



April 2017

Skooner

Great Plains Region o Porsche Club of America



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HANDS ON THE WHEEL

By Steve Gehring

CHICAGO AUTO SHOW

If any of you have thought about attending a national automobile show but have not done so yet, I really recommend it. It is pure overload but great fun for us car junkies. My son and two other guys went to the Detroit auto show a year ago and I wrote some about that for Der Skooner. This past January, my son and I and a friend from New York went to the Chicago Auto Show. Chicago is just a terrific city to visit anyway, but the show and the McCormick Center are really well worth seeing. All of the major foreign and domestic manufacturers have great presentations. Most will allow you to sit in the vehicle to get a feel for it. While Ferrari, Lamborghini, and the other exotics were not on display, Porsche did determine to display. More about that in a minute. The three of us went to lunch with a close friend of mine from Chicago and he said that there was a major sports and exotic car dealership about a block away from where we had lunch and we should visit that. It was a beautiful day in Chicago and the Perillo Rolls Royce dealership had a bunch of their cars parked on the curb surrounding the dealership and was allowing everybody in the door to oooh and aaah. On display were Rolls Royce, Bentley, Bugatti, Lamborghini, Ferrari and Maserati. Two cars were of particular interest. One was a pearlescent and black

Bugatti Veyron Blanc Noir which, in typical Bugatti fashion, was modestly described as the only one in the galaxy. The 20-something salesman with his slick black hair and slick blue suit said it could be ours for only \$2.5 million. The more interesting car was the only Porsche on the floor which was a gray with green stripe 911 R. When I asked the salesman what they wanted for it, he said it just sold that week for \$520,000. We were all disappointed!

While the Porsche display at the Chicago Show was not quite as large or exciting as the Detroit show last year, the real highlight for me was the new 911 RSR which was on display (see front cover). It is likely as close as I will ever get to one. As I was admiring it, I noticed a prototypical manufacturer's rep standing by (young, tall, blond, little black dress and very high heels). I asked her if Porsche let her drive the RSR. She said, "Sure. All the time!" I looked at her for a minute and she smiled wryly and said, "I wouldn't have the foggiest idea how to turn it on." I concurred.

JUNE PICNIC

I encourage all of you to mark your calendars for **Sunday, June 25th**. We are going to have a picnic as our summer celebration of our 50th anniversary. It will be at Walnut Grove

*(Continued on Page 9)***Der Skooner - Volume 52 Issue 4**

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.

Membership News

By Joe Chambers
Membership Chair

Renew your GPR membership NOW!

Dues are due! Why not save time and renew for 2 or 3 years? The benefits are many: you will be able to attend GPR member-only events such as the always popular Winter Party, Spring Fling Social, New Member Dinner, as well as enjoy free advertising for car-related items for sale in Der Skooner. You will also be invited to the very special GPR 50th Anniversary Celebration in October with guest speaker Hurley Haywood! Don't miss out on these great events! You must be a PCA member (pca.org) in order to join the Great Plains Region. All GPR memberships expire on December 31st, unless you renew for multiple years.

Please go to gprpca.com and click on the green button: **“Join or Renew Your GPR Membership Online”**. Be sure to add your significant other to the email list so she/he can also receive GPR/PCA emails. 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 Joe Chambers, Membership Chair, with any questions: 402.250.7032.



Welcome to our new PCA members:

- Jason Bien**
- Jan Brucke**
- Grant Matthies**
- Rich Shipley**
- Manuela Wolf**

And welcome to our new PCA and GPR member:

- Tom Berger**

Please make them all feel welcome the next time you see them at an event.

Congratulations to our members with April PCA Anniversaries:

10 Years

- John Beerling**
- Terry Whitney**

15 Years

- Jon Theobald**

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.

If you would like to order one, please contact Melinda Halvorson at gprnewsletter@gmail.com.



On the Front Cover

Steve Gehring's photo of the new 911 RSR which he saw recently at the Chicago Auto Show. Read his column on Page 2 for the full story.



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The rulebook's latest amendment.

We've never seen much value in preserving the status quo. Which is why the new Panamera bends the expected definition of sedan in every way possible. 440 horsepower, a top track speed of 179 mph, and a cutting-edge Porsche Advanced Cockpit that includes Porsche Connect. It is moving proof that rules are far more rewarding when you write them yourself. Porsche. There is no substitute.

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Der Skooner

Thank You Great Plains Region Sponsors!

Special thanks goes to the following sponsors for their gifts to the Great Plains Region that provide further financial assistance to the Club. This is a big year for us as we celebrate the 50th anniversary of our region. We have many exciting events planned, for which we would like the Club to pay for as many as possible. Please see Page 18 for more information and send in your check today!

