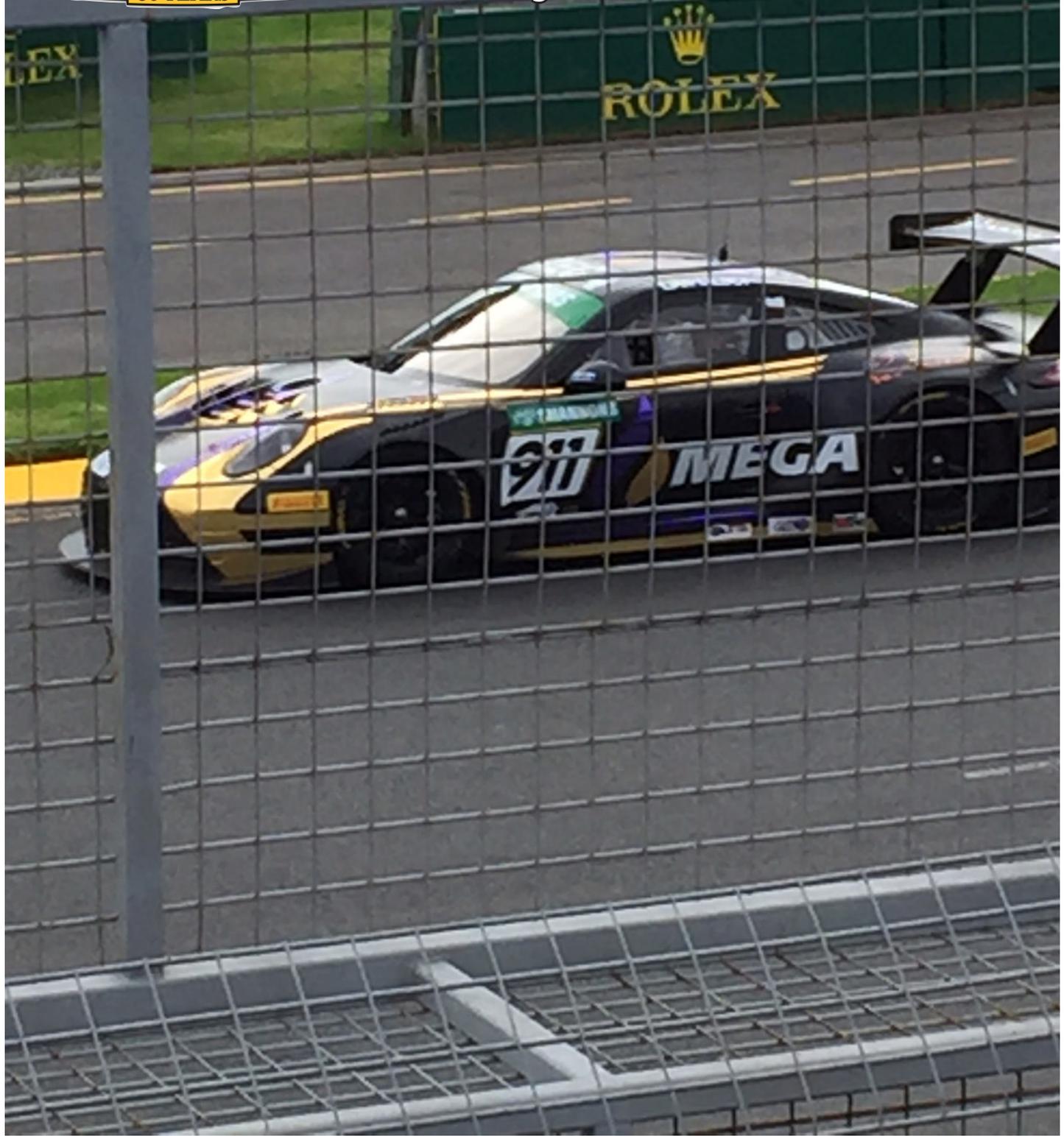


May 2017



DER Skooner

Great Plains Region • Porsche Club of America



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HANDS ON THE WHEEL

By Steve Gehring

One of the things that happens when you become president of the Club is that you learn more than you thought you wanted to know about the Region, the Zones and PCA. Several weeks ago, I attended my first Zone 10 meeting in Des Moines. I was not really looking forward to giving up a weekend for eight hours of meetings, but I did learn a lot, met a number of other regional Club officers and got to know our Zone Representative, Julie Bailey, and her husband Chester, better. I wanted to share some figures with you.

