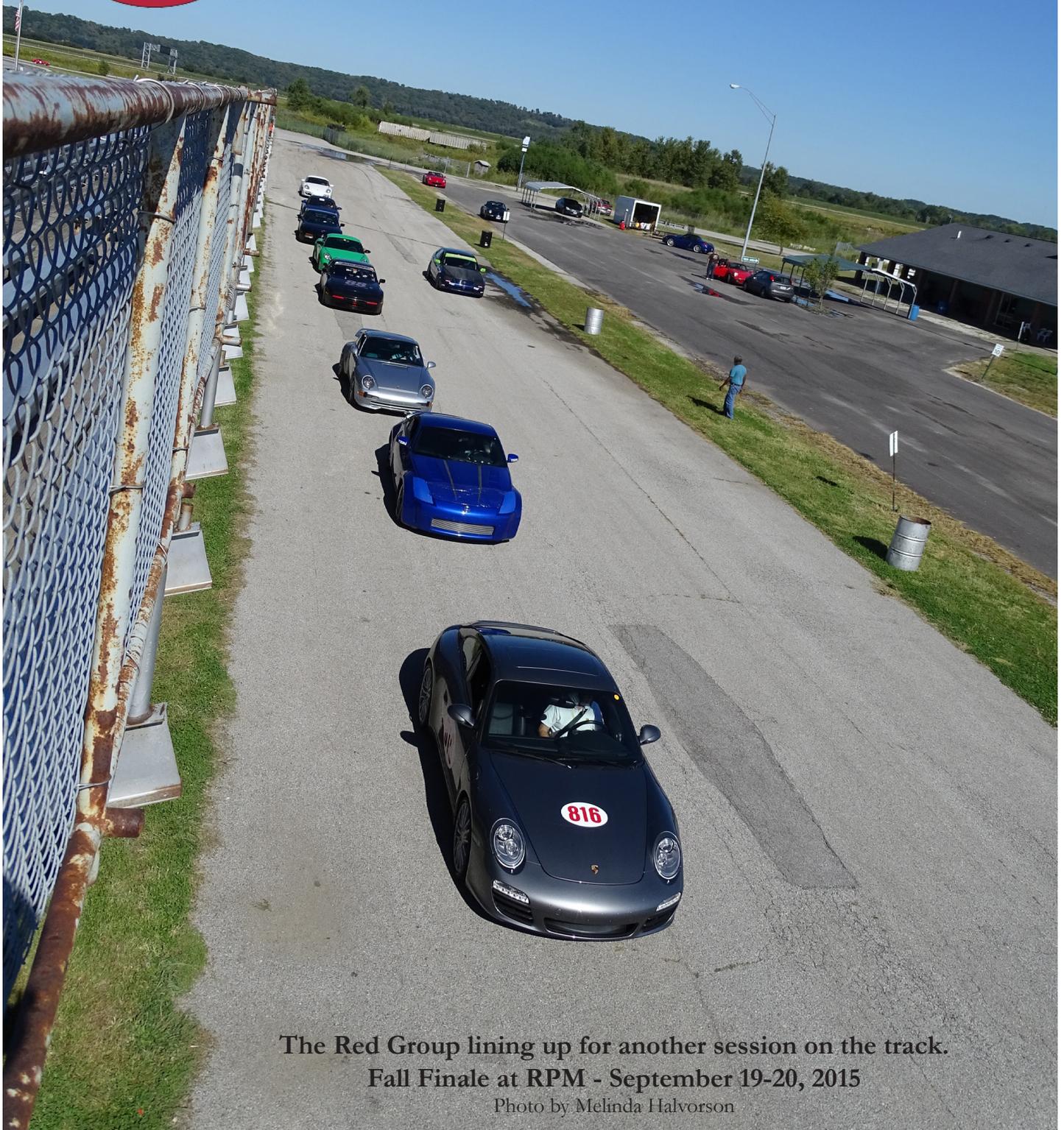




October 2015

# Skooner

Great Plains Region • Porsche Club of America



The Red Group lining up for another session on the track.

