



# SPINNER

Schönesland Region Porsche Club of America  
May 2020

**May 2020**

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Photo courtesy of Skip Hammerman

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# SCHONESLAND OFFICERS & BOARD MEMBERS



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**Will MacFarland**  
Former President



**David Safris**  
Webmaster / SPINNER  
Editor

**Members-at-Large:** Paul Rathjen, Jeff David, Rich Collins, Chuck Stewart, John Peeler

# PRESIDENT'S APEX



**Bob Timmerman**  
President

Happy Spring, Schoneslanders!

I hope that you are staying healthy as we navigate a, thus far, challenging 2020. Unfortunately we have had to cancel activities scheduled for May, but stay tuned – we will try to reschedule our popular driving events.

Again in this month's issue, we are highlighting our members' Porsches. If we can't be together right now, the next best thing is seeing photos of how our special vehicles make us happy. Thank you to all those who have submitted photos!

Also this month, check out the details of our fundraiser with the Food Bank of Iowa. This is a great time to help our neighbors who may not be as fortunate as we are in getting through the pandemic. A sincere Thank You goes to Skip Hammerman for coordinating this important fundraiser.



# EVENTS CALENDAR (CONT.)

## JULY 2020

*Saturday 7/11* - Cars & Coffee at Cozy Café Johnston (8AM - 10AM)

*Saturday 7/11* - Lehigh Drive (after Cars & Coffee)

*Saturday 7/18* - Annual Club New Member BBQ (11AM - 1PM)

*Tuesday 7/21* - Schonesland Drive & Dine (6:30PM - 9:00PM)

JULY 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Printable Calendars From 123Calendars.Com

## AUGUST 2020

*Saturday 8/08* - Cars & Coffee at Cozy Café Johnston (8AM - 10AM)

*Saturday 8/08* - Loess Hills Drive (after Cars & Coffee)

*Tuesday 8/18* - Drive & Dine (6:30PM - 9:00PM)

AUGUST 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Printable Calendars From 123Calendars.Com

## SEPTEMBER 2020

*Friday 9/04 - Sunday 9/06* - Schonesland Eureka Springs Drive

*Saturday 9/12* - Cars & Coffee at Cozy Café Johnston (8AM - 10:15AM)

*Sunday 9/13* - Des Moines Concours d'Elegance (10AM - 4PM)

*Tuesday 9/15* - Drive & Dine (6:30PM - 9:00PM)

SEPTEMBER 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Printable Calendars From 123Calendars.Com

## OCTOBER 2020

*Saturday 10/03* - Rubes Run Day Drive (8AM - 1PM)

*Saturday 10/10* - Cars & Coffee at Cozy Café Johnston (8AM - 10AM)

*Tuesday 10/20* - Drive & Dine (6:30PM - 9:00PM)

OCTOBER 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

Printable Calendars From 123Calendars.Com

## NOVEMBER 2020

*Saturday 11/14* - Cars & Coffee at Cozy Café Johnston (8AM - 10AM)

*Tuesday 11/17* - Drive & Dine (6:30PM - 9:00PM)

NOVEMBER 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
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29	30					

Printable Calendars From 123Calendars.Com

## DECEMBER 2020

*Saturday 12/5* - Holiday Party (6PM - 10PM)

*Saturday 12/12* - Cars & Coffee at Cozy Café Johnston (8AM - 10AM)

*Tuesday 12/15* - Drive & Dine (6:30PM - 9:00PM)

DECEMBER 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Printable Calendars From 123Calendars.Com

# FOOD BANK OF IOWA



## Schonesland Porsche Club

Schonesland Porsche Club (Central Iowa) was founded 45 years ago and has always had an active role in supporting the community. This year we are supporting Food Bank of Iowa in Covid-19 relief. The Club will match the first \$2,500 in donations.

Schonesland Porsche Club is proud to partner with Food Bank of Iowa to fight hunger in light of the Covid-19 pandemic. The mission of the Iowa Food Bank is to provide food for Iowa children, families, and seniors to lead full and active lives, strengthening the communities where they live. The Food Bank distributes food through a network of over 625 partner agencies—food pantries, soup kitchens, shelters, schools, and others—and through four programs designed to serve Iowans in need directly.