PCA is the only Porsche club in the world that is not owned or controlled by Porsche. That's generally a positive, since our national officers tend to know what us Porsche owners in North America want a bit better than the Zuffenhausen executives. PCA is also the largest marque car club in the United States, although BMW doesn't readily concede this. Currently, PCA has about 77,000 primary members and about 50,000 associate members (spouses and adult children). PCA wants to grow its membership to 100,000 primary members by 2020.

PCA is divided into 14 Zones with 144 different Regions or Clubs. Our Zone 10 includes 10 Regions with approximately 2,850 members. Our largest Club is St. Louis, with approximately 500 primary members. We range from Wichita to Manitoba. If you would like to

know more, we have a website, www.zone10.pca.org.

BRAKE TECH

I am certainly not a tech guy, but I did watch several presentations on brakes which were recently sent by PCA. For those of you who did not see these or didn't want to sit on your couch for two hours and watch them, I thought a few highlights might be interesting. Whether we are doing track work or just spirited driving, it seems to me that our two most important concerns are where do we turn and how do we brake. The first presentation was by a representative of PFC Brakes. PFC, partnering with Bremse, is the official brake supplier to Porsche Motor Sport. Here are some nuggets from Derrick Dong's presentation on ABS systems:

- Brakes do not stop the car; tires do.
- An ABS system can work completely, locking the brakes, tires, wheels and leaving the driver with no control.
- Don't lift your right foot off the accelerator and stomp the brake pedal. Roll off the accelerator and roll on to the brake pedal.
- To be smooth, watch how braking feels in your body. When the brakes are applied hard, the car sits down and you feel it in your rear end. With more brake pressure, the car then pitches forward and you feel it in your chest. What is gener-

(Continued on Page 9)

Der Skooner - Volume 52 Issue 5

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

Join or 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.

On the Front Cover

Photo by Pete Jardine of the Porsche Carrera Cup Race at the 2017 Rolex Australian Grand Prix. Article on Page 10.



Welcome to our new PCA members:

Gary Smith – Lincoln
Michael Gibilisco – Omaha

And welcome to our new PCA and GPR member:

Mark Eichten – Omaha

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

Congratulations

to our members with May PCA anniversaries:

20 Years
Roland Nieves
Robert (Bob) Anderson
Susan Wittkop

15 Years
Mark Bergerson
Henry Davis

10 Years
Arnold Walters

1 Year
Roland Johns
Joel Molyneaux

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 at gprnews-letter@gmail.com.



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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

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 Please RSVP to Steve Bartlett, our Social Chair, by May 10 th : steve.bartlett100@gmail.com	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	Detailing Session at Exotic Detail NO Porsches & Pancakes this month. See Page 17 for the details.	8510 N. 180 th St., Bennington	8:00 am
25 th	50 th Anniversary Picnic Extravaganza & Car Show - GPR Sponsored! See Page 13 and watch for registration 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
18 th	Works Reunion Monterey	Corral de Tierra Country Club in Salinas, CA	
26 th -27 th	Fall Finale DE	RPM	

September

9 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am
10 th	Lauritzen Gardens All-European Show and Shine*	100 Bancroft Street, Omaha	12-3:00 pm
20 th -24 th	Treffen Asheville	Asheville, NC	

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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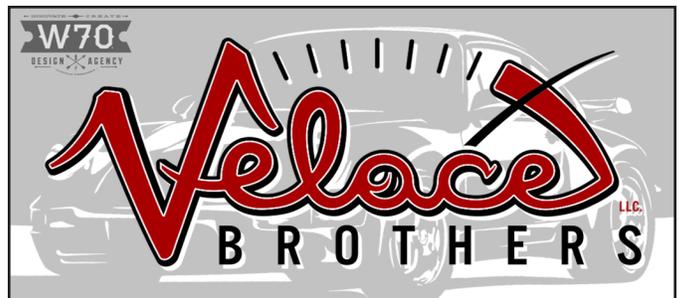
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Treffen Hill Country

Article & Photos by
“Traveling Jeff” Sena

Since this is my fifth column our beloved newsletter editor has asked me to write, I decided to adopt the title of “Traveling Jeff”. I hope you find my travelogues interesting and informative. As you may know Porsche Club of America (PCA) instituted Treffens last year with the inaugural being held at Lake Tahoe in September. Treffens have replaced Escapes or regional events with “PCA National holding all contracts, operating the websites, promoting the events and handling registration. This leaves the regions free to



do what they do best, find the best driving roads, local attractions and lead the drives.” Having attended many of these events, I can attest this makes for a smoother process.

