (under new leadership?) we will install the suspension components, exhaust, put in some race seats and harnesses, etc. Oh and since I was late with my article, I didn't proofread it, so any mistakes I will blame on the editor. ☺

- Karl



## KCRPCA Election Results

Jerry Clark, KCRPCA Secretary

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

Board of Directors - Spencer Cochran

Jeff Abbott (Retained)

Agelon T. Jones (Retained)

Stan Thorne (Retained)

To Murray Steeble, the outgoing Director, my special thanks for outstanding service during 2011-2012! Well done!

Please join us at the Changing of the Guard dinner on January 18, 2014 for excellent food, drink, and fellowship as we observe the formal ceremony of bringing in the new board members. 2014 promises to be another great year for KCRPCA!

- Jerry

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# Membership

## NEW MEMBERS — SEP/OCT 2013

Jason Alicea  
Olathe, KS 66061  
2014 Cayman S Black

John Forman  
Prairie Village, KS 66208  
2009 GT2 Black

Gary L. Galutia  
Kansas City, MO 64118  
2002 Carrera C2 Silver

Jeroen H. Kraaij  
Overland Park, KS 66221  
2005 Boxster Black

Albert N. Lemoine III  
Leawood, KS 66209-1770  
1988 911 White

Steve F. Mankameyer  
Overland Park, KS 66223  
2011 911 C4 Black

David Stutler  
Lawrence, KS 66049  
2001 911 Turbo Blue

Edward W. Van Mourik  
Overland Park, KS 66204  
1985 928s Black

## AUF WIEDERSEHEN — SEP 2013

Michael D. Fast  
Bentonville, AR 72712  
Transfer to White River Region

## ANNIVERSARIES — NOV 2013

Terry & Sally Kramer	39
Neal & Maryann Farnsworth	37
Phil & Rita Poce	31
Gary & Vickie Simmons	24
Al & Karen Hess	19
Chris & Ellen McIntyre	19
Lee Patrick	18
Michael & Lisa Hamilton	17
Nunzio Pirrello	16
Mike & Brenda Upchurch	16
Buzz & Ellie Busby	15
Bob & Patty Charlesworth	15
William & Iris Menezes	15
Jim & Linda Schroeder	15
Steven & Ellen Unterman	15
Rudy & Stephanie Rodriguez	14
Robert & Caryn Hastings	13
Link & Lisa Kittrell	13
Dick Anderson	12
Rick & Shannon Barton	9
Marc Cantril	8
Michael & Cathy Habermehl	8
William & Constance Harsh	8
Larry & Linda Mudd	7
Michael & Melissa Ryan	4
Bill & Christine Woodhouse	4
Jason Abbott	3
Adam French	3
Donald & Kathy Jensen	3
Paul Johnson	3
David & Dianne Rennie	3
Mark Harris	2
Jeffrey Tromans	2
Edward Bullard	1
Larry & Nancy Langhoff	1
Donna Noble	1

## ANNIVERSARIES — DEC 2013

Bob & Marj Gould	40
Tim Owen	32
Larry & Marcia Cordell	30
Gerald & Cabrini Potter	29
Leslie & Lucy Yother	27
Richard & Pamela Strickland	24
Brad & Cindy Owen	21
Gregory & Amy Shumway	21
Ken & Cathy Koscic	19
Jim & Fern Badzin	16
Herman & Pattie Kirkpatrick	16
Cheryl & Lin Burney	14
Fred Quintana	11
Mac & Kathy McClelland	9
Stephen Lyle Parker	9
Ronald & Vicki Baker	8
Dayle Lindsey	8
Tim & Sheryl Bubniak	6
Paul Faletti	6
Ford & Catherine Ross	6
Mark and Ann Killen	5
Spencer & Laurie Cochran	4
Brian Paddock	4
Robert Pollard	4
Kyle & Jamie Charlesworth	3
Michael & Anna Giocondo	3
Doug Bodenhamer	1
John & Lynn Eaton	1
Rob Leach	1
Dan Margolin	1

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## Germany Survived Many Disasters, Now for the Real Test

Scott Harrison, Der Sportwagen Special Assignment Editor

Celebrating our tenth wedding anniversary called for something special, so my wife, Lisa, surprised me with a trip to Germany. With bags packed and ready to go, we were off!

### Traveling by air sucks...

It's a long way to Germany, and there is no easy way to get there. Say what you will about the airlines, TSA, et al, the fact of the matter is that you will encounter some discomfort on the trip overseas. Unfortunately, we also encountered a child supercharged on sugary drinks and treats courtesy of some very bad parenting multiplied by negligent, err... make that "non-existent" supervision. Eight hours of listening to a woe-begotten child alternately screaming, crying or shouting while bouncing wildly in the seat in front of us had us seriously contemplating finding the emergency exits and testing the temperature of the water in the Atlantic Ocean. Nevertheless, we persevered and made it to the other side.

