

August 2016



Skooner

Great Plains Region • Porsche Club of America



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THE DRIVER'S SEAT

By Kurt Halvorson

Porsche has continued its winning ways this summer. Last month at the 24 Hours of LeMans in France, it was Toyota's race to win, until disaster was thrust upon them with 5 minutes to go in the race. Electrical problems and leaks in their hybrid system caused them to come to a stop heading into the final lap. They shut down their electrical system and re-fired it, but it was too little too late. The second place Porsche 919 was a close second behind Toyota for many laps, and opportunity had just played into their hands. They took care over the final lap and ended with an emotional, hard fought win, at the heartbreak of Toyota, once again. In a display of great sportsmanship, Porsche's management congratulated Toyota on their success in the race and empathized with them on the cruel turns racing can take on teams and manufacturers. Following on the heels of their unlikely LeMans win, Porsche managed to win the 6 hours of Nurburgring over Audi in July. The hybrid technology and turbocharged engines look to be a certainty for the future of our favorite sports cars.

On the club front, we enjoyed a July breakfast with 24 in attendance, and also concluded our Summer Fun DE at Motorsport Park Hastings, attracting 41 cars to the event, including 8 novices who went through instruc-

tion. Saturday night of that weekend saw nearly 100% of the participants come to the social and dinner at Kitty's Roadhouse. It's a growing event, with many finding the town of Hastings a fun and relaxing place to spend a summer weekend. The Rocky Mountain High Way took place in Colorado Springs the last weekend of July, and the last I heard we had a few members who planned to participate. Hopefully we can secure a report on that activity as well. August has the final Sonic Show 'N Shine in Lincoln on August 6th, Porsche and Pancakes take place on Saturday the 13th, along with the Hotel Pattee event in Perry, Iowa for those who signed up already. The Summerfest Show 'N Shine is Sunday the 21st, with the Dog Days of Summer DE at RPM the 27th and 28th.

We have added a wine tasting on a Sunday afternoon, September 25th, at the Omaha Wine Company from 3pm to 5pm. Informal dinner afterwards, anyone? We have also scheduled a poker run for Sunday, October 16th, with dinner following at a location to be announced. We are in need of 3 volunteers to hand out cards at 3 different locations throughout the fun run, so please let Kim Burger or me know if you are interested in helping out.

-Kurt

Der Skooner - Volume 51 Issue 8

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.



Welcome to our new PCA members:

Rolland Johns
Joel Molyneux

Please welcome our new GPR members:

Cory Pykiet
Paul Vana

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

Congratulations
to our members with August PCA Anniversaries:

5 Years

Victor De Villa

10 Years

Matt Miller

30 Years

Denny Strauss

35 Years

Zed Ostenso

40 Years

Jay Burr

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

The Summer Fun DE at MPH lived up to it's name. A few of the participants exiting the track - from top to bottom: Nathan Newhouse, Wayne Wray, Jetty Rabeler, and Rick Mourey. Photo by Melinda Halvorson.

Would you like to see your Porsche on the front cover of Der Skooner? Email your photo to Melinda for consideration at gprnewsletter@gmail.com. Portrait orientation, please.

Also, did you take a trip this summer with your Porsche? We want to read about it! Send your story and pictures to Melinda. The newsletter deadline is the 15th of each month.

Introduction to **PORSCHE** Leasing



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More than ever before, leasing has become a primary way to attain your brand new Porsche vehicle. With consumer protection built into the lease, paired with modest monthly payments and minimal cash requirements, the Porsche Preferred Lease has become the most attractive alternative to the traditional financing route or a cash purchase. Here are some benefits. Call Porsche Omaha at 402.592.1000 for more info!

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Porsches and Pancakes - July 9th



Twenty-four Porsche friends enjoyed great food and conversation at our recent Porsches & Pancakes. (Don't they look like a fun group?)

Join us for our next Porsches & Pancakes on Saturday, August 13th at 8 am. We meet at The Egg & I, 3605 N. 147th & Maple in the private room. As always, kindly RSVP to Kim Burger at kmburger37@icloud.com by Wednesday, August 10th.



