



Der Skooner

Porsche Club of America • Great Plains Region

April 2024



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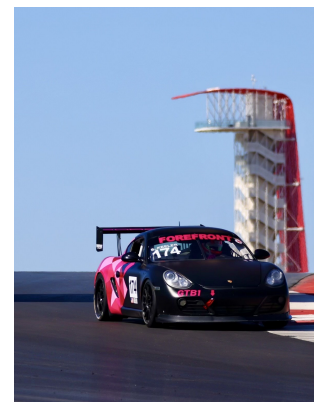
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"On The Cover" by Hart Photography

Zero to 60

Mike Anderson, GPR President

Let's start with Big News! The track near Pacific Junction, IA, formerly known as MAM, then RPM has been sold! I think they should have named it "The Phoenix" as it has risen from the dead, but it is now named I29 Speedway. We have pictures of a team putting a new roof on the concession stand which is a great start. Then we got pictures of them pouring concrete on the sections of the track that had issues. We have been told that the former owners are cleaning up the flood debris, but no pictures. They also have graded and rolled the paddock so we shouldn't have to worry about losing a Boxster in a pothole! Everyone that drives in DEs or volunteers is hoping for electricity and indoor toilets! Make plans to come out April 20 to our Spring Fling and see what all the excitement is about.

Another big news story, this year at our Hastings event May 17-19, the Tessman family will once again host our Saturday night dinner for all club racers, DE's and volunteers. Pretty exciting.

Jim Medici and I attended the Zone 10 presidents meeting in Des Moines on March 9-10. It was a good opportunity to meet other Region presidents and the new Zone 10 Representative, Stephen Kemp. One of the highlights of the trip was finding out that PCA will give us \$1,000 towards a social event at our Club Race in Hastings. Based on the conversation in the room, our relationship with Porsche Omaha ranked as one of the better Club/Dealer relationships.

Porsche Panorama magazine always has great articles, fun facts and a good "Street Talk" section. As I have mentioned before, Macan sales are going through the roof. I've never driven one, but clearly, I am missing out. 2023 Macan sales were 30,560 units which was up 42.9% year over year. Wow! Total cars sales for Boxster, 911, Cayman, Panamera and Taycan totaled 30,015 units which was up 24.6%, so not shabby, but less than Macan sales by several hundred units.

With all the talk about Artificial Intelligence, Porsche announced its first "augmented reality" heads-up display. It will be an option on the new electric Macan. Looks interesting.

For those of you who like to go fast, it appears you have a new ride waiting for you. A preproduction Taycan just set a new track record at Nürburgring. Porsche driver, Lars Kern drove a lap time of 7:07.55 which was 26 seconds faster than when he drove a Taycan Turbo S Sport in 2022. I'd be happy shaving 2-3 seconds off my time in Hastings!

Lastly, for those of you who watch Porsche car values continue to climb, especially 993s, you'll be glad to know we are still a long way from a new 2nd most expensive car sold. In November 2023, a 1962 Ferrari 330 LM/250 GTO sold for \$51.7 million. The first-place car, a 1955 Mercedes-Benz 300 SLR Uhlenhaut coupe sold in 2022 for a cool \$142 million. Amazing.

Watch your calendar for upcoming events. There are breakfasts, driving opportunities, multi-day drives, a PCA Parade in Alabama and more coming up locally. Pick an event and come interact with others that share your passion.

Safe Driving,
Mike

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 of Directors 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. Other regions are welcome to reprint *Der Skooner* articles, provided that the source and author are credited.

Great Plains Region Club Calendar

April 2024

April 13th - Breakfast at Porsche Omaha (With Collector Quest!) [RSVP Link](#) or at gprpca.com

18101 Burt St, Omaha, NE 68022

April 20th - Spring Fling DE at I-29 Speedway (formerly RPM)

[RSVP Link](#) or log in to clubregistration.net

April 30th - Ladies Potting Party & Lunch, 10:00am [RSVP Link](#) or at gprpca.com

The Garden Gallery, 2721 N 206th St, Elkhorn, NE

May 2024

May 11th - Fun Run. [RSVP Link](#) or log in to clubregistration.net

May 17th 18th 19th - Carrera GT Club Race & DE at MPH

Watch for further details via email and clubregistration.net

[National Calendar](#)



[Club Racing Calendar](#)



Porsche Club of America - Zone 10 Regions

Central Iowa | Dakotas | Great Plains | Kansas City
Nord Stern | Ozark Lakes | Red River | Schonesland
St Louis | Wichita

Online and Social Media



[instagram.com/#gprpca](https://www.instagram.com/#gprpca)



gprpca.com



pca.org



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

Board of Directors Meeting

Minutes of the GPR Board Meeting March 12, 2024

The Great Plains Region PCA Board met at Porsche Omaha at 6:00 pm. Present were Mike Anderson, Jeremy Kroh, Terry Lessmann, Carol Lynch, Jim Medici, and Paul Schudel. Eric Elliott, Kurt Halvorson and Roger Williams joined by phone. Bob Kirchner was unable to attend, and Dennis Fitzke joined the meeting as an observer and assistant to the social chair.

PRESIDENT: Anderson is delivering the latest member donations to Least of My Brethren. Schonesland Region is invited to join the GPR for dinner at Bravo Village Pointe July 12th, along with monthly breakfast and Supercar Saturday on July 13th. Anderson and Medici participated in the Zone 10 annual meeting in Des Moines March 9-10. PCA Glovebox is to be utilized by all board members to retain information pertinent to their area of responsibility. Anderson is working with Porsche Omaha on additional member events in 2024. Porsche Parade 2025 will be in Oklahoma City. The application for PCA subsidies for regional events was encouraged by PCA. Anderson will review our by-laws with the VP and Secretary and recommend any changes from PCA's best practices discussion. Finally, GPR received an additional \$1296 PCA rebate due to the overwhelming success of their raffles over the past year.

VICE PRESIDENT: Medici reported the Zone 10 presidents' meeting focused on best practices and updates from PCA. National dues will increase to \$56 May 1st. PCA's 75th anniversary is 9/13/25 – National is encouraging celebrations by region. PCA is refreshing their website into two areas – members and regional officers. PCA is emphasizing a demographic shift towards the younger population both in club direction and social media. Member engagement was a focus of discussion, with PCA suggesting new members volunteer soon after joining, and email blasts go out every 30 days showing a 90 day rolling calendar of regional events.

SECRETARY: The February 2024 minutes were approved as distributed.

TREASURER: The February 2024 beginning cash balance was \$66,401 and the ending cash balance was \$64,645. Annual dinner no-shows were invoiced to reimburse the club for the cost of dinner. Three no-shows for the Ferrari movie were invoiced as well. Secretary Halvorson was asked to do an oversight of the accounting methods and reported his process to the board, acknowledging the accuracy, organization and professionalism exhibited by Treasurer Kirchner. The club's tax return is being prepared by our CPA.