Once we escaped the hell known as Delta Airlines Flight 14, we were introduced to "jet lag". There is a seven hour time change between Kansas City and Frankfurt, and we landed at 7:00 AM in the morning although our bodies were telling us it was midnight and time to go to bed. Unfortunately, check in time at the hotel was 2:00 PM, so we figured we'd grab a bite to eat and try to kill some time. After eating, we decided to at least see if we could drop our bags off at the hotel early, and much to our delight, they were able to give us a room by 11:00 AM, so we went upstairs and slept until 3 PM. Being Hilton Honors Diamond has its privileges!

In an attempt to acclimate and get a chance to watch traffic before driving in it, we decided to start our adventure by taking a Rhine Riverboat cruise of the Loreley area. The bus ride to the river was about an hour long and it gave me a chance to see what I'd be up against once I started driving and get familiar with the traffic signs. It was also an opportunity to have a mind-blowing view of all the medieval castles from the river. Trust me; you don't see stuff like that back home.

### Ahhhh...tobahn!

The original plan was to rent a Porsche to explore the autobahn. Unfortunately, we had two issues that ultimately eliminated that option: cost and availability. The Porsches we found available to rent were massively expensive and had daily mileage limitations. Since we have our own Porsches at home we can drive any time we wanted, we went to Plan B: Rent a German sedan, and so we secured a promise of a BMW 3-series from Hertz Rental Cars. Since we also have a newer 328i at home, I justified the decision reasoning that I wouldn't have to get familiar with a strange car while navigating a foreign country. It was a great plan; unfortunately, it also came to naught as Hertz played "bait and switch" with us at the counter. In perfect English, the lady behind the desk said, "I'm sorry sir, but we have no BMW's available. Perhaps you would like a Mercedes A Class?" Sorry sister, but this cowboy didn't fall off the turnip truck yesterday.

I won't bore you with the details, but it wasn't long before Hertz was persuaded to see things my way. Plan C wound up being perfectly suitable, and the Harrisons commenced to touring the Germany countryside in a large English Saloon, a 2014 Jaguar XJ Diesel. This car was an absolute BLAST to drive, albeit in a completely non-German style. It is far too large



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to fit in the microspots the Germans designate for parking, it's a bit like maneuvering a battleship in the roundabouts, and it got EVERYONE's attention as we were cavorting about, but it did everything well, was extremely comfortable, very powerful and perfectly suited for the rigors of the Autobahn. At 260 kph, I had to resist the temptation to affect my best Alistair Cooke accent and request my wife pass the Grey Poupon.

If you have had the pleasure of driving in Germany, you'll understand immediately how bad most American drivers are. The discipline, skill, and attentiveness that the average German driver displays behind the wheel is something we should all strive to emulate. They are taught from the onset that driving is a privilege and basic rules such as stay to the right unless (and ONLY if) you are overtaking someone are mandatory, not optional. Additionally, no texting, talking on the phone, eating, drinking, and putting on makeup, etc. while driving will be tolerated. As a result, they are able to not only sustain speeds far greater than what Americans can on their highways, but they have FAR fewer accidents. There are still stretches of the Autobahn that have no posted speed limit, and we were able to take great advantage of that. The freedom behind the wheel was an absolute highlight of the trip for me. Over one section of the Autobahn, we were cruising at 150 mph and it was far less stressful than driving on I-70 between KC and Lawrence at the posted speed limit [70 mph], even with a similar amount of traffic.



A favorite traffic sign

Road signs were a bit different from what we have here in the United States, and since I don't speak German, I was at a loss for general navigation. The built in GPS in the Jaguar was a godsend and we had no problems finding our various destinations but it certainly required some effort on my part to make sure I was doing what I should. I would suggest to anyone heading over there to spend a few minutes online to get some familiarity with the road signs prior to heading to Germany if you are planning on driving.

## Stuttgart

No trip to Germany would be complete without making the pilgrimage to Ground Zero, the Porsche Factory and Museum. Due to schedule constraints, we were unable to do the factory tour, but we were able to take in the museum. They are in the midst of celebrating the 50th Anniversary of the 911, so predictably, the museum is full of them, but some of the standouts at the museum were the cars that influenced the 911 rather than the 911's themselves. The centerpiece, in my opinion, was Porsche #1. It is the juxtaposition of all the work the Porsche family had put forth up to that point, and marked



Scott Harrison

*Lisa Harrison stands by the very first Porsche on display at the Porsche factory museum.*

the very beginning of what has sprung forth bearing the family name since, and makes it beyond words, at least to me.

One of the best features of the museum is that the cars on display were real, road used cars showing evidence of life out in the real world. Worn seat bolsters, road rash and rock chips were as proudly displayed as the perfect lines and designs of the cars themselves, and carried the message that these vehicles were meant to be driven, not just looked at. Viewing the cars, you got a sense of the joy one feels while speeding down the Autobahn, rather than a sense of regret of a too well preserved specimen, much like you do at a zoo where you can tell the animals, while safe and well fed, are longing for one last dash of freedom out in the jungle instead of being locked in a cage. These cars had a story to tell, and were displayed in a manner allowing them to speak to the soul of any enthusiast.