Fall Finale at RPM - September 19-20, 2015

Photo by Melinda Halvorson

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**THE DRIVER'S SEAT**

By Kurt Halvorson

Here we are heading into October. Fall has arrived, football season is in full swing, and the cooler fall weather seems to be a great time to enjoy our Porsches. This month's issue of Der Skooner covers the Fall Finale DE held at RPM September 19 and 20, a tech article about all things track related to your car, an interesting story about one gentleman from Springfield, Missouri who worked directly for Ferry Porsche building the 356, pictures from the Summerfest Car Show, our upcoming breakfast at the Kaneko exhibit and the All European Show 'N Shine.

Check out the calendar in this issue for upcoming events. One social event that Kim Burger has planned for us is a New Member dinner Thursday November 5<sup>th</sup> at Bella Vita in Elkhorn. Further ahead in January we have our annual Winter Party. This year it will be held at Indian Creek Golf Course located at 203rd and West Maple Road in Elkhorn on Saturday, January 23<sup>rd</sup>.

Changing gears to car news, Porsche announced a couple of very interesting advances in technology with their cars this past month. First up was the announcement featured across many media channels that the upcoming 2016 911 (the 991.2) will be an all turbo lineup. The 911 will feature a turbocharged 3.0 liter flat 6 producing 420 hp in "S" trim. This begs the question, what will the "Turbo" be called? Not likely the "Turbo Turbo", but no doubt something to set it apart

from the rest of the lineup. The GT3 will remain the only normally aspirated variant in the 911 lineup, according to Porsche. Later in the month in conjunction with the Frankfurt Auto Show, Porsche announced its first all-electric sedan called Mission E concept. This is Porsche's answer to the ever improving Tesla sedan. As designed, Mission E concept produces more than 600 hp, contains an "as needed" all-wheel drive system, accelerates from 0-62mph (100kph) in 3.5 seconds and can be fully charged in slightly longer time than it currently takes to fill a car's gas tank at the pump. The Mission E's range is projected to be at least 310 miles, putting it literally miles ahead of the competition. If ever I could embrace owning an electric car, this might do it for me.

The Nominating Committee met on September 24<sup>th</sup> and approved the slate of candidates for the annual board election. Accordingly, the ballot (on Page 10) includes the existing board members, with the provision for any write-in candidates the membership may desire. Further, you will receive an email from Eric Elliott providing you the ability to vote electronically, with all voting to be completed by December 1<sup>st</sup>.

Enjoy the fall weather, your favorite football team(s) and of course, driving your Porsche.

-Kurt

**Der Skooner - Volume 50 Issue 10**

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 of the best interest of GPR/PCA. Photos by the Editor unless otherwise noted. Other regions are welcome to reprint Der Skooner articles, provided that the source and author are credited. Address changes must be sent to both Kurt Halvorson, 1217 N. 129<sup>th</sup> Circle, Omaha, NE 68154, and PCA, PO Box 5900, Springfield, VA 22150.

# Great Plains Region Porsche Club of America 2015 Membership Form



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You can now join or renew your GPR membership online!

You must be a PCA member ([www.pca.org](http://www.pca.org)) to join the Great Plains Region.

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Choose from 1, 2, or 3 year renewals.

Complete the information and pay by credit card on our secure site.

All GPR memberships expire on December 31<sup>st</sup>.

If you prefer to pay by check, print the form and mail it in.

Please contact Sandy Brusco, Membership Chair, with any questions:  
402.612.7931.

## GPR Name Badges

You may have seen your GPR Board members wearing these name badges at events. We would like to offer them to our members. They are magnetic with the GPR logo.



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Name badges will be ordered once a month on the last day of each month. If you would like to order one, please contact Melinda at [gprnewsletter@gmail.com](mailto:gprnewsletter@gmail.com).