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CALENDAR OF EVENTS

April

8 th	Porsches & Pancakes - The Egg & I Please RSVP by Wednesday, April 5 th to steve.bartlett100@gmail.com .	3605 N. 147 th St., Omaha	8:00 am
29 th	Spring Fling Social - GPR Sponsored! See Page 8 for all of the information.	Bob & Carol Lynch's home	6:00 pm
29 th -30 th	Spring Fling DE	RPM, Pacific Junction, IA	

May

6 th	Sonic Show 'N Shine Cruise Night	South 48 th St. & Highway 2, Lincoln	6-9:00 pm
13 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am

June

2 nd -4 th	Carrera GT Club Race & Advanced DE	MPH, Hastings	
3 rd	Club Race Party - GPR Sponsored!	The Tessman's, Hastings	6:00 pm
10 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am
25 th	50 th Anniversary Picnic & Car Show - GPR Sponsored! See Page 13 and watch for more information.	Walnut Grove Park, 15050 Q Street, Omaha	12-3:00 pm

July

8 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am
9 th -15 th	PCA Porsche Parade	Spokane, WA	
15 th -16 th	Summer Fun DE	MPH - Hastings	
29 th	Fun Run to Shorty's Ice Cream Shoppe, Albion, NE for lunch & ice cream		TBD

August

5 th	Sonic Show 'N Shine Cruise Night	South 48 th St. & Highway 2, Lincoln	6:00 pm
12 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am
26 th -27 th	Fall Finale DE	RPM	

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 this Important Event:

Great Plains Region 50th Anniversary Celebration Dinner - Saturday, October 21st

* Not a GPR/PCA sponsored event

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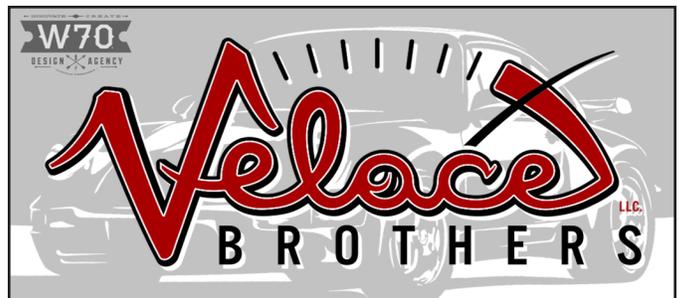
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Register NOW for the Spring Fling DE

April 29th and 30th at RPM

Go to clubregistration.net to register

Join the GPR for our Annual Spring Fling Social Saturday, April 29th

Following the track closing on Saturday, there will be a catered dinner by Attitude on Food at Bob and Carol Lynch's home, 6100 Northern Hills Drive. The dinner, starting at 6:00 pm, is free to all GPR Club members. You do not have to participate in the DE to attend this event. We will have a choice of entrees: Champagne chicken or Cabernet braised beef along with sautéed vegetables, house salad, garlic mashed potatoes and a dessert station. We will provide beer and wine. Other libations are at your discretion. **RSVPs are absolutely necessary by April 25th to Social Chair Steve Bartlett, steve.bartlett100@gmail.com.**

If you are a PCA member and not a GPR member, you need to join the GPR to attend this event. Go to gprpca.com, click on Membership and join or renew your dues today. You don't want to miss this event!

SPRING FLING EXTRA!

For our GPR members not doing the DE, but who are attending the Club-sponsored dinner at Carol and Bob Lynch's home, or are not attending either, but just like to drive your Porsches, we are adding a **Fun Run from the RPM track in Glenwood, IA to the Lynch's home**. You can watch the end of the DE, see what happens there and have a great drive to dinner. If you are not going to dinner, you can drop off wherever you want. We will send an email blast with times and details. **WATCH FOR IT!!**

Helmet Update

(From Porsche Club of America)

We will now require **Snell Approved Helmets 2015 or 2010**. All car occupants must wear a Snell approved helmet, which has the current available Snell rating or the one previous Snell rating. Other helmets are acceptable if they are approved for PCA Club Racing.

If you are in the market for a new helmet, it seems supply of certain 2015 helmets is limited, so please start your search early if you are participating in DEs.



"So, you say your life has no purpose now that you're done restoring your Porsche? Maybe restoring my Porsche for free will make you feel better."

(Hands on The Wheel, Continued from Page 2)

Park from noon to 3:00. We will have a delicious catered barbeque lunch for the GPR members as well as a car show with some fun awards. Plan to be there!

