



Der Skooner



April 2013

Great Plains Region / Porsche Club of America

Volume 47 Issue 3

Saturday Breakfast at The Heartland Cafe

Once upon a time, on a bright but chilly Saturday morning not long ago, and not too early nor too late, a bunch of nice folks descended upon a small restaurant in a far away land called Elkhorn but not too far west of the "Big O". These folks, young and old, held a few things in common such as the vehicles they drive and the need for the nourishment - in the form of food, passion and camaraderie - necessary to operate those vehicles they use in life.

And so began Breakfast at the Heartland Cafe not long ago.....

And a good time was had by all!



Clearly a cerebral group as evidenced by the significant grey and white hair exhibited at this table.
Photo courtesy Kurt Halvorson.

Below our friends sharing nourishment, conversation, passion and camaraderie.



Additional fine folks seeking nourishment while sharing conversation about their Porsche passion.



The Starting Line

By Tom Cooper

After a quick trip to Florida to visit our new grand daughter Ashley, it's time to focus on the upcoming events for the Great Plains Region. I probably should mention that Ashley is just as cute as her mother was all those many years ago.

April starts out with a casino night at the Horseshoe in Council Bluffs. Not being a gambler, I might just try the buffet since I have heard that the food is excellent. Then we move to a more mundane event, a breakfast meeting at the Heartland Café in Elkhorn. Last month's event was very well attended with over twenty folks there to enjoy breakfast and a ton of bench racing. Surprising what a long winter without some serious discussion of projects for our favorite cars can bring out.

The first weekend in May is our initial Drivers Education event for 2013. I have been told, by one of our veteran members, that this is the most fun you can have with your

clothes on. This event is at Mid America Motorplex, MAM that is located near Glenwood, Iowa, so everyone in the eastern half of the region should be able to attend. If you don't feel comfortable getting on the track at least make it a point to attend the classroom session, which is free, and pick up some pointers on defensive driving. Of all the classroom session I have attended, this is by far and away the best.

I continue to look for someone to take up the challenge and organize an autocross sometime this year. I'll take care of the registration; someone just has to take charge of getting things lined up for the event and recruiting volunteers to do the actual running of the event. This could well turn into a Zone 10 signature event.

At the end of May we will again sponsor the Carrera GT at MPH in Hastings. We still need volunteers to help with

various aspects of this event, so feel free to step up and join the fun. One of the highlights of this event is the social after the races on Saturday at the Tessman's, Brian's parents, which features not only good food, but an authentic 1960's gasoline alley garage. You don't have to participate in the race or volunteer to help, just let us know that you are coming so we can have enough food.

It looks like we will have a very active spring season. Be sure and mark your calendar for the events and join the fun.

Remember, bring your Porsche to the Whiskey Roadhouse April 6th - see you around 7pm. Tom



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STOP IN TO SEE ONE OF OUR SALES ASSOCIATES TODAY

Members Only - *Jim and Arlyce Lillegaard.*

SEBRING and More

It was the middle of January in South Dakota. It wasn't too bad, but still January in South Dakota. Several acquaintances were competing at Sebring in FLORIDA. Wife dislikes winter, husband likes races, and a couple of weeks south surrounding a race weekend at Sebring February 1-3 seemed like a great idea to both.

We set out intending to spend three leisurely days on the road. In Kansas City we checked the weather in St. Louis; there was a high probability of tornados. The drive still took three days, but more time when we took the two legs of the triangle. Not so leisurely! From Kansas City to Atlanta there was constant rain. Fort Smith, Arkansas, on the first night was very pleasant. Macon, Georgia, on the second night was not. We followed our Map Quest recommendations and ended up on US 27 in Florida. DON'T. It's the most frustrating road we have driven on. There are lots of stop lights and geriatrics to the nth degree. (South of Sebring, US 27 is a great quick way to get to Miami.)

We went to the track Thursday afternoon so we could locate our acquaintances, scope the environment and develop a comfort level. The Sebring Entrants List showed 370 plus racers entered... a few more than Great Plains and Nord Stern host. There were also probably 50 plus DEs entered. Initially, this seemed intimidating but it was laid out very logically and the whole environment was very

helpful to the unacquainted. We found the registration area and picked up schedules for the event so we could figure out when to be where.

Friday was practice day for the racers and time to figure out where to best watch as spectators. The grandstand was imposing and large, but it seemed to us to limit what you could see. We wandered the course and settled on turn 1 and a small hill on turn 4. The back part of the track, turns 8 through 13, was closed off.

The recurring theme for the weekend was carnage, no racer injuries but lots of bent metal. It seemed that there was at least 1 car removed from the track during each event. During the night sprint races, many of the laps were run behind the pace car because of accidents. Evening racing must be brutal because of the changing light conditions with darkness to significant flood lights for a half mile only to return to darkness.