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# Toe the Line

By Jason Bien

There are many schools of thought on how to properly set up a vehicle for track use. Most track enthusiasts will agree that having a proper tire is where you need to start; after all, this is the only part of the car that is actually keeping you safely on the track. From there, a proper alignment can make a world of difference in how the car behaves under extreme use. Not to mention how your expensive fresh set of rubber wears as well!

## TIRES

Let's start with tires. We're working under the assumption that you have to pick one and only one tire for your car, picking the right tire compound can be tricky when you have a street/track vehicle. Finding just the right tire that makes sense for your particular usage on and off the track is really what needs to be considered first. If you run a couple track weekends a year and drive on the street to and from work the rest of the time...a street legal R-Compound tire is not going to make sense for you. The opposite is true if you flip this scenario. When it comes to tires, you'll see a number of grading criteria for their performance values. A good value to pay attention to is the "wear rating". The wear rating on Ultra High Performance Summer Tires will typically vary from 60-300. This number will give you a very good idea if this tire is for you or not.

For instance, using Michelin as an example, the Michelin Pilot Sport

Cup has a tread wear rating of 80, whereas its nearest counterpart, the Pilot Sport Cup 2, has a rating of 180. Both excellent tires, but which to pick? Especially when you have the PS2 (220) and the Super Sport (300) to pick from, this decision can get very tricky. More so when you start talking \$1,600+ for a set too! The lower the tread wear rating typically means the stickier the tire, but also means the quicker the wear. The Super Sport is a very robust tire but lacks the bite of the others, however you'll be running twice as many laps



Photo Courtesy of Porsche AG

as your buddy with Sport Cups... but he'll likely have 4 seconds/lap on you too. No doubt these are all very capable tires on the track, but is there a perfect one to use? For one person, with a specific driving ability, with a specific car, with a specific alignment...yes, I believe there is.

Without naming any one brand, roughly 80% of the weekend warriors will find great success with tires like, but not limited to, the Continental Extreme Contact DW, Michelin Pilot PS2, and Bridgestone Potenza RE-11. These tires and others alike display good cool and

warm grip, yet have durable compounds that will hold up through many sessions too. When choosing a good street/track tire, focus on a sturdy shoulder (outer most tread blocks). The fatter the outer tread blocks are, the less the likelihood of them scrubbing off under extreme use due to the greater distribution of pressure. The outer shoulder, after a few sessions on the track, will provide an excellent indicator to our next topic: Alignments.

## ALIGNMENTS

A proper alignment setup, is nearly as important as choosing the right tire. Alignment configurations, in some circles, are treated like closely guarded family recipes. One's idea for the "perfect" alignment is NOT a one-size-fits-all philosophy. Truth is, it's all relative. It relies

on even more factors than choosing the right tire, but for simplicity we'll stick with just a couple that affect both camber and toe.

## CAMBER

The most defining limitation to camber is equipment. The equipment you're running on the car will change what setting you want and what settings are even possible. For instance, a vehicle that has lowering springs, adjustable camber plates, or adjustable control arms will have the ability for greater negative camber potential than any stock vehicle set

*(Continued on Page 12)*

# CALENDAR OF EVENTS

## October

- 1<sup>st</sup> - 3<sup>rd</sup> Escape to Rushmore 2015 Black Hills of South Dakota
- 10<sup>th</sup> Porsches & Pancakes at Kaneko Gallery 1111 Jones, Omaha 8:00 am  
**Please note location change for this month only. Information on Page 9.**  
Space is limited! You must RSVP to [kmburger37@icloud.com](mailto:kmburger37@icloud.com) by October 3<sup>rd</sup>.
- 31<sup>st</sup> Boo Bash\* Raceway Park of the Midlands (RPM)

## November

- 5<sup>th</sup> GPR/PCA New Member Dinner Bella Vita Ristorante, Elkhorn 6:00 pm  
6:00 Social Hour, 7-9:00 Dinner. Watch your email for more information.
- 12 - 15<sup>th</sup> PCA Palooza Eureka Springs, Arkansas  
Register now! See Page 10 for more information.
- 14<sup>th</sup> Porsches & Pancakes - The Egg & I 3605 N. 147<sup>th</sup> St., Omaha 8:00 am

## December

- 12<sup>th</sup> Porsches & Pancakes - The Egg & I 3605 N. 147<sup>th</sup> St., Omaha 8:00 am

## January - 2016

- 9<sup>th</sup> Porsches & Pancakes - The Egg & I 3605 N. 147<sup>th</sup> St., Omaha 8:00 am
- 23<sup>rd</sup> GPR Annual Winter Party The Club at Indian Creek 6:00 pm  
Put this event on your calendar! More information to come.

