

September / October 2012

Der Sportwagen

Official Publication of the Kansas City Region Porsche Club of America

www.kcrpca.org



Unveiling the new Porsche Boxster during the Aristocrat launch party.
Photo by Jim Rand



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KCRPCA Annual Election Ballot



During the KCRPCA annual meeting the following member candidates were submitted by the nominating committee for the positions listed below. All KCRPCA members are encouraged to mark, fold, and mail the ballot below to prior to Oct 1, 2012. Mail to: Jack W. Bishop, KCRPCA Secretary, 106 Tuscarora Lane, Lake Winnebago, MO 64034.

Kansas City Region Porsche Club of America 2013 Club Ballot for Officers and Directors

President:	Robert Wayman	<input type="checkbox"/>
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Signature: _____

Innerhalb

Departments

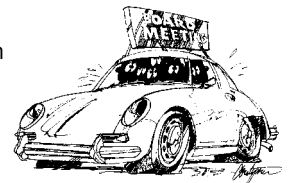
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Monthly Board Meetings

KCRPCA Board Meetings are typically held on the first Tuesday of each month beginning at 7:00 PM at the home of Ralph Light, 9985 Hemlock Dr, Overland Park, KS. Any KCRPCA member is welcome to attend.



Next month's meeting: Sep 11, 2012

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Calendar of Events

See www.kcrpca.org for updated information about upcoming events.
 See page 22 for the PCA Zone 10 Calendar.

- Sep** 15 Shrimp Boil at the Hess Residence, Leawood, KS
- Oct** 7 Autocross, Ameristar Casino, Kansas City, MO
- 12-14 Drivers Education, Heartland Park, Topeka, KS
- 21 Oktoberfest Concours and German Car Show, Leawood, KS
- Dec** 1 Holiday Party at Brios, Kansas City, MO

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From the Editor

David Lessmann, Editor Der Sportwagen

A recent drive through the winding curves of Highway 1 just south of Leggett, California, served as a reminder of the benefits gained by participating in a PCA sanctioned Driver's Education (DE) event. Here I was on an unfamiliar road with no guardrails over tight mountain curves, oncoming traffic in the left lane, and no cellphone service to call for help should something happen. What's the correlation?

A PCA sanctioned DE teaches you how to manage your car in situations where car control is paramount. It offers the opportunity to explore your vehicle's limits in a safe controlled environment. Not only that, the skills learned are transferable to any vehicle you drive.

So how did these lessons help me guide my rent-a-car, a Mercedes Benz C-class, through this unfamiliar territory? It starts with understanding the physics involved to maximize the grip your tires have to the road. Adjusting the seat to the proper position. Knowing where to hold your hands on the wheel, and the proper way to turn the steering wheel. Another important point to remember is to keep your eyes up, looking ahead to where you want to go rather than focusing on what is immediately in front of you.

These are basic principles but following them goes a long way towards making your journey safe, regardless of the road conditions. A DE gives you the chance to practice them until they become rote.

Another lesson learned during a DE is that while you are driving on a racetrack, this is not a race. There is no prize for the fastest driver, instead the objective is to improve your driving skills to the point where you can explore and enjoy the amazing performance Porsche has built into their street cars.

Back to Highway 1, this meant letting the local drivers pass when they came up behind me. Following them from a safe distance allowed me to increase my overall pace and take advantage of their experience on this road.

Driving scenic Highway 1 was enhanced by the lessons learned in a DE. The drive was smooth and brisk without once locking the brakes, or squealing the tires, and led to an enjoyable time driving an unfamiliar car on an unfamiliar road.

KCRPCA will hold their next DE on Oct 12-14. Check out Bob Wayman's article on page 17 for further details and sign up now. Your car will thank you. Cheers!

- David

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Der Sportwagen

Kansas City Region

Porsche Club of America

September / October 2012

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Moving?

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

Der Sportwagen Advertising Rates

Size	One Issue	Six Issues	Ad Sizes
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See www.kcrpca.org for website advertising rates!



Installing an Electronic Trailer Brake Controller

Karl Wilen, Der Sportwagen Technical Editor

dockarl@wilen.us

I was flipping through some old Excellence magazines the other day, and read an interesting factoid from one of the development team (I can't remember exactly what his position was at the time) who was with Porsche during the development of the Cayenne. The original idea for the Cayenne was to produce it as a minivan. Just thought you owners might like to know. ☺

Now I know this might be sacrilege to the Porsche purists (it's not really a Porsche right????), but guess what? The Cayenne can tow! You are probably wondering why you dropped a boat load of money on the factory tow package for a German SUV, but I assure you it is more than capable of hauling whatever you want. Whether you want to tow your 911, 944, or Carrera GT to the racetrack, or your boat to the lake, or some heavy unmarked cargo to Mexico, the Cayenne will fit your needs. It has plenty of power to tow pretty much whatever you put behind it, but, like any tow rig, stopping can be a challenge.

Porsche's are known for braking power, but with a heavy load behind you, and the laws of physics, sometimes a little extra help is nice. With experience towing, one can normally anticipate slowing down without special assistance, but sometimes things catch you by surprise and you need to be able to stop on a dime and get 8 cents change back.

Let's just say you are towing to the Watermelon 500, it's dark and rainy, and you come up over a hill in your triple digit ride with the hammer down and see an alligator, Bambi, fender bender, or a general 10-33. What do you do son? You've got to slow down quick! Or maybe your bird dog goes off and you see a bear in the bushes taking pictures, and you've got to get back to sane speeds quickly.

Well, trailer brakes just may be the answer. Okay, side note, not everyone travels at insane speeds with a trailer behind them like some people I know. While trailers can come with a variety of different brake setups, many nowadays are outfitted with electronically activated brakes to assist the tow vehicle to slow down quicker, easier, and most importantly in a straight line. The worst thing that can happen when towing a trailer is when you stop suddenly, and look over and see your trailer going past you. Bad things are about to happen at that point.

In order to utilize the brakes on your trailer, you will need to add an electronic brake controller in the cabin. This controller allows you to set the rate/force at which the trailer brakes are applied, (which can vary depending on the weight of your cargo), or in an emergency, manually apply a full lock to the

trailer brakes. The controller sends the signal from the vehicle's brake system to the trailer to tell it to apply the brakes as well, thus assisting your rapid descent.

Now on the good stuff. So you got online, read the reviews, and ordered a reliable (read not cheap) brake controller. But now you have to install it, which involves wiring... in an expensive, complex Porsche. Don't worry, it isn't too hard. In fact, Porsche knew their coveted SUV would be used for towing by crazy phat Americans eventually, so they did some of the wiring for you. ☺

Yes, Porsche (and VW of course) was smart enough to include the brake controller wiring plug into their harness. This will allow the brake controller to communicate with the trailer through the factory wiring harness when you hit the brakes. The connector is stuck up under the dash, above where the clutch pedal would be. And before you get online and read about guys saying it isn't there....I promise you....it's there. It is hard to find sometimes stuck up out of the way and wrapped with a piece of gray Styrofoam (uuuughhhh foam) amongst the rest of the wiring, but it is there. It is there from 03 onward. Now to utilize this wiring harness, you will need to pick up a couple of pieces in addition to your brake controller, which we will discuss in a minute. Since the Cayenne and the Touareg share the same platform, I order the harness pieces from VW as they are cheap (roughly \$20 for the kit) and easy to get.

This also assumes your Cayenne already has the factory tow package installed (trailer hitch/receiver and the wiring to it) as seen here:



For this install on my buddy Dan's 2011 Cayenne S, we are using a Prodigy P3 brake controller. Arguably one of the best electronic controllers on the market, it will set you back about \$150.



Dan Margolin



Dan Margolin

Parts needed:

- Brake controller of your choosing.
- Brake Harness connector: Volkswagen part number 1J0-972-782 (qty 1).
- Harness connector wiring: Volkswagen part number 000-979-228 (qty 2, which will be cut to make 4).
- Add a circuit fuse connector (any auto parts store). This allows us to use the fuse panel fuses to get our 12v power.
- For 2005+ a 12v normally open relay.

Once we have found the brake controller harness plug under the dash of the Cayenne, we need to make a harness that will plug into it. We take the two pieces of wiring we ordered from VW, and cut each in half, thus making four leads (with pre-attached pins). We insert these four pins/wires into the other connector part we ordered from VW, and then this piece will simply snap into the factory harness. Now we just need to connect our brake controller wiring harness (comes with the controller) to the four bare ends of this connector.