Scott Harrison

*An impressive lineage of Porsche racecars that speak to the soul of any enthusiast at the Porsche factory museum.*



## Frankfurt Auto Show

As our good fortune would have it, the Frankfurt Auto Show was taking place while we were visiting. It was a happy coincidence as we hadn't planned on this, but literally everyone we spoke with assumed that was the reason for our trip. I knew it was a big deal, but we truly did not understand the importance the Auto Show has with the Germans until we saw it for ourselves. It is no understatement to declare it is much like a National holiday for most Germans, and words and pictures won't do it justice. It is held at the Frankfurt Messe (German for "convention center") and consists of 11 very large buildings over an area that felt like the University of Kansas campus in Lawrence. The crowds were very large even though we showed up on the tenth day of the event. The line just to get into the Audi building had posted wait times of ten minutes, and it took us roughly an hour in line to get our tickets at the main gate.

Once inside, we started at the BMW building, and were again amazed at the length in which the manufactures went to display their vehicles and the enthusiasm of the crowds clamoring to see them. The highlight for BMW at the show was the i-series technology and featured the i8. Judging from the response, I am guessing that we will be seeing a lot of this in the future. Wandering from building to building, we quickly realized that there would be no way to take in all that the show had to offer, so we decided to make a short list of manufacturers we wanted to visit. Needless to say, Porsche was at the top of the list, and I am pleased to say, it did not disappoint us.

Porsche had its public unveiling of the 918 supercar at the show, and once again, I found myself speechless. It is a work of art, and looks incredibly fast just sitting there. The specs for the car speak for themselves, and they announced at the show that the 918 had set a sub-seven minute lap time at the Nürburgring. I can only daydream about what it must be like to be able to own one of these cars, and those that have the means to afford one are in for quite a treat. It takes the bar set by the Carrera GT and moves it up a bunch of notches, and I am sure it will be one of the automotive benchmarks by which all others are judged for some time to come.

In addition to the 918, Porsche had a 917 on display as well as the entire line up of their current offerings for everyone to examine close up. Judging from the crowds, I'd say the Cayman S is a favorite, along with the 911 Carrera. The Boxster and the Panamera were a bit more accessible, although they were certainly not being overlooked either.

Some other highlights included cars from Bugatti, Lamborghini, Ferrari, and Rolls Royce, but it hardly seems worth talking about them after seeing the 918. The 918 is \*that\* good. I will say that the Frankfurt Auto Show should be on most car enthusiasts bucket lists, make sure you plan to spend at least several days there to take in all the sights.



Valerie Wilen

*The BMW i8 series is a plug-in hybrid turbo diesel concept car.*



Scott Harrison

*This year Porsche unveiled the 918 at the Frankfurt Auto Show.*



Scott Harrison

*The Porsche 918 mid-engined supercar is a hybrid like no other.*

## Nürburgring!

Driving the Nürburgring Nordscheife, aka “the Green Hell” was high on my list of things to do while in Germany. It’s certainly one of, if not THE, most famous racetrack in the world, and offers a unique experience for motorsports enthusiasts. The track is open in the afternoon to the general public when it hasn’t been reserved by race teams and car manufacturers for testing or other closed events, and it’s a popular destination for the locals and motorcyclists.

There are many horror stories floating around about the pitfalls of driving a rental car on Nürburgring, along with admonishments from the rental car agencies and a 1500 euro fine for getting caught doing so, so we opted to rent a race prepped BMW from “rent4Ring”, which is one of the various ‘Ring rental car companies at the track for our session. There is a wide range of cars to choose from, starting at the lowly Suzuki Swift and Renault Clio all the way up to the Radical SR3 and Porsche GT3 Cup car. Allow me to offer some advice. If you are planning to rent a car in the lower end of the budget spectrum, make a reservation in advance for the car on the date you want it, as they tend to book up quickly. Also, be honest with yourself and your driving abilities. The track is 12.9 miles long with 154 turns so you can forget about trying to master it in one afternoon session. Unless you have money to burn or are named McNish or Haywood, the average Nürburgring tourist doesn’t need a super high end car to enjoy the ‘ring and in fact, you stand a good chance of getting yourself into trouble if you have too much power available.

The rental car folks were very nice about briefing us on what to expect and pitfalls to avoid. We were visiting on a slightly rainy day, which actually worked to our advantage as it was much less crowded than a typical dry day. The wet weather discouraged the motorcyclists as well, which we were told can be a fairly large annoyance during the public sessions. They carefully explained what expenses you can expect to pay if you go off track, as the Nürburgring will charge the offending driver for guardrail replacement and track restoration. That’s a souvenir we did not want to take home with us!

The downside to the wet weather is that we got a good lesson in why the track is called the “Green Hell”. The region gets a lot of rain and when it rains, the track surface becomes very slick. It’s a treacherous track that has claimed many victims over the years. Niki Lauda had his infamous wreck that was documented in the newly released movie “Rush” there, as well, as countless others.

To drive the ‘ring, one needs to treat it like a two lane road in the Ozarks with both lanes of traffic going in the same direction and without a speed limit in most places. The ‘ring truly is a public road in one section, and townsfolk that live there will actually pull out onto the track during public sessions, much like the rural Missouri farmers will do with their tractors down

by the lake, so you have to be mindful of the speed limit in that area. The proper way to drive the ‘ring is to only take a racing line when you are completely clear of other traffic. In traffic, the slower cars must stay on the right side and the passing cars must pass on the left. If you get caught by a track official or another driver complains that you are doing otherwise, you will most likely be banned from the track for the rest of the day.

