



October 2016

DER SKOONER

Great Plains Region • Porsche Club of America



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THE DRIVER'S SEAT

By Kurt Halvorson

What does the Porsche crest represent? How many engines are produced each day in the Porsche factory? How many cars roll off the assembly line each day? Those questions, and many others, were answered on our much anticipated journey to the Porsche museum and factory this past month.

Over a year ago, Melinda and I planned to go to Germany, Austria and Switzerland. When considering additional excursions beyond our planned tour itinerary, we both agreed that a side trip to Stuttgart was required. What could be better than a pilgrimage to the home of Porsche!

In January, our travel agent called the museum to get us booked for a tour of the factory. She was told the factory was on holiday until September 16th, meaning we would miss a factory tour by 3 days. We were sorely disappointed, but determined to see the museum nonetheless. We awoke excited for our big day! The museum occupies a large footprint across the street from the Porsche dealership and the factory buildings, all separated by a roundabout in the intersection, where Porsches are frequently heard blaring around the roundabout in notes of flat sixes, new turbo fours, and turbo sixes. It was glorious.

The entrance fee is a modest (for Porsche) 8 Euros each. We toured the museum and then went to the coffee shop to grab a sandwich with plans to go back through the museum after lunch. Seeing two open spots at a table, we sat with a couple from the Porsche Club of Ireland. When I asked what their plans were for the afternoon, they responded, "We're going on a factory tour at 2pm." WHAT?! We explained we tried in January to get on a tour and were told the factory didn't open until the 16th. Their club had called in May and got into a tour! We were more than a little frustrated. The gentleman was very empathetic and indicated he thought 2 or 3 of their group had not come to the museum, but were doing something else that day and that there might just be room for the two of us to join their group. After speaking with the tour director, she told us to meet the group at 1:30 and if the numbers worked out, we could join them. By tour time we were the adopted Americans with the Irish for the factory tour, all thanks to the kind couple we met at lunch.

Our tour guide was a native of Stuttgart and his pride in working for Porsche was evident. Tours are subjective – you are never guaranteed a full tour – and even if you miss

(Continued on Page 17)

Der Skooner - Volume 51 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. 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. 129th Circle, Omaha, NE 68154, and PCA, PO Box 5900, Springfield, VA 22150.

Membership News

By Sandy Brusco
Membership Chair

Join or renew your GPR membership online. You must be a PCA member (www.pca.org) in order to join the Great Plains Region. All GPR memberships expire each year on December 31st, unless you renew for multiple years.

Please go to www.gprpca.com and click on the green button:

“Join or Renew Your GPR Membership Online”

Choose from 1, 2, or 3 year renewals. Complete the information and pay by credit card on our secure site.

If you prefer to pay by check, you may print the online form and mail it in. Please contact Sandy Brusco, Membership Chair, with any questions: 402.612.7931.



Up to Date?

Is your membership information on the PCA website current? Have you sold or bought a Porsche? No longer have your home phone number? New email? Log in to pca.org to update all of your information in order to continue to receive event emails and Der Skooner.



Congratulations

to our members with October PCA Anniversaries:

10 Years

Bob Lynch

20 Years

**David Andersen
Tom Cooper**

45 Years

Owen Mullen

GPR Name Badges

Look official at our next GPR/PCA event. The magnetic name badges are \$12, which includes shipping to your home. They take about 3 weeks to arrive.

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.



Your Name

On the Front Cover

One of the original Speedsters at the Porsche Museum in Stuttgart, Germany. Photo by Kurt Halvorson.

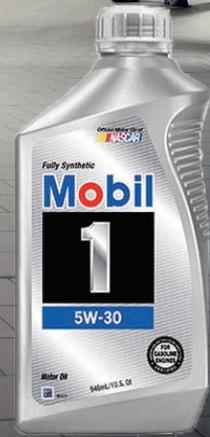
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2017 GPR PCA Board of Directors Slate of Candidates

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 2017 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, 2016.**

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CALENDAR OF EVENTS

October

- 8th Porsches & Pancakes - The Egg & I 3605 N. 147th St., Omaha 8:00 am
Please RSVP to Kim Burger at kmburger37@icloud.com by Wednesday, October 5th.
- 8th-9th Fall Finale DE RPM - Pacific Junction, IA
Register NOW at ClubRegistration.net!
- 16th Poker Run, Food Drive for the Food Bank of the Heartland, and Dinner 3:00 pm
The Poker Run is from 3-5 with dinner to follow at Charleston's (7540 Dodge St. - Omaha) where we will announce the winners. See Page 11 for the full details. Don't miss this NEW EVENT!