SOCIAL: A Car Care/Detailing Clinic was held at Owner's Pride March 2nd with about 20 in attendance. March 9th breakfast at Paradise Bakery attracted 22. RSVPs are full for the March 23rd trip to the Museum of American Speed in Lincoln with lunch at Beacon Hills to follow. Porsche Omaha breakfast is April 13th at 8:30. April 30th brings a Ladies Event with a potting party at 10am and lunch to follow in Elkhorn. May 11th will be a Fun Run to breakfast at Mi-Lady in Fremont. The annual picnic is June 2nd at Walnut Grove Park. The driving tour to Eureka Springs Arkansas planned for July

19-21 has 6 couples interested. Refer to the website for the current calendar of all GPR events and RSVP links.

MEMBERSHIP: GPR paid members total 213 out of 328 PCA Primary members. The Porsche Pal/Buddy system continues with assigned board members reaching out to new members to help facilitate their participation in events, answer questions, and otherwise function as a liaison to the new member. Engagement with new members was cited as a key element to growing the club.

REGISTRAR: ClubRegistration.net has been updated for RPM events; MPH Club Race and DE weekend is still caveated on the registration site until approval is final from PCA. RPM has officially changed its name to I-29 Speedway and is reflected in all references going forward. Discussion ensued about our DE refund policy. It was agreed that failure to pass the tech inspection requirements would not be a valid reason for a refund. Communication will be forthcoming to the membership and specific to DE registrants, as well as being posted to our GPR website. MPH Club Race and DE registration will open April 1st.

SAFETY: Club Race volunteer positions are filled, and the three PCA race officials have been assigned. Our Club Race application has been updated and our email blast with paper registration form provided to Susan Shire with PCA. Final confirmation expected soon. Club Race registration will open April 1st at 8pm CDT. Our color ad will be published on our website and in Der Skooner after PCA approval. Financial projections for the Club Race and DEs for the year have been compiled by Williams and shared with the board for feedback. Marketing will take place to gain attendees from surrounding states for the Club Race and DE at MPH. Williams met with Doug Whitworth, track manager of I-29 Speedway, providing the following updates: a new roof is on the concessions/restroom building with further improvements to come; repairs to 7 areas of the road course are planned; paddock was rolled to smooth it for use; overall cleanup of the facility is underway. Contract for the 3 DEs at I-29 Speedway was signed. Club Race and DE rates were discussed. Tessmans will once again host the Saturday night social in Hastings for the Club Race. PCA has subsidies available for Club Race socials as well as trophies/awards. A member has donated \$500 towards the Club Race in an effort to garner matching contributions to support the Club Race and DE weekend.

EDITOR: March issue of Der Skooner was published and distributed to our advertisers and our website. April Der Skooner is to include Meet A Member, recap of March events, COTA Club Race article, COTA DE article, and the Stuttgart Market Report by Porsche market guru David Whitlock.

WEBMASTER: GPR website is up to date with all current events, along with requisite RSVP/Registration forms. March Der Skooner was emailed to members on March 1st. I-29 Speedway re-name has been updated throughout the website. MPH Club Race page was updated with 2024 ad and related dates. Elliott plans to attend a GPR event or two this summer when in town from New York!

The next board meeting will be Tuesday, April 9th at 6:00pm at Porsche Omaha.

-Kurt Halvorson, Secretary

Don't Just Attend Porsche Parade... ...Be a Part of It!



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - it can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). New to Rallying? Parade is a great time to give it a try!



June 9-15, 2024
Birmingham Convention Center
Birmingham, Alabama
www.porscheparade.org

2024 Membership News

By The Numbers:

PCA Primary Membership: **329**

GPR Membership: **219**

Welcome New Members!

Mark Belford – Elkhorn, NE

Allison Gibler – Onawa, IA

Leonard Strand – Sioux City, IA

Anthony Tirendi - Omaha, NE

Great Plains Region Anniversaries!

1 Year

Nathan Becerra

Michael Jackson

5 Years

Bruce Bode

10 Years

Mark Hoffman

A Track Event means... Parade Laps!!

With track events starting up again for the 2024 driving season, I wanted to invite YOU to join us for parade laps at each DE event this year. The first opportunity will be at this month's Spring Fling DE at I29 Speedway, 19340 Jesup Ave in Pacific Junction, on April 20th.

Bring your 911, Boxster, Cayman, Cayenne, Panamera, even your Taycan! All are welcome, even if you don't bring a Porsche!

Member Name Badges

Look official at our next GPR/PCA event! The magnetic name badges are \$15, which includes shipping. Click the link at the top of the GPRPCA web home page or follow this link to order yours today!

<https://www.gprpca.com/gpr-member-name-badges/>

Don't forget to wear your badge to all GPR/PCA Events!

Parade laps give you the opportunity to drive on an actual track, at street legal speeds. No passing is allowed, and you don't need a helmet. It's your chance to drive the track and see what it is like from the racers' perspective.

Come early to watch the DE drivers from the stands. You'll need to sign a waiver, do that starting around 11am. We do ask for a small donation of \$10, which will be donated to our charity this year, Least of My Brethren. At noon, you'll line up and take 3-4 laps around the track!

If you have any questions about your PCA/GPR membership, or need to update contact information please contact Carol via email:

Carol Lynch - GPR Membership Chair

Carol.lynch356@gmail.com



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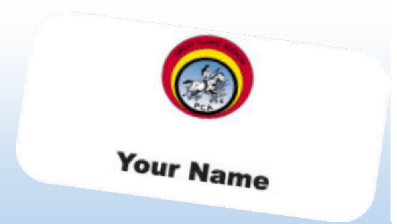
PCA's Tech Tactics Live is an online extension of our biannual in-person Tech Tactics events. Hosted on YouTube, we cover various topics, including Porsche's newest models, DIY projects, and engaging technical discussions. Viewers have the opportunity to interact with the host and guests. Episodes are geared for experts and casual enthusiasts alike.

SEE VIDEOS: www.youtube.com/porscheclubofamerica

SUBSCRIBE TO PCA'S YOUTUBE CHANNEL TODAY!



PORSCHE CLUB OF AMERICA



Registration Info for the Great Plains Region Road Trip to Eureka Springs and Bentonville, AR

The level of member interest in the July 19th Road Trip to the Ozarks has been sufficient to warrant provision of the following details regarding this Road Trip and the registration link that is listed below. If you wish to participate in the July Road Trip, your first step is to register by use of the following link: [CLUBREG EVENT LINK](#)

The tentative itinerary for this tour is as follows:

- Meet at Farmhouse Restaurant parking lot, 84th and I-80, depart at 8:00 a.m.
- Proceed to I-29 to Kansas City and south to Springfield, MO and on to Eureka Springs, AR. Total distance approximately 450 miles. With appropriate stops for fuel/restrooms/snacks and for lunch, estimated arrival in Eureka Springs is 4:00 p.m.
- Check in at Quality Inn Eureka Springs South, 196 E. Van Buren, Eureka Springs 72632. **Call 479-253-5241 to reserve your room.** Mention "Great Plains Region Porsche Club". The quoted rate for a king bed room is \$146.00 and for a two queen bed room is \$136.00, both amounts plus taxes.
- Dinner will be at Local Flavor Café, 71 South Main Street at 6:30. localflavorcafe.net
- Breakfast will be available at Quality Inn and we will depart at 8:30 for Crystal Bridges Museum of Art, Bentonville, AR to arrive at approximately 9:45.
- Crystal Bridges opens at 10:00. Tours are available of the Museum's art exhibits. Outdoors art walks are available. Tours of the Frank Lloyd Wright House are available.
- Lunch will be at Eleven restaurant located at Crystal Bridges at noon. crystalbridges.org