Stay up to date on all GPR events on our website: [gprpca.com](http://gprpca.com)



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Facebook:  
[facebook.com/  
groups/gprpca](https://www.facebook.com/groups/gprpca)

\* Not a GPR/PCA sponsored event

# Hans Stickel: 356 Porsche History

By Bob Anderson

On July 24, 2015, I was with 35 Japanese from Ozu, Japan, which is Hastings' sister city. They were in Hastings to celebrate the 20th anniversary of our sister city agreement. A Hastings College graduate spent the last two years in Japan, hired by the Japanese government, to teach the English language in their schools, and was with the Ozu group as an interpreter. His parents and grandparents were here as well. We had a picnic at a lake, and a member of our Hastings group, an auto enthusiast too, told me I had to speak with the grandfather, who had an interesting automobile history. His name is Hans Stickel. I introduced myself to him and we talked for 45 minutes. This 78 year old gentleman spoke with a mild German accent and was easy to talk to. I told him that I was a Porsche

enthusiast and owned Porsches, and had owned Porsches for 40 years. He said that in 1959, when he was 22 years old, he worked for Reutter in Stuttgart-Zuffenhausen to make and assemble 356 Porsches, putting together the front fenders of the 356 body. I asked him if he knew Ferry Porsche and he said yes. As he said this, in my mind, wide eyed, I said, "What did you just say???" During his time in Germany, he worked for Reutter, Porsche, and Mercedes-Benz, and in the racing division of Porsche. Hans and his wife moved to California in 1960 for economic reasons and set up a body shop for Porsche, and sold body shop tools and frame machines to straighten damaged cars.

In 1991 he moved to Springfield, Missouri with his wife where he currently farms and raises cattle. I told him I had spoken with the Porsche Club in Omaha, and wondered if he would come to Omaha to speak to the club members, a group very interested in anything Porsche. With his age, and "having not much of interest to say" he respectfully declined. He mentioned he would enjoy accepting my invitation to see MPH, it's facilities, and go for a ride on the track, if he ever comes to Hastings to see his family. If and when he comes, and he agrees, I will let the club know, for anyone who would like to meet and talk to one of the few remaining people who built the 356.



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# Summerfest Show and Shine - August 23<sup>rd</sup>



Roland Manarin's '72 Pantera  
Photo by Melinda Halvorson



Porsche history well represented  
Photo by Melinda Halvorson



Porsche carbon ceramic brake  
Photo by Pete Jardine

About 75 cars, including 22 Porsches, participated in the Summerfest Show 'N Shine at Lutheran Church of the Master on August 23<sup>rd</sup>. Everyone had a great time and the weather couldn't have been better. Special thanks to Jason Bien for bringing out a GT3 from Porsche of Omaha for all to admire.

Congratulations to Joe Chambers for winning the coveted Pastors' Cup trophy with his '09 911. The competition was fierce. Thanks to all who took the time to come out for the afternoon.



Congratulatory handshake from  
Pastor John Lewis (R) to Joe Chambers (L)  
Photo by Melinda Halvorson



"Red" with GT envy (GT3 & GTS)  
Photo by Melinda Halvorson

# Venue Change for October Porsches and Pancakes

Article and Photos by Steve Gehring

Our monthly breakfast will be on **October 10<sup>th</sup> at 8:00 am at the Kaneko Gallery at 1111 Jones, Omaha.** Breakfast will be catered by Wheatfields and the cost will be \$14 per person. We'll have a private time to see the new Design in Motion exhibit of cars, boats, bikes and motorcycles. The show emphasizes ideas and innovations that have moved transportation forward over the years. Two Porsches from our Club will be featured, as well as a gorgeous 1937 Talbot Lago. We have room for 30. Please **RSVP by October 7<sup>th</sup>** to Kim Burger: [kmburger37@icloud.com](mailto:kmburger37@icloud.com).