Your brake controller should come with the appropriate

wiring diagram, which shows what colors are for what function. There are going to be two differences in how the brake controller wiring harness is made up, depending on the year. 2003-04 still used a brake light switch on the back of the brake pedal, making it easy to get a signal to the controller. 2005+ no longer have the brake switch on the back of the brake pedal, but rather it is on the master cylinder assembly now, making our wiring a bit different. In this case, we will wire in a relay in place of the brake switch. Using the table below, we can connect the short harness connector we just made with the brake controller harness that is provided with the controller, matching up the appropriate wire colors between the controller and the vehicle harness. This is typically done with crimp connectors included with your brake controller kit.

Wire on Vehicle Harness	Wiring on brake controller harness	Function
Brown (position 1 on connector)	White	Ground
Red/Yellow (position 2)	Black	12V
Black/Red (position 3)	Red	Brake Signal
Blue (position 4)	Blue	Trailer Brake

The differences: With 2005+, using the red wire on the brake controller harness, we cut it, and insert a normally open, 12v relay inline. Red from the brake controller to pin 87 of the relay. Red to the vehicle to pin 86. Pin 85 is wired to a ground source, and Pin 30 goes to 12v power. This is easily solved by inserting a "add a circuit" adapter in your fuse panel on the left side of the dash, which allows you to get power without cutting any of the vehicles wiring harness. With the 2003-4, instead of using the relay, the red wire from the brake controller is attached to the red/black wire coming off the back of the brake pedal switch.

This relay wiring is best understood by drawing it out on paper, but I'd have to do that in a paint program on the computer for you to see it, and well, that just wouldn't be very pretty.

Here we have the factory brake controller connector under the dash, plugged into our new VW harness: The red arrow



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is the factory plug. The yellow arrow is the VW connector (1J0-972-782), and the blue arrow is the VW wires (000-979-228)



Karl Wilen

Here we have the relay wired inline from the harness to the brake controller, which is then secured out of the way up under the dash.



Karl Wilen

And finally, we find a place to mount the brake controller following the controller's instructions. They do need to be mounted in the direction of travel to work properly, and there are numerous locations you can use under the dash to do so. If you are towing the same load each time, you can find a setting

on the controller that works and leave it set there. If you tow an empty trailer, then a fully loaded trailer, you will have to adjust the force of the brakes to compensate for that load (too high and you will lock up the tires when braking, or too little and the trailer will not apply the brakes enough).



Karl Wilen



Karl Wilen

And with a couple hours of easy work, you can have your electronic trailer brakes wired up and working, as they should. It sounds a little complex on paper, but I assure you, anyone can do this job!

- Karl

Technical Glossary:

10-33: General emergency.

Alligator: Blown tire in the road.

Bambi: Deer in the road.

Bear In The Bushes Taking Pictures: Police officer shooting radar.

Bird Dog: Radar Detector.

Fender Bender: Accident.

Hammer Down: Going at a fast rate of speed.

Triple Digit Ride: Vehicle that will do 100 mph.

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Getting to Know Jim Cummings

Jim Cummings, KCRPCA Webmeister

DS: What Porsche do you currently drive?

Jim: I have a 2001 Meridian Silver Boxster S.

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

Jim: My 1976 914. It was the car that caused my wife to marry me.

DS: How does your wife feel about your Porsche passion?

Jim: Maja enjoys them almost as much as I do. As a matter of fact, when we were at the Boxster unveiling at Aristocrat, she got into one of the models with a tiptronic and her first reaction was, "Where's the clutch? A Porsche needs a clutch!" I don't think I've ever been so proud.

DS: What is your favorite vacation destination?

Jim: Antigua. Galley Bay Resort. All adult, all-inclusive, private beaches.

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

Jim: I really can't name just one. Star Wars (the original, re-titled as Episode 4), Princess Bride, Misty, Beethoven (again, the original), Casablanca, Blazing Saddles. (or really, just about the first hour of any Mel Brooks movie).

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

Jim: David Copperfield, although it's a bit of a slog. Just finished James Madison's latest biography, though. Good read but really didn't improve my opinion of him.

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

Jim: My wife's melanzonie – basically lasagna with eggplant instead of pasta.

DS: What is your favorite KCRPCA event and why?

Jim: Fun drives, by far. I enjoy the look on my wife's face as we accelerate on blind corners.

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

Jim: Fred Quintana's 996 Turbo. Of course, I'd have to hire him to keep it in shape for me, since I'm really bad at cleaning mine.

DS: Why do you participate in the KCRPCA?

Jim: Friendship.

DS: What is your favorite local restaurant?

Jim: Either Red Fortune in Bonner Springs or the Yard House at the Legends.

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

Jim: The Baltimore Colts. Oh yeah, the Ravens. Worst sporting event is Ravens-Steelers games because the Steelers became my "local" team after !@##\$ing Bob Irsay took the Colts away in the middle of the !@#\$ing night. No, I'm not bitter.

DS: Favorite slogan or saying?

Jim: Sting 'em.

DS: What's your most embarrassing Porsche moment?

Jim: After 30,000 miles, mostly above the speed limit, getting a ticket for running a red light at 20 mph in "downtown" Leavenworth.

DS: What's your dream job?

Jim: International Man of Mystery. Pretty much what I'm doing now, immersing myself in spreadsheets assisting a deployed Army unit. Except I'd do it from home instead of Afghanistan.

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

Jim: Buy a faster car.

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

Jim: Fred Quintana's car... But seriously, Nah, Fred's car. Maybe just rent it for a while until they release the 991 4S Turbo Cab.

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

Jim: That's between my wife and me. And my favorite Porsche.

DS: What question/answer did I forget to ask?

Jim: Why did you take on Webmaster duties for the Club? I was bored and looking for something easy to do. That said, if anyone has a burning desire to do it, let me know.



2012 BMW Z4 sDrive35is vs. 2013 Porsche Boxster S

Chuck Vossler, Der Sportwagen Special Assignment Editor

Editor's Note: *Chuck Vossler is an accomplished writer whose articles appear in the BMW Roundel magazine. He is also a contributor for the BMWBlog website and has written several articles for Der Sportwagen. I am extremely happy to announce Chuck has joined the writing staff at Der Sportwagen as a Special Assignment Editor. What follows is an article Chuck wrote for BMWBlog. It is reprinted with their permission, and the full article and videos can be viewed at www.bmwblog.com/2012/07/12/bmwblog-test-drive-2012-bmw-z4-sdrive35is-vs-2013-porsche-boxster-s.*

With the launch of an all new 2013 Porsche Boxster S, BMWBLOG figured it would be a good time to compare its natural rival: The BMW Z4 sDrive35is. An unfair comparison you say? Both two seat German droptops can be well optioned for just under \$70,000, and both rear-wheel drivers can get you from 0-60 mph in about 4.8 seconds. However, both provide a rather different driving experiences and get you there in rather different ways via divergent philosophies.

BMW kept the faithful hoping an M model would come out in this the second generation of the E89 Z4. After all, BMW had given us an M-version in its previous two roadsters - a Z3 M and an E85 Z4 M with the fantastic screaming S54 motor from the E46 M3. I saw an E85 Z4 M just the other day and they still look fantastic. They were also quicker than the Boxsters of its day. Plus the BMW had a Limited Slip Differential

(LSD) where as the Porsche car didn't. Alas no M Z4 was to come. However, in 2011 BMW chose to give us a souped-up hot rod Z4 sDrive35is with a tweaked N54 twin-turbo motor with a new over-boost torque feature and no LSD but lots of electronic handling aids.

In fact it wasn't until 2011 with the stripped down track oriented Boxster Spyder that the press outside of dedicated Porsche magazines gave it much positive press. This though, has all changed with the third generation and all-new 2013 Boxster which sports Porsche's internal code 981. In person, as in photos, it looks absolutely stunning. The automotive critics are all aglow in their reviews of it and after driving it I agree. Even Chris Harris declares the 2013 Boxster S a "proper sports car," and "Porsche has finally built a Boxster that a man could buy" and "I don't feel self conscious driving it."

Power:

Here we see a major divergence in philosophy between Porsche and BMW. Both are Direct Fuel Injected motors; however, now BMW has chosen to put a turbo on nearly everything. The last naturally aspirated engine BMW sells is the V8 in the E92 M3. When this M3 is retired in 2013, the high-revving naturally-aspirated motor and the core founding philosophy of BMW M will be sadly gone. The BMW power unit maintains a high output - 332 lb-ft from 1,500 rpm to 4,500 rpm. Maximum output of 335 hp is delivered at 5,900 rpm.

Porsche, though, offers a high-revving naturally-aspirated engine in the Boxster but turbo charges their top of the line models. When looking at total output of the two motors, BMW wins here because it brings 100 more ft/lbs of torque to the fight. The Porsche does get a nod though for engine place being in the middle of the Boxster instead of the "wrong end" like a 911.

