



# ***Der Skooner***

Great Plains Region / Porsche Club of America

August 2010

Volume 44 Issue 8

## ***Kearney Cruise Night*** *by Eric Elliot*



*Hundreds of vehicles of all descriptions descended on Kearney for the 24th Annual Kearney Cruise Nite in July.*

On the morning of Saturday, July 17, approximately 25 Porsches, BMWs, and Volkswagens headed west to the 24th Annual Kearney Cruise Nite. Before it was over, we had battled both machine and mother nature.

Upon arrival in Kearney, Doug Richardson's 993 experienced an ignition problem. After finally getting the car started again, Doug decided to play it safe and headed back to Lincoln. The rest of the group proceeded to "the bricks" to check in and get set up for the show 'n' shine.

Once parked, it became obvious that the day was going to be a hot one. So, after a quick stroll through one block of cars, we sought comfort inside a local brewery, enjoying pizza, beer, and the great company of fellow

German car enthusiasts. The rest of the afternoon was spent checking out the nearly 500 cars on display while trying to keep cool (snow cones from a flathead V8-powered snow cone machine helped!), followed by some members participating and others watching the parade through downtown Kearney.

Following the parade, some members decided to head back home, while others attended a wonderful BBQ at the home of my brother and his family. Following dinner, most of the rest of the group decided to head back home, while a couple of us went back downtown to watch the cars cruise through Kearney. But mother nature wasn't done with us just yet.

About 20 minutes after

arriving back downtown, the sky was looking ominous enough that we decided to go back to my brother's and put cars in his garage. However, I had to make a stop along the way, and that's when it got really interesting. Suddenly, the wind picked up and the tornado sirens started blaring! In a torrential downpour, I sped to my brother's house, dodging flying debris along the way. I squeezed my Boxster into his garage and joined the rest in the basement.

Fortunately, the storm was over quickly and without any major damage, and before long, cars were back out and cruising into the night... showing that even mother nature can't spoil Kearney Cruise Nite.

# From the Prez

By Jon Theobald



The July 24 and 25 weekend was a bittersweet weekend since I had to miss my first Driver Education event at Mid America Motorplex (MAM) in the past seven years due to car problems and scheduling conflicts with family. It was the one year anniversary of finding out Kelli was pregnant with our first child, Isla, born this past March. In fact, last year at our July DE Kelli had come down to MAM to watch for a bit and I gave her a few hot laps in my car at full speed, 120+ mph down the front straight and driving pretty much full out for a session. When we returned home out came the pregnancy test and when the “+” sign appeared on the stick we both looked at each other with OMG faces and laughed as the reality of the situation set in. I guess the nausea Kelli was experiencing wasn’t from my driving!

In a mini-celebration of last summer’s date, I was able to sneak down to the track on Saturday with Isla to get her



*Isla Theobald made her GPR debut at the Candlewood Picnic.*

used to the sights, smells, and sounds of the paddock. She wasn’t too impressed with it all and slept for most of it as we walked around the paddock with her strapped to the front of me. She did make a good effort at fitting in with the gang as a group of friends and I sat in Sandy Steckman’s trailer and talked the whole time (she gets that from Mom). Overall, I think she enjoyed her first of many trips to the track with Dad!

Thanks to everyone who helped organize the DE, especially Tom Cooper who handled the registration and John Krecek who handled the Chief Driving Instructor duties as we had a super-sized novice turnout of 16 drivers. I’m sure they can’t wipe the grin off their faces as we all remember our first weekend on the track. Thanks to JR Sanders who handled the Safety Chair duties and Russ Standage and his crew for their great work on the

*(Continued on page 4)*



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# ***Steak Night Grill and Chill***

Come one, come all to the second family event of the season. Kelly and Abe Schlott are hosting a steak night at their house on August 14 from 5:00 to 9:00 (or whenever the last guest leaves).

The GPR will provide the steaks and drinks for just \$10 per person. We ask that each family bring a side dish or a dessert to

share. As a suggestion, if you drive a 911, bring a side dish. If you drive a Cayenne, Cayman, or Boxster, bring a salad. Or, if you drive a 4 cylinder, bring a dessert. Of course, if you have a favorite that you want to share, you can ignore this guideline completely.

Abe and Kelly live at 18708 Nicholas Street in Elkhorn, NE

68022 (behind the new women's health center on 180th and Dodge).

So that we can order the right number of steaks, please RSVP to Kelly Schlott at [betachi23@cox.net](mailto:betachi23@cox.net) or 402-891-7153 by Thursday, August 12.