At the pit out entrance onto the track by the start/finish line, there are two lanes for presenting your prepaid toll pass and then you pull out into a tight chicane and then onto the track. You don’t have to worry about blending in since all track traffic has to exit at the finish line and pay a toll if taking another lap. Once you are on the track, you will find that this is not like a typical track stateside. The lanes are a bit narrow and there is very little run off on either side, so if you go off track, you have an excellent chance of colliding with a guardrail. If you happen to do so in one of the turns over a “gator”, you will also do some under carriage damage to your car as they have very high concrete curbs, easily up to mid-calf in height and at a 45-degree angle. Between this and the advice given at the briefing, we opted for reasonable speeds around the track and to come home safely.

Not everyone in our session can say that, as we watched a gentleman in a BMW M3 rented from the same place we got our BMW go off track, bounce against the guardrail on the left side of the track and the skid across the track and hit the right side guardrail half way around his first lap. We had watched him go flying past us a minute or so previously and we weren’t surprised at the outcome. We were warned in the briefing that it doesn’t matter how many times someone has driven the track on their Xbox, driving it in real life on a rainy day is vastly different. As they like to say, some of us got the memo, others got the bill.



*Scott did not let a damp track spoil his day lapping the famed Nürburgring circuit, (aka the Green Hell).*



The drive was not that different from some of the drives we have taken down by the Lake of the Ozarks with our friends, but that's not to say there weren't some thrills, as the track has numerous blind curves, a fantastic carousel, and enough dynamic challenges to make it fun for the best of drivers. I was fairly solid and smooth (and I am sure the word "slow" fits in this sentence as well) around most of the track but one 110 degree blind turn took me several laps before I could find a smooth way around it, even at fairly low speeds. The BMW had enough power to get tail happy easily when exiting turns so I had ample time to channel my inner Vin Diesel driving an FR-S, but I always had control of the car, and was able to wind the car up to mid triple digit speeds on the straights. I passed some folks, got passed by plenty of others, but had a blast and was not ready to leave when the session was ending. The Jackson Browne song "Stay (just a little bit longer...)" was running through my head as we were leaving the track.

## Castles and whatnot

Lest you think I am a boorish lout who mistreats his wife, we did visit some castles while in Germany and do other "non-auto" related things. There are approximately 6,000 castles and we had a fascinating time at some of them, but that's fodder for another story...

Traveling back home, like the trip there, was abysmal, but the trip was well worth it. If you get the opportunity to visit Germany, trust me, you will enjoy it!

- Scott



Scott Harrison

Needless to say, no tour of Germany is complete without visiting a medieval castle.

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## 2013 **Porsche Autocross**



### **KCRPCA 2013 Autocross #4**

**Sunday, November 10, 2013**

**9:00 AM Until Done**

### **LOCATION:**

**Ameristar Casino**

**Farthest West Parking Lot**

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



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**Please Register and pay ONLINE at [www.clubregistration.net](http://www.clubregistration.net)**

(Pre-registration deadline November 7, 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.

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Al Hess, KCRPCA Member

Our team rocked, we kept driving and the longer we drove, the better we looked. We were all on pins and needles as our night shift, eagle eye, driver Mike Lyle took over. He looked good and turned some very competitive laps during the

By the time this goes to press, we will have run in the Chumpship on October 19th and 20th at Road America in Elkhart Lake, WI. One race, 16 hours long, split between Saturday and Sunday. We are so looking forward to the finale; everyone is pumped and ready to go. Stay tuned and we will add some words at the completion of the Chumpship here. We are all going, so watch us on Race Monitor, cheer on us Chump-Car racers, we need it.

- Al



*The second place trophy garnered by Car 54 Where Are You.*

A horizontal banner for Hoosier Tires Direct .com. The background is white with a black border. At the top, the word "Hoosier" is repeated five times in a stylized font, each with "RACING TIRES" in smaller text below it. In the center is a large, stylized oval logo with a black and white checkered flag design. To the left of the logo, text reads: "We Carry The Full Line of Hoosier Race and Track tires for your vehicle at The Lowest Prices in the Nation!". To the right, a list of tire types is shown: "Hoosier R6", "Hoosier A6", "Hoosier H2O", "Hoosier Vintage", and "Hoosier Race Slicks". Below the logo, the text "Hoosier Tires Direct .com" is written in a large, bold, italicized font. Underneath that, it says "Your Best Source for the #1 Track Tire™". At the bottom, the phone number "515-203-3503" and the email "sales@hoosiertiresdirect.com" are displayed. The word "Hoosier" appears again in a smaller font at the bottom left and right corners.



## Hoot at Hallett 2013 - Experiments in Wheel Sizing

Richard Bennett, Der Sportwagen Social Editor & PCA Club Racer

I had a great 2012 season in Porsche Racing, finishing third in the PCA National Championship E stock. I had hoped for an even better 2013, but it was not to be.