2017 CLUB RACE

Eagle-eyed registrar, Dave Nelson, did some historical checking and realized that this is the GPR's 25th anniversary of Club racing, along with our 50th anniversary of the Great Plains Region itself. We doubt

that there are too many clubs that can claim a 25-year history of club racing. We will look for some ways between now and our June race to honor this 25th anniversary. If any of you did any club racing in the earlier years and would like to write a short article for Der Skooner, we would love it. Please put something together and send it to Melinda Halvorson at gprnewsletter@gmail.com. If you know anyone who was a club racer during that period, please let me know and I will contact them for an article.

Important Notice Regarding Drivers' Attendance at the "Drivers Meeting" Before Each GPR DE Event

The Drivers' Meeting, per PCA rules, is required before each DE event held by the Great Plains Region. Review of PCA rules, safety procedures, track notes and potential schedule changes are presented during the morning meeting to ensure all drivers have a safe and enjoyable DE experience. To help ensure attendance, the "Tech Inspection" sticker, which is required for a car to "Grid Up" and enter the track, will be now be distributed to drivers at the conclusion of the drivers' meeting.

The new procedure will be:

- o Cars are still be required to pass tech prior to the drivers' meeting. Tech will open at 7:00 am and close just prior to the drivers' meeting. The signed tech form will still be collected after a successful tech inspection. Any existing/old tech stickers will be removed during the inspection process.
- o Forms will be placed in an alphabetical Tech Folder for quick access.
- o At the conclusion of the drivers' meeting, the current DE event Tech Sticker will be distributed to drivers upon verification of their tech form in the Tech Folder.
- o Drivers who arrive late, or miss the drivers' meeting, will need to find the Safety Officer to have their car inspected and/or receive a briefing on the drivers' meeting, at which time the Tech Inspection sticker will be issued. At this time it will be the drivers responsibility to locate the Safety Officer for this review.

Stay Current on all Things GPR and PCA:



gprpca.com



pca.org



facebook.com/groups/gprpca

I Want Your Car...

... on the front cover of Der Skooner!

I would like pictures submitted for consideration to be portrait (vertical) orientation, please.

I'd also like to bring back "Member Rides" but I need pictures of your cars! Those can be any orientation. Send your JPG(s) to: gprnewsletter@gmail.com.

~ Editor

DE 101 - March 4th

By Rick Mourey, Safety Chair

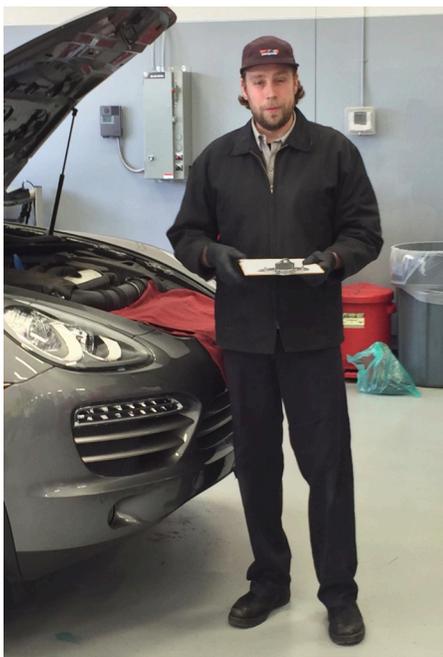
Photos by Joe Chambers and Pete Jardine

On March 4th, the Great Plains Region Porsche Club held its 2nd Annual DE 101 class. Hosted again by the fine folks at Porsche Omaha, this year's participation doubled last year's inaugural event and all were treated to some early warm and sunny weather to boot.

The purpose of our DE 101 sessions are to give individuals who are thinking about tracking their car or simply want to learn more about the performance and handling capabilities of their Porsche in a safe and legal manner from qualified instructors.

President Steve Gehering kicked off the session with special thanks to Mitch Schneringer, Sales Manager at Porsche Omaha for opening up their facilities once again to us a their continued support of the Great Plains Region overall.

Sally Knapp, our former safety



officer and instructor, took over after Steve, taking the group through a very thorough and informative discussion on how to prepare for your first DE. Beginning with registration input from Dave Nelson, GPR Registrar, covering how to work the ClubReg site, to what a DE is – car control and best way around a track (and is not – racing), car prep, required equipment, car tech, what to do when you first get to the track to how sore your arms and body will be at the end of the day. Above all Sally stressed having fun on the track and interacting in the paddock area with all the other drivers present were the best part of the DE weekend.

