

Der Skooner

Great Plains Region - Porsche Club of America

March 2014

Volume 49 Issue 3



The Starting Line - Tom Cooper

I hated to miss the Holiday Party in January, but a few days before the event I was attacked by giant cold germs and didn't want to expose any of the group to them. From what I have heard, Steve Wilwerding did an excellent job stepping in as host for the event at the last minute.

We are still meeting for breakfast the second Saturday of the month at the Heartland Café in old downtown Elkhorn. The food is good and when we order before 9:00 A.M. it's half price. We will start adding a fun run when the weather warms up enough for everyone to get their Porsche out of winter storage. Steve is also planning a dinner on March 15th at Lo Sole Mio. We may not have a private room, but the food has always been excellent and the service great. We also plan a tour to Nebraska City sometime this spring, probably in mid-May.

The track schedule has been set for 2014. The dust has settled a little around MAM and we will

have two events there this year. The first will be May 3rd and 4th. This event will be a little different in that there will be a novice group for ladies only. The classroom portion of this event will be taught by Denny Strauss, and the ladies will have their own run group. The second event will be on September 13th and 14th when the Huskers play an away game at Fresno State. Hopefully it will be a night game.

Club Racing has approved our annual club race at Motorsports Park Hastings on May 30th, 31st and June 1st this year. We have been assigned a Race Steward, but the rest of the national crew has not been determined. The Tessman's have again agreed to have the Saturday night dinner at their home, and this event is open to all Great Plains Region members not just the racers. There will be a second event at Hastings, a DE, on July 19th and 20th.

There are still plans to do an Autocross sometime this year,

hopefully, before it gets to hot this summer. John Krecek is trying to get a group of DE folks that want to make the trek to High Plains Raceway for the DE portion of their Club Race. Let John know if you are interested in going out to Colorado.

I mentioned the annual Porsche Parade that will be held in Monterey, California in the Starting Line in January. There has not been much interest expressed in attending that event, but if you are thinking about it let me know.

There is a golf tournament planned for 2014, we just have not found the right course and a time to hold it. If there is an event that you would like to see on the calendar drop me an e-mail at tcooper40@cox.net.

Hope to see you at breakfast this Saturday.

Tom

Help Wanted -

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.

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Imprimis, LLC is a sole proprietorship company established 8 years ago to serve the needs of small to medium sized businesses, generally up to \$50 million in sales. My consulting focus is in the areas of strategic planning, cost management, financial management and analysis, operations, and executive management and administration.

I established my consulting practice after career stops at Deloitte and TD Ameritrade. I spent nearly 4 years in public accounting as a CPA with Deloitte here in Omaha, with a focus on clients in financial services and small business. After leaving Deloitte, I joined TD Ameritrade where I spent the next 18 years in a variety of roles, from assistant controller to compliance officer, to

president of a division and finally to a position at the holding company on the executive management team with responsibility for the clearing subsidiary (processing operation), human resources, corporate communications, facilities and internal audit. The experiences I gained in each of these roles have assisted a variety of clients from industries including food service, digital media, financial services, healthcare and building materials to name a few.

Depending upon the scope of a particular engagement, I may contract with other independent talent to assemble a team to meet the needs of a client, including legal or additional financial or strategic expertise. Many times I will work on

recurring monthly initiatives, while other projects will simply be a one-time engagement. The start of a typical relationship includes a no-cost up front meeting to review the needs of the prospective client and a determination of how best I can meet their needs and provide a solution. If there is mutual desire to move forward, then pricing and structure will be agreed upon between myself and the client and the engagement will commence.

Confidentiality, integrity and ethics are the primary core values I subscribe to in any relationship. I look forward to working with you on any business needs you may have now or in the future.

Kurt Halverson



This is the Porsche dealership located in the factory in Stuttgart. Three levels of new Porsche's. Joe like white Porsche's. Looks like there are three to choose from; a Boxter, 911 or Cayenne. The dealership was closed; Joe was looking through the window.