Winner: BMW

Transmission:

Porsche offers a 6-speed manual standard, and their PDK double clutch is a \$3,200 option. The BMW Z4 sDrive35is comes with one transmission only - the DCT. Both offer paddle mounted shifters and having driven both the DCT and the PDK, I actually prefer the paddles on the



Porsche. However, both work well and are intuitively placed. The ability to use three pedals to shift yourself, even though slower, is more involving and you save \$3,200, so it tips this round in favor of the Porsche.

Winner: Porsche

Cost:

Base price for the Z4 sDrive35is is \$64,200 and the one I drove had a MSRP around \$68,000. The base price of the 2013 Boxster S is surprisingly less at \$60,900. Granted the Porsche doesn't come standard with the double clutch gear-box and if you add \$3,200 to get it, the cost differential nearly evaporates. However, if you start to go crazy with the options on the Porsche, the price can shoot up easily into 911 territory. Just out of curiosity I started clicking every option available on the 2013 Porsche's Boxster S' configurator and jacked the price up to \$103,535 before I got bored and quit. Nuts huh? Tie if you can control yourself on the options list for Porsche or BMW is the winner if you can't.

Winner: Tie / BMW

Racing:



The 2013 Boxster is so new, there aren't any racing versions of it. If you ever go to a Porsche Club or other amateur race, you'll find that quite a few Boxsters are out on track, way more than Z4s raced at amateur racing in the US. There's a but here for BMW. Munich has factory Z4 GT3 race cars in Europe, and they look damn and I mean damn good. Much better than any Boxster race car I've ever seen. They are available for purchase but there's a downside though, they cost \$340,000 Euros +VAT. The Z4 GT3 makes up for it with a 4.4 liter V8 with a 9,000 redline and pumps out 515 bhp with a weight just over 2,600 lbs. I would add that the Z4 GT3 has very little in common with its street version counterpart. Winner? There is none, these have nothing to do with the street versions. Racing is just cool.

Looks:

I think both the Z4 and the new Boxster are fantastic looking, and project a low slung wide road hugging appearance. Both look good with top up or down. The BMW gives you a long



front engine bay, almost like an old Jaguar or a Viper. Or maybe even a Z8! Driving the Z4 made me think auto-crossing might be tough because it was hard to see the very leading edge of the car you sit so far back. Not so with the Porsche, I thought the view right down to the pavement was ideal for viewing a tight autocross course. Both test cars had some really sweet looking 19" wheels too. Looking at the Z4 sDrive35is options, made me wonder why BMW has chosen to make the 18" Star Spoke Style 295 standard because the 19s look much better.

The Z4 sDrive35is I drove had the optional 19" 5 Double Spoke Style 326M wheels, they look a lot like the killer wheels on the new F10 M5.

On to the Boxster, I feel that the proportions just look right. Finally the Porsche Boxster has unique sheet metal and is not forced to share with the 911. Some even think it has elements of the new 918 Spyder. The front-end has wicked cool stacked race inspired headlights as well as large air scoops with radiators behind them. The doors have a sculpted look and actually function to help force air into the large intakes for the motor just in front of the rear wheels force feeding the 9A1 flat six motor.

LED brake lights wrap around the rear quarter panel and somehow seamlessly taper into the back and as well as where a speed sensitive spoiler lives. This rear spoiler deploys to decrease lift at highway speeds or by a button on the console. Porsche even has a center light tucked into the bottom edge of the spoiler. The Boxster S's wheels also look outstanding. I'll call this category a tie, though confess that styling and looks is totally subjective.

Winner: Tie

Speed:

Despite BMW's insane power and torque advantage with a 1 Series M engine stuffed under the hood, there is a virtual tie here. Both do 0 - 60 in an identical 4.8. The BMW erases its

power advantage with pork. The Z4 weighs over 600 lbs more than the Porsche. I really had no, and I mean no idea the Z4 sDrive35is weighed over 3,500 lbs. BMW is the master at dynamically hiding their pork until you get it on a scale. I'll call this one a tie, but if the Z4 could go on a diet, it'd win. Top speed the Porsche is greater but its really an academic number because I don't suspect anyone in the U.S. will get close to its top speed on either one.

Winner: Tie

Top:



The Porsche's top is cloth takes just 9 seconds to stow and for the first time is done solely with a toggle button on the console – finally no latches to jack with. Remarkably with the Porsche, you can stow the top at speeds up to 30 mph. What I wanted to do, but managed to suppress on my test drive was start the mechanism of dropping the top then hammer the throttle. With the Z4 you get a folding hardtop that takes a little longer at 20 seconds during which you must remain motionless. This can occasionally be an issue if a stop light changes on you unexpectedly as happened on my test drive. BMW's hardtop does give a very elegant look to the car and really seals the cabin from road and noise with the top up.

There is also more than 40% more glass to see out of than previous generation Z4 and way more (scientific term) viewing area than the Porsche. BMW has with the Z4 sDrive35is perhaps their best factory standard exhaust. With

the top down, it's downright intoxicating and I confess was an unexpected treat. The Porsche's is pretty good but with the top down what you notice more is the high revving motor ripping, not the exhaust. Winner here: Z4.

Winner: BMW

Handling:

This category was the biggest disappointment to me for the BMW. The Bavarians have always been the car company of more chassis than motor, but not so with this Z4 sDrive35is. It's not bad until you push the car and I suspect those who buy the Z4 won't drive it on a track or even near the limit. If they don't, it probably won't be a disappointment to them, but it was to me. Watch the video online and you'll see I am not alone in my assessment of it.

The BMW to me just seems suited for cruises around town and for the blast up the drive of the country club not the track. Car and Driver put a 2012 Z4 sDrive35is on their Lightning Lap 2012 at Virginia International Raceway. To me, VIR is one of the best racetracks in the country and absolute blast to drive – elevation changes, blind corners, and multiple configurations. It's like being at a country club or expensive golf course but its for us track addicts. They even have great track food. Anyway here's Car and Driver's lap in the 2012 Z4 sDrive35is.

They drove the car to the limit and though my test drive was limited to public roads for both, theirs show what I felt by the seat of the pants in the Z4. I didn't experience problems with the DCT where it wouldn't shift while under load like they did but again I didn't drive like that on public roads either.

The handling category is where the 2013 Boxster S absolutely crushes the BMW. This Porsche just loves to be pushed hard. It has a slightly rear weight balance and it likes to be chucked (pun intended!) into a corner. Maybe a better way of describing it is to come hot into a corner, nail the brakes, scrub off speed, get the car turned in a late apex manner and then you can get on the gas earlier than you think you should.

Here a Z4 would just plow off course going wide in understeer, but the Porsche loads up the wide rears and starts to explode out of the corner on throttle. A little like a 911 would but maybe not as dramatic. In theory with a Porsche it should be slow in fast out, but with the 600 lbs less to turn than the Z4, it could just scrub off speed fast. Porsche added 1.6 inches to the front track with their new Boxster and 0.7 in the rear and the thing just dares you to push it hard and harder into a corner.

Both German convertibles share an interesting adjustable suspension. Each has three modes. BMW has Comfort/Sport and Sport + Modes and the Porsche has Normal, Sport and Sport Plus. I have our own Hugo Becker trying to figure out if this is the same adjustable shock system on both cars though I am sure both have differing dampening rates. Will report back

if we can confirm my suspicion.

Winner: Porsche

Corporate Power:

I won't rehash what we all know about BMW being an independent company, but this gives BMW the ability to develop unique products with a single focus on providing the "Ultimate Driving Machine." It leaves BMW very flexible to make what they want, where they want. Where BMW loses on this is perhaps cost savings on shared parts. For Porsche; however, Volkswagen officially completes its takeover of them August 1st. Even before the takeover, Volkswagen had appointed Matthias Müller as Porsche CEO in 2010.

Mr. Müller is a former career VW and Audi executive. Is this a big deal? Maybe, maybe not. But ask yourself, would you rather have a Porsche built at the Leipzig or Stuttgart Porsche factories, or one built at Volkswagen's Karmann plant in Osnabrück, Germany where the new 2013 Boxster will share the assembly line with VW Golf convertibles? In corporate power, BMW has the edge over Porsche now.

Winner: BMW

Tech:

Here BMW finally cleans Porsches clock. Though the Z4 sDriver35is I drove didn't have an iDrive, I've used it quite a bit in other BMWs in its most current version. This latest generation of iDrive is a perfect combination of an easy to use interface with a great display. iDrive has a very intuitive dial that gives good tactile feed back, buttons to help you return you if you get lost, pairing Bluetooth, even streaming Bluetooth is all straight forward. The only "dislike" is that you have to USB connect your iPhone to the car to get BMW Apps to work and you still have to jack with the phone to get some of the apps to work so it's not really plug and forget.