November

- 5th GPR New Member Dinner Oak Hills Country Club 6:00-8:30 pm
See Page 13 for information. This event will be provided by the Club and is for ALL CURRENT GPR members.
- 10th-12th Porsche Palooza '16 Eureka Springs, Arkansas
Registration opening soon. Check the website for more information: www.pca-palooza.com.
- 12th Porsches & Pancakes - The Egg & I 3605 N. 147th St., Omaha 8:00 am

December

- 10th Porsches & Pancakes - The Egg & I 3605 N. 147th St., Omaha 8:00 am

Stay up to date on all GPR events on our website: gprpca.com.
This is YOUR Club - be a part of it!



Save the Date for these Important Events in 2017:

Great Plains Region Annual Winter Party Saturday, January 21, 2017
Great Plains Region 50th Anniversary Celebration Saturday, October 21, 2017

* Not a GPR/PCA sponsored event



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Greatest Spectacle in Racing

By Terry Lessmann, Photos By Fluid Photo

Augusta National, Churchill Downs, the Rose Bowl – all iconic sports venues. Ask any casual sports fan and they're aware of these places. Indianapolis Motor Speedway is also in this iconic group. The massive grand stands, the yard of bricks, 100 years of racing history. Definitely hallowed grounds.

Our adventure started back in June when my brother David found an HPDE being held at Indianapolis sponsored by the Mid Ohio Region PCA. Unfortunately, the event had been filled long ago. He contacted someone from MORPCA and was told we could sign up and be placed on a waiting list. After I signed up, I counted 25 people on the waiting list. Not encouraging, but there was hope that plans would change for enough people since the initial sign-up. While participating in a DE at Hastings, NE in late July, I found

out we were both IN to the Indy DE if we paid. I hustled home and made the payment. Now all we had to do was wait another 3 weeks for the event to arrive.

The weekend of August 19-21 we participated in the 3 day event. It was run very well by the MORPCA folks, from tech inspection to juggling schedules on Saturday. Four 20 minute sessions were scheduled for each day per run group but there were SIX run groups resulting in a whopping 2.5 hrs between sessions. Guess that's the price of wanting to compete at Indy – having to get as many cars into the event as possible. Supposedly there were 270 cars total and 40 some cars in our run group.

We arrived at the track Thursday afternoon and got our cars teched. They had a very efficient process to get us through all the waiver sign-

ings, wrist band attachments, and into the tech area in the pit lane garages. Then we were allowed to do a walk around the 2.6 miles, 14 turn track, which was very instructional plus a great photo opportunity. What an awesome and huge facility. That night it was like Christmas Eve.

We were very fortunate to even get to the track. Just outside of Indy, we were in two full lanes of I-70 traffic. David was 3rd in line in a close bunch of cars in the left lane, with me behind him and a string of cars behind me. Suddenly brakes are full on in front of me. I was initially going to brake over to the shoulder but the lead car ended up on the shoulder. I was able to slow down enough to not worry about hitting David. Attention now turns behind me. Luckily the guy following me in a ratty Celica was paying attention

(Continued on Page 9)

(Greatest Spectacle in Racing, continued from Page 8)

because he was immediately on the brakes (and was locking them up). Thankfully he didn't get near me but I don't know if others beyond him were so lucky. That would have sucked to be 10 miles from the track and been wiped out before the weekend even started. David said the lead car blew a tire. They probably wouldn't have passed tech inspection.

We were informed at the Friday morning driver's meeting to exit at T7 when the session was over and the 1st lap of the 1st session of each day would be yellow. Passing only on the 2 straights with a point by. When our session time approached, we lined up and were released onto the track. I arrive at T4 and there's a Miata sitting in the gravel trap. Really? On a caution lap? We get black flagged so we headed to the pits and wait 15 minutes while they pull him out. Got a whole 5 minutes to learn the track in that session. Go out in the 2nd session, get 15 minutes into it and a 911 lands in the same gravel trap. That ended the session so they could fish him out. JEEZ -

our group was supposed to be fairly accomplished. Luckily that was the last incident of the weekend. The organizers opened up a passing zone from T10-T12 for the last Friday session and thereafter.