Linda and I left Bellevue on March 28th to attend Treffen Hill Country in Austin, Texas. It was sponsored by the Hill Country Region and held at the Hyatt Regency Lost Pines Resort. After an overnight stop in

Ardmore, Oklahoma we arrived at the Hyatt refreshed and ready to go. Check in went fast with PCA National handling all the administrative details, and the local club welcoming us with a “goodie bag” containing Treffen shirts, thermoses, lanyards and treats! Each day began with a buffet breakfast and ended with a dinner, all part of the registration package. We met many people from previous events and made some new acquaintances as well.

We had signed up for two drives Thursday and Saturday, Highland Lakes, The Oasis and Bluebonnets and Texas Hill Country and Wimberley Tour. Friday was a Navigator Day Off (NDO) with bus tours available for those who wanted to see more. We decided to take advantage of the offerings at the resort which included a number

of pools, a lazy river and a championship golf course. It reached 90 degrees Friday, so we stayed by the pool!

Our first drive, Highland Lakes, took us by beautiful Lake Travis, some great driving roads and lunch at Opie’s BBQ. After a pound of ribs and two sides I was ready for a nap, but we pressed on, more twists and turns finally arriving back at the resort just in time to change into our Treffen shirts and head to a reception at Circuit of The Americas (COTA), the highlight of our visit!



At COTA we were served food in the Velocity lounge, overlooking the track. We then proceeded to the paddock to stage our cars in groups of thirty for parade laps of the track. We were told not to exceed 70 mph, no passing, and no “slingshotting”! I don’t know about you, but having never driven on a track, 70 mph seemed fast enough! At COTA you climb a hill then descend into a right/left switchback with more to follow! After the first lap, I grew more confident and may have slightly exceeded 70 a few times! We could make as many laps as we wanted but had to re-stage and wait our turn. Two laps were enough for me and we headed back to the Hyatt, on a few miles away. I can see the allure of track days and spirited driving!

(Continued on Page 10)

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.

(Hands on the Wheel, continued from Page 2)

ally happening is that the ABS is releasing pressure from the rear brakes to avoid a lockup and understeer will occur.

- If you change your own brake fluid, use high quality fluid and do not save any excess. Moisture will build up in it and ruin it.

The second tech session was conducted by Pedro Bonilla for PCA. Here are some of his takeaways.

- In Porsches, the brakes are more powerful than the engine, by design.
- Don’t think about swapping your brakes for Brembo; you already have them.
- Although cross-drilled rotors

are better for dissipating rain, most all competition teams prefer slotted rotors. They are more efficient and they don’t “cheese grate” your pads like cross-drilled.

- ABS is not intended to stop you faster, but to make sure you have control. Don’t lift off the brake pedal when the ABS kicks in.
- Change your brake fluid at least every two years (annually is better). Brake fluid is a magnet for water. When water gets in, it boils at a lower temperature and the gas does compress where pure brake fluid will not.

If you are upgrading your brakes, front upgrades are fine, but don’t change the rear brakes as you will upset the balance of the car.

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

F1 Down Under

Article & Photos by Pete Jardine

“Maybe the dingo ate your baby!” When I think about or hear about Australia, this classic line comes to mind. Spoken by Elaine Benes in a bad Australian accent during a Seinfeld episode, this line always brings a smile to my face. Seinfeld, in my humble opinion, was one of the greatest sitcoms ever. Another great show is Formula One. This past March I had the opportunity to travel to the land down under and attend the 2017 Rolex Australian Grand Prix.

After surviving a 17 hour flight from Dallas to Sydney on a Qantas A380 and losing an entire day, my travelling partner (my wife) and I arrived in Australia at just after 6am on Sunday, March 19 and began our 9 day adventure. We started by spending 4 days hitting up the tourist spots in Sydney and then boarded another Qantas flight for a quick 1 ½ hour flight to Melbourne for the race weekend.