After Sally took numerous DE questions from the group, which showed they were paying attention to her and not all the Porsche eye candy in the showroom, our session moved to Porsche Omaha's absolutely pristine garage area where everyone was taken through a vehicle tech review, both on the ground and with the car on the lift. With a run-down of major components, suspension and brakes, where for a few in attendance, it was the first time they were able to walk around under a Porsche to see how a vast majority of the engineering comes together. We were also very pleased to have Pete



Anthan from Competition Motorsport of Iowa at the event to talk to the group about his company, their relationship with Porsche Omaha and the many performance upgrade options available to Porsche owners – thanks Pete for adding more items to the “must have” slippery slope list!

For this year's event, the club awarded a free DE day, to the first five novice drivers to sign up, and raffled off a free DE weekend! Winners of the free DE day were: **Mike Reynolds, Moe Shanley, Robert Buncic, Alex Boyd and Bob Kirchner.** Winner of the DE weekend raffle was **Robert Buncic.** Congratulations to all, and we look forward to seeing you at the track this year!

Many thanks to everyone who helped contribute to our second very successful DE 101 session, and again a special “Thank You” to Porsche Omaha. I'm sure there were a few in attendance, like me, who were warned to come home in the same vehicle you left in ...!

That many years before the GPR was formed, Omaha was a hot bed of racing activity.

During WWII, domestic auto production was stopped in order to use all raw materials and labor to produce military vehicles. So, when the war ended, there was a pent up need for new vehicles in the U.S. Those in the military returned home eager for civilian life and many of them brought home sports cars from Europe, especially England. It was not until the early 1950s that American manufacturers had caught up with the public demand for daily transportation, and they could consider developing any sports cars or racing products.

In the meantime, many of the personnel at Offutt Air Base were bringing home from Europe the sports cars that they had raced while stationed there. Even during the war, there were races on the air bases between the military personnel. This was especially true in England, and this most likely accounts for the large number of English sports cars that arrived on our shores.

In the early 1950s organized racing began to take hold in the USA and it was those returning service men and women that we have to thank for accelerating the sport of auto racing.

In the early years of road racing, Omaha was very active with a number of local drivers racing on the national level. Loyal Katsky, Sy Dieter, Gordon Smiley, Dick Peters, Leonard Janke, and Mike Lemmers, were some of them. As soon as Porsche cars were available, several appeared in Omaha. Dick Peters, father of



By Gary Quast

current GPR member Brooke Peters, very successfully raced a Carrera Speedster and Mike Lemmers also raced a Porsche.

Loyal Katsky owned a foreign car dealership and sold whatever brand sports cars he could obtain, which were primarily English brands. It would take another 5-10 years before the Italian and Western European manufacturers could produce sports cars that would become available to any significant degree in the U.S. Sy Dieter was a salesman at the Katsky dealership. Loyal had a D Jag, 4.1 Ferrari, 121 LM, Bird cage Maserati, Lotus 9 or 11, and many other models.



Leonard Janke, Goodwood, 1954

When Leonard Janke returned from his service in England, he brought home an Austin Healy and became a GM dealer in Pender, Nebraska. Although retired, Leonard still lives in Pender. He raced many cars in many classes including Formula 5000, the Trans-Am, and the Can-Am series. Leonard was inducted into the Nebraska Auto Racing Hall of Fame in 2003. Leonard's son Harold and

grandson Trevor are now following in his footsteps being successful road racers themselves.

Dick Peters raced throughout the Midwest and was very successful in his 55 normal and 56 Carrera Speedster. His son, Brooke, and his wife Susan, have been active in the GPR since 1972.

Mike Lemmers raced his 356 Porsche throughout the Midwest and founded "Import Auto Parts," a foreign car parts company in Omaha, which was the only local source of parts for the sports cars in the early days. Mike also owned a 912 after they became available.

Gordon Smiley raced very competitively and was a professional full time racer. Unfortunately, he lost his life in a crash at the Indianapolis Speedway during a practice session in 1982.

In the 1950s Omaha Volkswagen also became a Porsche dealer. It was in a building just west of I-480 on Farnam Street that is now a Pizza Restaurant. Howard Shoemaker was fond of telling the story of when a semi-truck loaded with five Porsche 550 Spyders was at Omaha Volkswagen. In unloading three cars one was "dropped" off the truck! Three Spyders stayed in Omaha and the other two went to the West Coast including the damaged one. Katsky and Dieter raced their cars. The third one was briefly raced in the Midwest by another party and then was taken to the West Coast.

General Curtis LeMay became head
(Continued on Page 12)

(Did You Know ... continued from Page 11)

of Strategic Air Command (SAC) in 1948 and established headquarters at Offutt Air Base. LeMay was also a sports car enthusiast and he owned and raced an Allard J2. As the "SAC era" began to wind down, LeMay loaned out facilities of SAC bases for use by the Sports Car Club of America. During the LeMay period of leadership of SAC, many national races were held on the air base. In time, Offutt would no longer be available. In the 1950s-1960s there were no road racing circuits in close proximity to Omaha.