Porsche has come a long long way in the tech world and the influences of the Porsche Panamera are obvious across all their newer designed cars and much welcomed, but Porsche's still isn't as easy to use as the BMW iDrive. The little knobs they expect you to use are low and get lost a sea of buttons. Selecting letters even seems backwards. Keep in mind that it wasn't until 2009 that a Porsche 911 got Bluetooth and you get the idea tech has never been their strong suit. The only thing Porsche has over BMW is the ability to add navigation or other configurable info into dashboard to the right of the tach. Pretty cool. Winner here BMW.

Winner: BMW

Verdict:

I know that BMWBlog is a BMW-focused website, but in this case I have to call the comparo in favor of the 2013

Boxster S. BMW wins more categories but it does so off of its corporate strengths, not car dynamics or fun factor. Porsche offers a six speed manual, weighs 600 lbs less and offers a real Limited Slip Differential. Plus I love that Porsche is still manufacturing hi-revving naturally aspirated motors.

Its 3.4 liter flat six is a high revving crisp 315 hp gem all the way to the redline and works well with the Boxster S' predictable handling at the limits. I do have to commend BMW for putting a great performance package together for the Z4 with beefier brake discs and calipers, and of course with that awesome engine now used in the 1 Series M Coupe.

Unfortunately, the Z4 is just not really at home when it's put on the track or pushed hard. The Z4 has way more engine than chassis really, and that's unusual for BMW. Plus the Z4 even weighs more than the hallowed BMW Z8 which is a full 5 inches longer and is powered by the insane M-Powered V8.

However, one of my colleagues here at BMWBlog upon learning of my comparo, said "I assume the Boxster will dominate...but I'd still take the BMW."

Flame Suit on.

- Chuck

	Z4 sDrive35is	Boxster S
Motor	3.0 L DFI 6 cylin, Inline Turbo	3.4 L DFI 6 cylin. Boxer
Horse Power	335 @ 5900	315 @ 6,700
Torque	332 ft/lbs @ 1500 & /369 ft/lbs w/ overboost	266 @ 4,500-5,800
Redline	7000	7,800
0-60 mph	4.8 - DCT	4.8 manual 4.5 PDK -spt chrono
Curb Weight lbs	3,549 only avail w/ DCT	2,910 - manual 2,976 - PDK
Drag Coefficient	0.35	0.31
Track, Front	59.5	60.1
Track, Rear	61.4	60.6
Wheelbase	98.3"	97.4
Overall Length	167"	172.2"
Overall Width	76.8"	77.9"
Overall Height	50.6	50"
Brakes F/R	13.7x1.18, 13 x.95	13.0 x 1.1, 11.77 x 0.8
Standard Tire Size Front	18 x 8.0	19 x 8.0
Standard Tire Size Rear	18 x 8.5	19 x 8.5
Weight Distribution Frt/R	49.4/50.6	46/54
Trunk Capacity Top Down	10.9/6.4	5.3 cu. ft. - front "frunk" 4.6 cu ft. - trunk
MPG	17/24 DCT only	20/28 - manual 21/30 - PDK
Fuel Capacity - Gallons	14.5	16.9



Club Racing, This Time the British Win the Battle of Hastings

Brian St. Denis, KCRPCA Member & Club Racer

On June 2-3 a PCA Club Race was held in Hastings, NE. As you recall I have a condition with my 911 SC where the engine seems to run lean. This could be SERIOUS or a very minor problem. Based on my most recent trip to the mechanic, we think it could be a leak in the header, which means its minor. Super minor. So, I went with that.

I thought I'd be really competitive, and figured the main competition would be against Richard Bennett (with him as the favorite). In practice Friday, things were fine. Seemed okay. But, on Saturday, my performance went to crap. Handling was horrible. Also, I heard a clunk from the front suspension. I guess I'm older and dumber than I'm aware because the cause didn't immediately pop into mind. So, instead of immediately understanding the problem, I checked a few things and let it ride.

In the Saturday race, Richard left me and the third place car in the dust. I battled the third place guy. He has an old very "home brew" sort of car, which usually means not a front running car. Yet, I'm stuck nose to tail with him. In fact, he had the lead until he missed a shift on the front straight. I held on for second, but Richard won by a mile. My handling problem went from a little to a lot.

Later I figured out what the problem was. My front sway bar was loose. Again, more Porsche (this time, aftermarket) stuff coming loose. I had gone over the front sway bars in detail before the season and everything was tight. Now, two different things were loose. One is the drop link - where it connects to the sway bar arm. These are LARGE bolts. 17mm head and 17mm nuts. With washers. And, lock washers. Still, it comes loose after a few weekends.

The sway bar itself goes through bushings that bolt it to the car. Those bolts are grade 8.8 metric hardened steel bolts. Three of them came loose on one side. This made the sway bar bind instead of flex and that causes major understeer. When I found all this loose, I tightened it up but then noticed that the bushing on one side is missing or fell out or broke or something. I don't know where it went (or even what it looks like) but it's either gone or on the

inside of the car and the inside of the car (where this sway bar goes) is under the hood and under/behind the gas tank and that is too much hassle to fix at the track. And, I only found this late in the weekend. So, I had to run the last race with the sway bar missing a bushing on one side.

Tightened up is way better than lots of loose bolts, so I was able to stay way ahead of the guy I dived with last time, but Richard left me in the dust again. It was a big bunch of effort and money spent for second place and I'm still not close to competitive with the front-runner. Congrats again to Richard for being fast and showing up with a well-prepped car.

Oh, and like last time, my car problems caused me to start in the back, get bad runs, then at the last minute get a "good" run and finish second. Corner workers seem to like that, so I won the Corner Worker Award, again, which is the top award PCA gives, back-to-back weekends.

Richard says he wants those more than wins. I want the wins. Richard, I'm working on making the switch with you. ☺

- Brian



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Judy Bennett

Brian ready to do battle on the track.



Judy Bennett

Richard getting some last minute advice from his mom.



Judy Bennett

Sammie Jade Bennett helps Brian tune the car.



Judy Bennett

On the grid, Richard leads the pack.



Judy Bennett

KCRPCA was well represented in PCA E Stock class at Hastings.



Judy Bennett

Brian telling Richard how he can drive with his eyes closed.



ChumpCar Chronicles: High Plains Headache

Al Hess, KCRPCA Club Race Co-Chairman

Checklist: Fuel, fire extinguisher, torque wrench, oil, kitty litter, catch pan. Check, check, check! Two new sets of tires, mounted, and a new "Car 54 Where are You?". Check!

The trailer is loaded and Colorado, here we come. This car, expertly prepared by Rennsport KC, worked great for us in Iowa two weeks earlier. All four drivers participated and we were excited, looking forward to the race at High Plains Raceway in Byers, Co. Really the track isn't in any incorporated area, but rather lies 50 miles east of Denver with its only neighbors being deer and antelope. We arrived on Friday and spent time with all the last minute track preps, including some hot laps in practice. We meet up and talk with our friends who have come to race as well. This could be an exciting weekend with all the KCRPCA teams entered: Tim Peterson's Chump Faces, Richard Bennett's F1 1ab, our old car, now "Car 53 Where are You?", led by Wes McCullough and Brian Gay, as well as our new "Car 54 Where are You?"

When the track goes cold, we organize our equipment, prepare our pit area, and get ready to race on Saturday. We are assessed a few penalty laps because of our front suspension was lowered and are relegated to a 25th starting spot. We decide to start with our smallest driver, Chris McIntyre, go with Karl Wilen second, and finish with the two big guys (stature only) Kurt Gibson, and me. We will endure the grueling 105-degree heat and try to bring home a winner.

We forgot one thing! In our strategy session as to how we were going to do this, we forgot to include the car in our discussions. Chris takes the first session and has brought us up to eleventh place. We are thrilled! Next Karl brings us all the way to sixth spot, and we are jumping up and down in the "hot" hot pit area. All of a sudden, we see our car unexpectedly show up at Pit In. We aren't sure exactly why, but it doesn't take long to see that we have a radiator issue. We need a hose, or a cap, we are calling the nearest parts store to check availability. Then we discover our issue is a blown head gasket. Down and out for the weekend, we put the car back in the trailer and prepare for the long ride home. Our Chef Supreme, Angie Gibson has enough food to keep us going for a week, but only got to serve one fantastic lunch. Our Pit Lady, Karen Hess, got to keep the windshield clean and serve water only once, but did it well. The four of us say, "That's Racing!" We will get them next time.

On the other hand, the KCRPCA contingent is having a great weekend. Tim Peterson's Chump Faces win the Saturday

race with Richard and Judy Bennett's F1 1ab finishing fifth, and our Car 53 team finishing sixth. On Sunday, the F1 1ab team raced to the lead early, and withstood all challenges for the victory, with Car 53 finishing sixth again, all while the Hess, and Peterson teams were travelling home.