# ***Parade Board of Directors Meeting***

***by Doug Pierce, PCA Zone 10 Representative***

At the St Charles Parade Board of Directors meeting, three motions passed by wide margins. To recap:

1. It was approved that PCA National could pursue consideration of a building purchase to house the National Headquarters (currently in leased space) up to the amount of \$950,000, if it made long term economic sense to do so. This does not mean that PCA will be buying a building, although, considering preliminary research, that is probably the front running alternative. I will keep you posted as research progresses and decisions are made.

2. A dues increase of \$4 a year was approved. Dues, starting January 1, 2011, will be \$46 a year, up from \$42 a year. For those members with a renewal date prior to January 1, they will be renewed at the current lower rates. A good time to lock in a multi-year renewal at the current rate if so desired. New multi-year discounts after January 1 have not yet been determined. I'll let you know when I hear. New membership applications will be printed in the coming months with the new dues rates for use after the first of the year. \$1.50 of the \$4 increase will be rebated to the region so there is

a financial benefit there.

3. An Ad Hoc committee to hear membership suspension and revocation appeals was approved. This committee will consist of the current Past National President, the current National Policy Chair, the current National legal counsel, and the Zone Rep from the Zone where the appealing Region member is affiliated. The Zone Rep will not be a voting member of the committee, but will supply information to the committee concerning the situation as best as possible. This motion just formalized a procedure already addressed in the National Bylaws.

# ***Vintage Grand Prix at Heartland Park***

While not a GPR event, a lot of you may be interested in the first O'Reilly Auto Parts Vintage Grand Prix at Heartland Park in Topeka, Kansas. Presented by Heartland Vintage Racing (HVR), this four-day long event will feature eight classes of great vintage racing. Highlights will include the Triumph Kastner Cup Race to celebrate the featured marque, Triumph, as well as the Victory Lane Vintage Formula Vee Festival Race.

Admission is \$10 per day per person, or \$25 for a 3-day pass. In addition, a Performance Driving Event will be held on Thursday, Aug. 19th, where you can spend the day on the track in your own street or race car for \$100.

Also, if there is enough interest from club members, HVR will reserve spaces for GPR members in the Car Club Corral. Car club members will be able to walk freely in the paddock, see the race cars close up, and visit with

the drivers.

The O'Reilly Auto Parts Vintage Grand Prix will be held Aug. 19 - 22 at Heartland Park. If you are interested in attending, please notify Eric Elliott at [ericelliott@mac.com](mailto:ericelliott@mac.com) by August 5th. If we have enough interest, we'll reserve some spots in the car club corral.

# ***From the Prez*** *(cont. from page 2)*

grid. I'm not sure of the final numbers but I think we ended up somewhere north of 50 registered drivers—not bad!

Thanks to Eric Elliott for organizing the Kearney Cruise Night this past July 17. Check out the write-up on page 1 for details on that event.

August will be a casual event month with a Steak Fry Grill and Chill at the Schlott's on Aug. 14. We'll have some more details posted on the

website and within *Der Skooner* on page 3.

Elite Auto Spa will be hosting a car show and meet-n-greet Wednesday, August 18th, from 6:00 - 9:00. The event is titled Night of Cars, and they have invited a number of the Omaha area car clubs (Porsche Club, BMW Club, Mercedes Club, etc.). It will be just an informal car show and meet and greet, and there will be half price food and drinks. Elite

Auto Spa is located on the northwest corner of 108th and Blondo next to Classic Auto Sales.

Don't miss the last Sonic Show 'N' Shine of the year on August 28th in Lincoln. Thanks to Ken Kusik for doing such a fab job on these events for the season.

Thanks and have a great August!

# ***Member Bio*** *(cont. from page 10)*

ready to race. It was also very rewarding for me to do most of the work on my car. This was my race car until 2000, when I found with the help of club members a 1983 911 Euro that needed a lot of work. It has made for a great race car. (Sorry, Tommy!) Thanks to all who have given me good advice over the years. It sure made it easier. For what I did not want to do, the club has some great mechanics.

Sometimes I did go off the track, and I would have to go to the "Car Wash"!

Soon after I had the Porsche, I became a driving instructor. I also got a call asking me if I wanted to be a board member. I said yes, and that started me on a run of years being Secretary, Membership, and for a number of years Safety. I have also helped out on the Club Races, co-chairing a number of them. At most DE and Club Races you can find me at tech or backing up the Safety Chair.