In the early years of sports car competition most major road course tracks were located on the east or west coast. Two exceptions were Greenwood Raceway just south of Des Moines, Iowa which was open in 1963 through 1966 and Mid America Raceway in Wentzville, Missouri which was opened in 1963 and had road racing until 1984. The only major Midwest tracks were Road America in Elkhart Lake, Wis-

consin which opened in 1955, and Donnybrooke in Brainerd, Minnesota which opened in 1963. It was later renamed Brainerd International Raceway. Blackhawk Farms in Beloit, Illinois was opened in 1967.



Road America, 1980

Other tracks were created in state parks, such as Lake Afton, and Lake Garnett, in Kansas.

As time passed a large number of tracks closed, and the tracks that remained operational were not located close enough to Omaha to allow easy weekend travel to participate in events. So, many Omaha area racing enthusiasts were forced to reconsider whether to continue their participation in road racing or find another

form of racing that did not include the expense and travel required to attend events at the far away tracks. As the number of sports cars grew, an ever increasing number of drivers wanted to participate in "group activities" with others who owned the same band of vehicles.

Since many of the cars were of English heritage, and so many of the owners had been stationed in England, during the war, where a type of auto competition known as "Gymkhana" had been a popular auto event, they began to establish the gymkhana as an event in the local area with participation by most of the sports cars, regardless of their lineage. Since the gymkhana did not require a road course or massive amounts of space, the clubs could have their driving events on parking lots or wherever they could find a suitable space.

Look for Part 2 of Did You Know in the May issue of Der Skooner!

GPR Classifieds

Custom fitted car cover for narrow body 911 with rear spoiler and two mirror pockets.

I've had this cover for about 10 years on my black 1985 Carrera with rear spoiler. It has always been indoors. I cannot recall the manufacturer, but it was one of the big names. It was their best outdoor cover because at the time of purchase I was mortally afraid of incidental contact in my then very small garage. As it has aged, the cover leaves a

very fine dust on my car when removed. It is otherwise in very good condition. No stains, tears, etc. Great for track days or cars under restoration or service. I've purchased a new Cover Craft and seems like a shame to pitch this one. Price – One 6-pack of craft IPA. Call or text Scott Chrilla, 402.415.3583.





**Join us for the
Great Plains Region's
50th Anniversary Picnic
& Car Show!**

We will meet at
Walnut Grove Park, 15050 Q St.
Omaha
on
Sunday, June 25th
from 12:00 noon to 3:00 pm

There will be a catered BBQ lunch
provided by the Great Plains Region for
GPR members.

Put this on your calendar
and look for more information
in the next issue of Der Skooner!



The Great Plains Region Invites You to
Come *Track* with Us!

Here are the dates for our 2017 DEs

**Raceway
Park of the
Midlands**



Spring Fling at RPM

April 29th & 30th

Register NOW!



The Great Plains Region's
25th Anniversary of the

Club Race & DE at MPH

June 2nd, 3rd, 4th



Summer Fun DE at MPH

July 15th & 16th

**Raceway
Park of the
Midlands**



Fall Finale DE at RPM

August 26th & 27th

All of these events are viewable on

ClubRegistration.net

COTA 2017

By Terry Lessmann

Photos by Sideline Sports Photography



Rain, rain, go away.

That sums up the 2017 Club Race/Advanced DE at COTA in Austin, TX. It was moved up to March 3-5 this year to accommodate an IMSA race on the usual Mother's Day weekend. I was glad for the date change since it's a bit tough to travel out of town for a DE on Mother's Day, plus I was hopeful I wouldn't have to deal with any tornadoes or severe thunderstorms in March. My only worry was getting out of and back into Omaha on my summer tires. Thankfully the snow came several days before I left and held off for my trips down and back, but the weather in Austin was a mixed bag. More to come...

My brother David was not attending this year's event, but 3 of last year's garage mates were planning to attend. I departed Wednesday, March 1 and spent the night at my sister Lori's house in suburban Dallas. I arrived at COTA Thursday afternoon, got checked in, and got our garage assigned. At 5pm there was a chalk talk hosted by Jim Garret and Dave Scott (racecoach.net) discussing

various techniques around COTA. This is my 3rd year at COTA but I always attend the chalk talk and always learn something new. Dave suggested short shifting going into T16, which is the start of the carousel (T16-T18). Last year I tried short shifting in T17, which worked at producing more exit speed in T18, but it was a bit busy shifting at T17. Dave's suggestion would be worth trying.