Saturday was qualifying and SPRINTS. The racers were separated into three groups, fast-faster-fastest.

Orange group was made up of classes GT65, GT5R, E, F, SP3, SP2, GT5S, SPB, etc. The fastest lap time on practice 2 for this group was 2:26.928.

Green group was made up of classes GTB1, GT4S, J, I, H, K, etc. The fastest lap time on practice 2 for this group was 2:19.753. There were lots of Caymans, some with PDK.

Red group was made up of classes GTA2, GTC5, GTC4, GT1R, GTC3, etc. The fastest lap time on practice 2 for this group was 2:08.315. We were told that this was the largest group of Cup cars to date. In general there was a 10 second delta between the groups.

This was the first race of the season. And it showed. Every group tried to win the race on the first corner. Each race had multiple incidents. We were watching at turn 1 and saw more than our share of incidents. The corner workers and the tower were overwhelmed with paper work. The most graphic example of these incidents occurred with the red group on turn 1. In mid-pack all of a sudden there was chaos; 5 cars were involved in an incident. An official later guessed there was about \$500,000 in damages in that single incident. That was the most dramatic, but to our knowledge no one was injured during the weekend.

Sunday was Enduro day. All officials were prepared for the worst. The day went with minimal, if any, incidents. It was a much better racing day. Saturday night Arlyce met a person who volunteered in the tower and Arlyce was invited to come up and observe the action there. It was eye opening. The detail in timing was extreme. One one hundredth of a second infraction can lead to a significant penalty. She also watched the mandatory pit stop/refueling during an Enduro. Again coordination and timing are critical.

...That's what I'm talking about!

This month Jim and Arlyce Lillegaard share their experiences on a recent trip from South Dakota to Florida. They left the cold, hit a bit of weather in Missouri on the way to wonderful weather, racing and relaxation in Florida. You'll enjoy their entertaining story. Jim and Arlyce are the fourth members to share a personal experience with us. Dennis Fitzke was third. Of course Kurt Halvorson started us off with an excellent article about his Porsche Sport Driving School experience. Mark Hoffman followed with a poignant story about the joy of owning a Porsche and a promise made to his father, Dave.

Now it's **YOUR TURN!** Please share your experiences with all of us. Did you participate in a driving school? How about an interesting track you visited? How about that vacation trip in your Porsche? Maybe a scenic drive somewhere cool. Did you do some work on your car?

Your participation makes Der Schooner of greater interest to the membership. Yes, Kurt, Mark and Dennis and the Lillegaard's have really entertained with very cool stories. You can do it, too! Besides, we're snoopy and want to know what you're doing! Send your articles and photos to: George Poulos at gpx@cox.net.

.....and now for something completely different

The Art of Racing in the Rain

By Garth Stein

Join us on Thursday, April 18, from 6:30 to 7:30 at The Bookworm at Countryside Village, 87th and Pacific. The As The Worm Turns (ATWT) reading group will have a book discussion of *The Art of Racing in the Rain* By Garth Stein. The discussion will be lead by Denny Strauss, GPR/PCA lifetime member.

You will meet Enzo, the unforgettable canine narrator of this bittersweet and transformative story of family, love, loyalty and hope. Enzo is a philosopher with a nearly human soul and he's gained a wealth of knowledge spent in front of the TV. This book is a captivating look at the wonders and absurdities of human life . . . as only a dog could tell.

This book was published in 2008 and is Stein's third novel. He is also a playwright and a documentary filmmaker who lives in Seattle with his wife and three sons. Stein knows what he writes about when it comes to racing as he has held a license from the Sports Car Club of America since 2003.

ATWT participants receive a 20% discount off the price of the paperback. Registration is advised by calling the Bookworm, 402-392-2877 or sign up when you purchase the book.

In 2011, Stein adapted his novel for young readers from age 8 to 12. So if there are future Porsche drivers in your family *Racing in the Rain: My Life as a Dog* will allow you to share this great book and its life lessons with your children. Who knew that PCA could lead to a family book discussion.

Enzo Ferrari, Arton Senna, racing and man's best and most loyal friend, a dog. What more could anyone ask for in a book. I invite each GPR member to join us for this unique opportunity to view the racing and human world through Enzo's eyes and heart.