It has been a lot of fun and I have many old friends that I would not have had if it had not been for the Club. I always enjoy meeting new members that I don't know, who will become good friends. Just a few weeks ago I was at the track, and I had someone come up to me and tell me I was his first instructor. He is driving a



***Rick Shaffer (83) is an active participant in the PCA Club Race program, shown here at the 2010 Carrera GT at MPH.***

race car now. Things like that are very rewarding!

I like getting together with members at events away from the track. The Great Plains always puts on some great events! Also, it has been fun to go on trips to Daytona, to the Rolex 24 Hour Sports Car race with a group of Club members and meeting more Porsche Club members on the

grid. At times we have had around 15 club members at the race.

Also it has led to some great father-daughter time, as now my daughter, Leah, is driving a 944 in DEs, and I was her first instructor! Now I get to take her to tracks that are new for her, and that is fun.

I guess like they say," It's the people"!

# Upcoming Events

## 2010 GPR Events

Steak Fry Grill and Chill.....	August 14
Night of Cars.....	August 18
Sonic Show 'N' Shine .....	August 28
Fun Run to the Hausbarn in Manning, Iowa.....	TBD
All-Euro Car Show at Lauritzen Gardens.....	September 12
Porsche Pride at Fatburger .....	September 23

## Night of Cars

Join us for a Night of Cars on Wednesday, August 18, from 6:00 - 9:00. Elite Auto Spa will be our hosts. They have invited a number of the Omaha area car clubs. The Night of Cars will just be an informal car show and meet and greet. A food vendor (to be determined) will provide half price food and drinks.

Elite Auto Spa is located on the northwest corner of 108th and Blondo in Omaha next to Classic Auto Sales.

We hope to see you there for Porsche to have a great turnout.

## Woodhouse Porsche of Omaha Events

Our friends at Woodhouse Porsche of Omaha are hosting the following events. Mark your calendars. More details will follow.

September 11	Racoon River Lodge in West Des Moines
September 18-19	Woodhouse Track Event at Mid America Motorplex

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# ***Candlewood Picnic*** *by Steve Eckhart*



*Good food, wonderful cars, and friendly people combined to make the Candlewood Picnic a big success.*



On July 17, the GPR hosted the annual Candlewood Picnic. About 15 members and their families gathered at Candlewood Park in Omaha to enjoy good food, fun on the lake, and conversation. With no

specific directions for who should bring what, we ended up with mostly desserts. That isn't necessarily a bad thing!

The highlight of the day was the GPR debut of Jon and Kelli Theobald's daughter, Isla.

She mostly slept, but enjoyed her time in the sun.

The other children at the picnic enjoyed playing in the sand by the lake. Some remembered bathing suits, others didn't.

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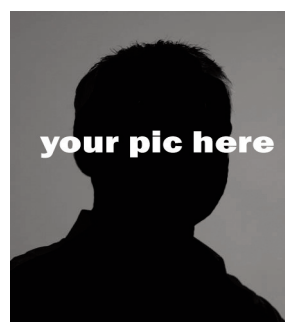
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## ***Wanted***



*GPR members to serve on the 2011 GPR Board. We have a number of openings in "entry" positions, which require only a few hours or less per month. If interested, please contact Jon Theobald.*





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**PORSCHE**

# Building a Better Boxster, Part 3



Steve Wilwerding's conversion to the 996 engine required adding a central radiator, visible below the bumper.

## by Steve Wilwerding

Well, first the good news – the Boxster engine conversion is done! I drove it back from Lenexa on the fourth of July – a very wet fourth of July. Todd in Lenexa did a wonderful job on the conversion – no loose ends, everything works beautifully – a very professional job, done in just over a week, and for what seems to me a very small fee.

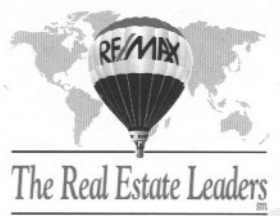
The verdict on the conversion? I LOVE it. As someone who I took for a ride

said, it is the Boxster that Porsche should have built. It's got great low end power, and unbelievable top end speed – it is now very easy to get going way too fast on city streets. It is not Turbo power – I'm not going to be blowing the doors off of \$120,000 Porsches on the track – but I'd put it up against most any standard 911 and most any Boxster, and I think it could hold its own. I brought the Boxster to both our latest Board meeting, as well as to the Candlewood Picnic, and after

numerous "test drives" by other GPR members, it has received the GPR seal of approval.