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Porsche Museum - Joe Chambers

The Porsche Museum in Stuttgart is heaven for Porsche fans. Situated between the factory- headquarters and the factory dealership the museum is a beautiful piece of architecture befitting the class and quality of the brand itself.

The good news for PCA members is that our entry is free by showing our PCA card. Regular admission is 8 Euro and seniors over 60 get in for 4 Euro.

When you enter on the ground level you are met by the ticket counter, cafe and the museum shop. No ticket is required to visit the shop or cafe. After getting your ticket they give you an audio tour device at no extra charge. You tour at your own pace and each display has a number on it. When you enter the number the audio begins the narrative for the display. Another thing they do before you start your tour is offer a free coat and bag check. It was very nice to take the tour without having to carry my tourist support system around.

To start the tour you board a long escalator to the second floor. The layout is very open and you are winding through the displays while walking up ramps that end on the third

floor. As you would expect the tour begins with the earliest models and ends with the latest versions of the 911.

For my visit the museum was set up to honor the 50th anniversary of the 911. There are over 300 cars in pristine and drivable condition that rotate in and out of the museum. Needless to say, you move from one beautiful example to another. What was cool was they actually start some of the cars throughout the day so you can listen to the different sounds of various models. They come over the intercom and tell you when and what model they are going to start. If you miss the announcement it doesn't matter because with the open floor plan of the museum you definitely hear them when they fire them up. They run them for 5 minutes or so revving away.

In addition to the history of the 911 - from a 1948 356 Nr1 Roadster to the 50th edition 911 - the display included the 908, 917, 1978 SC "Safari", 1986 959 Paris Dakar, 2008 RS Spyder, Formula 1, Indy and others.

The tour ends on the 3rd floor where an even longer escalator takes you

back down to the ground floor. Among my favorites were the 1997 GT1 Strassenversion, 2010 GT3 Cup, 1993 Carrera 2 Speedster and 1950 356 SL Coupe LeMan.

Unfortunately for me, we went on a Sunday so the dealership was closed and there was no activity around the factory itself. I had inquired about a factory tour but they are getting harder and harder to get. I don't know if it is due to proprietary concerns or just not enough room to accommodate groups without interfering with the workers. They are still given but on a very limited basis. The showroom would have been fun to spend time in. They had a ton of models including a black GT1.

If I was disappointed in any aspect of the museum it would be the shop. They focused mainly on model cars in various sizes and books of every variety. I had hoped there would be more shirts and must have type of items.

All in all it was a special and fun time getting to see the museum. I did feel like I was on motorsport holy ground as soon as I got out of the car. I had made it to Porsche Heaven!

Joe standing in front of the Porsche factory to the right and dealership to the left.





1950 356 SL Coupe LeMan on display at the Porsche Museum.
 Photo courtesy Joe Chambers



The Porsche Museum in Stuttgart



2010 GT3 on display at the Porsche Museum. Photo courtesy Joe Chambers.
 The inscription above the GT3, in German with English subtitle reads: "Since the internet nothing is as it used to be. Nice to know the 911 is the exception".



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Mark your calendar *GPR sponsored events underlined*

March

8th - Breakfast at Heartland Cafe, 2615 North Main Street. Elkhorn, NE. 8:30a-???

April

12th - Breakfast at Heartland Cafe, 2615 North Main Street. Elkhorn, NE. 8:30a-???

May

3rd/4th - Spring Fling Driver Education including a woman only ground school and driver group at Mid-America Motorplex. Please join Maverick, Puzzle, DE participants and Club Members at 6100 Northern Hills Drive, Omaha, NE 68152 starting at 6:30p Saturday May 3rd. Food from Dante Pizzeria Napoletana. Cost \$25 per person, reservations and payment must be received by April 22. Make check payable to GPR/PCA and mail to above address.