While the track looks simple, it is not easy. There are several corners that require very late apexes, several that are throw aways, and several that are very fast (90+mph). T11 is one of those very fast corners and it always felt like my car wanted to slide away from me. Had to respect the safer barrier wall of the short chute. The other fast corner was T14, which launched you onto the main straight. I was less 'respectful' of this corner than other drivers I spoke to, but the wall still talks to you. I was having trouble in T4 and T10. We talked about the line through T4 in the afternoon driver's meeting and that solved that corner and I followed David in his black 944 turbo S through T10 and liked his line. Now I just needed some track time to get better.

Garages were free for the first 230 entrants but we weren't one of the lucky 230. David checked with registration and they said if there were

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pca.org



facebook.com/groups/gprpca



(L) David Lessmann (R) Terry Lessmann

empty garages, we could use them. We snagged a couple of spots Friday afternoon and later found out those garages are always assigned to AJ Foyt during Indy month. AJ was one of our heroes growing up, so it was cool to be in "his" garages.

Friday evening a gathering was held at the museum. It was great to see the variety of cars, with a special display of Roger Penske race cars since he just celebrated 50 years at Indy. The Penske cars included the all-conquering Porsche 917-30 Can-Am racer. Also on display were the 4 Indy winners driven by AJ Foyt, including the 1977 car he drove

(Continued on Page 14)

GPR Classifieds

1987 Porsche 944 Turbo for sale.

Street legal and ready for the track. Welded roll cage, 5 point harnesses, upgraded suspension, new Toyo Proxes R888 with additional set of 4 Proxes mounted on original phone dial type wheels. New brake pads and front rotors just installed. Car appraised at \$12,000 by Woodhouse. Accepting offers.

Call Terry Whitney at 402-319-7288.



Set of four (4) Bridgestone Blizzak LM-25 winter tires (225/45 R17 94V)

Tubeless Steel Belted Radials mounted on factory BMW rims. Tires came off of 2011 BMW 335I X Drive vehicle. Paid \$1,914 and asking \$900 for the set of four (4) tires and rims.

Call Terry Whitney at 402-319-7288.



The hours a Porsche sits parked you don't get back.

Get your Porsche out of the garage and drive it this fall while the weather is still good!



Join Us on Sunday, October 16th for a



GPR Poker Run,

Charity Food Drive and Dinner!

Have you ever participated in a Poker Run? While there are different ways to do one, here's the quick overview of how we're planning ours:

We will meet Sunday, October 16th at Walmart at 6304 N. 99th Street - Omaha between 2:30 and 2:45. The Poker Run begins 3:00 pm. At the starting point, you will be dealt one card. As we progress through the Poker Run you will pick up 1 additional card at each of 3 stops. Upon reaching our dinner destination*** (**Charleston's at 7540 Dodge St.**), you will receive your 5th and final card for your poker hand. The highest hand will win; **PRIZES will be awarded to 3 places.** Ties will be broken by any hand holding the highest spade; if that doesn't do it, then hearts, diamonds, clubs in that order. For clarity, if two people have ace high straights, the winner would be one holding ace spades, then king spades, etc, etc.

We are in need of 2 MORE volunteers to staff our stops along the poker run to hand out cards to each of the participating hands. Please email kmburger37@icloud.com if you are willing to be one of our card dealers! If you are a professional or amateur poker player, we will appoint you as our official scorer as well.

To make this event even better, we are holding a **FOOD DRIVE** to benefit the Food Bank for the Heartland. When you arrive for the Poker Run, please bring items from the list below, or bring a check, made payable to the Food Bank for the Heartland. Let's help others in our community!

Most Needed Food Items:

- | | |
|-------------------------|-----------------------------|
| Peanut Butter | Canned Fruit and Vegetables |
| Macaroni and Cheese | Pork and Beans |
| Canned Tuna and Chicken | Pasta and Sauce |
| Cereal | Boxed Meals |
| Pancake Mix | Monetary Donations |



*** Dinner is a \$20 pre-pay. You can order anything off the menu, and the GPR will cover non-alcoholic drinks, any overages, taxes and gratuity. Alcoholic drinks are self-pay. Please RSVP and pre-pay online at gprpca.com by Thursday, October 13th.