- Continue visit of Crystal Bridges exhibitions in the afternoon and/or visit other sites in Bentonville including the Town Square, Sam Walton's Original 5 and 10 Store and the Walmart Museum.
- Check in at Comfort Inn Bentonville – Crystal Bridges, 3001 NE 11th Street, Bentonville, AR 72712. **You must use the flowing link to reserve your room to receive the discounted rate.**

<https://www.choicehotels.com/reservations/groups/UR25R0>

The quoted rate for a king bed room is \$99.00 plus tax and for a two queen bed room is \$119.00 plus tax.

- Dinner will be at The Preacher's Son, 201 NW A Street, Bentonville, AR 72712 at 6:30. thepreachersson.com
- Your return route and itinerary on Sunday are at your discretion.

In summary, to participate in this tour, please do three things: (1) register for the tour; (2) reserve your room at Quality Inn in Eureka Springs; and (3) reserve your room at Country Inn and Suites in Bentonville.

If you have questions regarding the July Road Trip, please contact Paul Schudel at paul.schudel@gmail.com or at 402-430-9280.



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As a friendly reminder, PCA members get 10% off all Porsche parts and accessories.

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*The sale price is only for the thermos cups and key rings, colors for the thermoses and key rings are limited and Porsche does not keep every color in stock. Offers end 4-30-24.



Great Plains Region PCA

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TRACK ORDER



Order your Great Plains Region gear today! Click the STORE link at GPRPCA.COM or follow this [LINK](#)

Please contact me with any questions and suggestions about the GPR Gear Shop!

Carol Lynch | Membership Chair | carol.lynch356@gmail.com

The Great Plains Region invites you to come TRACK with us!

2024 Schedule:

April 20	Spring Fling DE Novices welcome Registration opens March 30	I29 SPEEDWAY Pacific Junction, IA
May 17 - 19	PCA Club Race & DE Advanced DE 5/17 - 5/19 Novices 5/18 - 5/19 CLUB RACE registration opens 4/1, 8:00 PM CDT ADVANCED DE registration opens 4/1, 12:01 AM CDT	Motorsport Park Hastings Hastings, NE
August 24	Dog Days DE Novices welcome	I29 SPEEDWAY Pacific Junction, IA
October 19	OctoberFAST DE Novices welcome	I29 SPEEDWAY Pacific Junction, IA

Check ClubRegistration.net for more information as it becomes available.



Circuit of the Americas DE and Club Racing

Part 1, Article by Terry Lessman

2024 Driver Education at Circuit of the Americas

I made a very late decision to attend the Circuit of the Americas (COTA) DE on Feb 24 & 25 in Austin, TX about 3 weeks before the event. I had been debating about doing it or the DE at Barber Motorsports in Alabama in June after Parade, but found out the Barber event was the Porsche Experience, and not a DE. I was also debating about COTA since I'm close to having the Spyder ready to sell but wasn't sure if I wanted to spend a bunch of money on an expensive DE with lots still tied up in the Spyder on top of March being an expensive month for me with house insurance and taxes due.

I decided however to channel my inner Joel Goodsen from *Risky Business* and say, "what the".



For track prep, I needed to do an oil change, swap street for track pads, get my summer tires put on, and have a tech inspection. I removed the track pads out of the box that I'd removed last fall after DE season was over and I obviously didn't look at them closely when I took them off because there was less meat left on them than I remembered. At this point my concern was passing the tech inspection, so I left the street pads in and had her teched. Shout out to Porsche Omaha for the complimentary tech inspection. When it came time to actually put the track pads in, there was barely more pad than backing plate. Not what you want to

start with at COTA, which is particularly hard on pads. I started looking online for replacements, and there's nothing available in street / track that can get to Omaha in time for me to install. I found a set of Bosch OEM pads on Amazon, so I figured a new set of OEMs would last me for the event. Got them ordered and installed 2 days before I left. Did a quick brake bleed check for bubbles and I was ready to go. The brake pedal was rock hard.



It was a bit of a mess getting through registration and tech on Friday afternoon and evening with all the cars and drivers attending, but I made it. They don't give you any points for being early for either but I did get points for having their DE stickers from 2015, 2016, and 2017 still on my windshield.

Speaking of 2017, I'd been watching my COTA videos from that year and found I wanted to make changes on 10 of the 20 turns. The biggest changes would be the 3-4-5 complex and 15. I wanted to apex 3 later, which would give me a better line thru the 4-5 esses. I had been taking a conventional line thru 3, which got me in the wrong position entering 4. Turn 15 is one of four more than 90 degree turns on the track. Previously, I had been entering too shallow, requiring more turning thru the corner at a slower speed. I planned to hang out further right, thus reducing the turning degrees required, and hopefully would be easier and faster. Not a racing line, but we're not racing.

COTA DE: continued

During the driver's meeting, they informed us that COTA had just completed some repaving in the last month on various parts of the track and we would be the 1st group to rubber it in. It struck me kind of funny because there was an 8-day Ferrari event there just before us, but the joke was they weren't driving hard. To be fair, they were driving rental Ferraris under the agreement of "you break it, you buy it". So, for the 1st session, I'd be dealing with unknown brakes, new pavement sections with unknown grip on a cold track, AND I forgot to mention I'd switched tire brands from Yokohama to Bridgestone. That's a lot of unknowns for a 1st session.

My Solo 1 run group would be the very first group on the track. With all the potential unknowns, it was wise to be careful. The brakes immediately felt weak - not hard, not soft, but needed a lot more pedal than I normally required with my usual street and track pads. The new pavement sections had very little grip and they were at key parts of the track. I took it relatively easy the whole 30 minutes and never got a real feel for my tires. Thankfully, with all the run groups including the club racers getting on the track and the sun warming the track, session 2 was better when it came to grip. I started dialing in the pressures on my new tires.