This year I was moved up to the white group from yellow. I wasn't sure that was a good thing but after looking at the line-ups in each group, it was the usual orgy of horsepower in either group so there wasn't much difference in "beatable" cars. I decided to not request a group change and just keep my head down and eyes on my mirrors. There were approximately 60 cars in each run group. Amongst the usual hoard of GT3s, GT4s, twin turbos, and various 911s, there was a GT2, several Vipers, and a McLaren in my run group. Oh my! And any of the Club Racers were allowed to jump in too for some practice.

Friday dawned clear but a bit chilly. Our first session was only 20 minutes (normally 30) and the first lap of each day was to be under caution. It was a good thing we were under caution because my tires were COLD! There were a few adventures on that lap but after a couple of more careful laps my tires decided to get in the game. Thankfully the temps climbed as the day progressed. During the second session, I caught a relatively clean traffic lap and set a time that was 3rd best on my personal list and it was only .1 off my record. I was hopeful that some of the changes I was trying (incl short shifting into T16) were going to get me a new personal best before the end of the weekend. I wasn't close to being razor sharp and getting a clean traffic lap was difficult, but felt I was faster than last year. The funny part was a few corners that I'd run well in the past were now a bit troublesome (missing apexes). With 20 turns per lap, I guess it's hard to be perfect on all of them. I think the McLaren was hitting 170 on the back straight (I barely hit 130 and GT3s go 165).

During the afternoon driver's meeting, Dave suggested a way to carry more speed through an off-camber corner. He said to give just a bit of throttle (like 20%) just past corner entry, which would allow you to get closer to the apex. A bit counter-intuitive, but the added throttle takes pressure off the front corner that is pushing, allowing both front tires to work. T2 & T6 at COTA are both off-camber and during the last session I tried his technique. It worked great. During the morning sessions, both run groups were under restricted passing. After the afternoon driver's meeting, our group was allowed

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(Cota 2017, continued from Page 15)

to pass anywhere with a point-by. I like open passing, so I guess that was an advantage to being in the white group.

Saturday the rains came. It alternated between light showers and full on rain. It was decided in the driver's mtg that if it was full rain, we could close our windows and use turn signals for point-bys and emergency flashers as pit-in signal. We were told the track was grippy even in the wet, but we were to stay off the paint. Luckily both my morning sessions were in light rain. However, after my 2nd session, the rain was steady. After lunch, the Club Racers had a crash fest in both their sprint races, making them run long. The yellow group went out in the rain and while they were running, it was decided to cancel our 3rd session and have a combined 4th session with the

yellow group to get everyone back on schedule. We were told during the afternoon meeting that we might want to move our lines a few feet off the apex so we'd avoid the greasy groove and get a bit more

traction a shade off line. I thought that was a good idea since I hadn't been able to hit the apex in T19 or T20 all weekend long! We were also informed that someone had been sent home. On Friday, someone from each DE run group had blown the checkered flag, which shouldn't happen since flags are displayed at 6 locations on the back half of the course. We discussed it specifically in the Friday afternoon and Saturday morning meetings. Someone in the yellow group still missed the checkered on Saturday, so he was sent home. Hope that "victory lap" was worth the early exit. I decided to start the combined 4th session dead last since the yellow group had rain experience. It was odd but easy to adapt to turn signal point-bys. I worked my way up to 105 on the back straight but didn't feel comfortable pushing beyond that.

Sunday the forecast was for rain in the morning but ending by noon. My first session was wet, so the windows were closed. I started slow but worked my speed up as I felt more comfortable. I hit 121 on a couple of laps. The 2nd session was on a damp track but windows open. The

rain then stopped but there was a big wait for the 3rd and final session of the day as the Club Racers each held their 1 hour races. There were a couple of 'incidents' in each race that pushed the clock for the DE'ers. It was decided to do a combined 1 hour final session. My thoughts were to do 20 minutes, then 'rest' for 20, then go out for the final 20 min, figuring most would run 30 min and quit. That would give me 20 minutes of open track. My plan went out the window after the 1st lap as a 2016 Boxster Spyder spun out of T20 and lightly tapped the wall, bringing out the caution for the only DE incident of the weekend. With only 45 minutes left once we went green again, I drove for 35 fun-filled minutes to finish the 3-day weekend. I packed up and said goodbye to my old and new garage mate friends.