We missed the other KCRPCA team's celebrations, but are excited to let you know that we all will be at Heartland Park Topeka on the weekend of September 22nd and 23rd for the Central Region Chumpionship. It will be a two-day race with Saturday being a 7-hour and 77-minute segment, followed by Sunday's 6-hours and 66-minute race. The the car that completes the most total laps is declared the winner. Don't miss it! It is fun to watch and we all would love to see you there.

- Al



The Car 54 Team - Karl Wilen, Al Hess, and Kurt Gibson, with Chris "Skippy" Mac in the car.



Car 53 on track driven by Wes McCullough and Brian Gay.



Sign up Now for KCRPCA Fall Fast Driver's Education Event

Robert Wayman, KCRPCA Executive Vice President & Safety Committee Chair

The Kansas City Region-PCA will be holding a Driver Education event October 12-14, 2012 at Heartland Park Topeka, the Midwest's premier road course. All makes and models are encouraged to attend, not just Porsches. As always, the event provides plenty of track time. Classroom instruction, driving exercises, and in car tuition is included for Novices and "Taste of the Track" (non-driving) participants, and anyone else interested in learning more. Friday October 12th will be an open track day for instructors and pre-approved advanced drivers only.

KCRPCA is one of the friendliest and hospitable clubs in the country. DE events are action packed and fun for all, irrespective of experience. There will be a host of highly skilled and experienced instructors on duty for novice, and intermediate instruction, or for tips on improving driving technique. Heartland Park is a challenging track complete with elevation, camber and the famous and exhilarating "Alpha Zero". A great gift for the car nut.

Charity fun runs will be available during lunch for friends, and families to see the track.

This is a "no frills" event designed to maximize your track time while keeping costs down. We have been able to keep the cost of this event the same as last year.

Please complete registration at www.clubregistration.net. Once you enter your info, it is stored for future events and makes registration a breeze. Please be sure to update your driving resume on your profile so we can place you in the appropriate run group. This year you will be able to pay directly using your credit or debit card or you may send your entry fee to the address listed on the drivers application form. Additional information is available on our website www.kcrpca.org, or from Robert Wayman (816) 678-8370 or via e-mail at kctrackstuff@gmail.com.

You must be at least 18 years old, have a valid driver's license, come with a 2005 (or newer) Snell approved helmet (there are a limited number of loaner helmets available), and your car must pass a technical inspection. Open cars must have roll bars approved prior to the event. (Targas, 914's, Boxsters & Z4's and any open car with an approved factory roll over protection system are okay as delivered - e-mail me for official approval). Please download the technical inspection and drivers application forms from our website.

A completed drivers application and tech form are required to participate. You can send the drivers application form

to me at the above address prior to the event, please bring the completed tech form to the track.

Entry must be made by October 7, 2012 so I can receive your entry in time for run group assignments. Your registration fee includes an affiliate membership in the KCRPCA. KCRPCA cancellation policy is noted on the event site at www.clubregistration.net. Space is limited; therefore, acceptance is based on the entry date, register early this event is popular and fills up every year.

Description	Fee
3 Day Registration (pre-approved advanced only)	\$349
2 Day Registration Fee	\$295
2 Day Late Registration (after October 10)	\$350
Instructor Registration	\$150
"Taste of the Track" Single 20-minute session	\$25
"Taste of the Track" All day, Single day	\$75

You will receive a confirmation e-mail, please include your e-mail address on the drivers application form. Tech form and additional info is available at www.kcrpca.org or www.clubregistration.net.

See you there!

- Bob



Photomotion



Autocross Talking Points

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

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

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.

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.

Will I have a teacher? Yes. Each student will be assigned a teacher to help train you throughout the course.

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.

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.

Is autocrossing safe? Yes. Autocrosses are a low speed style of racing. You do not race other cars. You simply race against a timer.

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.

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.

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Autocross Event Pre-Registration Form

(Pre-registration deadline October 1, 2012)

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NAME: _____ DATE of BIRTH: _____

ADDRESS: _____

CITY / STATE / ZIP _____

PHONE: Work _____ Home _____ Cell: _____

E-MAIL _____ DRIVER'S LICENSE # _____ ST: _____

Your car details

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AUTOCROSS EXPERIENCE:

BEGINNER

NOVICE (Less than 4 events)

EXPERIENCED

REGISTRATION FEE: \$30.00

Helmet required: (Snell 2000 or Newer Certification) We will have several loaners available also.

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Make Checks Payable to: KCRPCA & mail to:

Rudy Rodriguez
6647 Waverly
Kansas City, KS. 66104

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



Getting to Know Steve Jones

Steve Jones, KCRPCA Member

DS: What Porsche do you currently drive?

Steve: I have a 1995 911 C2 coupe in black.

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

Steve: It would be the 993. The only other Porsche I've owned was a 1991 944 S2. Although that car had great balance and was a blast to drive, I've always been drawn to the lust-worthy 911. But any Porsche makes me look cool, which is what this is all about right?

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

Steve: I avoid books. There's nothing worse than seeing a movie based on a book only to be disappointed. And that happens every time. I just don't feel the need to constantly do that to myself. So when you see someone leaving the movie theater with a smile on their face, that would be me. Blissfully unaware of the disappointment I just paid \$10 to see.

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

Steve: I take this question very seriously. This is one of those questions I think you can tell a lot about a person. So many great movies have been made and there are tons of different ways to gauge your own favorite, and reveal a sliver of your personality from a single answer. For me it has to be a comedy, and then have the quote-ability, if you will, to recite your favorite lines with your friends. So my favorite is Caddyshack.

DS: What is your favorite vacation destination?

Steve: Definitely some place with lax customs laws.

DS: What is your favorite KCRPCA event and why?

Steve: Anything to do with a track. Having said that, social events are great too!

DS: Why do you participate in the KCRPCA?

Steve: The people. The people in the club make it what it is. The volunteers and organizers and those who participate in activities. Plus the newsletter wouldn't have any content without everyone's contributions. It would just be a brochure at that point and nobody wants that. Unless it was something like an airline safety brochure with depictions of people driving in their car with an inflated life vest.

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

Steve: Unfortunately I have not because of the distances from KC. And I haven't figured out how to attach wings and a propeller to the 911 yet.

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

Steve: My lawyer says I'm not allowed to talk about that.

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

Steve: If I came into money all of a sudden like a lottery, I'd buy a really crappy car. Nothing specific, just a real piece of junk with rust and dents and didn't run right. Then I'd complain about it. I think that would really irritate people.

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

Steve: I'd ask for a 3 day old burger from McDonald's with some soggy lettuce and questionable tomatoes. I figure if it's your last meal and you know the end is coming, why prolong the suffering because after you eat something like that you'll want the end to come soon as possible.

DS: My favorite local restaurant is...

Steve: Another tough question. Oklahoma Joes is my favorite for BBQ and El Patron for Mexican.

DS: My favorite sports team/sporting event is...

Steve: Any sporting event where a t-shirt cannon fires 100% cotton into the crowds at 40 mph. That's why this country is great!

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

Steve: My dad's Boxster when they first came out.

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

Steve: Ricky Bobby.

DS: What's your most embarrassing Porsche moment?

Steve: Having the privilege of driving a fellow club member's highly modified 911 Twin Turbo...only to kill it...twice with the owner in the passenger seat.

DS: Turn-ons...

Steve: Is this a dating profile? Long walks on the beach then. Although people often forget that at the end of their long walk they have to turn around and do that same long walk back. I'm just saying people should do short walks on the beach. Otherwise, your whole day is shot just walking around in sand, getting sunburn, and having seagulls dive-bombing you.

DS: Turn-offs...

Steve: More than 17 questions. I'm just kidding these are great fun. Seriously, though a huge turn off for me is when my DVR doesn't record the last 15 seconds of a show I just spent 30 minutes watching. I totally turn into the Hulk and smash things. Or more accurately, I guess I'd let out a loud sigh and then gently drop the remote onto the couch cushion. About two minutes later I've forgotten all about it though.

DS: Favorite slogan/saying:

Steve: "That's what she said."

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

Steve: One of those t-shirts that says, "I don't care, I'm retired".

DS: What's your dream job?

Steve: I have to say these questions are out of order. First, you ask what I'd do if I won the lottery, then you ask what kind of job I want? I mean where do you go from there? I'm still stuck on the lottery and quitting my job. Now I have to find a new one? Just doesn't seem right. Even if I got a job I enjoyed I wouldn't have any motivation because I just won the lottery.

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

Steve: Definitely a secret service agent type of gig. Get to travel to exotic locations, do a few car chases, and then eat at a fancy restaurant. I'll pass on getting shot at though. The bullets don't care if you have any fear or not, they'll still hit you.