10th - German-American Society MAIFEST. 3717 South 120th Street. 402.333.6615. Please contact Frank Freihaut at ffreihaut@msn.com. if you want to participate in the German Classic Car show. Please see display announcement in Der Skooner

30th-31st Carrera GT Club Race and advanced Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. See announcement below.

June

1st - Carrera GT Club Race and advanced Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. See announcement below.

July

19th/20th - Summer Fun Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. Details to follow

September

11th/12th - Fall Finally Driver Education. Mid-America Motorplex. Details to follow

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Member Contribution - Jason Bien

The Birth of an Era

Attending F1 has always been a dream of mine. The prospect of seeing the best driving talent from around the world, standing witness to the creations of the most brilliant engineering minds the world has to offer, and observing mind-altering physics at work just feet away; all competing on a global scale with a worldwide viewership exceeding 500 million, and no margin for error. What's not to love?

F1 racing has always stood as the pinnacle of automotive engineering; once driven by national pride, now driven by sponsors. No matter the driving force behind the concept or the funding, the fact remains that the vehicles competing in this segment of racing represent the epicenter of performance automotive superiority. In a day and age of computing technology, these vehicles now carry more electronic gadgetry than ever before. From KERS (Kinetic Energy Recovery System) to DRS (Drag Reduction System), the possibilities are endless for further technological improvements.

The race for the technological pole position will undoubtedly be accelerated going into the 2014 season with the introduction of the new Turbo V6 platforms. A bittersweet change for many, the introduction of this new engine platform will further test the realm of possibility for engine power and efficiency. This will be displayed by a turbocharged 1.6L V6 engine creating in excess of 600hp with the added assistance of an additional 160hp through the new ERS (Energy Recovery System) totaling over 760hp; doing all this with 35% greater efficiency than the previous V8 variants.

I will admit; the driving force behind my first F1 race attendance was catching the last season of this V8 era to hear these cars in person before the new turbo cars came in next year. I didn't have a favorite racer or even a favorite team, I just wanted hear the deafening shrill of that 2.4L V8 screaming at 18,000rpm. Was it worth it? Absolutely.

However, as time goes by I've become less of a cynic towards the upcoming changes for 2014 and more of a proponent. Much like watching GT racing, the fun is seeing how vehicles of such different pedigree can compete so closely. The changes with these new systems in F1 will offer more variety and flexibility in design than previous eras of natural aspiration. This will offer the spectator something besides the driver and/or team to cheer for. This variability will help create a stage for the engine manufactures to show off their technical prowess.

COTA (Circuit of the Americas), the new F1 track in Austin, is a beautiful spectacle of modern achievement that clearly displays American pride with every design feature at the track. If you've never been to F1, the time is now. If not for the race, go for the experience. Global race events like F1 serve as a sensory overload of wealth, engineering, and people who share a passion for cars. Austin has put this experience within reach of everyone in the country, and is quickly becoming a world renowned racing venue. From watching the new 2014 LMP1 Porsche Le Mans 919 Hybrid to experiencing the new dynamics of F1; 2014 will be a racing season worth being a part of!

"Auto racing began 5 minutes after the second car was built." - Henry Ford



1997 GT1 Strassenvision at Porsche Museum Stuttgart. Photo courtesy Joe Chambers

....that's what I'm talking about

Joe Chambers recently visited the Porsche factory, museum and dealership complex in Stuttgart. His thoughts are in a page four article and memorialized with several photos elsewhere in Der Skooner. What's really, really cool is this month's cover. Joe took lots of photos on his trip and then invested the time to generate the collage that is this month's Der Skooner cover. Really, really cool! Thanks for sharing, Joe.

Along the lines of sharing....Jason Bien, Certified Service Professional at Porsche of Omaha, has a passion for, among other things, F1. He's spent some time at Circuit of the America's track in Austin which motivated him to share some of his F1 passion with us. Very, very interesting stuff and you'll enjoy reading Jason's well written column. From time to time Jason will be sharing his thoughts with us. Kinda exciting.