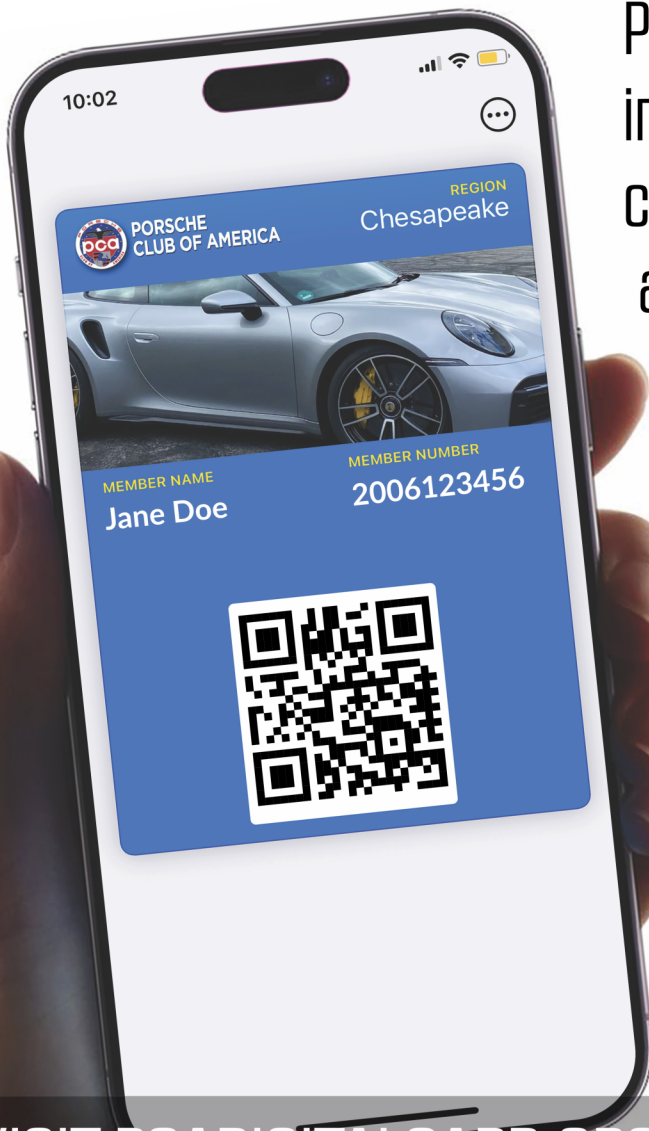
With all my issues, I was a butter knife at a gun fight. My understanding of Solo 1 is it is an open passing class for lower HP cars (you could pass right or left anywhere on the track with a point by), which was fine with me. But it seemed all the cars were practically race cars with big wings and racing slicks. My relatively stock car riding on street tires was not going to be doing a lot of slicing and dicing. We had a good 50 cars in my run group and I got a lot of exercise putting my left arm out the window pointing cars by. Regardless, it was still fun to be on the track and I consider COTA my favorite. I'd grid as close to the back of the field and hopefully get 2 laps in before the thundering herd overwhelmed me.

Sessions 3 and 4 showed improvement, while setting a weekend personal best in the 3rd session.

The first session on Sunday had roughly 40 cars on the grid. I was getting closer to dialing in my tire pressures as I could go later into a session before the tires started to push. The Bridgestone's needed a tad less air than the Yokohama's and I seemed to have found the sweet spot for pressures. I knocked a couple of tenths off my weekend best in the second session, as the fewer cars gave me more open track. Then, in the third session, I knocked a whopping 3 SECONDS off my best! Mark Hoffman was observing the club race and asked me how I'd done it and I didn't have a very good answer. I said I just did it ("don't think, just do"). He then said that's a lot of time and if I only knocked a tenth off later that I should be happy - it would still be a best even if by only a tenth. Good advice.

The fourth and penultimate session had approximately 30 cars as more drivers were calling it a weekend and leaving early. That allowed for a much more open track and fewer thundering herds to contend with. I got a lot of good laps in, including a new weekend best that was a few tenths faster than the session before and another lap that was my overall 3rd fastest time. Mark's advice rang true - I was happy with the new weekend best. Only 1 lap was slow in the session, the rest were at or better than my best Saturday time. With that kind of success, I decided to skip the very last session. Normally, I figure I paid for track time, I'm going to use it. That said, fatigue was setting in and I'd accomplished a lot in the fourth session, I wouldn't want to drive hard in the last session and have something stupid happen that would affect my trip home. Skipping the last session would allow me to get an hour head start on the 3.5 hour trip back from Austin to my sister's house in suburban Dallas, including a trip through the Mix Master. Like George Costanza, I left on a high note. I was glad to make it back to Dallas without issues.

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It's easy and quick to download! Once in your wallet, your card is easily accessible when you need it.



VISIT [PCADIGITALCARD.ORG](https://pcadigitalcard.org) FOR MORE INFORMATION

COTA DE: continued

Monday, on the drive from Dallas to Omaha, I had time to think about those 3 seconds. The biggest factor had to be I trusted the brakes and drove hard throughout the lap. I also had the tire pressures zeroed in by then. The changes I made to my track approach were also working well as I was very happy with how I was lapping the track. Turns 3-4-5 and 15 were an order of magnitude better. My changes thru 8-9 were also faster. The smaller number of cars gave me more open track so I could focus on driving instead of being mired in my mirror looking for fast approaching cars.

I've got some very good videos from the event posted on my YouTube channel. I recommend the Sunday session 2 video (D2S2) - good driving and lots of cars. My second recommendation is the last Sunday session (D2S4) - lots of open track so I could focus on good laps. If you'd like to see video from my track time, go to YouTube and search 'Terry Lessmann COTA' to find them. Enjoy!

2024 Club Race at Circuit of the Americas

Part 2, Article by Shawn Keeler

At the time of writing this, it might be a little while before the club is back on track here in Nebraska, but race season has officially started!

The 2024 PCA Club racing season began the first weekend in February, at Sebring International Raceway. A track I have been to several times, but never raced at. A track that has always been on my racing bucket list, but just wasn't in the cards this year.

For us, our first race weekend of the year was at the Circuit of the Americas, in Austin, Texas. Commonly referred to as COTA. This U.S. Formula 1 track is 3.426 miles in length and is not for the faint of heart. With its long high-speed straights, extremely hard braking zones, and high commitment corners, to say it is challenging is an understatement. This also marks PCA's first return to the track since 2020, and it did not disappoint.

As always, loading and logistics starts weeks before a race weekend. But to add to the scheduling complexity, COTA was hosting a Ferrari Challenge and Driving Event that went all the way up until late Friday afternoon. Which meant, they were not going to allow PCA into the facility until 7:30pm Friday. Not ideal, but this is racing.

We loaded up and hit the road Thursday afternoon. We drove for about five and half hours before stopping for the night to rest up and then get back on the road early the next morning.

We left Omaha with two of the three spots filled in the trailer. Our plan was to stop at a local shop in Austin not far from the track, and pick-up David Saffris' beautiful 991 Cup Car for him. Then deliver all three cars to the track late Friday afternoon and wait for load-in. Simple plan, right?

Well, we arrive at the Austin race shop to pick up the 991 Cup early Friday afternoon. The transport with the other two cars was about an hour behind us, as we had two separate rigs going down. So, we let the shop know, collected the spares package for the car, and waited for the transport to arrive to load up. While waiting, the shop mentioned they would pull the car out and leave it in the parking lot for us. Basically, without saying it out loud, once it leaves our hands, it's your responsibility. We agree, the tech hops in and attempts to back the car out.....and clunk. Fluid starts coming out from underneath the car. Not good. We help them push it forward to the lift and raise it up to take a look.