Fifteen GPR friends gathered at our September Porsches & Pancakes. Don't miss October's breakfast at Kaneko Gallery!



## Fall Finale or Fantastic Finish!

By Joe Chambers, Registrar

What is the one thing you hope and pray for when you sign up for a DE? GOOD WEATHER!

Finally, we had awesome weather for the GPR Fall Finale September 19<sup>th</sup> and 20<sup>th</sup> at RPM. Many of you remember how tough the weather was for the Spring Fling; it was a welcome relief to be blessed with two perfect days.

46 cars participated in this year's event. We used a 4 run group format with 20-minute sessions each. Each group had 6 sessions per day. That's 2 hours of track time! Those of you that drive know that's a hard days work at the track. The novice class had 5 new drivers that were all grinning from ear to ear each time they came off the track. We thank

all of them for their participation and congratulate them on their accomplishment. We look forward to seeing them at the track in 2016.

We had several new faces on the paddock from Iowa, Kansas and South Dakota. Joining in the fun were a Honda S2000, BMW M3, Scion FR-S, Nissans, Subarus, and a wide variety of Porsches. One thing evident was that you never underestimate the little guy. A car may not have as many horses as you but if the right guy is behind the wheel you may find yourself using your pointer finger more than you anticipated.

Aside from driving the track it is the time spent on the paddock talking shop and just getting to know to other drivers that is great-

ly rewarding. It is an excellent way to network with others to improve your driving line or wrench on your car. There is a lot of free knowledge available at these events. I'm always amazed at the simple tips and tricks I can pick up just sitting at the picnic bench having lunch with other drivers.

If you have not tried this before it is certainly something worth looking into. We are fortunate to have two tracks close to us, RPM-Glenwood and MPH-Hastings. Both are very forgiving tracks. They offer ample run off area that makes your risk of damaging your car very low. It is a thrill to be able to drive your Porsche the way it's meant to be

*(Continued on Page 14)*

# What is a Palooza?

By Larry Ziman

Palooza is a slang word derived from the Fins, meaning “all out, non-stop fun in an atmosphere of camaraderie among friends”.

All the stars will line up on November 12-15 in beautiful Eureka Springs, Arkansas. As many will remember, Porsche Escape was held in place of this event in 2012.

Come join over 500 PCA members from all over the country. Check out the ad to the right and register today!



## REGISTRATION NOW OPEN!!!

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  - Door Prizes
  - Music
  - Saturday Banquet Dinner
  - Tech Sessions
- ...and more!!!



## 2016 GPR PCA Board of Directors Slate of Candidates

The Nominating Committee met pursuant to the by-laws, and unanimously approved the slate of candidates standing for election this year. Please cast your ballot for the calendar year 2016 Great Plains Region Porsche Club of America Board of Directors. Current nominees for each Board position are listed below. Space to write in a candidate is also provided. Watch for an email from Eric Elliott, our GPR webmaster, which will allow you to vote electronically.

If you would like to vote by mail, please send this ballot to: Steve Gehring, 9743 Nottingham Drive, Omaha, NE 68114, **no later than December 1, 2015.**

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**EDITOR:** \_\_\_\_\_ Melinda Halvorson

Write-in: \_\_\_\_\_  
 Write-in: \_\_\_\_\_

# New Members

By Sandy Brusco  
Membership Chair

Please welcome our new PCA members:

**Benjamin Dannehl**  
**Alain Efstratiou**  
**Bernie Eihusen**  
**Jim Eudy**  
**Stephen Johnson**  
**Jason Sullivan**

Please introduce yourself and make them feel welcome the next time you see them at an event.