F1 race weekends are 3 day events. F1 cars run practice on Fridays, qualify on Saturday and then



race on Sunday. Support races fill in the remaining track time with practices, qualifications and races. The temporary track is situated in Albert Park which is 560 acres in size and has been a public park since 1864 and is named in honor of Queen Victoria’s consort, Prince Albert. The circuit itself utilizes public roads traversing around Albert Park

Lake. Construction of the stands and track starts in December and takes 4 months to complete.

Four race series supported the main show over the weekend. Two highlighted my weekend. First was the Shannons Insurance Historic Demonstration. This was a salute to the historic race cars that have raced in Australia over the past 90 years. The entry list mostly included cars from the 1950’s and 1960’s. Manufacturers included Ferrari, Cooper, Maserati, Aston Martin, Lotus and MG. Two cars caught my eye: a 1970 Speed Yellow 911ST and a 1964 Cooper Climax T70. Information presented with the Cooper showed that this car

is known as the first McLaren. The inception of Bruce McLaren Motor Racing Ltd commenced when Bruce designed, built and raced this car to win the 1964 Tasman Championship. In 1965 F1 Champion Phil Hill drove the car and achieved 3rd place in the Australian GP. The 911ST was a recreation of a car Jim McKeown raced in the early 1970’s in the Australian Touring Car Championship. The ST was basically a turn-key race-car, with alloy doors and lightweight panels. The second series was the Porsche Carrera Cup series which was filled with a field of 911 GT3 Cup cars. 14 Cup cars with professional and semi-professional raced all weekend long. Sitting at the exit of the last turn to the main straight allowed me to listen to the Cup cars blast through the gears as they went down the main straight and hear the sweet sound of the flat 6’s.

2017 ushered in dramatic changes to F1 cars. Big fat tires returned

(Continued on Page 12)



Gymkhana is a type of motorsport, known as Motorkana in Australia and New Zealand, Auto-testing in the United Kingdom and Ireland, and Auto Slalom in Canada. In Japan it is very popular and the FIA runs the Gymkhanas in Japan. Gymkhana was started using the horse, long before the car was invented. Racers had to pick up small flags to win in the Genghis Khan races, and also, racers had to race on the harsh courses in Native Americans' (Indians') races to show their bravery.

What is the difference between an autocross and a gymkhana? Gymkhana is much like autocross but it encourages things such as 180 and 360 degree spins, parking boxes, figure 8s and other various advanced skills, as sections of the course must be repeated or navigated backwards or differently. Usually the scores of each run are added together for the driver's time. The space needed for a gymkhana can easily be found in a small to moderate sized parking lot.

Autocross/SoloII events are low to medium speed, usually not more than 70 mph auto racing events, are often run on parking lots and airport runways, although street events and

Did you know...

Continued from April
By Gary Quast

Go Kart track events sometimes take place.

Generally, a course will be defined using traffic cones. One driver at a time negotiates the course laid out with the cones, or pylons, testing their skill against the clock. Each event will have a different course layout. At the National Championship event in Lincoln each year, there are two courses used and they are mirror images of each other. Generally, each driver takes three or four turns at an event. A driver is awarded on the best time of all runs taken. As an entry-level motorsport, it provides a stepping stone for drivers looking to move into other more competitive and possibly expensive forms of racing (such as road racing). Solo II is the term the SCCA (Sports Car Club of America) uses to refer to SCCA-sanctioned autocross events.

In the beginning, the gymkhanas were very popular with all car clubs and a great time was had by all. But, as the more powerful Porsches and then the Corvettes began to find their powerful cars restricted on the small courses, those owners looked for a better type of event to allow them to utilize the power these cars produced. Thus, the

autocross was to ultimately replace the gymkhana as the event of choice.

Where did the club hold the autocrosses?

After the active use of Offutt was discontinued, the club was still able to hold occasional autocross on the base because some of the high ranking officers were members of the GPR and were able to get permission for the events that the GPR held there. The GPR events were usually open to other marques in addition to the Porsches.