Take a look at page 6 "Mark Your Calendar". We've our annual Club Race/Advanced DE and three additional Driver Education events scheduled this year. The May 3rd/4th DE includes a woman only school with separate ground school and drivers group! That's cool. Your club has a few driver and social events already scheduled for 2014. There will be more. You might want to affix page 6 to your refrigerator so you don't miss out on these exciting events this year.

I'm just saying.....

Gravel Slinging in the Name of Science

TESTING 3M'S PAINT DEFENDER.

Fun rock-throwing fact: 3M's engineers use something called a Gravelometer to test coatings. The procedure is backed by SAE and ASTM standards; the misleadingly named device doesn't measure gravel, but sprays it at a panel to gauge chip resistance.

Naturally, we wanted our own Gravelometer. So we made one. We aimed driveway-sourced stones at an old sunroof panel, half of which was coated with 3M's new spray-on Paint Defender. This is basically canned plastic, a water-based spray that hardens into a clear layer of removable protective film. At \$30 per can, this stuff is a lot cheaper than professionally installed vinyl, but it also goes on quickly, needing just a few hours to dry. Once cured, the barrier handily deflected the rocks we threw at it. One can is good for a car's nose, and 3M says the film lasts about a year once applied. We recommend the \$14 Application Kit, which includes a car-sized plastic sheet and blue 3M masking tape. —DG





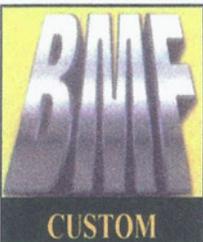
MAKING IT STICK

- FOLLOW DIRECTIONS. THE SPRAY HAS A LEARNING CURVE, SO PRACTICE ON AN UNSEEN PART OF THE CAR. WE TOOK OUR CHANCES AND ENDED UP WITH THE GOLDLOCKS METHOD—FIRST TOO LIGHT, THEN TOO HEAVY, THEN JUST RIGHT.
- KEEP AN EXTRA CAN NEARBY—YOU DON'T WANT TO RUN DRY WITH A HALF-SPRAYED HOOD.
- IF YOU'VE APPLIED TOO THINLY, SPRAY EXTRA FOR EASY RESETTING. OTHERWISE YOU'LL RISK PAINT SCRATCHES DURING REMOVAL.
- KEEP AWAY FROM AUTOMATIC CAR WASHES, ESPECIALLY THOSE WITH BRUSHES. IF YOU CARE ENOUGH ABOUT YOUR CAR TO USE THIS STUFF A HAND WASH SHOULDN'T BE TOO MUCH TO ASK.

Are you seeking an inexpensive way to protect the front end of your Porsche on the track? 3M has a product called Paint Defender, essentially a canned plastic, if you will. Apparently the stuff works well. 3M actually devised a Gravelometer to test their products that was backed by SAE and ATSM standards. The crazy guys at Car and Driver took it a step or two further. I thought it was well worth noting and funny as heck. Thought you might find value in the article AND smile a bit, too. On Page 5 you'll find two items of interest. Applied Chemical Specialties has become an advertiser in Der Skooner. You will remember the interesting and very informative article "Ethanol and your Porsche" from last month's issue of Der

Skooner. The second item is the "Nice Car" business card. We've a bunch of these cards that are designed to introduce our Club to folks that have a nice car (Porsche or other marque) and may seek guidance on how to drive it or simply want to refresh some skills. As noted in the insert there is a cost to providing social and driver related events for the membership. And only about half of the Porsche owners in our region are members of GPR. Here's an opportunity to expose Porsche (and other marque) owners to another outstanding aspect of their vehicle ownership experience.

Please see a Board of Directors member and we'll get you some of these cards. Put one under the wiper of the next "Nice Car" you see.



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Check it out...