*Save the Date!*

*The Great Plains Region  
Annual Winter Party  
will be  
January 23<sup>rd</sup>, 2016  
at  
The Club at Indian Creek  
Elkhorn, NE  
6:00 Social Hour  
7:00 Dinner*




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*(Toe the Line, Continued from Page 5)*

up. However, there is such a thing as too much camber. Your overall goal with negative camber is to maintain the most even and flat contact patch between the tire and road surface under the vehicle's maximum cornering ability. This can easily be assessed by inspecting the inner and outer edges of all four tires after a couple aggressive sessions. The more even the wear the more suitable the alignment.

The second item affecting what camber to pick is your tires. General rule: the stickier the tires the more aggressive the negative camber should be. Put not so simply, a very sticky tire will impart more force on the hub and articulate the suspension and the vehicle much more in a hard turn, thus requiring a steeper camber setting to offset these forces which are making the tire want to ride on the outer shoulder where it makes contact with the ground. In effect, a perfect camber scenario would allow the tire to lay flat during a high-G turn. Too much camber and you exceed the traction limits of the tire compound before benefiting from this 100% contact patch you're looking for.

## TOE

Here's where it gets fun...and confusing. Toe can single handedly make or break a vehicles high speed stability, turn-in, under-steer predictability, and threshold braking stability. So...yeah...it's kinda important. Proper toe adjustments, like camber, also start with equipment. The type of bushings a suspension has will determine the amount of flex it will endure when a vehicle is rapidly decelerating from a high speed. This flex will also be affected by the coef-

ficient of friction of your tires and the strength of your brakes. When threshold braking, a vehicle's center of gravity shifts aggressively to the front of the chassis, leaving the rear suspension to be as impressionable as a young child watching a scary movie for the first time. This lack of stability is brought on by a lack of weight over the rear axle all while the rear tires are clawing for every last ounce of traction they can find. So, our goal as caretakers of rear-end stability is to ensure these tires have as little to do as possible.

Here's how.

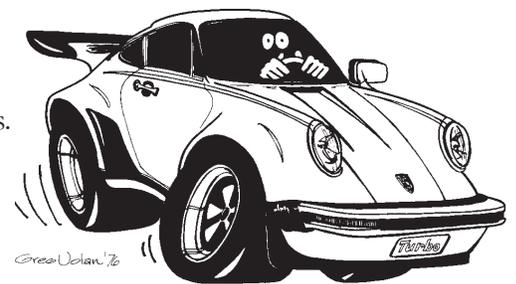
Toe-in (tires pointed towards each other when looking at them from above) in the rear suspension is widely accepted in most circles to be a must for most track cars. But why? As a vehicle begins to decelerate, this toe-in begins to disappear towards neutral (which is what we want) due to the braking forces pulling back on both rear corners. This happens to the front as well, but remember all the weight the rear lost once the brake pedal was pressed the front gladly stole from it and used it for added traction. Much like camber, you're making adjustments in anticipation for the extreme forces the physics gods exert on your vehicle. Your overall goal is neutral toe in the rear under maximum braking. The softer the bushings the more movement you get so adjust accordingly. Front engine, mid engine, and rear engine configurations will all have different considerations to account for due to their differing weight bias.

Toe-out is typically found in the front of most track cars. As strange as it may seem to have a car with its two front tires pointing away from each other, there's some good science behind it. Whether you're going into a left or right turn, you

will always have one tire that's eager as hell to go it's respective direction. Think of it as "tire pre-loading". The tires are pulling away from each other, which causes tension to build on the tire sidewalls. This sidewall tension build up will allow for an ultra responsive steering feel coming into a turn, thus giving the driver a very quick turn-in. This is achieved by minimizing the load shift time and amount with the tire's sidewall and vehicle's front suspension on the corner facing the direction of the turn. Under-steer predictability goes up as well due to the inside front tire being at a steeper turn angle than the outside, which affords the driver the luxury of having a more gradual under steer progression than simply both front tires waving the white flag at the same time.