Randy Jester at Old Mill

Another very popular place was AK-SAR-BEN horse racing facility. All those who remember the very large parking lot that existed there will recall that these events were rather large scale and "speedy". The biggest problem was that there were a number of very large light poles that the course had to be designed around not only for the track but for "run off" area. The other problem was that as the years went by and the facility was no longer being actively used, maintenance of the parking lot became non-existent. That left the concrete to deteriorate and the track became quite irregular and bumpy as well as loose gravel and concrete in

(Continued on Page 15)



John Markley at Old Mill

*(F1 Down Under, continued
from Page 10)*

along with lower tail wings, aggressive body appendages to increase down force, “shark fins”, and louder more robust hybrid V6s. I was excited to see these cars in person and they did not disappoint. New liveries by the Toro Rosso team and McLaren were fantastic and as promised, the Force India team sported a pink livery on their cars. With a rumored \$20 million being paid to Force India by Austrian water company BWT to run the pink livery, I’m sure the pink grew on the team as it grew on the fans too! Also as advertised, the cars were faster! Over the weekend, as the track rubbered in, times dropped quickly. Lewis Hamilton’s pole position time was 1.7 seconds faster than the prior year and was a lap record around the circuit and the fastest lap of the race was 2.6 seconds quicker than we saw in 2016.

The F1 cars put on a good show in all sessions. The first practice on Friday was a bit slow to start as the cars did a few installation laps then hit the pits. Mercedes led the first session 1-2 followed by Aussie hero Daniel Ricciardo. The second practice session was much more intense with teams running full fuel loads and long stints. The session was marred by two incidents. Jolyon Palmer had the rear end of his Renault step out on the last corner and smack the wall right in front of my seats which brought out the red flag about halfway through the session and then Marcus Ericsson put his Sauber in the kitty litter with about 5 minutes to go, bringing out a virtual safety car which essentially ended



the session. Lewis again finished P1 but Vettel showed up in P2.

Saturday was qualifying day but up first was the third practice session. The practice session went as planned with the Mercedes teammates trading P1 and P2 while the Ferrari teammates inching closer and closer to the Mercedes. At 4pm local time, qualification began! Q1 was somewhat uneventful with three rookies (Giovinazzi, Vandoorne and Stroll) not making it through while Haas driver Kevin Magnussen and Renault driver Palmer also exited early. Hamilton led the session. Q2 saw some thunderstorms developing close to the circuit so there was a mad dash for everyone to get in some dry laps in case the rains began to fall. When it was over, the five drivers who were eliminated at the end of Q2 were: Sergio Perez, Nico Hulkenberg, Fernando Alonso (who radioed that his engine lost power), Esteban Ocon, and Marcus Ericsson. Q3 again was run under the threat of rain. The session started off innocently enough until Daniel Ricciardo lost control of his Red Bull in Turn 14 and hit the barriers. A collective gasp could be heard from the Aussie crowd as their hero would be starting no better than 10th in his home grand prix. At the

end, Lewis set a blistering time of 1:22.188. Vettel also showed the Ferrari’s potential by securing second place on the grid. American team Haas did the US proud as Romain Grosjean put his car in a team best 6th place on the grid!

Race day was finally here! The weather was beautiful and the crowd was geared up. The pomp and pageantry that is associated with Grand

Prix was on full display. The Royal Australian Air Force had an F18 and a C-130 Hercules put on an aerial display. The drivers took their places for the driver’s parade. Red Bull mates Ricciardo and Max Verstappen stopped and mingled with the crowds at various turns signing hats and shirts during the parade. The festive atmosphere was slightly dented when it was announced that Ricciardo had sustained a gear box change and that he would be starting in 15th place, not 10th. Soon enough, 3:30pm came and the cars started doing installation laps around the circuit and then lined up in their grid spots. The pro-Ricciardo crowd was again beset with disappointment when the Aussie stopped his Red Bull on the warm-up lap with an electrical sensor problem. While Ricciardo didn’t start the race, he did get back into the race two laps down. Sadly his day ended on lap 26 when his engine failed. At 4pm the race started uneventfully for the front runners. Hamilton, who struggled last season with bad starts, got away perfectly and took the lead ahead of Vettel and Bottas. By lap 5 Hamilton had a 1 second lead over Vettel. Haas endured a very disap-

(Continued on Page 16)



**Join us for the
Great Plains Region's
50th Anniversary Picnic Extravaganza
& Porsche 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 from Dickey's Barbeque Pit, provided by the Great Plains Region for GPR members, their minor children and grandchildren. Everyone who registers will get a FREE GPR 50th anniversary t-shirt with the special full-color 50th anniversary logo on the front and the block letters "PORSCHE" on the back.