As usual with these types of one-off conversions, there have been a few challenges. The first is that I bought a full stainless steel exhaust. Unfortunately, due to the engine being mounted lower than the standard Boxster engine, the catless mid-pipes did not fit (Todd programmed the car to ROW, or rest of

*(Continued on page 9.)*



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# ***Building a Better Boxster*** *(cont. from page 8)*

world, specs, which means that it will run without cats and will start without having to depress the clutch pedal, as well as a few other nice changes). Also, the stainless steel muffler I bought, while having a nice throaty sound, causes the air in the cabin to resonate at a certain RPM, which just so happens to coincide with the RPM that you use to drive on the Interstate in fifth gear, so I will be putting the old Boxster S sport muffler back on. Todd had a better solution for the exhaust system, but at a cost of several thousand dollars, it will have to wait.

Todd also recommended a number of changes if I planned to track the car. His first was that since the power steering lines run right next to the headers on the drivers side, I should get heat wrap for them, which I have done. He also recommended that I run a third, center radiator. Early Boxsters only have two outside radiators, while 996s and later Boxsters have a center radiator as well. Porsche sells a kit to add the third radiator, and all of the mounts are already on the car. Two weeks ago, I removed the front bumper in preparation for adding the radiator, but ran into a number of issues, and as I write this, I am waiting on some additional Porsche parts from Germany to complete the installation. Finally, I added a new rear lower strut brace – if you have a Boxster or Cayman, this is THE BEST reasonably priced

performance addition you can make – for around \$70, it improves the handling of the car tremendously and will shave seconds off of your lap times. I hope to have the radiator back together by the time you read this, and after a quick oil change, I believe that the car will be ready to run for quite some time before it needs any more work of any kind.

I have always been told that the last thing a Porsche owner should do is to add up the receipts for things they have done to their cars, but I am a meticulous record keeper, so I added up the total cost of the engine conversion. It came to a little less than \$15,000. I expect to be able to sell the old engine for around \$4,000, and some of the exhaust and other bits for another \$1,000, so the total cost will be right around \$10,000. To me, it has been completely worth it. The car has gone from 200 to 320 HP, which is less than \$100 per HP, significantly less per HP than if you tried to increase power by reprogramming the computer, putting on a performance exhaust, etc. There are ways to shave some money off the cost of the conversion – I did a lot of updates to the engine that probably could have waited, and I have heard of people who got 996 engines cheaper than I got mine. But, for what I have now, and the piece of mind from having “refreshed” many parts, it has been worth it to

me.

What next? I am itching to get the car back together and onto the track for some hot laps, and I am already discovering that while the car goes faster, it doesn't corner any better than it did, so next year (when the bank account is not tapped out), I'll be looking at upgrading the suspension. The whole process has definitely been a learning experience, and if anyone is interested in doing something like this, I can save you a whole lot of time and money based on what I have gone through (for example, I have a complete list of all the Porsche parts you need to buy for the conversion). I do have a few people to thank: Woodhouse Porsche saved my bacon on very short notice during the conversion; Shamrock Racing kindly pitched in; and, my uncle Jim Wilwerding (who is a new member of the Club with a 2004 Boxster S) was good enough to drive my engine down to Woodhouse and to and from Lenexa on the fourth of July. Todd in Lenexa did a wonderful job on the conversion – no loose ends, everything works beautifully – a very professional job, done in just over a week, and for what seems to me a very small fee.

Thanks for following along, and I hope to see you out on the road or at the racetrack in the coming weeks.

# Member Bio: Rick Shaffer

I have always been a car guy. In my teens I had a 65 Chevy Impala SS. The 396 was long gone, but I did build a 327 for it.

After that I had SS 396 Chevelle, which I would have for about 15 years. I had almost totally restored by the time I sold it.

After I got out of school, the first nice car I purchased was a 1977 Camaro RS {Rally Sport}. It sat low and was as good a handling car as a Z28. This is when I started to think about the handling of a car, as opposed to just making them go fast. I did add a cam and a bigger carburetor. But, I also added a rear sway bar, gas shocks, and T/A tires.

The bad thing about cars in the 70s was that they were trying to make them as fuel efficient as possible (sounds familiar ) so the body panels were very thin. Add in not very good rust protection and I got tired of having the body work fixed because of rust.

So I started to look at Corvettes. No way would they rust! But they did have their own problems, as I would find out. But thru the 80s I had four different ones before I got one of the more modern ones, an '87.

As the 80s were going on, ESPN was showing not just NASCAR but F1 and IMSA sports car racing. I was hooked on road racing.

Then in the late 80s when they built the track in Topeka, Kansas, and had a sports car race, I had to go. It was way better than TV. The racing was great! Sadly, no one was at the races, but you had very good access to the cars and drivers.