In closing, many factors come into play when setting a vehicle up properly. Know your vehicle before spending a boatload of money trying to get that next second. Finding your car's limits with mediocre tires and a blah alignment will teach you more things than you may think about your car. Work on YOU before you work on your car. It will make these modifications that much more noticeable and rewarding.

Shameless plug: Call Porsche of Omaha for your tires and track alignments today! ;)



# All-European Show and Shine - September 13<sup>th</sup>

Article and Photo by Steve Gehring

Lauritzen Gardens held its annual European Car Show on Sunday, September 13<sup>th</sup>, which proved to be an all-Nebraska gorgeous day. Over 1,800 visitors were attracted to the show which involved slightly less than 100 cars of European breeding. This event was started by GPR in 2005 and has continued every year since.

Porsche had, by far, the most extensive showing. There were almost 30 Porsches there, from a beautifully restored 912 to the brand new, complete with window sticker, 911 GTS Cabriolet in lava orange. A beautiful Italian entry was a 1985 Ferrari Testarossa Cabriolet in black. Two of my non-Porsche favorites were a stunning Morgan in British racing

green with a tan convertible top and a beautifully restored black and white Nash Metropolitan. For those of you thinking, "What is European about a Nash Metropolitan?" The Metropolitan was the first American-designed car to be exclusively marketed in North America but built entirely in Europe by Fisher & Ludlow which did the body work and Austin Motor Company which did the final assembly.



For those of you who would like to show your Porsche next year, the event is usually held the first Sunday after Labor Day. There is a \$20 entry fee but you get admission to Lauritzen Gardens and an event t-shirt.

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*(Fall Finale or Fantastic Finish!,  
Continued from Page 9)*

# Fall Finale - September 19-20<sup>th</sup>

driven. I encourage anyone that has considered trying a DE to come out and observe one of our DEs to see first hand exactly what is going on. Safety is always our top priority. The novice instruction class teaches you the fundamentals of track safety and how to handle your car at high speeds. It is a combination of on track experience (with a certified PCA instructor) and classroom training to learn track etiquette and terminology. Car damage is very rare at our events. Our goal is for everyone to return home with themselves and their cars in one piece.

The tentative schedule for RPM  
in 2016:

**Spring Fling – April 30 & May 1**  
**Fall Finale – October 8 & 9**

We hope to you on the track in 2016!



(L) Novice Class  
lining up

(R) Inside view of  
the track  
Photo by Kurt  
Halvorson  
(Don't worry,  
he wasn't driving!)



About 35 of us enjoyed dinner at Quaker Steak & Lube while watching the Husker/Miami game. Tough loss, but we all had a great time.

Photos by Melinda Halvorson



# GPR Board Monthly Meeting Minutes

The Great Plains Region PCA Board met Tuesday, September 8, 2015, at 6:00 p.m. at the home of Kurt and Melinda Halvorson.

Members in attendance: Joe Chambers, Kurt Halvorson, Melinda Halvorson, Tom Cooper, Sally Knapp, Sandy Brusio, Russ Rabeler, Kim Burger, and Steve Gehring. Eric Elliot attended by conference telephone call.

**Events Update:** The next Club breakfast will be held on Saturday, September 12, at the Egg & I.

The Fun Run and wine tasting event was held August 16 at the Corkscrew at Rockbrook Village. A total of 23 persons were present for the fun run and 15 attended the wine tasting.

The annual golf outing was held on Saturday, August 22, with 9 golfers. Dinner and prizes followed golf.

The All European Car Show will be held at Lauritzen Gardens on Sunday, September 13, 2015.

The Fun Run to Des Moines, Iowa with lunch at the Machine Shed in Urbandale is set for September 26. Larry Ziman is heading up the event. There were very few persons signed up to date. The social director said that he would stay in touch with the restaurant which has a minimum lunch charge of \$250.

The car show event at the Children's Hospital Candlelighter's Picnic will be held at Elmwood Park on September 24 from 5:30-7:30. The Club needs approximately 20 cars to attend. Board members are encouraged to ask anybody with an interesting car to attend this event so we get a good showing.