Shine up your Porsche and bring it out for the CAR SHOW! We will have a number of awards, including Most Unique, Best in Show, and People's Choice. Trophies will be presented. Watch for an email registration blast which will be sent in late May to sign up for the event.

Don't miss it!



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

Here are the dates for our 2017 DEs



The Great Plains Region's
25th Anniversary of the
**Club Race & Advanced
DE at MPH**

June 2nd, 3rd, 4th



Summer Fun DE at MPH
July 15th & 16th



Fall Finale DE at RPM
August 26th & 27th

All of these events are viewable on
ClubRegistration.net

Saturday we drove to the town of Wimberley, a retreat for artists, musicians and writers. Located at the heart of the Wimberley Valley and the confluence of Cypress Creek and the Blanco River. We then headed for lunch at the Trattoria Lisina, a beautiful Italian restaurant located next to a winery. That evening we had a “good old Texas BBQ” with all the fixings. If you’re thinking all we did was eat and drive you’re close; fine food and great cars, a good combination! Music was provided by a CW band and “Two Stepping” was encouraged. Since I was still hungry, I sat the dancing out and had a piece of pie!

At dinner we sat with friends we had met at previous events (Parade and Escapes) and decided to caravan back home. One couple lived in Edmond, Oklahoma, only a few miles from our overnight stop in Guthrie, OK. They invited us to see their car collection and out to dinner. I must say, I was impressed. Over a dozen cars including several 911s, a 356, Boxster GTS, ‘65 Mustang and a couple of newer Mercedes. All were housed in a garage bigger than my house! They are great people and avid Porsche lovers who attend almost every event!

As you can see, there are lots of events, from drives, socials, dinners and camaraderie. The next event we plan on attending is June 7-11 in Aspen, Colorado. Sponsored by the Alpine Region it should be fun! The fall Treffen is in Asheville, NC, September 12-16 at the Omni Grove Park Inn, an historic site. Rumor has it that the 2018 Parade will be held at Lake of The Ozarks, a mere 375 miles away. Think about attending!

area where it was breaking up.

Other places we used were one of the high school parking lots in Council Bluffs, the Brandeis “I” street warehouse parking lot, and the Old Mill Business Park. There was no building activity for several years after the city completed the grading and construction of the streets in Old Mill. GPR was able to use the streets in Old Mill for their auto-crosses. Actually, a great place and the street patterns allowed a miniature “road course” more so than a slalom layout. If one drives through the Old Mill area and looks at the streets, one can visualize how great it must have been for a Porsche course!

The club’s mainstay location for quite a number of years became the Brandeis warehouse lot on “I” Street. On occasion, the course would need to be designed to avoid the area around a semi-trailer or two that might be parked somewhere on the property. However, the club was

(Continued on Page 16)



presented by Michelin

After three successful years in Carmel-by-the-Sea, the popular Porsche show Werks Reunion will be held on **August 18**, at a new location, the Corral de Tierra Country Club next to Laguna Seca Raceway, during Monterey Car Week. Porsche Club of America (PCA) welcomes all Porsche clubs, owners,

and enthusiasts to join us at the fourth Werks Reunion in Monterey. Membership in PCA is not required to participate in this celebration of Porsche automotive engineering. Expect to view a breathtaking array of Porsches at this free-to-spectators event, from rare classics to current models and everything in between. Display your own cherished car in model-specific Porsche Corrals or enter the Porsche Judged Field and compete to win in more than 20 prize categories.

Werks Reunion was created by the PCA as an event to celebrate both the Porsche marque as well as the camaraderie of being an enthusiast. This is a judged show that rewards a Porsche that has been lovingly maintained and presents itself well on the field. For those who do not wish to have their cars judged, you may display in the model specific corrals or if the organizers see fit, on the judged field itself. There are no score sheets returned or protest committees. This is a casual gathering of Porsche enthusiasts focused on having fun rather than solely competition.