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

Steve: I'd return that burger I ordered from McDonald's earlier. I don't know what I was thinking!

DS: What question/answer did I forget to ask?

Steve: You forgot to ask if there are any answers I'd like to change. Because after this goes to print I'll want to change something, I'm sure. Well maybe not. I'll wait for reader feedback and then decide.

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PCA ZONE 10 CALENDAR

Updated 04/28/2012

SEPTEMBER

8	Arkansas Run	Ozark Lakes
8	Fall Tech Session and Drive	Central Iowa
9	Drive to Planes, Trains and Automobiles, Geneso, IL	Central Iowa
12	Dinner meeting – Recap of 2012 Parade, Porsche of Springfield, Springfield, MO	Ozark Lakes
15	Shrimp Boil at the Hess Residence, Leawood, KS	Kansas City
15	Ste. Genevieve Winery Tour	St. Louis
21	Last Fling Driver Training, Brainerd International Raceway	Nord Stern
22-23	Last Fling Driver Education, Brainerd International Raceway	Nord Stern
27-30	RVBOWWOW tour, Lake City, MN	Dakota
28-30	20th Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN	Nord Stern
30	Autos on Vallhalla	St. Louis

OCTOBER

5-7	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis
7	Fall Leaf Drive	Central Iowa
7	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
12-14	Drivers Education, Heartland Park, Topeka, KS	Kansas City
20	Pythian Castle, Dine like Kings and Queens	Ozark Lakes
21	Oktoberfest Concours and German Car Show, Leawood, KS	Kansas City
21	Porsche Car Show	St. Louis
27	Fall Color Tour	St. Louis

NOVEMBER

13	Metro East Winery Tour	St. Louis
14	Dinner meeting – Gilardi's Restaurant, Springfield, MO	Ozark Lakes
8-11	PCA ESCAPE, Eureka Springs, AR	

DECEMBER

1	Holiday Party	Central Iowa
1	Holiday Party at Brios	Kansas City
1	Holiday Party	St. Louis
7	Holiday Party at Metro Grill	Ozark Lakes
8	Holiday Party	Dakotas

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

Central Iowa Region: www.cia.pca.org

Dakotas Region: dak.pca.org

Great Plains Region: porsche.ellipse.net

Kansas City Region: www.kcrpca.org

Nord Stern Region: www.nordstern.org

Ozark Lakes Region: olk.pca.org

Red River Region: RedRiverPCA.org

Schönesland Region: www.schoenesland.org

St. Louis Region: www.stlpca.org

Wichita Region: wic.pca.org

Membership

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

NEW MEMBERS – JUL 2012

Russ & Melissa Bennett
Kansas City, MO 64113
Silver 2002 911

Jared & Joanna Goforth
Lee's Summit, MO 64081
Blue 207 Cayman

Vince Willoughby
Country Club, MO 64506
Gray 2001 996

NEW MEMBERS – AUG 2012

John Brunk
Overland Park, KS 66212
Black 1984 928

Jonathan Lawson
Lenexa, KS 66219

Randy Miller
Shell Knob, MO 65747
White 1989 911 Carrera 4
Transfer from Ozark Lakes Region

AUF WIEDERSEHEN – JUL/AUG 2012

Neill & Dawn Flood
Laredo, TX
Transfer to the Longhorn Region

Scott Tychsen & Julie Wrenn
Naples, FL
Transfer to the Everglades Region

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George & Karen Kenney	28
Bill Hartong	22
Steve & Linda Orr	20
Louis & Leah Ridgway	19
Peter & Deborah Tumminia	16
Richard & Susan Wienckowski	15
Wes & Lorene Faulconer	14
Ed & Louise Coon Jr.	14
Gregory & Jennifer James	12
Robert & Jill Conner	12
Alan Mauch	11
Doug & Jan Pierce	10
Dal Glassinger	10
Sam Bridgman	10
Jeff Knight	9
William & LauraMary Smith	8
Wint & Mary Winter Jr.	7
Robert & Suzanne Wayman	6
Tony Pollard	5
Jim & Nancy Rand	5
Michael Finley	5
William & Donna Milam	5
Gary & Peggy Fischer	5
Stan & Deborah Thorne	3
Ken & Sherrie Miles	3
John Valley	3
Scott & Kathy Stewart	2
Craig Sutherland	2
Kelly King	2
Scott Weir	2
Christina Weis	2
Bryan McIntosh	2
Chris Beever	1

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Keith & Elizabeth Alm	15
David & Hope Bishop	15
Charles & ShaAnne Lucas	15
Sere Myers	14
Hank & Judy Ribbing	13
Dennis & Anna Tietze	13
Jack Bishop	12
James & Linda Pearson	9
Jeff Rodgers	9
Michael & Linda Mies	9
Ronald Leonard	8
David Krug	7
Erik & Cheryl Hansen	6
David Stadtmueller	5
Jim & Kim Brown	5
Phillip & Sharon Heffron	4
Bruce & Mary Ann Cappel	4
W. R. Riley	3
Robert Shoop	3
Allen Guinn III	3
James & Marilyn Hebenstreit	3
Laurie Carson	3
Christopher Formen	2
Joseph & Molly Green	2
John Gamble	2
Gregory Anthony	2
Gary & Jeanne Hanson	2
Michael & Marta Sanor	2
David & Wendy McNicholas	2
Hohn Lindstrom	2

Renew your membership online!

Click here to log in to www.pca.org.





Sixth Annual Art of the Car Concours is Automotive Nirvana

Chuck Vossler, Der Sportwagen Special Assignment Editor

June 24th, Aristocrat Motors and Mercedes Benz of Kansas City were presenting sponsors of the sixth annual Art of the Car Concours on the beautiful campus of the Kansas City Art Institute right by the Nelson Atkins Museum of Art. Though this is a relatively young concours, it already has garnished national attention and this year attracted a few Pebble Beach Concours award winners. Marshall Miller, a well-known local classic automotive enthusiast and collector, has been the driving force behind the Art of the Car.

We showed up early, about 8 AM, before the 10 AM opening to the general public. Though the entry fee is \$25 to get in early, this is the time that the concours uses to get all the cars positioned for showing. "Rolling art", if you will. It was super cool to see and hear these rare cars running, especially the really old ones stammering, sputtering, and spewing. There was a very orderly system for their placement as each had a letter and a numbered location and were guided in place by the scores of volunteers passing the car from the entry off Warwick up into the grassy center of the campus.

Though held on a brutally hot and humid 100-degree day without a cloud in the sky, there was tremendous turnout. Part of what makes Art of the Car so special is that the owners of these classic cars are willing to share the car's story. Knowing how long a particular family has owned it, where they've taken it and how they've cared for it really made the event for me.

I finally came upon the section where the Porsches began and the first one I saw was a 1958 Silver 356A Speedster with a gorgeous red interior, fog lights, and leather straps holding the trunk closed. David Nicol has owned the car for about 10 years and has even shown it at Rennsport.

The next Porsche I stumbled upon was a 1965 356 SC Cabriolet. I am still learning my classic Porsches and had absolutely no idea there was a 356 cab. Steven Unterman who owns it pointed out a fascinating fact I think that even many owners of 356's wouldn't know and that is the cab actually keeps you dry when you are driving it in the rain whereas the speedsters are fairly notorious for getting you wet. Steven has driven their 356 SC to Michigan, up the east coast and they are making plans to attend the 356 Fall Festival in Yosemite, CA this October.

Next, I recognized a local member of The Breakfast Club, Allen Bolte, who frequently attends the Saturday morning Porsche breakfasts at Waid's. He brought his 1971 turquoise

911T, which he's owned since 1974. It currently has 95k on the odometer. The car had 27k when he acquired it from a Major at Fort Leavenworth who'd purchased it new from Art Bunker Porsche.

One of the most beautiful Porsche's I saw was a Polo Red 1966 Porsche 911 owned by Jim and Kenda Nance. This thing looks like I imagine when it rolled off the factory line in Stuttgart. I have seen this particular car outside the Armacost Museum when the KCRPCA toured it earlier this year. The '66 has many documents with it including a letter dated April 5th, 1974 from Dr. Ferry Porsche. I would love to know its story and hopefully one day I'll run into the owners.

Probably the biggest disappointment for me was that Robert Serra's silver 1965 Porsche GTS 904 was absent. In 2007, it won People's Choice Award at the Art of the Car, and was advertised to make an appearance. The 904 sits just 42 inches tall in their silver painted fiberglass shells and are said to weigh less than 1,500 lbs. Alas, maybe next year it will show.

Of course, there were other interesting cars besides Porsche. Perhaps the most unique of these was a recent Pebble Beach Concours winner trucked in from Mullin Automotive Museum in Oxnard, California. One of only nine teardrop coupes ever made, the 1938 Talbot Lago T150-SS is truly a work of art.