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*Please Join Us for the
Annual GPR New Member Dinner*

on

Saturday, November 5th, 2016

at

Oak Hills Country Club

12325 Golfing Green Drive, Omaha

Help us welcome our new 2016 GPR members on Saturday, November 5, 2016 at Oak Hills Country Club. This will give you an opportunity to meet your fellow new members and welcome them to a great organization. ALL current GPR members and a guest are invited to attend. The event will begin at 6:00 pm with a social hour (cash bar) followed by buffet dinner starting at 7:00 pm. Dinner will be provided by the Great Plains Region.

You **MUST** be a current GPR member to attend. Please email Kim Burger at kmburger37@icloud.com by Friday, October 28th to RSVP for this event. We ask that you please honor your RSVP commitment. **No jeans, please.**



Photo above and below by Terry Lessmann from the Indianapolis 500 Museum.

(Greatest Spectacle in Racing, continued from Page 9)

when David and I attended. Cars are rotated in and out from their collection, so it was great to see these particular cars.

Unfortunately, Saturday's forecast was not good. We got a couple of laps in on the 1st session when it began to rain. Traction held up well during the session but you obviously had to dial it back a bit. With it raining harder later that morning, our 2nd session was washed out. We were scheduled to do parade laps around the oval after the track went cold at 6pm. However, there was a major storm forecast at that time, so MORPCA and Indy scrambled to reschedule them for 11:30 and then we would start the regular afternoon track schedule afterwards. The parade laps were cool – so much history and ghosts while driving around. Plus, the 9 degree banking looks flat on TV but is quite substantial. And the corners go on forever. When I

went through the 3rd turn, I looked up in the stands where I was in 1977 watching AJ win his 4th 500. I thought about being up there then and now I'm down on the track. Chilling. We got our first afternoon session in on a damp track but the weatherman was correct - some nasty clouds rolled in at 4pm. It poured and the afternoon sessions



were over.

Sunday the weather was spectacular and day 3 of a DE is where it usually all comes together – the comfort level allows you to rip off some of your best laps. Since we lost 2 sessions the day before, I felt a bit behind. I was able to click off some personal bests, but would have felt more comfortable with 2 more sessions under my belt. It was sad after the last session finished and we had to pack up and leave.

Indy is a fantastic facility and both MORPCA and the Indy personnel were great. So much history. I know my dad would be proud his 2 sons were driving on the Speedway. 2016 has not been a good year for me personally, with losing my best friend to cancer in April and losing my job after 35 years in late May, but driving COTA in early May and Indy in August has made this a special year on the track.

As always, search for my name on YouTube to find my videos from Indy.

Dog Days of Summer DE August 27th, 28th - RPM



All Photos by Melinda Halvorson



42 drivers enjoyed the track at RPM at the Great Plains Region's Dog Days of Summer DE on Saturday, August 27th with 25 driving on Sunday. This was the make-up DE for the rained out Spring Fling in April. The weather was great and everyone seemed to have a good time.

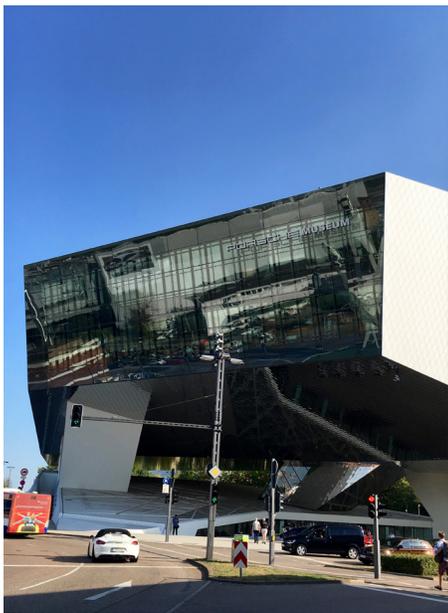


More Pictures from the Dog Days of Summer DE



(The Driver's Seat, continued from Page 2)

seeing something on one visit, you are never guaranteed you'd get to see it on a future visit. No cameras allowed. So, we were told we were getting to visit the engine factory and upholstery shop that day. There are several buildings in the complex, including the original red brick Reutter building which housed the assembly of 356s. Porsche has gone from carrying 8 days of parts inventory to 4 hours, also known as