Hello fellow PCA Member,

Porsche Club of America zones, regions, committees, and registers foster camaraderie among owners of all Porsche models. Our **PCA 912+912E Register** is working both to keep 912 and 912E enthusiasts connected, and to introduce these vintage models to other Porsche enthusiasts. Here's a sampling of information, restoration, and technical assistance we share at the Register.



2014 PCA Parade Countdown

It's the 50th anniversary of the 912 prototype cars! **Imagine a contingent of 912s at this year's PCA Parade in Monterey, CA June 15-21**, representing every year produced: painted dash cars, sunroof cars, special order paint cars, soft-window Targas, Euro-engine cars, original owner/family cars, right-hand-drive cars, police cars, LWB cars, 912E sunroofs, you name it. **Get ready, registration opens April 1, 2014 (revised date)**. A couple sample Parade activities:

Interested in enter the **Concours**, or the **Historic Display** area set aside for special/rare/interesting Porsches? Parade Concours prep starts over the first weekend, with Concours and Historic Display on Monday, June 16th.

Our **Register logo** features the Porsche 912 that won the 1967 European Rally Championship for Touring Cars, driven by notable Porsche driver Sobieslaw Zasada. Have you **rallied, autocrossed**, or vintage raced your 912? If so, **set** your Parade sights on Tuesday June 17th.

Go: View full Parade details at <http://parade2014.pca.org>, and contact the Register if you'll be attending!

912+912E Digital Resources

Have you visited the 912+912E Register website, Facebook page, or Twitter feed?

- Have you participated in an PCA activity in your region, or are you **readying** your 912/912E to participate in an upcoming event? Restoring your Porsche? Please share the news on our 912+912E Register **Facebook** page (with over 600 'likes'). There you will also find 912-related news from PCA regions, factory news, images, videos, tech tips, articles, and related information that you can receive via internet and smartphone. To access the page, first log in to your FB account, then click or type <http://www.facebook.com/PCA912Register> in your search window.
- If you're a **Twitter** user, please follow us at: **@PCA912Register**
- We have a 912 & 912E Register page within the **PCA website**, including images, tech Q & A, paint color codes, history of the 912's development, rare 912s, and more. Please visit at: <http://912register.pca.org>
- Via **email**, please send your 912 news (photo attachments always welcome) to engrbecker@gmail.com

912+912E Goodies

A new **912+912E Register logo sticker** is available **free** to current PCA Members with a 912 or 912E. **To obtain a sticker, please print, complete, and USPS mail us a SASE with the information on the following page.**

Show your PCA spirit with a **912+912E Register license frame**, now available in brushed stainless or black powder coat. To order online, go to www.pcawebstore.com/Promotional%20Products then scroll down to "912+912E Register License Plate Frame."

Questions or comments? Feel free to contact me via email or cell shown below.

Cheers,

Rick

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GPR Board and Monthly Meeting Minutes

February GPR Board Meeting Minutes

The February Board meeting of the Great Plains Region PCA was held Tuesday, February 11, at the residence of Tom Cooper. Board members in attendance: Tom Cooper, Bob Lynch, Sally Knapp, Sandy Bruso, and Steve Wilwerding.

Secretary: The minutes from the January meeting were approved.

President: We have two events scheduled at MAM this summer, and we are working on the contracts and fees. We are also working to put together the rest of the 2014 calendar and working to schedule a date and venue for the Annual Meeting.

Registrar: Fees for the May DE were discussed.

Club Race Chair: Our event application has been approved and the contract for the race has been signed.

Treasurer: The monthly report was presented. The Board also discussed this year's sponsorship letter.

Social: The Board recapped the holiday party, and will look into holding a dinner party in March.

Membership: Four new members - Todd Cushing, Shawn Keeler, Eric Schmidt, and Steve Schrad. We only have 68 GPR members who have renewed their GPR membership so far this year.

Safety: The May DE was discussed, and Sally will get insurance for all of our upcoming track events.

Newsletter: The deadline for the March issue is February 20th.

Website: The website is up to date.

Past President: No report.

Respectfully submitted, Steve Wilwerding.



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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