One of my favorite non-Porsches was a stunning white 1937 BMW 328 owned by a collector from Nebraska who recently acquired it. Of the 464 BMW 328s ever built, only around 200 have survived, some 120 of which are in Germany. BMW 328s won Mille Miglia as well as Le Mans in the late 30's and 40's.

Ginger Roger's gleaming white 1929 Model J Duesenberg Convertible Coupe wasn't bad either. Another Pebble Beach winner, a 1938 Peugeot 402 Darl'mat Roadster was mighty cool too. Oh, did I mention there was an original 1964 AC Cobra 289 signed by Carroll Shelby and a 1909 Rolls Royce Silver Ghost? I could go on and on about the cars. It truly is a great way to spend a summer morning.

- Chuck



Chuck Vossler

A 1909 Rolls Royce Silver Ghost owned by Fred Guyton.



Chuck Vossler

Eldon Hostetler's 1929 Hudson Duel Cowl Sport Phaeton.



Chuck Vossler

Jim & Kenda Nance's immaculate 1966 Porsche 911.



Chuck Vossler

Allen & Joyce Bolte's turquoise 1971 Porsche 911 T.



Chuck Vossler

A 1958 Porsche 356 Cabriolet owned by Reid & Liz Vann.



Chuck Vossler

A 1938 Talbot Lago T150-SS Teardrop Coupe Figoni & Falaschi.



Porsche Parade Impressions, It Won't be the Last

Jason Abbott, KCRPCA Member

Upon leaving the 111 degrees of Kansas, crossing through Nebraska, and entering Wyoming Sean Reardon and I experienced what sub-100 degree temperatures could feel like and even became hopeful that one day Kansas, too, could become comfortable again. After driving a total of 1,100 miles in Sean's special "Panamera suspension test mule" (his 2001 BMW 740i) we finally reached Salt Lake City and the hotel, Little America, which would become home base for us and many other Porsche enthusiasts who made the journey to the 2012 PCA Parade. From there we checked in and made plans to switch rooms the next day for the very cool city view balcony on one of the upper levels of the hotel where we would spend a few evenings discussing the view, cars, and the driving skills of the locals.

Things kicked off on Monday where I served as a concours score runner and spectator for the early 911 class, where more than a few of the cars shown were cleaner than anything I own in my house. Once my scoring duties were fulfilled I wandered around the showing area to drool on the cars in other classes, including a 993 Turbo S, a 993 based GT1, a stunning blue 911 SC, and a '73 Carrera RS with a factory spoiler delete option just to name a few.

Later on Sean and I managed to score some less than half-priced concours banquet tickets off the last-minute sale board in the hotel lobby and found seats towards the back of the ballroom where we enjoyed the view of the crowd and the food from afar. On Wednesday, I got to enjoy the first day of the autocross and was lucky enough to watch Ferdinand Porsche, the great grandson of you know who, do some very hot laps in a brand new silver 991 Carrera S cabriolet. Not to be left out of the fun were his father, Wolfgang Porsche, and his uncle, Hans Peter Porsche, both of whom turned very impressive lap times as well.

We also went to the autocross banquet and sat with a very amusing group from Oregon. They became our source of entertainment while the awards were handed out to the fastest autocross participants. Though time was getting away from us we still had the tech academy on Friday where I learned more than I ever thought possible about transmissions, fuel systems, early 911's, and Porsche classics from very interesting speakers. Later that night Sean and I had the privilege of sitting at one of the head tables for the victory banquet and had great conversations at the after party with parade participants and the Porsche employees that attended the banquet, one of

whom was a girl from Georgia named Abby who gave Sean and I some free Porsche design goodies after the party.

All in all, it was an incredible event, I owe a big thanks to all those that made it happen, and as a second time parade participant, I can safely say that this will not be my last parade. To those of you who did not make it or have never been to a parade, you are missing out on a very special event and I strongly recommend that you try to make it to the next one in Traverse City, Michigan. You won't regret it.

- Jason



parade2012.pca.org



Doug Pierce



Porsche Parade 2012, Report from Salt Lake City

Doug Pierce, KCRPCA Membership and PCA Escape Coordinator

Parade this year was held in Salt Lake City, Utah, July 8 through 14. Parade Headquarters was split between the Little America hotel and the Grand America Hotel directly across the street. As indicated by the names, the Grand America is the big brother of the two - larger, newer, and displaying what appeared to be the last of the free world's supply of polished brass at the main entry. It was the location of the opening Welcome Party that occupied the central courtyard area where three football fields could fit easily.

I was a frequent visitor to Salt Lake City on business for over 5 years in the mid 80's, but the Salt Lake City I encountered at Parade was a much different place. Always a nice city nestled into the western base of the Wasatch Mountains with the Great Salt Lake directly to the west, it's always been picturesque. Apparently, the Olympics of several years ago sparked a renaissance of sorts in the City, at least in the downtown area. Now there are new office buildings where somewhat run down low rise structures once stood, a light rail/trolley system that works exceptionally well, and a brand new, huge shopping district right in the middle of downtown. Really quite remarkable.

First day of Parade for the National Staff is typically wall-to-wall meetings, not always drudgery, but they are still meetings. The Zone Rep group selected Orlando, Florida, as the site of the 2014 Escape. Actual dates will be determined soon as details are yet to be finalized with Disney. Escape 2014 will be headquartered at Disney World! However, don't forget that this year's Escape will be nearly in our own back yard, Eureka Springs, Arkansas, November 8-11.

On Monday, Parade's first competition was the concours where over 80 cars competed for awards on the lawn of the

Utah State Capitol Building while 300 others occupied the adjacent paddock area. An impressive array of classic Porsche street and racecars was on display on the sidewalk just below the Capitol steps. The Capitol Building is located at the north end of town in the mountain foothills with a commanding view over Salt Lake City, the Mormon Temple square, and the expansive valley beyond. Quite a backdrop for an impressive array of Porsche's finest.

Monday evening was the PCA Presidents Reception. Invited are the Region Presidents in attendance at Parade (or a designated Region officer), National Staff members, dignitaries from PCNA and PAG, and their guests. The reception was held in a quaint restaurant in Little Cottonwood Canyon high above the city. So quaint in fact that the busses transporting guests from hotel to restaurant had maybe 6 inches of clearance on each side to get through the facility arbor gate. Thanks to the drivers, we arrived without mishap. Also in attendance from the Kansas City Region were Sean Reardon, PCA National Membership Chair (and now National Secretary nominee); Jerry Clark, KCR Board Member; and member guest Jason Abbott.

Unfortunately, due to business commitments, I regretfully departed Salt Lake City in the morning on Tuesday and missed a major portion of the Parade fun. You'll have to query Sean about later in the week activities.

Parade next year is Traverse City, Michigan, June 23-29, the location of Parade 1989, which many attending members still talk about. If you've never been to a Parade, this should be a good one. And somewhat close proximity, as far as Parades go, approximately 800 miles. Hope to see you there.

- Doug



Doug Pierce



It's Not Too Hot for the Bennett BBQ

Jan Pierce, Der Sportwagen Social Editor

Not even this summer's record heat could keep the faithful away from another fun barbeque at Richard and Judy Bennett's home in Lee's Summit on Saturday, July 21, 2012. At 4:00 PM when the festivities began, there was plenty of shade in the backyard for everyone to find a chair in the shade and enjoy appetizers, beverages, and good conversation with fellow KCRPCA members. At 5:00 PM, Richard stepped behind the grill for the hottest position in the house, but may I say he looked plenty experienced at it. Sure enough, pretty soon and with just a little supervision, hamburgers and hot dogs were coming off the grill.

Inside the house, a potluck buffet line had been set up with an assortment of dishes brought by the guests. Everyone left with a full plate. My personal favorite was Suzanne Wayman's famous dark chocolate torte, which I always seem to find room for on my plate.

While dinner was digesting, Richard and Judy tested the knowledge of the crowd with another one of their devilish trivia quizzes, except this one was "Know Your Club and Members". They had combed back issues of *Der Sportwagen* for questions in order to test the knowledge of all members, not just those interested in technical questions. Once again, we found that a few of our members excel in all facets. First place went to Bob Wayman, second place to David Lessmann our newsletter editor (I think he had some inside knowledge) and the much coveted "Perhaps you should consider another club" (just kidding) award and trophy went to Steve Gray, which he graciously accepted. I bet he is home studying this issue of the newsletter now. Be careful it could be you next year!

The Bennett's have been generous hosts of our annual barbeque for the last four years and each year it just keeps getting better and better. What a fun way to meet and greet other KCRPCA members in an informal manner. Thank you Richard and Judy for all you do to make our club a success.