In the paddock was a racing school showing off cars I could drive on the track! How cool was that? I had to do it. Little did I know that was the beginning of me spending weekends getting ready and going to the track.

I had been told that I could also take my own car on the track. That would be great, as I had the great American sports car, 1987 Corvette! I knew they were racing them, (the Corvette Challenge) so why not? I



*Rick Shaffer and his daughter, Leah, enjoying the One Lap of the Great Plains.*

signed up for a Track Time school at Topeka. It was a lot of fun. But just to let you know, I did not know they had brake upgrades for the Corvette. I lost my brakes going into turn 8, and had to have a brake job done on Saturday night!

The great thing about going to a Track Time School was that some of the instructors were from the Porsche Club. They told me about the DEs and the fun they had. {You know who you are!} I even drove to Topeka to see Great Plains Region's first club race.

Taking my own car on the track let me know what I had to do. The 87 Corvette did not have the brakes, plus it was an automatic. So, I started to look at upgrading. Corvette was changing in 1992 to a new motor plus some other upgrades. I found a black, six-speed car, with adjustable shocks. After I got the car I added ZR1 front brakes.

So in the summer of 1992, with a new Corvette with about 500 miles on it, I drove to Topeka for my first DE. When I got to the hotel to check in, I ran into some other Porsche Club members who told me how lucky I was not to be at the last DE because it rained and how about 10 cars had hit the wall! This is when I learned about VHT (helps drag cars hook up on the drag strip), and to stay off the drag

strip when it was wet!

That first morning running, I'm going on the track, and a 962 is coming off the track! That is still cool today. It was also not uncommon to see race teams and pro drivers at a DE or a club race.

So after that I was doing almost all of Great Plains Regions DEs. At that time they were doing up to five a year at Topeka. Plus I made it to a few other tracks also. I have to say that back in the day, Great Plains was one of the first to put on DEs and Club races, so they were well attended, with cars coming from all over the US.

I could take the ribbing about driving a Corvette. I must say it was fun chasing down and passing Turbos in the Corvette. But I was always told if I wanted to race, I need a Porsche. So in 1995 I started looking. I was planning on getting a 944 Turbo, as it would be no problem going to another front engine car. The day I was going to deal on a 944 Turbo, I spotted a 911 SC Weissach Edition. I knew I would have to have a 911 at some point. So I did the deal.

It took a couple of years to turn into a race car but I did. Running the car in DEs during that time, I was getting the car ready and myself

*Continued on page 4.*



# ***GPR Board and Minutes***

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**Minutes of the July 6, 2010 Board Meeting**

Attending were board members Jon Theobald, JR Sanders, Jim Avilla, Steve Wilwerding, Tom Cooper, Steve Eckhart, and Abe Schlott. Also present were Eric Elliott, Russ Standage, and Past President John Krecek.

**Social:** Upcoming events on email. Discussed Schlott cookout as the next event on 8/14, Auto Care and Sonic Show 'N Shines, Havelock Car Show, Woodhouse Track Experience on 9/18-19, All Euro car show at Lauritzen, and Fatburger event.

**Secretary:** No minutes to approve since last meeting canceled due to weather.

**President:** Discussed feedback from Drivers Education surveys and what a hit the Tessman's dinner was. We got a good stewards' report back from national. Discussed succession planning for board members.

**Registrar:** July DE is now advertised on clubregistration.net.

**Treasurer:** Jim Avilla reviewed June and July financials.

**Club Race Chair:** No Report

**Membership:** Reviewed membership totals and new recent members. Still having difficulty collecting membership dues. Will contact members individually.

**Safety:** No safety issues to report. No insurance issues to discuss.

**Newsletter:** Member bio for August- Jim Wilwerding. (*Ed. Note: Jim Wilwerding declined, Rick Shaffer accepted. See page 10.*)

**Website:** Up to date except for newest events. Steve Wilwerding and Abe to send info to Eric.

**Past President and Chief Driving Instructor:** Reviewed letter to driving instructors, priority for instructors, and the expanded passing program.

Respectfully submitted by Abe Schlott



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*One of the Intersport Caymans painted in the famous Gulf racing colors at the Drivers Education at Mid America Motorplex in July.*

A Publication of the Great Plains Region / Porsche Club of America

# ***Great Plains Carrera GT at MPH Sponsors***

The Great Plains Region of the Porsche Club of America would like to thank all of the sponsors of the Great Plains Carrera GT Club Race held June 4 through 6 at Motorsports Park Hastings.

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