*The Porsche Museum
Photos by Kurt Halvorson*

the Japanese “Just-In-Time” management methodology. There are loading docks in the engine parts warehouse to offload parts multiple times per day. Shifts work from 6am to 2pm, and from 2pm to 9:30pm. If there is a problem during the production day, the second shift may be asked to stay an extra hour. There are inventory associates who print the build sheet for a customer car in the parts inventory warehouse. All the parts have bar codes assigned to them. When the associate receives a new build sheet, they enter the required code for the engine as-

signed to that car and the warehouse shelves light up where all the particular parts are located. A “picker” then goes down the rows and grabs the parts for the engine and shuts the lights off as they go. They put all the parts on a cart, and once all parts have been gathered, the carts get hooked together in groups of three and follow a magnetic track to the assembly floor, about a block away, but all inside and across a skywalk. The barcode and build sheet stay attached to the cart. There are no customer names on the build sheets, just dealer names and the car description for privacy purposes.

Once the cart arrives on the assembly floor, production begins. It looks like a regular assembly line, but with a mix of robots and associates. The robots perform redundant tasks like torquing screws 16 hours a day – tasks that would be so repetitive that no one would want to perform them, and which would be prone to mistakes. Each station worker has about 3 minutes and 44 seconds to complete their tasks before the engine cart moves to the next station. If they are hung up on a particular piece, they may ask their neighbor for assistance to stay on the time schedule. Each worker is trained for 4.5 years at Porsche school before they are allowed to work by themselves on the line. The last year is spent shadowing other line workers. Each worker can work every station in the factory, and could build the engine entirely by themselves. Once certified, each factory worker is given a contract for lifetime employment.

Our guide told us to look at a digital board with three numbers on it. The first number was 128, the second was 70 and the third was 123. The



Museum Feature: The Transaxle Cars

first number was the target number of engines on that line for the day (they were assembling boxer 4 turbos for Boxsters and Caymans, as well as boxer 6 cylinder turbos for the 911). The V engines for the Panamera and Cayenne were on a different line within the same building. The second number of 70 was how many had been completed so far that day, and the third number of 123 was the projected number to be completed, meaning they were falling 5 short of their goal, unless they added that extra hour to the workday.

Our guide was very transparent about the fact their cars are still hand built and they pride themselves on that craftsmanship, which means mistakes occur. If a mistake occurs on the line, the worker hits a button and the line stops until the mistake is corrected, hence the target number not equaling the projected number. When a mistake occurs, a “jumper” meets with the worker on why their mistake occurred. The worker does not get penalized, does not get docked pay, does not get reprimanded.

(Continued on Page 20)

All-European Show and Shine - September 11th

Photos By Pete Jardine and Mitch Schneringer



It was a beautiful, sunny day for the All-European Show & Shine at Lauritzen Gardens on Sunday, September 11th. Mitch Schneringer, GPR member and Certified General Sales Manager at Porsche Omaha says, "The event was very well attended, with strong GPR support. It's one of my favorite events of the year, as there's such a great variety of European cars on display."



GPR September Board Meeting Minutes

The Great Plains Region PCA Board met at 6:00 p.m. on September 6, 2016, via conference telephone call. On the call were: Sandy Bruso, Kim Burger, Joe Chambers, Tom Cooper, Eric Elliott, Steve Gehring, Sally Knapp and Russ Rabeler. Unable to attend were Kurt and Melinda Halvorson.

Social: The Club trip to the Hotel Pattee was a success, with 10 people attending plus two additional for the Fun Run. The Club breakfast is scheduled for Saturday, September 10. There have been 11 reservations received to date for the wine tasting on September 25. The Webmaster will send out a reminder during this week encouraging attendance by at least 30 people.

The Poker Run route is being planned. A reservation has been made for Charleston's at 7540 Dodge Street for dinner following the event. It was agreed there would be a fixed price of \$25.00 per person, with the Club assuming any excess. The new member dinner date is Saturday, November 5 at Oak Hills Country Club. There will be a cash bar, and dinner will be provided by the Club to all attending.

There is a September 25 Oktoberfest/European Car Show sponsored by Star Class Motors at Caddy's Riverside Grill at Harrah's in Council Bluffs beginning at 11:00 a.m.

Safety: There has been no further action taken by PCA on the Taste of the Track event. Insurance has been obtained for the Fall Finale at RPM. The Safety Officer will have a draft of new safety rules distributed to Board members prior to the October meeting.

Registrar: It was reported that the Dog Days DE at RPM cleared approximately \$1,500 for the Club. Registration is open for the Fall Finale on October 8 and 9.