My trip back to Dallas was going fine until I got 30 miles south of Dallas. The road changed from wet shoulders and dry road to wet road, even though it was not raining. I backed off my speed and got into full defensive mode. In what would normally be a 60 minute drive from that point to Lori's, there were 4 accidents, one which cost me 20 minutes of stop and go driving. Hard to imagine it's safer on a high speed track than on the Interstate, but one incident among 120 drivers over 3 days on a wet track vs 60 minutes on a wet Interstate proves the point. I was happy to get home with all 4 corners intact on my Cayman. Three of my videos are available on YouTube, including my Sunday rain run. Just search on my name + COTA. By the way, COTA is hosting a full Porsche Club DE (with instructors for novices) in mid-May if you're interested.



Porsches and Pancakes - March 11th

Photo by Dave Nelson



Twenty-three Porsche friends enjoyed breakfast together at our last Porsches & Pancakes on March 11th.

Our next Porsches & Pancakes is Saturday, April 8th. (They are always on the 2nd Saturday of the month.) We meet at 8 am in the private room of The Egg & I, 3605 N. 147th St., Omaha. **As always, please RSVP to our Social Chair, Steve Bartlett, at steve.bartlett100@gmail.com by Wednesday, April 5th.** Spouses are welcome! Let's hope for dry, warm weather so we can get our Porsches out of the garage and drive them!



“Happy Days” are here again as the neon nostalgia event of the summer, Show ‘N Shine Cruise Nights, returns for an incredible 23rd year!

Relive the cool cruising days with us when hanging out with your friends was fun and going steady, drive-in movies, jukeboxes and carhops were still around. We'll be listening to the oldies under the glow of neon at America's drive-in Sonic at South 48th and Highway 2 in Lincoln with half price food for everyone!

Pop in a Beach Boys tape and cruise on in and check it out. We'll be there from **6:00 to 9:00 PM** but you can come and go as you like. Mark your calendar now for Saturday nights **May 6th** and **August 5th**. See old friends and make some new ones. Food, fun, friendship and our favorite cars ... it doesn't get any better than this!

62nd Porsche Parade - Spokane

Join your fellow Porsche Club of America members at the 62nd Porsche Parade on July 9-15, 2017. Parade is PCA's annual, weeklong event enjoyed by several thousand of your fellow members, who will gather this year in Spokane, Washington.

Parade participants will enjoy Driving Tours and a Gimmick Rally to explore eastern Washington's mountain vistas and high desert, the Con-

cours at Riverfront Park, an Auto-cross, a Time-Speed-Distance Rally and a Technical/Historical Quiz to test your competitive spirit.

When you want to step away from driving, Spokane is a walkable city with award-winning eateries, the Cork District tasting rooms, craft breweries, and boutique shopping. Bring the kids, too, as they'll be kept busy with activities such as model Porsche Concours, RC Car racing,

and an ice cream social (well, adults can join in the ice cream, too).

Registration Dates:

Phase 1

(Housing Registration) opened
Tuesday, February 21, 2017
(12 Noon EST).

Phase 2

(Banquet/Event Registration) will
open on Monday, April 3, 2017
(12 Noon EDT).

Dear Great Plains Region Member,

Quality social and driving events are a direct result of your financial support of GPR PCA.

If you have joined us for the Annual Winter Party, the Spring Fling social, the summer social hosted by the Tessman's in Hastings, the New Member Dinner, or other events involving food and friendship, we hope you have experienced worthwhile events as a Porsche owner. Quality food, a suitable setting and the time to connect with other Porsche enthusiasts make outstanding events, and we would like to continue and improve them.

Revenue from track events, such as the annual Club Race and Driver Education events can help supply revenue to cover the cost of social events, but are insufficient and unreliable sources to support all of our annual events. Our \$30 dues help offset minor club costs, but as a whole do not cover even one large social event during the year.

We thank our corporate sponsor, Porsche Omaha, and our 15 individual sponsors in the past year, and the many volunteers who have allowed the membership as a whole to enjoy themselves with little to no money coming out of their own pockets to attend club social events.

2017 is a big year for the GPR. We are celebrating **50 years** in the PCA, and we are planning more events this year to celebrate. We would like for the Club to pay for many of the events for our members. But the GPR needs your support to continue the legacy of a great Porsche Club organizing exceptional events. Please consider your support for the GPR for 2017.

Sincerely,

Your GPR Board of Directors

(Please detach the bottom portion and send with your donation.)

Name _____

Donation to sponsor the Club Race:

Sponsor Levels:

918 Spyder	\$750 and up
962	\$500 - \$749
917	\$250 - \$499
908	\$100 - \$249

Donation for General Club support:

Turbo S	\$200 and up
GT3	\$100 - \$199
GT4	\$50 - \$99

Please make your donation payable to: GPR/PCA and mail to:
Russell Rabeler, Treasurer GPR/PCA
1712 N. Nye Ave
Fremont, NE 68025

Questions? Please email Russ at rfrabeler@msn.com.