Carol Evans Lynch

Learn more about the author and his book at: www.garthstein.com

Porsche images from SEMA 2012 (and a Chip Foose Ford pickup)



Mark your calendar

April

6th - Casino Night at Harrah's Horseshoe Casino - 2701 23rd Avenue Council Bluffs, Iowa. Meet at 7:00 PM at The Whisky Roadhouse inside the Casino. Drive your Porsche as we'll have designated parking and a photo op in front of the Casino. Members and guests have the option to eat at the buffet or several different restaurants or take the free shuttle to Ameristar or Harrah's. Another activity in the area is Joe's Karting - a non-club sponsored activity for liability purposes. RSVP to brian24667@yahoo.com.

14th - Saturday breakfast at Heartland Cafe 2615 North Main Street Elkhorn, NE. 8:30a-???. Please rsvp to brian24667@yahoo.com

18th - The Art of Racing in the Rain. 6:30-7:30p at The Bookworm at Countryside Village, 87th & Pacific. Please see separate article in this issue

27th - Sonic Show 'N Shine. Lincoln, NE

The car truly is the star as the Great Plains Region's longest continuously running summer social blast from the past, Show N' Shine Cruise Nites, return for its 19th year! Where else can you see the newest 911s and the classic 356s and everything in between in the same place. One part Porsche, then blend in one part Ferrari, Mercedes, Lotus, BMW, Audi, Lamborghini, Jaguar, Maserati, VW and Aston Martin (shaken not stirred), and you have all the ingredients for an "automobile enthusiasts dream." You never know what will show up but you can bet there will be at least 100 cars!

Just like the good old "Happy Days" of cruising, carhops, jukeboxes and drivein movies, we will be hanging out under the glow of neon and listening to the oldies at America's drivein "Sonic" at South 48th and Highway 2 in south Lincoln. Mark your calendar now for Saturday nites April 27th and August 17th. Hour are from 6 to 9:00 but you can come and go as you like. Its a cheap date with half price food for everyone. So grab you best ride, your best girl and your Beach Boys tape with "I Get Around." Cruise on out and share the unique SSCN experience. I'll be there early and save a spot for you.

May

4th,5th - Driver Education at Mid America Motorplex

31st - Club Race/Advanced Driver Education at Motorsports Park Hastings

June

1st, 2nd - Club Race/Advanced Driver Education at Motorsports Park Hastings. Hastings, NE

23rd-29th - 58th Annual PCA Porsche Parade - Traverse City, Michigan

July

27th, 28th - Driver Education at Mid America Motorplex.

August

17th - Sonic Show 'N Shine Lincoln, NE

September

September 28th and 29th - Driver Education at Mid America Motorplex

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PORSCHE

Members Only - Jim and Arlyce Lillegaard.

The experience was great. The people were uniformly gracious and hospitable and came from a broad geography. The variety and number of Porsches was awesome. The driving is challenging (I was told by the corner worker at turn 1 that the wrong line into turn 17 will put you airborne). The event was very well organized and staffed. We saw no long lines anywhere. The

weather was great, 40s to 70s.

We left on Monday to go further south to the Keys. We got to Key West, checked motel prices (\$400 per night), saw the crowds (similar to Mardi Gras on Fat Tuesday) and decided to head north. Our southern trip yielded three significant sights, a Florida panther, a Key deer and we startled a 12 ft. alligator sunning

itself on the highway shoulder.

We went south expecting to have great seafood in Florida. Sebring is a big cattle ranch area. Beef is quite good; seafood was disappointing. We had one good seafood dinner at Marathon Key.

All in all, it was a great way to spend a couple of weeks in February.



Getting More Out of Competition Tires

from the Tire Rack Tech Center
www.tirerack.com/tiretech

When developing your vehicle's handling, maximize your:

Wheels - Always use the widest wheel allowed on your car's class, that fits your car and/or is recommended by the tire manufacturer for your tire size.

Alignment-Springs and Sway Bars - Keep our tires perpendicular in corners, try to achieve neutral steer (With power oversteer for rear wheel drive cars)

Shock Absorbers - Can help tune transitional handling

Inflation Pressures - Always use the lowest pressure possible, while higher inflation pressures may enhance responsiveness, they sacrifice traction. If uneven wear begins while at low pressures, increase them.

Tire Tips

Between races, never store tires exposed to the elements on your race car trailer's tire rack or outside your shop, store them in a cool, dry place away from electric motors.

Immediately after every track session, remove debris and inspect your tires for damage and wear. If possible, let them cool while they are off the ground

Your tire's tread temperatures as read by a pyrometer will "never" be even across your tire's tread (Unless you have just completed a successful tuning session on a skid pad.)

Tire pressure increases 1 psi for every 10 degrees in ambient temperature

Shade tires from direct sunlight between sessions as much as possible. The sun's heat will raise your tire's pressure.

Autocross inflation pressures should be adjusted warm, road racing inflation pressures should be adjusted hot.

For racing or track events, your rain tire's starting inflation pressure should be higher than your dry tires.