Secretary: The minutes of the August meeting were approved as distributed.

President: The President sent an email report containing the full slate of candidates to be recommended by the Board for 2017. The President will present the nominees to the Nominating Committee within the next several weeks. Under the Bylaws, the election of

the Board/officers must be held during the month of October. Ballots will be prepared and distributed within the next 30 days.

Past President: No report.

Treasurer: The opening account balance for August was \$95,986. Closing balance was \$90,382. Receipts included dues of \$30, DE revenue \$2,480, PCA rebate \$1,147, wine tasting deposits \$330, parade laps \$50, and interest income of \$13. Expenses included administrative fee of \$13, newsletter \$120, postage \$22, DE track insurance \$300, RPM track costs \$9,200.

Editor: No report. The Secretary reminded people that all articles and submissions for the October Der Skooner were due by September 15.

Membership: There are 244 national members, with no new or transferring members. There are 125 GPR members, with no new and one renewal.

Webmaster: All events are up to date, including the wine tasting and the September breakfast.

Other Business: The Registrar suggested acquiring a pop-up tent with the Club name on the sides to be used at various events to promote the Club. He said he would distribute more information following the meeting. [A mockup of the tent was subsequently distributed showing a total cost of approximately \$800. Initial Board responses were positive.]

The next meeting will be held on October 4, 2016 at 6:00 p.m. at Oak Hills Country Club.

Respectfully submitted,
Steve Gehring
Secretary



manded or get a warning in their personnel file. They explain why the mistake occurred and if the jumper determines it occurred because of a problem with their assembly order or process, they will re-engineer the process to alleviate the problem. If it's a personnel problem, they may monitor the associate or re-assign them to another task. The jumpers are all capable of performing all the assembly tasks as well, and also fill in if an employee is sick for a day or if there are any other shortages on the assembly line. We asked how often they test the parts from their suppliers against their specifications. Our guide said once the part is designed, engineered and made to their original specifications, they don't test any of them because they trust their suppliers to provide the highest quality components each and every time. That was impressive, and still leaves me a bit dumbfounded.

From the engine factory, we walked to the upholstery shop in another adjacent building. On the way we stopped to look at 3 completed engines on display – a V engine for

a Panamera, a boxer 4 turbo and a GT3 normally aspirated engine. Our guide explained all the differences to us in the design between the three. The most impressive part common to all of them is the incredible compactness of design for the myriad components which go into each assembly.

Heading up the stairs to the upholstery area we were met with the wafting smell of leather, or money, depending on your perspective! They had a beautiful hide hanging over the elevators in the building, a testament to the perfection Porsche pursues for each piece of leather. Our guide explained that 8 hides are required for a full leather interior, and the cows used are all raised in Europe. The reason so many are required is that any imperfection in the hide must be cut out to meet their quality control. A mosquito bite on the cow could be sufficient to damage the leather beyond use. The leathers arrive dyed from their supplier and get draped on rods to avoid stretching or wrinkles. We watched a couple of the seamstresses sewing pieces together for door panels and seats. From there we moved to the area where dashes are made. The leather is pre-glued in a booth (to avoid workers breathing dangerous fumes) and then delivered to the particular work station. The worker essentially has the bare dash mounted to a "spit", which can turn and pivot in front of the worker. The leather is laid across the dash and the worker uses a variety of smooth hand tools and a blow dryer to heat and smooth the leather across the

dash, activating the glue as it attaches to the dash. It takes 45 minutes to complete the leather on a dash, and the detail and skill in shaping the leather around vents and holes in the dash is incredible.

The buildings are very non-descript and secrecy is a top priority. The compactness of the campus is impressive, utilizing every square inch in an engineered, efficient manner. They produce 240 cars per day, with each being test driven on the street. We continually saw cars headed out for a quick test drive while we were there. The 911, Boxster and Cayman are produced in Zuffenhausen (Stuttgart), while the larger vehicles (Panamera, Macan, Cayenne) are produced at the Leipzig plant. As our guide was concluding our tour, we learned the origin of the Porsche crest. The colors are close to the colors of the German flag, but were originally the colors of the district of Stuttgart. The horse in the middle is representative of the early days of Stuttgart, which was a large horse farm area before it became a center of business and manufacturing. The tour lasted about an hour and a half, and gives a whole new perspective on the origin of our cars. Great fun!

Porsche Dealership & Factory