I planned to do preventative maintenance on the car and some upgrades in the off-season to make it more reliable and competitive. Development is also essential to keep up with the arms race that is now the norm in Porsche Stock Racing. Competitive Cars are now far from stock!

My plans to work on the 944 have been thwarted all year by BMW unreliability, and suspect designs. How so? You may ask. For those that don't know, I built and run a 1998 BMW 323i (Helga) in ChumpCars. I had the option to buy a clone/sister for Helga. My thought was a quick fix as a starter car for my daughter, worst case a rolling spare parts inventory for her.

Turns out quick fix, and BMW do not exist in the same sentence. 10 months later and the sister car is still not right, and I have another cylinder head removal in my future.

Helga was a solid reliable car in 2012, which in part convinced me to buy another, but all was to change in 2013. The start down the slippery slope of unreliability was in fact no fault of BMW but a "Money shift" from 4th to 1st in the first race of the year. Four engines later, and I am still not sure if I have the car back to the reliability of 2012.

Back to PCA Racing. All the BMW work prevented me from touching the 944, other than routine oil and filters. Rod bearings were due 2 years ago, so every time I run it, I am concerned that this will be the time it grenades. I had other racing challenges. I typically run the 4 H's (Heartland, Hastings, High Plains and Hallett), plus a road trip to some exotic track. PCA Championship is best of eight race results, two points races per weekend, so you have to do four race weekends to stand a chance of decent points, plus the fields in class have to be large as you get points for similar cars that are behind you. Heartland Park Topeka was replaced with Kansas Speedway. It is a great track, but the field was unfortunately small so not many points to be had. I couldn't do Hastings as family commitments clashed. That left me with two races left High Plains and Hallett. I had no hope of a championship run for 2013, so my goal for my last race at Hallett is to go out and have fun.

Hallett is one of my favorite tracks, and my car does well there. My arch rivals (in a great way) are the 911's, my arch nemesis being Jim Buckley who I have raced with many times over the years and even been in front of but never beaten. Jim

typically wins the championship, his goal for 2013 being the perfect score, which is eight wins beating at least ten other class competitors in each race.

One of my planned trials for years has been to run 15" diameter wheels, instead of the 18"s I currently run. Despite what people may think, larger wheels have many disadvantages, they are typically much heavier and more fragile, and the larger overall diameter sets the center of gravity of the car higher. Finding wide wheels for late offset Porsche cars in 15" is like trying to find a needle in a haystack. Yet just before Hallett, I found that needle. There are claims of 15" wheels being worth two seconds a lap on the 911's. I didn't believe that significant a benefit for a minute, but all my calculations showed there were only benefits and no downside. I was elated to find a set of BBS Motorsport, true Magnesium center wheels. As I had not had any opportunity to work on my car in the offseason, and I knew the 911 guys had been developing, I felt I needed something better than 2012 to stand a chance. At least now I get to try the 15's and perhaps that gets me closer to Jim. So I joked that BBS actually stands for Beat Buckley Somehow.



*Richard's 944 Turbo with the smaller 15" BBS wheels installed.*

So let's see if we can put the smaller diameter wheel theory into practice. My goal was to Race Saturday on the 18's to give myself a baseline and then switch to 15's for Sunday.

Most PCA Race weekends follow a similar pattern irrespective of the track. Saturday is practice, qualifying a fun race and a non-points race. Sunday being the two points races.



Many top competitors don't race the fun race or the non-points race Saturday, saving their best equipment for the Sunday race. On the other hand, I get on track whenever I can.

For the fun race I was second on the grid but neither Buckley nor Cox showed up to race so I was promoted to pole. It was a typical start for me with Adam Jaspers 911 pulling me at the start and I was down to second behind. It stayed that way for a couple of laps until I managed to take the lead. The 18's were working well as usual and I won the fun race. I am always happy to win anything, so I was pretty happy.

For the first official race, Buckley showed up and was on pole, I was second with Cox third. Jim took a snooze at the start, and I managed a slight lead before he caught me in Turn 1 (a high-speed left-hander). I was now up to speed and we were side by side going through Turn 1. This turn is a very fast left and typically difficult to get two cars through quickly. I refused to back down, we Brits don't back down for anything! It's great racing someone like Jim. He is hugely experienced, makes few errors, and is a very respectful racer. You can race inches apart from him, trusting each other with our lives.

To my horror, Jim moves to the right as we exit the corner side by side. I have nowhere to go except on the grass. "Jim what are you doing?" I ask myself, followed by oh oh; this is not going to end well. High speed on grass can easily turn into a roll-over or even an endo. In fact, it did end well. I managed to keep the car reasonably straight, and get back on track in something like 9th place, as I see the front-runners disappearing ahead.

As I get up to speed, I can see the 2nd and 3rd place E cars some distance ahead. The car is running great, and hooking up, and I gradually reel in 2nd and 3rd. I manage to get on the back of 3rd place about two laps from the end and we are now lapping traffic. It's important to be clean when passing lapped traffic it can make a big difference. We catch John Byram as we approach Turn 6, a slow left-hander. Third place Adam goes around the outside, and I follow. All I can think is "John please stay there, please." Unfortunately, it wasn't the case and I was pushed off right onto the grass again. I managed to save it and catch up to Adam again, but it was too late by then, so I had to settle with fourth.