- Jan



Mary Lynn Clark, Jan Pierce, Jerry Clark, Steven Gray & Jamie Wu, and Mike Wyatt are ready to eat.



Ron Tippie, Ralph Light, and Spencer Cochran, discuss Richard's devilish trivia quiz.





Steven Gray

Jim Cummings, Spencer Cochran, Sean Reardon, Tim Bubniak, and Patricia & Murray Steeble relax in the shade.



Steven Gray

Steven Gray scoring a prize in Richard's trivia contest. Joel Karns and Jerry Clark look envious. ☺



Steven Gray

Richard Bennett explaining how easy the quiz was (not)!



David Lessmann

Robert Wayman scores first place while David Stadtmueller thinks, "Wait til next year!"



David Lessmann

A potluck buffet line provided plenty of food for the guests.



Steven Gray

The Bennett kitchen was a popular gathering spot.



Boxster Launch Party

David Lessmann, Editor Der Sportwagen

July 26th is a very important day. In 1775, the Second Continental Congress established the United States Post Office. In 1943, Mick Jagger, lead singer of the Rolling Stones, was born. In 1963, Syncom 2, the world's first geosynchronous satellite, was launched from Cape Canaveral. In 1989, a federal grand jury indicted Cornell University student Robert T. Morris, Jr. for releasing a computer virus. And from this day forward, July 26 will be forever known as the day the first all-new Porsche Boxster model since its introduction in 1996, was unveiled at Aristocrat Motors.

Around 100 people attended this momentous occasion making it a smaller turnout than the 991 launch party six months earlier. However, the smaller crowd led to a more intimate atmosphere making the night feel truly special. There was much more space to mingle and share casual conversation with fellow Porsche enthusiasts.

The weather was a break from the triple-digit temps experienced earlier in the month, but it was still warm enough to make the Orange Blossom drinks served just inside the entryway a perfect refresher for a warm summer's eve.

A taco bar catered by Twenty / 20 provided a delicious meal for the folks in attendance. Corn on the cob was also available in a stand set up just in front of the main entrance. For desert, multi-flavored ice cream was the perfect complement leading up to the moment why everyone came.

The main attraction for the evening lay under cover giving guests just a hint of what was underneath. Guests had to endure the tasty food and drink and great camaraderie of fellow enthusiasts before catching a single glimpse of the new ma-



(Continued on page 33)

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Laurel Austin

Aristocrat Motors was the perfect setting for the Boxster launch.



Laurel Austin

Jeff Abbott, Jason Abbott, and Sean Reardon man the KCRPCA membership desk.



Jim Rand

Nancy Rand tries on the new Boxster on for size.



Jim Rand

The new Boxster drew quite a crowd.



Jim Bobowski

Cindy Bobowski, Jill & Kelly Norcross, and Jessica Graven enjoy a bite to eat.

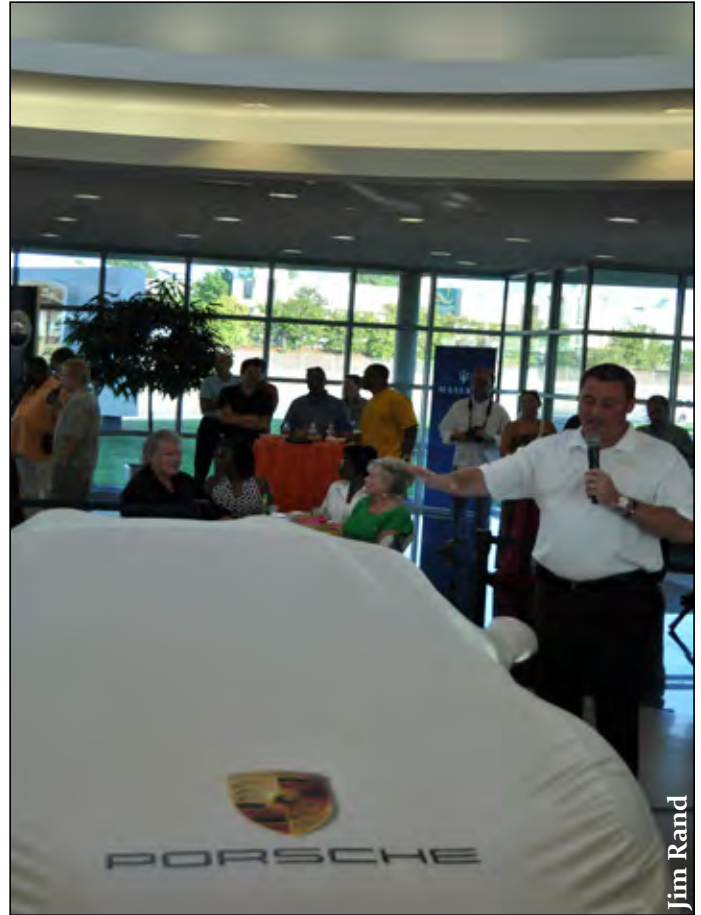


Jim Bobowski

Jessica Graven and Cheryl & Lin Burney strike a pose by the Porsche logo as Jim Graven looks on.



Dan Shearman and Kevin Killiloo introduce the Boxster.



Now, for the moment of truth...

(Continued from page 30)

chine. At the appropriate time, Dan Shearman, Porsche sales general manager, began by introducing Kevin Killiloo, CFO of the SOAVE Automotive Group. Kevin expounded on the virtues of Porsche's newest creation.

Then the moment everyone was waiting for arrived. The cover was lifted and the new Boxster was visible to all in attendance. The car drew quite a crowd and remained the highlight of the evening.

Many, many thanks to Aristocrat Motors for generously hosting this event and inviting the Kansas City region to take part in the celebration by hosting a PCA membership center on the showroom floor. The enjoyment was obvious for all the KCRPCA members who lent their smiling faces and good conversation to encourage potential new members and Aristocrat customers.

- David

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Not to be Missed Trio Close Out KCRPCA Social Calendar

Judy Bennett, KCRPCA Vice President - Social Activities

Shrimp Boil at the Hess Residence

Al and Karen Hess are once again opening their home at 4525 Iron Horse Drive, Leawood, KS 66224 to fellow Porsche Club members for our annual Shrimp Boil. Mark your calendars now for Saturday, September 15, 2012.

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:

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

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

We would like to do a collage of members enjoying past social activities and KCRPCA events, so please bring any photo's you would like to share with other members. Any KCRPCA activity is fine; racing, DE, autocross, social activities, old and new.

Please send your check for \$20 (per person) made out to KCRPCA in care of:

David Stadtmueller, Treasurer
6801 NW Monticello Court, Kansas City, MO 64152

All checks must be received by September 5, 2012, so there is plenty of shrimp for everyone. The Shrimp Boil is



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

a popular, long-standing tradition with the club going back to 1980 when Jeff and Janice Straford hosted the first event. Get you reservations in EARLY. Any questions contact – Judy Bennett, at trainerjudy@sbcglobal.net, or 816-682-4383.

Oktoberfest Car Show

It is that time of year again for the annual Oktoberfest Concours and German Car Show. This year the show will be held on Sunday October 21, 2012 at the Hawthorne Plaza on 119th street in Leawood, KS across from the Town Center Shopping Plaza. This is a joint event German Car show held with the Mercedes Benz and BMW clubs of Kansas City. The event starts at 8:00 AM and runs until 4:00 PM. Any questions contact Murray Steeble, (at mes@alphaf.com or 816-257-2260), or Tim Bubniak, (at tbubniak@aol.com or 913-851-3973).

Holiday Party at Brio's Tuscan Grille

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

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

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

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

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

This is an Aristocrat Porsche sponsored event.

- Judy

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For Sale: Slant nose front clip. Painted '85 Porsche dark blue 12 years ago, but never been on the street. I have both front fenders, front nosepiece, but missing the headlight doors. All parts in excellent, never been on the street, condition. \$3,000. Chris Steineger, H: 913-287-7636, Cell: 913-269-3722.

For Sale: Set of Porsche Sport Classic wheels, fronts are 7-1/2x18 with Pirelli P Zero Nero 225/40ZR18 tires - 50%+/- wear, rears are 10x18 with Sumitomo HTR ZII 285/35ZR18 tires down nearly to the wear bars. Condition of the wheels is probably 8 out of 10, a few minor scuffs and stains, but nothing major. They look nice. Can remove tires if desired. Additional pictures available, or see them in Lenexa, KS. \$500 for set. Doug Pierce, rpierce166181@kc.surewest.net.



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Join us for Breakfast!

Every Saturday at 7:30 AM, the KCRPCA meets for breakfast at Waid's Restaurant at 1130 W 103 Street, Kansas City, MO just north of the I-435 interchange at State Line Rd.



It's a great opportunity to meet other club members, look at an ever-changing collection of Porsches, and enjoy a tasty meal.