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CALENDAR OF EVENTS

August

6 th	Sonic Show 'N Shine Cruise Night - South 48 th Street & Highway 2, Lincoln See Page 9.		6-9:00 pm
13 th	Porsches & Pancakes - The Egg & I RSVP to Kim at kmburger37@icloud.com by Wednesday, August 10 th .	3605 N. 147 th St., Omaha	8:00 am
13 th -14 th	Fun Run and Overnight at Hotel Pattee	Perry, IA	
19 th	PCA Werks Reunion	Monterey, CA	7am-4 pm
21 st	Summerfest Show 'N Shine* See Page 9.	1200 N. 181 st Court, Elkhorn	1-3:00 pm
27 th -28 th	Dog Days of Summer DE Register NOW!	RPM - Pacific Junction, IA	

September

7 th -11 th	Porsche Club of America Treffen Lake Tahoe - Olympic Valley, CA See Page 20 for more information.		
10 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am
11 th	All-European Show & Shine* See Page 9.	Lauritzen Gardens, Omaha	12-3:00 pm
25 th	Wine Tasting Watch for more information!	Omaha Wine Company	3-5:00 pm

October

8 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am
8 th -9 th	Fall Finale DE Registration at ClubRegistration.net begins August 27 th .	RPM - Pacific Junction, IA	
16 th	Poker Run with dinner to follow Watch for more information to come!		4-6:00 pm

November

12 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am
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Stay up to date on all GPR events on our website: gprpca.com.

This is YOUR Club - be a part of it!

* Not a GPR/PCA sponsored event



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Cota 2016: Round II

By Terry Lessmann, Photos by Sideline Sports Photography

Last year my brother David and I attended the 3 day Advanced DE at COTA and had a great time. We eagerly anticipated this year's event on May 6-8. Steve and Jeff Gehring also signed up but they would be sharing seat time in Steve's Cayman GTS. I left on Wednesday, May 4, met up with Steve and Jeff just south of Wichita and we traveled into Texas together. They continued on through Fort Worth as I split off to stay at my sister Lori's house in suburban northeast Dallas. David and his wife Hiromi also spent the night at Lori's and the four of us headed for Austin Thursday morning. Lori drove her 2012 370Z and she and Hiromi were going to explore Austin while David and I drove at COTA.

In preparation for this year's DE season, I added a set of GT3 lower control arms and had Porsche of Omaha do a full race alignment. I also added a Function 1st shift kit to tighten up my shifter. Last fall, I chunked the Pilot Super Sports on my Cayman S Sport, so baby needed a new pair of shoes. Unfortunately, Michelin has not been able to keep up with the demand of the SS's, so I opted for a set of Continental DWs (lower S, not all season DWS). Added to the mix, I would be doing rev-matching for the first time in a DE. I had been practicing on the street, but didn't know how it would go in a tense situation in a DE. I was hoping to acclimate myself to all the changes at the GPR Spring Fling. However, Mother Nature didn't cooperate and I would be going into COTA with a lot of unknowns.

I had reserved a garage which ac-

commodates 6 cars.

David and I found having a garage was advantageous last year as the weather in Austin can change from blazing hot and humid to torrential downpours from 1 day to the next. All 6 of us unloaded early Friday morning and then attended the driver's meeting. Like last year, this would be an open passing event (with a point by) which is daunting but fun. It appeared 50% of the participants were driving the 3.8 mi, 20 turn course for the first time. And there were 60 cars listed in our run group, up from 50 last year. Oh boy.

It is amazing how sloppy the first session of a DE can be. I had watched my 2015 YouTube videos hundreds of times in preparation, but it takes half a session to get into a rhythm. Steve and Jeff alternated following me during the first 2 sessions so they could learn the lines. Speaking of lines, I decided to change my lines through 3 of the corners from last year and try short shifting through T17 with the goal of carrying more speed through T18. There were a few slips, but for the most part the rev-matching was going well. My new tires, not so much. They were constantly clawing for traction. I was not impressed.