It was a lot of fun, unfortunately I couldn't make more of it, and I'm a little upset being pushed off track twice especially by a seasoned veteran such as Buckley. Little did I know was that with Jim's slow start, Chad Cox had got on the inside of him in Turn 1 at the start. So Jim had nowhere to go but push me off. Two cars through Turn 1 is tough, three cars through Turn 1 is a low probability situation, and unfortunately I was the one left out. Jim had been so upset pushing me off and not knowing if I had survived or not, that his lap times were off, which left him in P4 for the first of the points races.

By comparison, despite my offs I had pole. So Saturday gave me an 18" baseline, good results and a pole for Sunday.



*Chad Cox in one of the dreaded arch rival 911s.*

I was now looking forward to new rubber on 15" wheels, and improved lap times.

Sunday starts off very cool (great for turbos). I am full of expectation that the 15's will be beneficial.

Before the race I joke with Buckley, he tells me he is going to give me a head start. All good banter. As we start the race, I have Chad Cox on my outside. I have a great start. Chad can't pull me, hmm that's a first, perhaps the 15's are a benefit. I get into Turn 2 in the lead, and start to stretch my lead. Chad pushes too hard into Turn 6 and takes to the grass. I have Jaspers then Buckley behind me. As I watch lap after lap, I see Buckley get past Jaspers and now he's after me.

One upgrade for 2013 was pit-to-car radios. Now my wife Judy is screaming he's catching you. I know, I shout back, I can see him coming, and there is nothing I can do about it. The car is no longer sticking and my pace is dropping off. He gets closer and closer. He's right behind me as we enter the front straight. I am fixated. I figure as soon as he attacks I am done (again!). As we approach Turn 1, he slips backwards. I figure he must have broken. I race to the checker and then take a victory lap.

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At last I beat Buckley, but it's a little hollow as he started 4th and he broke, otherwise he would have had me. I see Jim later and asked what happened. He laughed back, "didn't you know, that was the checker, one more lap and I would have had you, I wondered what you were doing." So he hadn't broken. I had missed the last lap signal and then the checker as I was so focused on my mirror. So my victory lap had been full steam, followed by a cool down lap!

Verizon 3G 10:31 AM 58%				
Live Timing				
Session: Sprint 2		Finish		
Timing: 00:24:03		10:31:03		
Time to go: 00:00:00		Laps to go: 0		
#197 RICHARD BENNETT E				
1	Laps	Last Time	Best Lap	Best Time
	14	01:27.680	3	01:25.311
#711 JIM BUCKLEY E				
2	Laps	Last Time	Best Lap	Best Time
	14	01:26.295	13	01:24.986

Judy Bennett

Points Race 2 Buckley has pole and I am second. We race to Turn 1 again. This time he starts well but he can't pull me. Another first and it must be the 15's. I get a better run through Turn 1 and I am in the lead by Turn 2, followed by Buckley then Cox. I do a Vettel and pull out a big lead in the opening laps, only to be radio'd by Judy that they are catching me. Again I shout back that I know, but there is nothing I can do. The tires had gone off and the car wouldn't stick.

Out comes a yellow as Chris Blazer has had a big off at Turn 1 and laid fluid on the track. I keep pushing. Double yellows are thrown, but it's a debris yellow and a regular yellow as there is fluid on the track, it's very confusing what it means. I am convinced it's going to be full course yellow with pace car, so any advantage I have will now be neutralized. I push nevertheless, but Buckley and Cox fall back. Jim was convinced we were going to get the pace car, so he lets me go. I figure my efforts are for naught, but until I see the pace car, I have to push. As I come down the straight, I see the pace car, ready to come on track. To my surprise, that's where it stays. Oh well, next lap maybe. Then they drop the flags and we go green. I now have a five second lead, and with 3-4 laps left it should be more than enough to get to the finish. Judy's radioing, "They are catching you fast." I know I repeat, but there is nothing I can do, the car just won't stick. Just two more laps, hold on.

As I round Turn 1, the rear end steps out big this time. This is no controlled drift. I thought I had it, but couldn't save. As the car snapped back, I fly off track left, uphill towards the

workshop building. This is going to be a ride I think. Most of the speed is gone when I finally tap the fence and the car has stalled. I have an Odyssey battery that absolutely sucks, so I can't restart the car. I call over a couple of shop workers to get me out, but it's too much for them. Then the maintenance door opens, and what's looks like a wave of Burley Oklahomans descend on my car and muscle me out of the fence. The car still won't start so we have to bump it on the grass. I make my way to the track; I see Buckley and Cox rounding Turn 1 on their victory lap. I manage to get the car back around and take the checker, at least I finished. If you're not first your last, as Ricky Bobby would say, and that's exactly what happened!