Conclusion, clutch slave is toast. A part that is located inside the transmission itself and is only available from Porsche Motorsports North America. No racing for David in the 991 Cup this weekend. We leave the car in their hands and make our way to COTA with only the two cars we brought.

COTA Club Race: continued

Load-in Friday night actually went very smooth, despite the hundreds of trucks, trailers, and big rigs waiting in the never-ending conga line. We also had a couple hours to kill waiting in line, so we set up some chairs, fired up the grill, opened some beverages, and had dinner with everyone around us. We wrapped up load-in and set-up about 11:00pm and called it a night. I do have to say, being able to paddock in the F1 Garages is very cool.



Morning came early with a driver's meeting at 7:45am, and then went directly into the first free practice of the day at 8:30am. Despite all of us being up late, we were all up early tending to cars and discussing the day's schedule.

Of course, with David's 991 Cup Car out of commission, it was understandable he was disappointed. He had traveled all that way, with several family and friends in tow, and was not even going to be able to race. But this is why the racing family is so great. Steve Coomes, who races in the Spec Cayman class, had brought his other Spec Cayman racecar to the track with the intention of listing it for sale at the event. We explain David's situation to Steve and ask him if he would be open to the idea of renting the car out (*below*) for the weekend. They came to an agreement, shook on it, and just like that, David was back in the game.



With a condensed weekend schedule, this weekend was a bit different than most. PCA only had Saturday and Sunday to squeeze in three practice sessions, qualifying and three Sprints races for the 75+ racers. All of which were running in one race group. Not to mention the over 100 DE cars there, divided up into two run groups. Lots of moving parts for the National PCA staff to say the least.

(Below, the sprint grid in the background.)



With qualifying being the last session of the day on Saturday, we used every minute of the three practice sessions to absorb as much of the track as possible. Personally, I had only driven the track once before back in November of 2023 in David's 991 Cup Car but have never raced there. Plus, the newly repaved sections of track did add to the learning curve a bit, but all was good.

I can also say though, the hundreds of race laps I had done in the simulator leading up to this weekend helped me tremendously applying the muscle memory to reality.

After a productive safe day, we concluded feeling more comfortable than when the day started, and with all the cars tucked in and ready for the morning, we called it a night.

Sunday morning started with a driver's meeting. Then our first 40-minute sprint race of the weekend was going green at 9:00am. There was no morning warm-up for the race group, due to the tight schedule. So, you best bring your "A Game" right away!

COTA Club Race: continued



Getting to the grid early for each race was a must, with over 70 cars running in one race group, it was organized chaos. Also, due to the volume of cars and the speed differentials, PCA decided on doing a rolling split start. The Cup Cars, 911s and Caymans for the first starting group, and the Spec Boxsters and 944s in the second start.

Fortunately, with the track at COTA being so long, we had plenty of time to get our tires and brakes up to temps and ready to take the green. I ended up qualifying in 28th out of 75, putting me about three quarters of the way back of the first starting group.

For those that have raced wheel to wheel before, starts can always be nerve racking, but starting a race at COTA going into turn 1 is purely bonkers. I personally love starts, it is probably my favorite part of racing overall, but even this one had me thinking conservative.

COTA Club Race: continued

We roll through Turn 20 side by side and on to the front straight awaiting the green. The green flag flies, and we are off! I got a great hole shot and an excellent start at the green. Knowing Turn 1 was probably going to stack up immediately on the inside, I moved to the outside and ended up passing multiple cars on the outside of Turn 1, and another two going into Turn 2 and 3. All in all, by the time I hit the back straight, I was up 8 spots. Mission accomplished, now head down, and get to work.

The field started stretching out as the race progressed, and by lap 5 we are already into lap traffic. I maintained my position and continued to press on until we came to a full course yellow on lap 9. While making my way around the track under yellow, I noticed the reason for the full course yellow just past Turn 3 at the start of the “Esses”. It’s David, he is off at Turn 3 and in the gravel. Ugh. There is nothing worse than seeing a teammate off track. I immediately radio in to get an update from the crew on David’s status. They respond, and let me know he is ok, and possibly only minor damage to the car. I breathe a sigh of relief and go back to the task at hand. We go back to green flag racing for one lap, and then the session is black flagged. Sprint 1 is over. I ended up 2nd in class. A huge personal accomplishment against some very stiff competition.

As I pit in after the race and head back to the beautiful F1 garages, I am on cloud nine and replaying the race in my head. Grateful for a clean “uneventful” race. As I get out of the car, I notice the crew scrambling all over the garage, looking over everyone else’s car but mine. Turns out, there is a reason for this.

As I mentioned, David had an off in turn 3 in the car he was “renting” from Steve Coomes. The crew was able to quickly look it over, and determined it was nothing major. A few scrapes in the bumper, a dent (which they popped out), and a broken tail-light. Very fortunate. What I was unaware of though, was Steve also had an issue in Sprint 1 with his primary car and was unable to finish the

race. We haven’t confirmed it as of yet, but we think his engine dropped a valve. Either way, the car was done for the weekend.

With Steve’s primary car out, but his “rented” car still operational, he did what any racer would do. “Hey David, I’m going to need my car back for the next two races, I need the points!”

All kidding aside, Steve is coming off a 2023 Spec Cayman National Championship. So, the need was justifiable to stay on track to back up his previous year’s title. Of course, David was willing to give the car up based off the circumstances and let Steve finish the weekend.



After robbing a few parts off Steve’s primary car, his back-up car was sorted and ready to go for Sprint 2 & 3. Thankfully, my car was all gas and go. No major issues to address or items to fix, which was good news and set my mind at ease.

Sprints 2 & 3 brought some phenomenal racing, with only a couple local yellows.

I started 27th overall in Sprint 2 and ended up gaining four spots in the field by race end. Resulting in a 2nd place finish in class.

Sprint 3 had me starting in 24th. Another great start allowed me to gain a few spots right away, and when the checker flag was waived, I was in 21st overall and 3rd in class. This resulted in an overall 3rd in class podium in GTB1 for the weekend. I will take that, great way to start the season!

COTA Club Race: continued

Even though we had plenty of ups and downs, I can say without a doubt that it was an epic weekend at COTA. Great weather, and even better people. I really hope PCA can keep this on the schedule year after year.

As always, a huge thanks to Kyle Ray (Forefront Motorsports), Gilbert Rossignol and Dean Palmer. Without these guys, the weekend would have never happened. They literally kept us running and on track at all costs.

Fellow racers/teammates; David Safris (And his entourage), Steve Coomes, Perry Lowery and Mark Hoffman, it's always great to race with you guys, and spend the weekend with such great friends.

Next on the race schedule for us will be the GPR's Club race at Hastings, and then the following weekend at Eagles Canyon Raceway in Texas.

See you on track!