Tires are part of your suspension, using lower profile tires is like using shorter, stiffer springs.



...heard it through the grapevine

"Porsche executives said 2012 was the best sales year in the company's 63-year history.

The German automaker's executives discussed finances at their annual press conference, held today at Porsche's Stuttgart headquarters. Matthias Müller, chairman of the executive board, attributed the success to an attractive product portfolio.

Which vehicles made it a standout year? The redesigned 911 had the highest growth rate with a 49 percent increase, to 26,203 sold, but the Cayenne SUV was the top seller. In 2012 sales were up 30 percent to 77,822 vehicles. The Panamera was the only model that saw a decrease, down 3.1 percent to 27,331 vehicles sold.

Porsche sales grew globally, but were highest in North America, where sales increased by 34 percent to 39,192 units. China sales grew 32 percent, with 33,590 vehicles sold. In Germany, Porsche sales were up 16 percent to 16,090, and Europe sales were up 8 percent to 31,094 units.



Left and lower left
2011 Singer 911 No.3

Below upgraded GT3-R for the 2013 season



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Help Wanted - we're still looking *(hint, hint)*

Your club is seeking an individual willing to memorialize events through photography.

Do you enjoy taking really cool photographs? Do you enjoy participating in Club functions? Photographs tell a wonderful story and our club has some great stories to tell. We seek a member who has the vision and can memorialize our stories for posterity.

Please contact Tom Cooper at tcooper@cox.net or George Poullos at gpx@cox.net or your favorite Board Member.

Check it out...

Denny Strauss Gallery at In The Garage - color photos from the Pebble Beach Concours, Monterey Historic Races and Concorso Italiano are now available for purchase both at In the Garage and at Automobuild.com. The collection is mounted on hard board, sized 12"x18" and 20"x30", ready to be hung on that special wall in your office, gallery or shop.



FOR SALE - four chrome OE Porsche wheels with Continental ContiSportContact tires. 205/50-17 and 255/40-17. Mike Cassling. Contact Frank at 402.960.8988 to view wheels and tires. \$800 obo.

Seeking Club Sponsors

We are in the process of sending out letters to past Club sponsors. We rely on your donations to run our summer events, so even if you are not a past sponsor, please consider it this year - you do not have to come in at a pre-defined level - any little bit helps!

If you would like to help sponsor the GPR and its 2013 activities, including the Club Race, please contact Steve Wilwerding at steve.wilwerding@gmail.com or 402-319-8623.



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Great Plains Region Porsche Club

Minutes of the March 4, 2013 Board Meeting

Attending were board members Tom Cooper, Steve Wilwerding, Bob Lynch, George Poulos, Sally Knapp, Sandy Bruso, Brian Tessman, and Abe Schlott.

Social:

Discussed Club Race dinner party @ Tessman's
Pasta Amore dinner Feb 23rd; 20 person limit, sign up soon!
Discussed ideas for upcoming events

Secretary: Approve minutes from previous meeting.

President:

Reviewed by laws and constitution, and need to make these documents current
Discussed postponing annual meeting until May
Discussed driving events at MAM May 4-5, July 27-28, and September 28-29
Discussed DE and Club Race in Hastings May 31-June 2
Discussed potential 924 gathering at September DE

Registrar: No report

Treasurer: Bob Lynch reviewed financials. Monthly report is out.

Club Race Chair:

HQ Hotel- Holiday Inn Express has reserved a block of 30 rooms for us at \$124.95/night.

Membership:

Waiting on February membership rolls to come in from national
232 National members; 52 have paid local dues
Discussed ways to leverage National memberships and new Porsche owners
Discussed multiple requests to make a directory with an opt-out option

Safety:

Discussed DE insurance for driving events and any rolling wheels events

Newsletter:

Reviewed ideas for upcoming articles on tire rack and engine oils
Discussed advertising updates

Website: Up to date. Sending emails for upcoming event reminders

Past President and Chief Driving Instructor:

Discussed Club Race Sponsorships

Next meeting will be on Tuesday, April 2nd at 6:00 PM.

Respectfully submitted by Abe Schlott



Editorial Policy: *Der Skooner* is the official publication of the Great Plains Region/Porsche Club of America. Statements and opinions appearing in *Der Skooner* are those of the author and not necessarily those of the GPR, PCA, the Board or the Editor. The Editor reserves the right to edit all material and to publish only material that is felt to be in the best interest of GPR/PCA. Other regions are welcome to reprint *Der Skooner* articles provided that the source and author are credited. Address changes must be sent to both Tom Cooper, 635 Shorewood Lane, Waterloo, NE 68069 and PCA, P.O. Box 5900, Springfield, VA 22150.

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