Sixty cars per run group was a bit much. It would be fortunate if you got 1 lap in without letting someone



pass. David's '88 944 Turbo and my CSS were probably the lowest HP Porsches amongst all the GT3s, GT4s, Twin Turbos, 991s, and 981 Cayman Ss. We spent a lot of time letting cars go by. My top speed on the 1 kilometer back straight was 128. The GT3s and TTs hit 165. We were knives at a gun fight. Not everyone was playing nice. There were cars not providing point bys, causing trains to form, and cars not waiting for point bys. Friday afternoon we got a scolding from organizers and were not permitted to pass between T3-T9. One of the driver's guilty of passing without receiving a point by had to have a track official ride with him during the last session. That cooled his jets and he wasn't a problem the rest of the weekend.

Saturday morning the ban on passing through T3-T9 was dropped. Drivers behaved better and there were no more scoldings. Late Friday I played with lower tire pressures and I had better traction on Saturday. There was a Miata that I had battled a couple times on Friday that was trying really hard to pass me

(Continued on Page 11)

Sonic Show 'N Shine Cruise Night - August 6th

The next Show 'N Shine Cruise Night is **August 6th**. 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. See old friends and make some new ones. Food, fun, friendship and our favorite cars ... it doesn't get any better than this!



Create a new GPR logo to be used during our 50th anniversary year - 2017! Any GPR member may submit a design. The only requirements (by Porsche) are that it cannot contain the likeness of a Porsche model, the Porsche font, or the Porsche crest. However, utilizing any portion of the PCA logo is acceptable. Submissions should be made in color. Formats for the logo should be submitted in a PNG file, Adobe Illustrator, or Vector, if possible, but hand drawn designs on paper will be accepted as well. Submit questions to our Webmaster and resident Technologist, Eric Elliott at admin@gprpca.com. **Designs are due no later than September 1st, 2016** to the same email address. A panel of member judges (no board members) will choose the winning design. Get those creative juices flowing!

Summerfest Show and Shine

Bring your Porsche (ALL car clubs and enthusiasts are welcome!) to Lutheran Church of the Master's SummerFest Show & Shine on **Sunday, August 21st**. The address is 1200 N. 181st Court, Elkhorn. (North of 180th and Dodge.) The car show is from 1:00-3:00 pm, with trophies awarded at 3. There is no cost to participate in the car show.

Bring your entire family to enjoy free admission to SummerFest, beginning with an outdoor lunch from noon to 2, bounce toys, train, trampoline, kids' games, face painting, exotic animals and wildlife encounters.

(This event is not sponsored by the Great Plains Region.)

All-European Show and Shine - September 11th, Noon to 3

See fine European cars and motorcycles on display. Imagine models of Jaguar, Porsche, Mercedes-Benz, Ducati, BMW, Ferrari, Pantera, Alfa Romeo, Austin Healey and others surrounded by the beauty of the garden.

Guests may walk the 100 acres of gardens or they may take a narrated tram tour for \$3 per person, which includes a stop at Kenefick Park. The café will be open from 10 a.m. to 2 p.m. for lunch and snacks.

Der Skooner



Admission to the expo is free with paid garden admission - \$10 for adults and \$5 for children ages 6 to 12. Garden members and children under age 6 are admitted free of charge.

If you have a fine old or new Euro-

pean car or bike and you would like to exhibit it contact Jennifer at: j.evans@omahabotanicalgardens.org.

Attention car show exhibitors: Cars being exhibited at the show will enter the Lauritzen Gardens property at the back gate, located one block east of 6th and Cedar streets (at 5th and Cedar streets).

(This event is not sponsored by the Great Plains Region.)