At the awards, I was mildly hopeful of a much-coveted "Workers Choice Award" for my heroic efforts in Race 1. Unfortunately, it was not the case and Buckley picked it up. Buckley also got one for Race 2. What gives I ask myself, "What does it take." Then to my surprise and dismay, I am named for Race 3. Perhaps the corner workers value someone who throws away a big lead!



Judy Bennett

So what did I learn with my experiment on 15's? Speed off the mark felt much better, which is what the math suggests. Gearing for my car at Hallett was horrible with the smaller radius. Comparing lap times suggested a 1/4 second advantage but it's too small a difference and inconclusive. The drop off in performance was dramatic and disconcerting. The 18's don't drop off, just the opposite I get full confidence and can push to the end. Perhaps there is not enough rubber in the 15's for the relatively heavy weight of my car.

What next? The experiment was interesting but the results aren't clear, so I have to try again next year. Perhaps the gearing would be a benefit at a different track. I also need to optimize my setup on the 15's, which I didn't do this time.

So my race for the 2013 PCA Championship is over. I have some work to do in the off-season. We shall see what 2014 brings.

- Richard



## Winners Abound at Oktoberfest German Car Show

Murray Steeble Jr. & Stan Thorne, KCRPCA Directors

Sunday, September 22nd dawned clear and warm with the promise of a perfect day for KC Region's annual Oktoberfest car show competition. The event is hosted by the KC Mercedes Benz car club with our PCA region and the local BMW car club as long time guests. It was held at the US Bank in Hawthorne Plaza, just west of 119th & Roe in Overland Park, KS.

This year there were seven categories of competition in a shine and show format, with car placement starting at 10 AM. Coffee and donuts awaited to start the day. Two ballots were given to each entry, which gave the voters greater flexibility in their voting. Individual ballots were given to PCA member spectators. This year there were [33] entries, [4] more than last year. The weather remained excellent, and by 1 PM the votes were counted and winners declared.

The winners are as follows:

- **1999 - 2013 Mid Engine:** Afshin Nayeri – Black 2011 Boxster Spyder
- **1976 - 1995 Front Engine:** Agelon T. Jones – Red 1987 944 Turbo
- **1950 - 1965 Rear Engine:** John Byram – Silver 1960 356
- **1966 - 1980 Rear Engine:** Al Bolte – Turquoise 1971 911 T
- **1981 - 1998 Rear Engine:** Valerie Wilen – Silver 1990 911 C4
- **1999 - 2013 Rear Engine:** Fred Quintana – Red 2007 911 GT3

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

The trophies were glass beer mugs engraved with the club's logo and show category. Winners can go to Midwest Trophy (97th + Metcalf) if they wish to have their winning car's description engraved on the other side.

Thanks to all participant entries and spectators for coming out to achieve an awesome display of our club's best cars. Once again, we had more entries than either the Mercedes or BMW clubs, and we gained some new members also. There was close voting in the 1950 - 1965 Rear Engine category, with Sean Reardon, PCA National Secretary, one vote short. Spencer Cochran was also one vote down with his perfect blue Boxster in the Mid Engine category. So set your sights for your Porsche's upgrades + cleanups for next year and come to win your category!

- MS/ST



Spencer Cochran



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Patricia Steeble

Murray Steeble and Stan Thorne flank winners; Afshin Nayeri, John Byram, Fred Quintana, Valerie Wilen, and Agelon T. Jones.



Hiromi Lessmann

Sean Reardon's Porsche 356A scored well in the 1950 - 1965 Rear Engine category.



Hiromi Lessmann

The Mercedes Benz and BMW car clubs shared the spotlight.



Spencer Cochran

Al Bolte's turquoise '71 911 won the 1966-1980 Rear Engine class.



Hiromi Lessmann

Wow! I could've had a V8! Karl Wilen's 944 Turbo(?) looks good.



Patricia Steeble

Valerie Wilen gives a thumbs-up after winning 1st in class.





Hiromi Lessmann

*Al Hess works hard keeping an eye on his grandson.*

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 web site, [[www.kcrpca.org](http://www.kcrpca.org)].



Hiromi Lessmann

*Bob Wayman's Porsche 930 and Mike Lyle's 911 go well together.*

## PCA ZONE 10 CALENDAR

Updated 08/15/2013

### NOVEMBER

10	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
TBD	991 Turbo Launch Party, Aristocrat Porsche, Shawnee Mission, KS	Kansas City

### DECEMBER

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

For detailed information about listed events, see the respective Region's web site or the PCA National web site 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)  
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*The crowd confirms that Al did a great job preparing the food.*



*Al & Karen Hess opened their spacious home for the shrimp boil.*

## Hess Shrimp Boil a Big Hit

Richard Bennett, Der Sportwagen Social Editor

September 21st marked the last day of summer 2013. Thankfully, it was one of the nicest days of the year, and just perfect for Porsche driving especially with the top down (for those fortunate to have cabs). It seemed as though just about everyone had driven their Porsches, for "There is no substitute" on such a glorious day.

As always Al and Karen Hess did a fine job of opening their beautiful home for the annual shrimp boil. Al sweated over the simmering pot, to dish up shrimp, potatoes, and corn on the cob. Guests quickly hit the buffet and as always, there was plenty of food for everyone.