The Covid-19 crisis has placed a significant immediate burden on The Food bank of Iowa with immense increase in need for food donations in the community. Each dollar contributed will provide 4 meals and the donations are tax deductible. Please click on the link provided below and make a generous contribution to assist Food Bank of Iowa in their quest to provide this critical support in our community.

The Schonesland Porsche Club will match the first \$2,500 in donations.

For more information visit: <https://give.foodbankiowa.org/teams/13802-schonesland-porsche-club>

# SIMULATION RACING



**Will MacFarland**  
Former President

Reprinted with permission from : Ars Technica

The drivers love it, everyone's playing nice, and the ratings aren't bad either.

Jonathan M. Gitlin - 4/3/2020



When it comes to sports, 2020 is going to be one of those asterisk years, like 1919. People years from now will scroll down the page to a note explaining that “\*normal stuff was supposed to happen, but then we had a pandemic instead.” The Summer Olympics are being postponed for a year, and pretty much every major sports series is on hold as organizers anxiously wait to see if public gatherings can happen once more later in the year.

Motorsports is no exception, and its prospects are bleak when you consider what collapsing sales will do to marketing budgets. But while the pandemic rages, drivers, teams, and series are coming together online to put on a show for the rest of us. Or as NASCAR's Scott Warfield puts it, to give people “a distraction for 90 minutes, two hours on a Sunday and return some sense of normality to their lives.”

The move from real-world to online racing really took off in mid-March, over the weekend that should have seen F1 start its year with the Australian Grand Prix. The first events to draw big audiences were put on by esports organizers. By week two, big racing series like F1 and IMSA were starting to get in on the act. These days every real-world series has an esports league, so none of them is exactly a stranger to the concept. But NASCAR was the first to elevate its esports to broadcast TV with the start of its iRacing Pro Invitational series. It's also leading the pack when it comes to giving fans something approaching normality.

# SIMULATION RACING (CONT.)

“Our content team was wondering, after we have gone through the archives and put up every old 1980s and ‘90s and 2000s race, what are we going to do for the next eight weeks? Well, now here’s Jeff Gordon calling the race; here’s Dale Earnhardt Jr racing against Clint Boyer, which people have been clamoring for. You’ve got Sportscenter reaching out wanting drivers to come on Sunday morning and do a pre-race interview... That is hard to replicate. You know, it’s our 11th year with iRacing and we’ve had a decade to build and partner and make this thing real,” Warfield told me. That’s paying off—NASCAR’s production values are high, as are its ratings.

So far, the other major professional real-world racing series are adapting to social isolation a little more slowly. F1 has started its own series of Virtual Grands Prix, using the excellent F1 2019 game from Codemasters. But the sport has been less successful than most when it comes to getting its real-world stars involved and even allows competitors—which included names from other sports like cycling and golf for the first event—to use driver aids in its races, which also feature reduced damage.

IndyCar has been the last to join the fray, and I think it deserves a special mention here. There’s no studio broadcast here; Leigh Diffey, Townsend Bell, and Paul Tracy are still calling the races, but quite obviously each from their own home. Somehow getting a bunch of presenters together in one place to call the action seems very pre-pandemic to me.

## People are playing together

Plenty of professional race car drivers turn to sim racing for the same reason as you or I—it’s fun as well as good practice for the real thing—and so it wasn’t too hard for Darren Cox and Torque Esports to put together a grid that included some big names from series like F1 and IndyCar to race alongside esports pros. Some of the younger real-world race car drivers like Max Verstappen and Lando Norris even race for professional esports teams alongside their better-paying normal jobs and are therefore able to hold their own against the sim pros, who spend an awful lot of time practicing. “The issue is these aliens—they just grind it out, right? You give them the car the day before and they’ll do 24 hours’ practice, whereas the real drivers will do a couple of hours and then they’re done,” Cox told me. (And yes, I’m pretty sure he did call the rFactor 2 experts “aliens”—at least that’s what the tape says.)