The Great Plains Region Invites You to
Come *Track* with Us!
 Here are the remaining scheduled 2016 DEs

Raceway
 Park of the
 Midlands



**Dog Days of Summer DE
 at RPM - **NEW EVENT!****
 August 27 & 28
 Register NOW!

Raceway
 Park of the
 Midlands



Fall Finale DE at RPM
 October 8 & 9
 Registration opens August 27th

These events are viewable on ClubRegistration.net.

**Stay Current on all
 Things GPR and PCA:**



www.gprpca.com



www.pca.org



www.facebook.com/groups/gprpca

**GPR DE REGISTRATION AND
 REFUND POLICY**

Effective 6/6/2016 the Great Plains Region established the following DE registration and refund policy:

- The Club will require payment in full on ClubRegistration.net/ PayPal, or a \$75 deposit by check made payable to the GPR/PCA, sent to the Registrar or Treasurer in order to be registered for DE events.
- Cancellations 48 hours or more prior to the DE will be refunded \$50 of the \$75 deposit, or all but \$25 of your payment in full. The \$25 retained by the Club will cover our costs of ClubRegistration.net/ PayPal and processing.
- Cancellations less than 48 hours prior to the DE will forfeit the \$75 deposit, or \$75 of your payment in full.
- Drivers who choose to pay any portion of their DE registration fees on the day of the event will be charged an additional \$25 to the advertised track fee for that event.



"We now have a policy that makes us explain the side effects that come with this Porsche: Extreme fun. Driving addiction. Tears of joy..."

(Cota 2016: Round II, continued from Page 8)

during a session on Saturday. When coming out of T20, I always check my mirror as I head down the main



straight. I look up to see the Miata spinning out. I know I shouldn't take pleasure in someone's mistake, but I had to smile as I saw him do a 180 behind me. I almost had my own "situation" on Saturday. The short shifting in T17 was allowing me to go through T18 faster but I found my max speed by almost spinning there. I backed it down a notch after that, reminding myself that I had a 1000 mile return trip in 2 days. My sessions were getting better, but there would still be a random mistake that would cloud a session. Saturday and Sunday there were parade laps at noon. Lori and Hiromi arrived on Sunday at the track in time to watch our second session and get her Z lined up for the parade laps. Who should also be in line for Sunday's parade laps but Brian Tessman and Jason Bien, in Brian's new Cayman. I kept busy getting Lori on the proper side for track-in to apex to track-out. By the third and final lap, she needed less instruction and I think if there had been a fourth lap, she could have

done it right without instructions. Maybe next year.

My first 2 sessions on Sunday were great. I was hitting my corners and feeling very comfortable with

rev-matching. T12 was especially good as it's a 35 mph corner after the back straight and requires a 5-4-3-2 downshift. I also found more speed in T9, T13, and T16 on Sunday. It started to rain before the last session and I debated about even going out, but I tippy-toed around for 15 minutes and decided not to press my luck so I came in and packed up. It's really sad to leave this massive facility for the last time, knowing you won't be coming back



for another year. I felt like I drove as good as I could but my times didn't show it and I passed more cars last year. I was generally 3 seconds/lap faster than last year but didn't break the 1 bonsai personal best lap record from last year. I think the Conti tires cost me a couple seconds/lap. But for the first time I felt like I had done as well as I could.

And it wouldn't be a COTA trip without a weather story. On my drive from Dallas to Omaha, I ran into a developing tornado in Lincoln. I waited under a hotel canopy by the airport hoping the storm would move on, but it sat in eastern Lincoln. With storm clouds approaching, I chanced it and drove through Lincoln at WAY over the speed limit in a pouring rain. The DWs were really good in those conditions. Luckily I skirted around the baseball-sized hail and it was clearer sailing from Waverly to Omaha.

If you're interested in seeing my new videos, search for my name on YouTube to find them. COTA is a great facility with plenty of room for passing and very forgiving if you make a mistake. I highly recommend attending a DE there.