Photo Credits: Shawn Keeler, David Safris, Hart Photography



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PORSCHE CLUB OF AMERICA

Social Apex

Article by Paul Schudel, Social Chair

On Saturday, March 2nd, a car wash clinic was held at Owners Pride, 137th and P Streets, in Omaha. Twenty members attended the event and were provided with very interesting information regarding car wraps, ceramic coatings, and detailing tips featuring Owner's Pride own proprietary line of car care products that range from concentrated wash products, glass and wheel cleaners, to ceramic coating products and wash mitts.



Above: GPR President Mike Anderson addresses the breakfast attendees at Paradise Bakery on March 9th.

Mike Anderson (below) presented a check to founder Dave Harvey and volunteer Stephanie Phillips at Least of my Brethren in mid March.



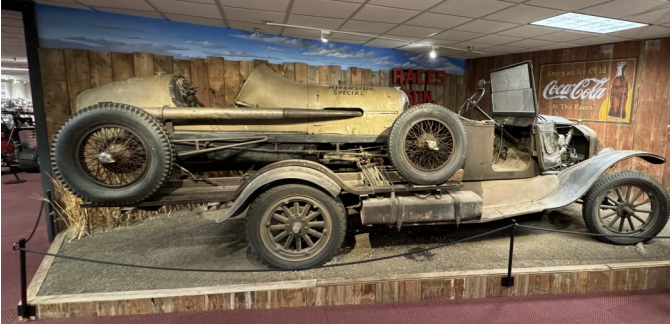
On March 23rd, 28 GPR members and guests toured the Museum of American Speed in Lincoln. It was founded in 1992 by "Speedy" Bill Smith and his wife Joyce.

This Museum is a hidden gem in the Midwest with 150,000 square feet of finished display space on three floors. They recently merged with the Unser Museum and added 90,000 square feet of display space to accommodate the new collection.



On March 9th, a Porsches at Paradise breakfast was held with 22 members and guests in attendance. Lots of good conversation and enthusiasm as spring draws near and it is about time to bring the Porsche sports cars out of winter storage for a new driving season.

Social: continued



Above: A transport and racecar on display bought at auction, has been preserved as it was parked some 90 years ago.

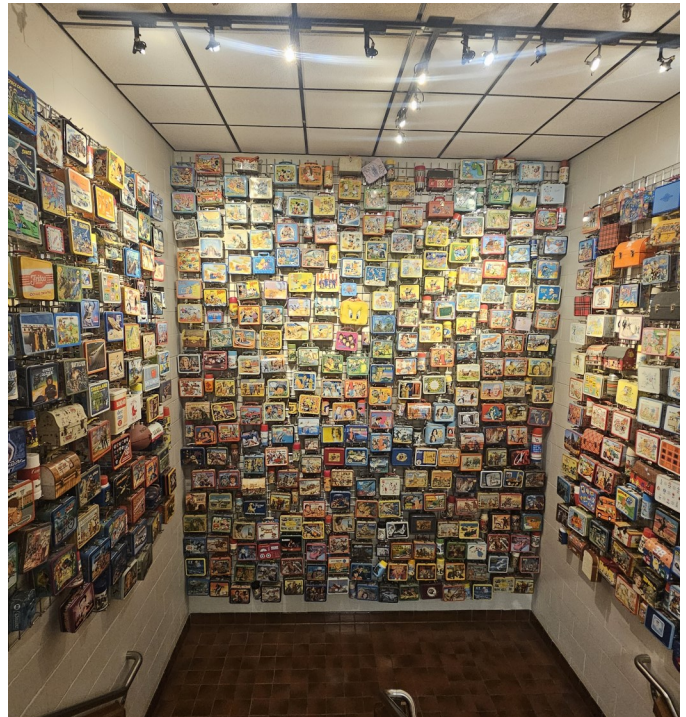
The museum collection includes over 600 historical motors from racing on tracks and hot rodding from years gone by. If you've ever wanted to see the largest collection of pedal cars, it is also in the museum. The four children of the founders and Joyce added their own touch with a significant collection of "taxi" cars, a collection of rock guitars, and a huge collection of lunch boxes. There was a nod to German engineering with a replica of the very first automobile (*below*) that was developed in Germany by a member of the Benz family.



Our attendees were divided into two groups accompanied by knowledgeable tour guides provided by the Museum. It was very interesting, and everyone was impressed by the depth and scope of the Museum's collection.



*Above: One of two GPR groups on the tour.
Below: The lunchbox display.*



Following our museum tour, we gathered for lunch at Villa Amore in Lincoln for a tasty Italian meal, before the trek back home as some early spring snow fell.

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Have you signed up for PCA Juniors?

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

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PORSCHE CLUB OF AMERICA

A Note from the Editor

Any Mel Brooks fans here? He's directed many legendary comedic films over the years. The film I'll make an obscure reference to is *Robin Hood Men In Tights*. A particular scene from the 1993 spoof of the Robin Hood story, we find the sheriff of "Rottingham" and Robin Hood challenging each other to a duel. The sheriff, using his leather glove, slaps Robin Hood. Robin Hood, in response, uses a knight's gauntlet. You'll see where I'm going with this momentarily.

In 2019, Porsche took their Taycan and ran a 7:42 around the Nurburgring. In 2021, Tesla, with it's Model S Plaid managed a time of 7:35. Porsche posts a 7:33 in August of 2022. Tesla responds again in 2023, pushing that time to 7:25. *Leather glove slap here.*

At the beginning of this year, in a pre-production version of the Taycan Turbo GT Weissach piloted by Lars Kern, "rocketed" his *dual-motor* Taycan around the 'ring and bested the *tri-motor* Tesla by nearly 18 seconds to post a time of 7:07.55. *Knight's gauntlet glove slap here.* It will be fun to see if there will be any follow up from Tesla.

April is here, and hopefully your P-car has been awakened from it's winter slumber, if it ever was truly put away. I know I'm looking forward to being out more with the top down, and getting a few more needs addressed. I'll be working on front end suspension components next!

As club events come up, there are always needs for our charity focus, Least of My Brethren. The board and I encourage you check out the list that gets emailed periodically, and bring an item to the next event if you can. The current needs are: wash cloths, hand towels, bed pillows, disposable paper plates and drinking glasses, men's shoes (boots, casual or tennis shoes).

When you get a chance, go check up the updated Zone 10 web pages, updated by our new Rep, Stephen Kemp. I'll have a meet and greet profile piece that features him in an upcoming issue of *Der Skooner*.

zone10.pca.org

zone10.pca.org/calendar

Have you got any projects going on in your garage, or planning to take a road trip with your Porsche? Perhaps taking a road trip to bring home a new Porsche? We'd love to hear your stories from the garage or open road (or track!)

I'll make it easy to send in an article and include my direct email link.

editor@gprpca.com

Any newer members to the club wish to be featured in our "Meet A Member" section? While I send out emails from time to time looking for contributors, you don't have to wait! You can make use of this link right here. [Meet A Member](#) Even if you've been here a while, but might not have been contacted about this, please feel free to reach out, we'd love to hear from everyone, no matter how long you've been with the club.

Last note, we do love to hear from the members, so please feel free to reach out to me or any of the board with ideas for events or comments on *Der Skooner*. All this is for you, the membership, so let us know your thoughts!