The remaining feast was potluck by other members, one of the most interesting being pumpkin push pop deserts from Valerie Wilen. Evidently, Valerie is playing on Bob Wayman's affinity for pumpkins!


The event was well attended by old and new members alike. It is always great to see so many new faces.

A tribute card to the late Ron Barkley was on hand for members to sign. Bob Wayman's speech provided a fitting accolade for those who did not know Ron.

A big thanks to Al and Karen for hosting another great event, and a nice finish to the summer season. If you missed this year's event, be certain to put it on your schedule for next year.

- Richard






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**I WILL SEE YOU AT THE TRACK**





Hiromi Lessmann

*Chris McIntyre's Boxster looks good in Al's driveway.*



Spencer Cochran

*Holly Juckette and Jerry Clark head back for seconds.*



Spencer Cochran

*Mary Lynn Clark and Marilea Brungardt enjoy some desert.*



Spencer Cochran

*Karl & Valerie Wilen, and Lena Lyle hang out by Al's van.*



Frederick Quintana

*The backyard was also a popular gathering place.*



Spencer Cochran

*You couldn't ask for a better day for the Hess shrimp boil.*





## Getting Social with KCRPCA

Holly Juckette, KCRPCA Social Activities Chair

### 911 Turbo Launch at Aristocrat Motors

Come meet the new Porsche 911 Turbo! The benchmark for 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, 911, and Cayman, you know this is something not to be missed. The event will take place in November, but the date has not been set yet. Watch for an e-mail blast or the [www.kcrpca.org](http://www.kcrpca.org) website for additional details. The event will take place at Aristocrat Motors, 9400 W 65th St, Merriam, KS 66203.

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- Holly



Hiroimi Lessmann

*A small memorial on display for Ron Barkley at the Hess Shrimp Boil. A sympathy card was signed by those in attendance.*

### Ron Barkley Remembrance

Ronald Lane Barkley, 73, Lenexa, KS, died Saturday, September 14, 2013 at his home. Funeral Services were held at 1:00 p.m. Saturday, September 21, at the Porter Funeral Home, 8535 Monrovia, Lenexa, KS. Burial in Shawnee Mission Memory Gardens. In lieu of flowers the family suggests memorial contributions to the Greater Kansas City Restaurant Association Scholarship Fund, the Missouri Restaurant Association Scholarship Fund or Gentiva Hospice.

Ron was an active member in the Porsche Club and well known to many of our members. Further details are available at [www.legacy.com/obituaries/kansascity/obituary.aspx?n=ronald-lane-barkley&pid=167007221&fhid=4645#storylink=cpy](http://www.legacy.com/obituaries/kansascity/obituary.aspx?n=ronald-lane-barkley&pid=167007221&fhid=4645#storylink=cpy).

### Join us for Breakfast!

Every Saturday at 7:30 AM, the KCRPCA meets for breakfast at Le Peep Restaurant at 79th & Quivira in Lenexa, KS.



It's a great opportunity to meet other club members, look at an ever-changing collection of Porsches, and enjoy a tasty meal. It is also a very good reason to get out of bed on a Saturday morning!



Hotel Sorella

*Don't miss this year's KCRPCA Christmas party at Hotel Sorella, Kansas City's newest, trendiest hotel, opening in November!*

### Holiday Party at Hotel Sorella

Save the date; Saturday, December 7, 2013. This is going to be the premier boutique hotel property in Kansas City, set with the Country Club Plaza as the backdrop. What a wonderful place to be with our Porsche Club friends to enjoy an evening of food and drink to celebrate the holidays. Details forthcoming.

Hotel Sorella is a new icon among Kansas City Hotels. Opening Fall 2013. Discover a refined oasis tucked amid the ornate fountains and elegant courtyards of Country Club Plaza, Kansas City's premier shopping district. The Hotel Sorella Country Club Plaza is a grand fusion of modern design and Mediterranean inspiration. Details playfully mirror the Plaza's own influence of Spanish Seville, such as our breathtaking rooftop pool and Renaissance-style artwork, all with a fashionable flair



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**Wanted to buy:** Kansas City Art Bunker license plate frame.  
Steve Unterman, 913-787-5067, [untermans@aol.com](mailto:untermans@aol.com).

**For Sale:** 1990 C2 Cab, Tiptronic, 43,000 miles, Silver with burgundy interior, Top is "walnut" color, recently spent about \$3,000 as part of the 40,000 mile servicing, car is in "great condition", Price: "around \$27,000". Contact Gene Wood, 816-697-3611.

### Advertiser's Index

Aristocrat Motors.....	2, 27
Banger Industries.....	14
Bob Hindson Racing.....	23
Complete Garage.....	24
Das Auto Werk.....	3
Hoosier Tires Direct.....	16
Jennifer Templin, Reece & Nichols Realtors.....	18
Mary Lynn Clark, Reece & Nichols Realtors.....	4, 27
Parkway Animal Hospital.....	27
RennsportKC.....	8, 27
Rudy Rodriguez, Farmers Insurance.....	10
Wealth Management Advisors.....	20
Wholesale Trucks of America.....	27

### 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).