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Brakes 101

By Joe Chambers, Registrar

You hear about drivers doing their own brake work on their Porsches. Have you thought to yourself, “I would like to be able to do my own work and save money?” You can do it! We’ll call this “Brakes 101”. Those of us who aren’t so mechanically inclined fear taking on this challenge. After all, these are the things that allow you to go from 120 to 0 out on the track. The reality is, it’s not nearly as hard as it seems. With all the YouTube videos and blogs out there you can confidently understand the process, and the parts and tools needed to successfully do it yourself. Just for clarification, I am a self-taught Porsche brake guy. I have done my own for several years and have done several friends’ brakes the last couple of years. Basically, if I can do it, you can do it. I’m not going to tell you how to do everything in this article but I am going to give you the basics and strongly encourage you to give it a try.

Parts needed:

Brake pads
Brake wear sensors
Caliper brake pad kit (photo)



Tools needed:

Jack – preferably a low profile
Jack stands
Hammer
Pliers

Der Skooner

Screwdriver
Rubber gloves – brake dust is nasty!

Knowledge:

Pin and clip style



On this one you pull the cotter pin out of the tension pin (black pin in center). You can barely see the cotter pin at the top on the inside between the caliper and the red brake wear wire. When the cotter pin is out, take a screwdriver and tap the tension pin out of the assembly. When the pin is out, the clip will be free and will pop out. Your pads are ready to slide out. With the pads out you will need to push the caliper pistons back inside the caliper to receive the new pads. You reverse the process to reassemble and you just saved yourself a bunch of money. This method does not require taking the caliper off the hub.

Note: this is just a simple and basic explanation of the process. There will be unique challenges on each car that should be easily resolved.

Newer Style Spring Calipers:

See photo to the right.

This one requires the caliper

to be taken off of the wheel hub. This is not a big deal but new caliper bolts are recommended by Porsche with each pad change. Pull the caliper bolts and carefully hang/support the caliper to get to the underside. The brake pads simply hang on to posts built into the caliper. Slide off the old, push in the pistons, and slide in the new. Reattach the caliper.

I would like to offer to hold a tech session for any of you who would like to see this work done in person. I’m confident we can find someone that needs a brake job and use him or her as example. If you are interested, please send me an email at gprclubreg@cox.net. If there is enough interest, I would be happy to host a session.

I hope this is interesting to you and encourages you to start doing some basic maintenance on your car and save money. If this is popular we could expand into changing rotors and bleeding your own brakes.



Summer Fun DE at MPH: July 16th-17th

41 cars attended. Summer fun, indeed!

All photos by Melinda Halvorson



Sally Knapp enjoyed new modifications to her 944.

Adventures in Towing or What Were We Thinking?!

Article and photos by Sandy Brusco, Membership Chair & Crew Chief for Sally Knapp

I'm convinced there's a towing gene, and all men have it. They seem to have an instinctive sense about things like hitches, tie downs, and backing up. So, when my sister Sally and I were faced with towing her 944 to different tracks for DEs, it was with a great deal of trepidation. We decided to start our adventure at our local track in Pacific Junction, which was only 20 or so minutes away. We got detailed instructions on how to hitch the flatbed to the conversion van, so we felt reasonably confident. We managed to cross the Bellevue bridge without incident and had a fun day at the track. Now it was time to put the car on the trailer and hitch it up. Unfortunately, that was in the wrong order. As most guys know, the momentum of driving a car onto a flatbed, will cause the trailer to jump forward if it's not hitched to the tow vehicle. Which is what it did. Leaving a nice dent in the back door of the van. Lesson learned?

Fast forward to 2009, the Kansas City Region club race in Topeka. New car and tow vehicle, same trailer. We arrived in the early evening, unhitched the Envoy, and started to back the car off the trailer. Same result. Fortunately, we hadn't shut the back hatch, so the trailer tongue shot forward right into the back of the SUV. Now we were faced with a problem of how to get it out now that it was wedged in. It was too heavy to lift and we couldn't drive the Envoy out from under it. Then, in a moment of mental clarity, we grabbed the racing jack and jacked the tongue high enough to dislodge it and drove the Envoy out from un-

der. We didn't need to worry about the return trip, because Sally put her car into a wall the next day and a tow truck put it onto the trailer for us. Lesson learned, but that's not to say we are incident free.