Getting the participation of real-world racing pros is only getting easier, which is probably a good thing for growing the esports audience. Warfield thinks the fear of feeling left out will draw recalcitrant or skeptical racers online, and the fear of being beaten (plus, let’s face it, a lot of free time) will get real-world pros to up their game. “These guys and gals at their core are racers, and they’re competitive as hell. And they don’t like losing. The kid that won our Coca Cola iRacing series race at virtual Miami-Homestead Speedway—he did 1,000 practice laps at Homestead.”

Perhaps most encouragingly, so far everyone appears happy to play together, and apart from the occasional scheduling snafu that sees two races happening simultaneously, no one is locking drivers into exclusive leagues. “If you start talking about contracts, then you decide to take the fun out of it. When those guys want to go run open-wheel or a dirt track or anything else, as long as that allows our fans to engage with it as well, that’s fantastic,” said Warfield.

“We put all rivalries aside, [saying] “right, this is for the best of the sport,” and our hope is that there’s not a land grab from other people that upsets the equilibrium of a community that’s been around 20 years,” Cox told me.

# SIMULATION RACING (CONT.)

It's not about how fancy your rig is, it's what you do with it

The move online has seen a bit of a scramble for sim rigs, some fancier than others. Our friends at CXC Simulations, which builds extremely high-end sim racing rigs, has been pretty busy. Classified as an essential business because of its military contracts, it's still operating, although on split shifts. "Our sales department has been very busy with interest in new simulators as well as our Certified Pre-Owned simulators, and our customer service department has been tremendously busy. We have a lot of customers who are now becoming very active and using their simulators not only as a training tool, but also to compete in organized sim races. So we have a lot of demand, but we are somewhat limited in how quickly we can manufacture and ship new simulators," CXC boss Chris Considine told Ars.

Considine is also happy just to share his knowledge with people building their own setups. "I've been fielding a ton of phone calls and emails, not only from people interested in our simulators, but people who might not be in the market for one of our machines but want some guidance on what kind of components they need to build one for themselves at home. I'm happy to share what I know because I want them to have an enjoyable sim experience and continue to utilize platforms like iRacing for a long time," he told me by email.

Drivers haven't been shy in showing off their setups on social media, but unlike in the real world, esports really is much more about the driver than their equipment. Timmy Hill, winner of last weekend's NASCAR Pro Invitational at a virtual Texas Motor Speedway, did so with a decade-old Logitech G27. And Ross Chastain beat Jimmy Johnson from an even more ad-hoc setup, including what looks like a slightly rusty garden chair. One racer is an exception to that rule—IndyCar's Robert Wickens, who was paralyzed after a crash in 2018. Wickens is determined to get back into the cockpit for real and has made amazing strides when it comes to walking again but needs to use a specially modified Fanatec wheel when he rejoins IndyCar's virtual series at a virtual Barber Motorsport Park on April 4.

## Is it what the fans want?

So the drivers are making the most of the situation, but does that translate to fan enjoyment? Posing the question on Twitter drew a few replies. The locked-down car setups in most series were a turnoff for people like Sam Collins. On the other hand, the freedom to set up your car how you like in IMSA's Super Sebring race, and the consequent work by BMW's racing engineers to help out their sim drivers, was praised by Design News' Dan Carney. People also praised the sense of normalcy we got from IMSA Radio's crew of John Hindaugh et al., and suggested that F1's virtual Grand Prix "was the most F1 way to handle F1 esports."

I'll leave the last word to Will MacFarland, not least because he took the time to write me a lengthy email after watching one of the Porsche Club of America's sim races.

I will probably watch some more synthetic racing, but only the highest-level stuff. I also get to wondering about who is using what hardware, and who is connecting with what ISP. I think it could be interesting to drill down into who's using, say, Gigabyte hardware versus who's using MSi hardware, or who's connecting with Mediacom versus who's got AT&T. The "credit to my sponsors" part of the post-race interviews would be even more amusing than usual," MacFarland wrote.

# PORSCHE TRAIN TO MAINE

**John Ware**

The Schonesland Porsche Club must be desperate for articles, they asked me to provide a story about our recent move to Maine. In particular, our “last load” which consisted of cherished house plants Mayflower wouldn’t move, along with a selection of wine and spirits nestled in the frunk of our Carrera S. . . . those among you who have made interstate moves are familiar with this drill.