The PCA Escape to Rushmore 2015 is set and registration closed. There are 15-18 club members and spouses are attending. The event begins on October 1 and ends October 3 in Rapid City, South Dakota.

A new member hospitality event was set for October 22 at the Bella Vita in Elkhorn. Social hour at 6:00, dinner at 7:00. There is a total of 34 new PCA and GPR members. The Board agreed to divvy up the new members and each person call several to invite them to the dinner. The Club will pay for the new members' dinner.

The January 2016 holiday party will be at Indian Creek Golf Course on January 23, 2016 with catering done by Hap Abraham. The Club agreed on the contract and a \$1,000 deposit was being sent to Indian Creek. The Board determined to have the Club pay the \$1,000 fee plus \$500 for two bartenders. Food and drink would be the responsibility of the attendees.

**September DE:** At present, 33 drivers are registered, 5 of whom are novices. There was a discussion about instructors and grid control. Track rental is \$3,000 plus \$95 per car. The Club paid the \$500 deposit on December 21, 2014.

**Proposed Revised Bylaws:** There was a discussion about proposed changes to the Bylaws prepared by President and the Secretary in conjunction with comments from Bob Gutjar from PCA. These were distributed to Board members on August 19. The only change suggested was in Article VI, Section 2a to add a provision that currently sitting Board members shall not serve

on the Nominating Committee. With that change, the amended Bylaws as distributed were approved by the Board with instructions to distribute these to members along with Board election materials. Approval requires an affirmative vote of two-thirds of the votes cast at the meeting or a majority of the active members, whichever is less.

**Secretary:** The August minutes were approved as distributed. It was discussed that the President will contact the past presidents of the Club and put together a Nominating Committee. The Nominating Committee will need to propose a slate of officers who will become the 2016 Board members by October 10.

**President:** No report.

**Past President:** No report.

**Treasurer:** The opening account balance for August was \$81,437.27, and the closing balance was \$83,583.67. Income included \$1,147 PCA Rebate, \$1,050 DE registration, dues of \$210.00, and interest income of \$10.49. Major expenses included miscellaneous administrative of \$150, \$68.92 for newsletter costs, \$44.58 social costs, and a service fee of \$7.59.

**Editor/Newsletter:** The Editor reviewed the deadline for articles and materials for the October Der Skooner. The Editor indicated there would be a tech article from Jason Bien at Woodhouse. Steve Gehring agreed to take pictures at the Saturday breakfast for possible inclusion in Der Skooner.

**Membership:** There were 250 National members, including six new, none of whom joined GPR. There are 144 current GPR members.

**Safety:** The Safety officer and the Chief Driving Instructor met to discuss the need for backup in both positions. The work is too much for two people and four are really needed. Two individuals, Rick Shafer and JR Sanders will assist. There was also a discussion about the need for new and refresher instructor training courses. All agreed on the need and it was determined to discuss this further at the October meeting.

**Registrar:** There will be a no-host dinner at the Quaker Steak and Lube on Saturday evening, September 19th, commencing between 5:00-5:30 following the DE.

**Social:** No further report.

**Website:** Up to date with all events.

The next meeting will be held on October 6 at 6:00 p.m. at Oak Hills Country Club.

Respectfully submitted,  
Steve Gehring, Secretary

# A Few More from the Track ... Fall Finale

Photos by Melinda Halvorson



## Classified Ads

### FOR SALE

2 new front Hankook Ventus V12 Evo tires 235/35/19  
2 new rear Hankook Ventus V12 Evo tires 305/30/19 ZR  
Tire rack is \$912.00 + shipping and tax  
Pickup in Waverly, NE for \$800.00 with tire rack covers included  
Also a pair of optional 997 OEM red taillight lenses \$200.00  
997 Chin spoiler & rockers in black (Offer)

Contact Larry Ziman: [press4toys@windstream.net](mailto:press4toys@windstream.net), or (402)890-1747(c).



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