New race car, same trailer, heading out to High Plains Raceway. No caravan this time, just the two of us. Just outside Lincoln on I-80, Sally mentioned that there was smoke coming from one of the trailer wheels. In the "heat" of the moment we pulled off onto the shoulder as quickly as possible. Sure enough, one of the right wheel hubs was on fire! We managed to put it out, but now we're faced with the dilemma of what to do with a broken flatbed, with a Porsche race car on it, pretty much in the middle of nowhere. We decided our best option would be to head back to Lincoln to see if we could get it towed.

We unhitched the trailer from the Envoy and headed back to Lincoln. As we were heading down the Interstate, we noticed a trailer dealership just off the Seward exit. After talking with the service department, they graciously followed us back to the trailer, still on the side of the road, to take a look at the damage. We offered the use of the racing jack, but the guys had a better idea. They rolled the uninjured wheel up onto a few planks, allowing the injured wheel to be suspended. This allowed them to remove the

wheel and assess the damage. The wheel hub was obviously seriously damaged, therefore; the trailer needed to be towed back to the shop in order to see if the axle needed to be replaced. Turns out, it did. Good thing they brought their tow truck. And they were even able to tow the trailer with just the one wheel on that side. Once at the shop, we found it would unfortunately take several days to get a new axle. We drove to Omaha to borrow a friend's flatbed, went back and picked up the car in Seward, and then continued on to HPR, for a great weekend.



Now we have a big Yukon and an enclosed 24' trailer (see photo above) that makes towing much less adventurous. Except when you are at a Fast Friday, and suddenly the Yukon decides to completely lose all electrical power, just as you are ready to go home. Several friends managed to push it into the trailer with Sally behind the wheel. Which is where she had to stay, all the way back to

(Continued on Page 16)

(Adventures in Towing ... Continued from Page 15)

Bellevue, because there was no room to open the door, as it barely fit into the trailer. (See picture to the right.)

Stay tuned for future towing adventures!



FOR Sale

Four Gen 1 Cayenne Turbo five spoke wheels mounted with Bridgestone Blizzak DM-V1 snow tires. Wheels are 18x8 inches, ET 57. Tires are 255/55/18. Colored crest center caps included. Wheels and tires were used for many seasons on my Touareg but still have a few seasons left. Asking \$400 obo. Call/text Mike at (402)650-3945.

New Events For Your Calendar

Don't miss this **wine tasting event** scheduled for **Sunday, September 25th from 3-5:00** at the **Omaha Wine Company**, in Miracle Hills Square at 701 N 114th St, Omaha. Watch your email and next month's Der Skooner for more information.



Also in the works is a **Poker Run**, scheduled for **Sunday, October 16th from 4-6:00 pm with dinner to follow**. Details coming soon!

We are in need of 3 volunteers to hand out cards at 3 different locations throughout the fun run, so please contact Kim Burger at kmburger37@icloud.com, or Kurt Halvorson at kdhalvorson@cox.net, and let them know you are interested in helping out. Get involved ... it will be fun!

Did you know?

Did you know that as a GPR member you can place Porsche-related ads for **free** in Der Skooner? If you're not a GPR member, you should be! It's just one of the great benefits of being a member. Join or renew your dues today at www.gprpca.com and click on the green button on the home page.

Send your ad to Melinda at gprnews-letter@gmail.com. Ads placed by the 15th of the month will be in the next month's newsletter.