GPR March Board Meeting Minutes

The Great Plains Region PCA Board met at 6:00 pm on March 7, 2017 via conference call.

Present were: Steve Gehring, Joe Chambers, Russ Rabeler, Steve Bartlett, Pete Jardine, Melinda Halvorson, Eric Elliott, Richard Mourey, Dave Nelson and Kurt Halvorson.

Social: It was reported that we had 29 attendees at the DE 101 on 3/4/17 which was reported to be double the number from last year. Upcoming events include Porsches and Pancakes on 3/11, Member pay dinner at Bella Vita on 3/25/17 (no RSVP's yet), another Porsches and Pancakes on 4/8/17, Spring Fling social on 4/29/17 at the home of Bob and Carol Lynch, which will be catered by AOF and beer by John Krecek. No cost to members. A discussion was had on future member pay dinners not reserving rooms where a deposit is required prior to getting RSVPs.

Safety/CDI: The Safety Chair is finishing up the DE 101 follow up report and will file with PCA. A first aid kit was also presented for discussion to have at DE events and Fun Runs. Motion to approve the purchase was approved. The board discussed the need for the club to have an AED machine. After discussing ongoing maintenance associated with the machine and the fact that the majority of events either are in a social setting or at a track setting where AED units are available, it was determined the club did not need one at this point. Insurance paperwork for the upcoming Spring Fling DE event is getting filled out and filed.

Registrar: Once DE insurance is filed, Safety Chair will need to send the Registrar the certificate for display at the DE. Registration via ClubRegistration.net goes live on 3/16/17.

Secretary: The minutes of the Febru-

ary meeting were approved as distributed. Additionally, two email votes completed during the month were ratified; 1. Approval to engage AOF to cater the Spring Fling dinner and; 2. Approval to change the procedure of when tech stickers are handed out to drivers during DE weekend.

President: The President reported he is coordinating the Spring Fling dinner with the Lynch's and the caterer. While the price is still being negotiated, the dinner will be a one station set up with 2 entrees, vegetable, starch and mini desserts. Cost is around \$22 per plate at this point. President noted that if anyone had any recommendations for changes to the DE 101 in terms of format or content, please email the Safety Chair. The President asked how to best communicate the procedural change on how tech stickers are being handed out at DEs for those that did not attend the DE 101. Information on the change will be included in the Der Skooner and the Registrar will include the information in the email registration confirmation that is sent out after someone registers.

Past President: No updates at this point on the Club Race. Dave Nelson, Steve Gehring, Rick Mourey and Kurt Halvorson are still planning to go out to MPH in early May to visit with George and review our final requirements for the Club Race. Steve Gehring has executed the tire contract with On-Site Tires, LLC for mobile tire service at the Club Race. Terms were similar to last year.

Treasurer: The opening account balance for February was \$87,819.60 and the closing balance was \$89,453.20. Receipts included Dues of \$420, Ad Income of \$1,000, PCA Quarterly Rebate of \$852.50, and Interest Income of \$13.66. Expenses included Club Race of \$250.00, Administration of \$12.54, Newsletter of \$110.02, and Social of \$280.00. GPR Sponsors have paid

\$6,750 in 2017 versus \$9,450 last year. February sponsors included Woodhouse and Bob and Carol Lynch at the 962 Level for the Club Race.

Editor: There was a reminder of the March 15 deadline for the April Der Skooner. Rick Mourey will supply an article on the DE 101 event and another historical article in line with our 50th Anniversary will be included. Special ads for the DE event and 50th Anniversary Picnic will be highlighted along with a Thank You to sponsors to date. Dave Nelson has offered to loan the Club a camera to document via pictures our events.

Membership: There are 118 paid GPR members for 2017. There are 248 National PCA Members with 6 new additions. 1 of the 6 is a new GPR member as well. Additionally, 1 PCA and GPR member transferred in. There were 3 March PCA non-renewals in our region.

Webmaster: An email blast will take place during the week of 3/6 advertising Porsches and Pancakes and the Bella Vita dinner. The domain name www.gprpca.com was renewed for another year. Webmaster is also working to scrub the member list to ensure all email addresses are correct.

Other Business: No other business was discussed.

The next meeting will be held on April 4, 2017 at the offices of Cline Williams.

Respectfully submitted,
Pete Jardine
Secretary

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REGISTRATION: register.pca.org

MORE INFO: gprclubreg@centurylink.net
or www.gprpca.com



REGISTRATION OPENS APRIL 17