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PORSCHE CLUB OF AMERICA

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Meet a GPR Member

Name

Jerry Simons

When did you join PCA?

I joined in PCA 2023

Where are you from?

Omaha, Nebraska

What Porsche(s) have you owned, and what do you currently own?

I started out with a 2008 Cayenne S, then progressed through a 911 GTS Cab, Macan GTS, and Taycan Cross Turismo. Currently...I have a 2022 911 GTS Cab, '22 911 Targa 4 GTS, '23 718 Spyder and '24 Boxster GTS.

What makes your car(s) special?

I maintain them as new!

Next Porsche or current project?

Looking forward to a Spyder RS.

Favorite memory with your Porsche(s)?

Driving my 1st Cayenne after major snow storm out of my neighborhood initially high centered due to deep snow, remembered I had electric lift, hit the button and felt like I was driving a boat floating over the snow!

What got you interested in Porsche?

I was a silent partner in my father in laws car business which included MB and always thought Porsche was inferior until I purchased my 1st one after the business was sold, then became a fanatic!

Any other dream cars you would own? Porsche or not...

My ultimate dream car would be a 918 Spyder.

What is the top song on your driving playlist?

Not Fade Away by the Rolling Stones.



Putt for a Porsche

Article thanks to GPR Member Brian Feregrino

The day before I received an anonymous phone call, my family and I had just traveled 33.5 hours from the Philippines back to Nebraska all in one day. We of course arrived home at 11:45 PM to a furnace not working and our house at 45 degrees. We got out a space heater and shut our eyes for much needed rest!

The next day I called an HVAC friend. While the technician was trying to figure things out I received a phone call from an unknown person. Like most folks I didn't answer and let it go to voicemail. To my surprise it was the Nebraska Athletic Department to notify me that I was selected to "Putt for a Porsche" and had to call back by 3 PM! Needless to say, I called right back! After a few phone calls, the athletic department was able to secure three tickets for my entire family. They filled me in on some of the details, the least of which was if I made a 94-foot putt, I would be able to take home a brand new Porsche Macan.

Should I practice? I should as I am not a golfer, however after talking things out with my wife it is best to enjoy the experience and just have fun!

The Nebraska basketball team had an amazing season! The game I attended was the last home game for the season, where they won to finish with a home record of 18-1!

Going courtside and the getting on the court was a great experience! I tried my best to keep my cool! The Nebraska workers were students telling me I am taking home the Porsche! As I was given the putter I was a bit shaky... what if I would be driving home in the Macan? I kept moving around a bit so I would not tense up! I received my last pointers... don't hit it too hard, but don't hit it too soft. 94 feet to go! The timeout happened and here is my chance! The crowd was cheering me on. I zoned everyone out and did my few practice swings.

Over the noise, I heard the MC said take your time, however it was a timeout, not halftime! I hit the ball... watched it roll down the court... and hit the banner just a foot away from the hole.

What a fun time! All the student workers stated that I was the closest to making it all season! Getting home brought even more joy...my daughter going to sleep and wanting us to say GO BIG RED and then she will say GO BIG RED faster!



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If you are reading this, your customers could be as well!! Contact the editor today if you'd like information on becoming an advertiser with the Great Plains Region in *Der Skooner*.

editor@gprpca.com

Rocky Mountain Region

Article thanks to Danielle Badler of the Rocky Mountain Region PCA

Push, Push, Push, Push, Push

Look at it this way. I watched all ten episodes of “Drive to Survive,” season six, so you don’t have to. You can thank me now, or thank me later.

Going in, the most salient question in my mind was, how the hell do they make what was a total romp by Max Verstappen and Red Bull into a compelling narrative. And the answer is, they didn’t.

For the reason why, let me just point out that Max was never interviewed, not once. Nor even Checo Perez. All you see or hear of Max is a few snippets, at driver gatherings. That’s it. And not even a glimpse of Helmut Marko. Nor Adrian Newey. Oh, you have Christian Horner, dishing pithy comments on his competitors, throughout. You know, how it’s a cutthroat sport, how you have to produce or you’re out, and so on, and so forth. We even eavesdrop on Horner at home, with Father Christmas greeting his kids, and the horses the Horners breed and race. And that was, shall we say, nice.

But, like, anything on Max and Red Bull’s domination? I’ll save you the trouble. There’s nothing. Until when, and I’m not kidding, near the very end of the final episode, Horner suddenly delivers a soliloquy on how Max won 19 races. “It’s outstanding, probably something I’ll never see again in my lifetime, in any of our lifetimes.”

And that’s it. How? Why? If season six was all you watched on the 2023 F1 season, you’ll never know in your lifetime, either.

I don’t get it. Someone please explain to me why,

when faced with a boring, predictable, all-conquering, take-no-prisoners season, the producers ignored the dominant team until the 11th hour, how they shed no light on just how Red Bull does it, on what it actually takes.

Instead, we’re treated to the drama of backmarker teams, of Haas and Williams and Alpine and Alphatauri, doing their best to score points and move to the midfield, of McLaren and Mercedes doing their best to score points and move to the front, of Ferrari trying to be at the front. Some made it, some didn’t. And, again, that’s also nice.

It gets worse. No coverage of Austin, at all. Nor Brazil. A lot of fireworks, literally, in Las Vegas. This year’s narrative technique was to focus each episode on the challenge that team principals and drivers were facing, around a particular race weekend, mostly in no particular order. For example, we dive into Alpine. We watch Esteban Ocon and Pierre Gasley fighting with each other. We see Otmar Szafnauer explain that he can “manage tricky drivers.” We see him summarily fired, mid-season.

We see the triumphant return of Daniel Ricciardo to Alphatauri, only to see him crash and injure his hand. We watch Lawrence Stroll strut his stuff as he promotes his son Lance, and promises to compete for podiums and wins with Aston Martin. At one point, Stroll figuratively waves his checkbook over the team.

Haven’t we seen this show before? More than once? OK, here I go again ... how about something, anything, on the mechanics? On their lives, what they’re paid? On just how to drive an F1 car? On how realistic an F1 simulator is? On the power-trains? On just what they’re talking about, when they talk about upgrades to the cars? On just what exactly goes on, during the course of a race weekend? On how the flying circus actually gets everything from track to track? On the performance envelope of a current F1 car?

Badler: continued

I must say, on “Drive,” you do hear a lot more of the radio chatter between team and driver than you hear on the F1 telecasts we get, live, from the UK. I got a kick out of the phrase “opportunity to overtake.” Duh. That’s exactly what several team radio operators say (they never do identify who’s doing the talking to the driver) when it’s clearly obvious that the driver can pass, if he can just do it.

And then there’s “push.” Perhaps the most used word each year in the series. And this year is no exception. I’ll save you the trouble, I counted how often it was used in season six. Wanna guess? And the answer is, 53 times. As if it was that simple.

I don’t think I’m giving anything away by telling you how “Drive” season six ends. I think I’m doing you a favor. After Horner’s out-of-the-blue praise of Max’s season, they cut to Guenther Steiner. He

had been shown, repeatedly, heading to a private room to “call Gene,” to give Gene Hass, team owner, the bad news.