(F1 Down Under, continued from Page 12)

pointing day when on lap 14, Grosjean blew an engine ending his day, and on lap 1 Magnussen tangled with a Sauber in Turn 3 effectively ruining his day. The defining moment of the race came on lap 16 when Hamilton pitted. Vettel took over the lead and upon re-entering the race Hamilton found himself behind Verstappen and could not get by him. Vettel pitted at the end of lap 22 and came out just in front of Verstappen/Hamilton. While the lead did not change up front, battles further down the pack kept the race interesting. The race also saw a high attrition rate with only 13 of the 20 cars finishing. A few teams had good days. Ferrari finished 1st and 4th. It was the first win for Ferrari since 2015. Bottas finished a solid 3rd in his Silver Arrow and one could argue there might have been some team orders as Bottas chipped away at Lewis' lead throughout the race up until a certain point. Williams driver Felipe Massa, who unretired during the off season when Bottas was signed from Williams to Mercedes to replace the retiring World Champion Nico Rosberg, ended the race in 6th position. The future doesn't look bright for McLaren and their fledgling partnership with engine supplier Honda. Vandoorne finished in last place, 2 laps down and Fernando retired his McLaren.

The next day, my wife and I boarded our flight and 15 hours later we arrived back in the USA. It was a whirlwind trip and it was fantastic. I hope to make the trip again sometime in the future!

(Did You Know, continued from Page 15)

able to accommodate that and used this venue for a number of years without incident. It is interesting to note that statistically, over 45 of the GPR members were active in autocross events during this period of the club's history.

In time, society changed and facilities that had adequate space for events became reluctant to allow car clubs to use those spaces due to liability concerns. Thus, auto cross activities began to diminish rapidly. All the clubs were friendly and joined with the SCCA for their events. As the SCCA began a nationwide effort to expand the SoloII Program, the NE region of SCCA was able to get space at the air base in Lincoln for their events. This has worked out very well for anyone interested in autocross in our area and for the NE region SCCA. There are a number of Porsches that compete regularly in the SoloII in Nebraska. And, the NE region of SCCA holds the National SoloII championships each year in Lincoln at the air base.

Fortunately, we have had the road course tracks in Glenwood, Hastings, and Topeka for our DE events. This has allowed members of GPR access to which ever type driving events they might find to their liking. DEs have been at an all-time high in our area and in our GPR club. Let's hope that it will continue and that all of our tracks are successful and are long-term facilities.



John Robbins and his 904



We even did it in the snow!

June Club Breakfast at Exotic Detail of Omaha

On **June 10th**, instead of meeting at The Egg and I at 8:00 a.m., we have lined up a fun detailing demonstration from **Exotic Detail of Omaha, 8510 North 180th Street in Bennington**. I know that a number of our Club members already utilize Exotic Detail. Both Cory Pykiet and his partner Eric have longstanding relationships with Porsche owners and Woodhouse. Exotic Detail will cover the latest wash techniques, what is a ceramic coating, and a clear bra demonstration along with interior protection. We will provide doughnuts and coffee. This will be a great event – don't miss it.



“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 concours at Riverfront Park, an au-

tocross, a time-speed-distance (TSD) 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, radio-controlled car racing, and an ice cream so-

cial (well, adults can join in the ice cream, too).

Registration is now open and will remain open until **June 11**. (Note that the late fee begins on May 29.) **Go to parade2017.pca.org to register.**

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 April Board Meeting Minutes

The Great Plains Region PCA Board met at 6:00 pm on April 4, 2017 via conference call.

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

Social: The March Porsches and Pancakes held on 3/11 was well attended with 21 attendees. The member pay dinner at Bella Vita on 3/25 was also well attended with 23 attendees. Upcoming events include Porsches and Pancakes on 4/8 and the Spring Fling social on 4/29 at the home of Bob and Carol Lynch. 4 volunteers are needed from about 2-3pm in the afternoon of 4/29 to help set up tables and chairs if the weather for the day looks good. If it looks like rain, tables will be set up inside on Friday 4/28. Help is also needed to assist taking down tables for pickup. Bottled water and soft drinks need to be purchased. Prices for the Club Race dinner at the Tessman's has increased over prior years but the board supports paying the increase. Only 2 people have volunteered to help out with the 50th Anniversary dinner. Social Chair will report back to the President who has volunteered.

Safety/CDI: Spring Fling insurance has been obtained and fun run insurance has been applied for. Based on last month's discussion and board vote, first aid kits have been ordered and shipped. Instructor training was discussed. John Kreczek has volunteered to do the training. A committee will be meeting to discuss possible new instructor candidates in the near future. John will secure a national instructor for the GPR class of candidates. The training schedule as proposed will include on-track training the Friday before the Club Race in Hastings so new instructors are prepared for the Fall DE at RPM. Steve Gehring will speak with MPH to ensure we can complete the track training. DE run groups were discussed. There has been some concern about the DE experience for the more experienced run groups as higher horse power cars are running in these groups. The issue will be looked at and it will be analyzed if run groups can be put together to address this concern. Tech stickers for the DEs are being printed.