Initially we debated whether to drive two Porsches eastward to our new residence in Kennebunkport caravan style, or tow our '07 911S with our '14 Cayenne diesel and keep each other company for a 1,400 mile, 2.5 day journey. Porsche of Omaha recommended against using a ‘dolly’ style trailer, leaving the two axle car hauler alternative, ala U-Haul. Having additional storage in the towed Porsche, allowed us to load the Cayenne in a more civilized manner (read: we could keep the loading below the window line, and Leslie didn’t need to hold a box on her lap).

Our adventure began on April 30th, leaving early morning headed eastward on I-80, weather was cloud free with a steady northerly crosswind. As expected, traffic was lighter than usual, with a preponderance of trucks, outnumbering cars eight to one. The V-6 turbodiesel engine pulls strong off the line, and will handily climb above 80 mph to keep up with long haul trucks, as we ignored the 55 speed limit displayed on the fender of the U-Haul. The only indication on our instrument panel that we were pulling over 5,000 pounds was our fuel economy dropped by 33% from a typical 29 highway to 19 mpg.

The first day we covered 660 miles to Elyria, Ohio, and didn’t see another Porsche that first leg. The following morning, as we neared Cleveland, we were passed by a Macan, then a 911, and another, and looking for the familiar wave, we were disappointed until we reached New York state. Perhaps a Porsche train is something they see regularly.



We saw a total of 12 Porsches, and the most enthusiastic of those was a 944 we saw as we entered the town of Kennebunk, big wave and smile.

The good news is we easily kept up with traffic, had no trouble climbing any hill that I-80 or I-90 would throw our way, and nary a swerve coming from the rear on the descent. In other words, the Cayenne is quite the locomotive, and drove like we were on rails the entire way.

Now that we’re in Maine, we’re under a 14-day quarantine, which given we’re now engaged in reorganizing our new home here, time will certainly fly by. Exploring Maine via 911 will come

# PORSCHE TRAIN TO MAINE (CONT.)

later, and we will see what the “down east” local Porsche club has on offer. Smaller state, smaller club, we will report later.

We already miss our friends in Iowa, and certainly the chance to say a proper farewell at cars and coffee was obviously thwarted by the ban on public gathering since March. Such is life. We hope and pray all our fellow club members remain employed and free of the virus!

Lastly, I wish to thank Jeff David for his kind counsel recommending the Cayenne diesel back in 2015, and allowing me a test drive in his with three passengers. His advice was to “drive it like a 911”, so I did. I was amazed by the power and handling which was completely unexpected, in a diesel no less!

If you’re ever passing through southern Maine, give us a ring, and we can catch up on what we’ve missed in Iowa, the Schonesland . . . 515-423-9555 or [companyware@gmail.com](mailto:companyware@gmail.com)

“WE SEE YOU NON-ESSENTIAL TRAVELERS  
STAY HOME! BE SAFE!”

Gotta love big brother, on a billboard no less, we were moving too fast to grab a photo.



Trivia on Porsche Train to Maine

We used 74 gallons of diesel to carry ourselves and our 911 on a trailer. Had we caravanned instead, we would have burned 50 diesel and 53 gasoline gallons.

By this other method, we saved the planet by burning fewer petroleum resources, saving 30 gallons.

# MEMBER PHOTOS



***Brent Highfill***

***Skip Hammerman***



## MEMBER PHOTOS (CONT.)



***Michael Beck***

***William Frank***



**MEMBER PHOTOS (CONT.)**



***Diane Kirby***



# SCHONESLAND BRANDED CLOTHING FOR SPRING AND SUMMER!

As you look towards the spring and summer months take a look at the great clothing options offered by our vendor partner Kahler & Co Specialties. Club branded items are ready to order with a variety of options for both men and women. Let us know if you do not see what you are looking for and we can work with Kahler to add items to the club showroom.

Go to: <https://www.kahlerspec.com/client-showrooms.htm> and select the Schonesland logo to go to our showroom.



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PORSCHE CLUB OF AMERICA

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<b>Womens Collection</b> <span style="float: right;">Top</span>			
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