Steiner’s final comment; “We finished last. It was a %#&%@?! catastrophe.” They fade to black, and up on the screen comes a title slide reading “Guenther’s contract was not renewed for next year.”

As I write this, Red Bull has continued to run away from the field, finishing one, two in both of the first two races of the 2024 season. Off-track, they’re in chaos. Horner’s embroiled in what sounds like a political blood bath on steroids. And, meanwhile, Lewis has announced he’s going to Ferrari after next season. How will “Drive” cover all this? Maybe I’ll watch to see what they do. Maybe I won’t.



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[Click here for more detailed information, including a detailed itinerary and pricing!](#)

The Stuttgart Market Letter

Article thanks to David K. Whitlock, PCA Columnist

February's Porsche market appeared in line with last month as our sell-through rate stayed at 68% for the second month in a row, but with both unit volume and dollar volume topping last February thanks in part to day one of the Amelia auctions falling on the 29th of the month. Take out the Amelia sales, though, and our dollar volume fell significantly from the previous year to a total of \$27,750,297 compared to \$33,572,283 in 2023 with unit volume staying relatively the same. That large gap was influenced by the lack of \$500k+ cars offered last month.

Our only million-dollar sale was a 2005 Carrera GT finished in GT Silver Metallic over an Ascot Brown leather interior with 7,000 miles on the odometer. Recent comps have sold in the \$1.3-1.4m range, so why did this one appear to be below market? The fact that this car was missing its luggage set and showed no sign of a recent major service are most likely what kept bidders at bay. The only other car that had the potential to cross the \$1m mark was a 1994 911 Turbo S 3.6 'Package' car that failed to sell at a final bid of \$990,000. With only seventeen units produced, 'Package' cars sport the normal 911 front end as opposed to the Slant Nose that the rest of the world Turbo S' received. Questions about paintwork and lack of service history kept bids below \$1m, where they should have been.

When it comes to Turbos, the 993 Turbo market has kept on climbing with an average price last month of \$258,000 thanks to a Polar Silver example with only 2,300 miles hammering at a very impressive \$471,050. 964 Turbos didn't see much action last month with only one out of the two examples on offer finding a home. But the biggest surprise in the Turbo market was the 14% sell-through rate for 992 Turbos. It looks like it's time for sellers to start adjusting their expectations and let these cars go for what they are actually worth.

Mixed results were had at the 356 end of the market as we saw a very impressive result for a 1958 Emory Special Roadster that sold for an eye-watering \$802,000. Starting life as a Coupe, this 356 was converted into a Speedster-look by an earlier owner before Rod Emory, of Emory Motorsports, got ahold of it and added a 550 Spyder-inspired nose and a 2.6-liter flat-four designed by Jeff Gamroth of Rothsport Racing. There are plenty of custom 356s that hit the auction block with average prices just shy of \$250,000. But an Emory build is not your average build, with the top two custom 356 sales of the last five years being Emory Outlaws. Aside from the Emory car, most other 356s seemed to be soft with a sell-through rate below 50% and prices below averages other than a 1955 Pre-A Speedster that hit right on the average at a final bid of \$365,000.



My biggest question leading into March is: will we finally see the return of a seasonal market as we've lacked the swings post the 2020 run-up? March is also the month of Amelia Island, but this year we also have RM Sotheby's down in Miami for their Moda event. For Florida auction coverage, take a look at the Porsche Club of America's YouTube channel where I covered some of the most impressive sales, and no sales, with Vu. Until next month.

Stuttgart Market Letter

David K. Whitlock is a writer for *The Stuttgart Market Letter*, a daily market update for Porscheophiles, by Porscheophiles, delivered free to your inbox. To sign up, go to: www.stuttgartmarketletter.com

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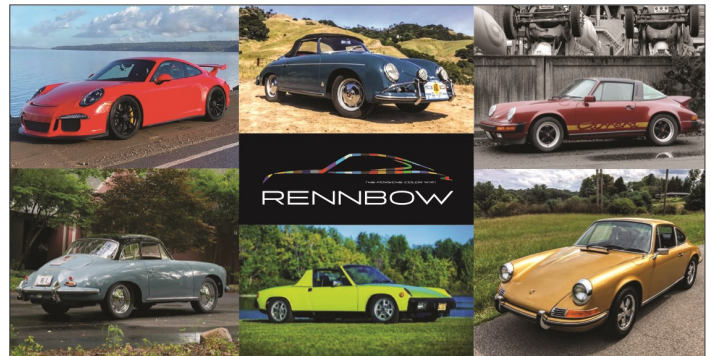


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PORSCHE CLUB OF AMERICA

GPR Classified Ads

2011 Boxster Spyder\$61,500

Black with Carrera red interior. 44K miles, PDK, AC, nav. New: tires, plugs, coils, serpentine belt, engine & air filters, oil, brake pads, rear brake rotors, brake flush, PDK flush. 2 keys, owner's manuals, window sticker.



Contact Terry Lessmann 531-777-4303

1985 911 Coupe.....\$73,500

5 speed, black with stunning gray-green interior. Excellent sport seats, 105K miles, new Fuchs, tires, & windshield, Certificate of Authenticity, R134 AC, stacks of receipts, local car / history.



Contact Terry Lessmann 531-777-4303

As a reminder, when your item sells, please contact the editor to have the ad removed. Thank you!

GPR DE Registration & Refund Policy

Effective 04/01/2024, the Great Plains Region establishes the following DE registration and refund policy:

- The Club will require payment in full via clubregistration.net or check by close of registration. If not paid by close of registration, the entrant must have made other arrangements with the registrar.
- Cancellation before registration closes for the event will result in a refund minus \$20 AND the cost of credit card swipe when registering via clubregistration.net.
- If cancellation is requested after registration closes or the entrant does not show up for the event, a \$50 fee will be charged to cover material costs (badges, car numbers, etc.). The fee will be extracted from the clubregistration.net refund, along with the credit card swipe fee.
- Failure to pass tech inspection prior to the event or showing up to the event without a valid tech inspection sheet will be considered a cancellation and fall into the cancellation policies above.

Any and all refunds will be submitted to Club Registration the Monday after the event and should be allocated back to the driver in 2-3 business days, depending on Club Reg's schedule.



SAVE THE DATE!

Mark your calendars for the Carrera GT at MPH



May 17 - 19, 2024

Motorsport Park Hastings

Hastings, Nebraska

Sponsored by Great Plains Region Members

Saturday and Sunday: 3 Sprint Races
Mid America Series and PCA Championship Points
Friday DE Included
Saturday Dinner at the Tessman's

REGISTER ON: **ClubRegistration.net**

CLUB RACE Registration opens Monday, April 1, 8:00 PM CDT
ADVANCED DE Registration opens Monday, April 1, 12:01 AM CDT

MORE INFO:

rgt.williams@gmail.com
txlessmann@cox.net
or www.gprpca.com