Registrar: We have 25 confirmed registrants for the Spring Fling 2017 at RPM. The confirmation email includes the

points outlined for the safety inspections and drivers meeting. We have several who have not paid and Registrar will be contacting these folks. 4 of the 25 registrants are confirmed and paid novices. Registrar will work with Safety Chair on the run groups. It was clarified that instructors who drive their own cars during a DE are charged for the DE but if they do not drive their own car and only instruct, there is no DE charge. Registrar has visited with Jeff from RPM and confirmed the gate at RPM will not be locked the night of 4/28 as one registrant has requested to arrive early and stay in their motorhome. Registrar will head out to RPM early to review set up for registration due to crowding issues in the current room. New labels for car numbers that do not leave residue on the car windows have also been obtained.

Secretary: The minutes of the March meeting were approved as distributed. Additionally, five email votes completed during the month were ratified; 1. Vote to share DE 101 slides with Schonesland Region (proper logo credit); 2. Vote to purchase a projector for various functions; 3. Vote to offer a fun run to the Lynch's after the first day of the Spring Fling; 4. Vote to offer a Loess Hills fun run in conjunction with the Schonesland Region in addition to the Hastings Club Race/Advanced DE already scheduled; 5. Vote to replace the June Porsches and Pancakes with a car care clinic to be held at Exotic Detail of Omaha.

President: The President attended the Zone 10 meetings and reported back on the following: 1. GPR is 1 of 10 regions that charge dues. PCA thinks we have over 250 members as in most regions when a person joins PCA, they are automatically a member of the local PCA club; 2. PCA has 77K direct members and has a goal of 100K direct members by 2020; 3. One region indicated they highlight a sponsor in their newsletter; GPR will look into this as well; 4. Zone Rep, Julie Bailey and her husband, will be at the Spring Fling, Club Race and 50th Anniversary dinner; 5. We can request insurance for all our events at the beginning of the year instead of requesting insurance multiple times a year; 6. Observer reports need to be completed on "moving events". Someone from PCA is reviewing these; 7. PCA has a Social Media guide for review. Contact Steve G to obtain a copy; 8. PCA is coming out with new standards for driving

tours/fun runs. These will be released soon. Summer picnic planning continues with a reasonable bid from Dickey's BBQ to cater the event. A proposed budget for 50th Anniversary events including the summer picnic, October dinner and Spring Fling dinner was presented and discussed. Board is looking into logo wear and goodie bags.

Past President: Dave Nelson, Steve Gehring, Rick Mourey and Kurt Halvorson are going out to MPH on 4/12 to visit with George and review our final requirements for the Club Race. Bob Jones, our National Race Steward, will be talking to Kurt regarding the Club Race.

Treasurer: The opening account balance for March was \$89,453.20 and the closing balance was \$96,311.90. Receipts included Club Race Sponsors of \$900, Corporate Sponsorship (Woodhouse) of \$5,000, DE fees of \$800, Dues of \$810, PCA Region Rebate of \$1,458 and Interest Income of \$16.02. Expenses included DE of \$928.48 (insurance and new projector for classes), Administration of \$86.82, Newsletter of \$110.02, and Social of \$1,000 (deposit for Spring Fling dinner). Sponsor levels are down \$2,300 year-over-year while advertisers are down \$1,688 year-over-year. The number of advertisers is also down to 9 from 15.

Editor: There was a reminder of the April 15 deadline for the May Der Skooner. Articles from Steve Bartlett, Pete Jardine, Jeff Sena and Gary Quast will be featured. The June car clinic and sponsor letter will also be highlighted.

Membership: There are 122 paid GPR members for 2017. There are 250 National PCA Members with 3 new additions. 1 of the 3 is a new GPR member as well.

Webmaster: An email blast will take place on 4/5 advertising Porsches and Pancakes and Spring Fling. Webmaster is also looking to change calendar software in order for the calendar to sync with Apple and Android phones and Outlook.

Other Business: No other business was discussed.

The next meeting will be held on May 2, 2017 at the offices of Cline Williams.

Respectfully submitted,
Pete Jardine
Secretary

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



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Omni Grove Park Inn
Asheville, North Carolina

For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org