Important Dates for 2017:

Saturday, January 21, 2017
Great Plains Region Annual Winter Party

Saturday, October 21, 2017
Great Plains Region 50th Anniversary Celebration

GPR Poker Run

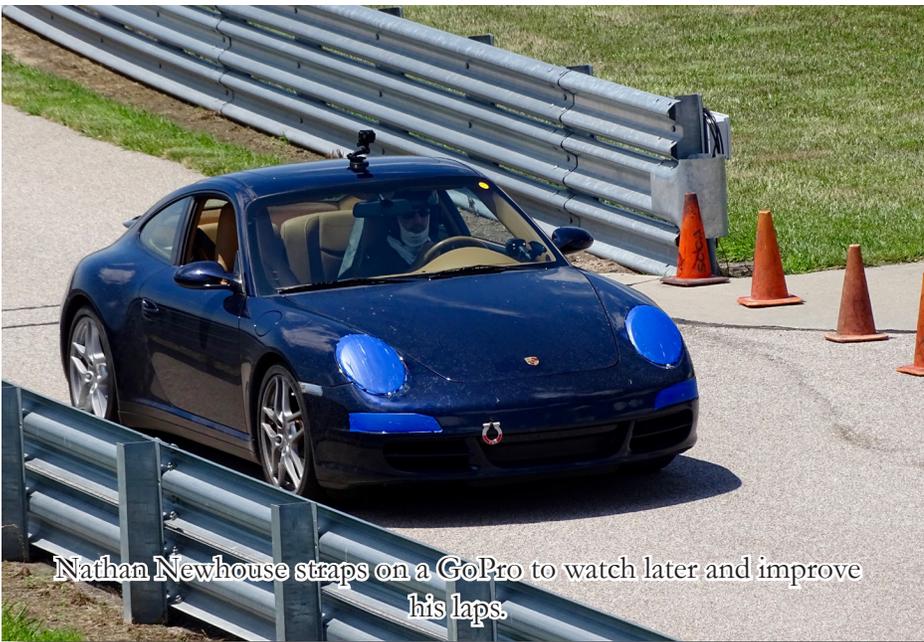


October 16th

More Summer Fun DE Photos



Abe Schlott in his "Por-Vette"



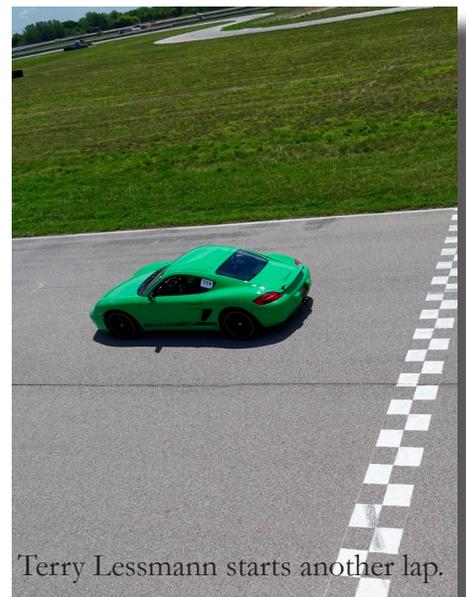
Nathan Newhouse straps on a GoPro to watch later and improve his laps.



Kurt Halvorson's Lime Gold 911 attracted a bit of attention.



All of the 8 Novice drivers graduated with flying colors.



Terry Lessmann starts another lap.

Enjoy a few more pictures on Page 18.

Summer Fun DE at MPH



One of the best things about a DE? Hanging out between sessions.

Don't miss the Dog Days of Summer DE on August 27th & 28th at RPM. Have you registered yet? Go to ClubRegistration.net and register NOW!

It's always fun to see George Poulos out on the track in his Mercedes giving a thumbs up! He is followed by Ted Bleimehl of Des Moines and Steve Gehring.



GPR July Board Meeting Minutes

The Great Plains Region PCA Board met at 6:00 pm on July 5, 2016, at Oak Hills Country Club.

Present were: Kurt Halvorson, Melinda Halvorson, Steve Gehring, Russ Rabeler, Sandy Brusco, Joe Chambers and Sally Knapp. Kim Burger, Eric Elliott and Tom Cooper were unable to attend.

Social: There was discussion of a wine tasting event at the Omaha Wine Company. Steve Gehring will coordinate with Kim Burger on a date. The August 13 Fun Run to Perry, Iowa is set. Five members have reserved rooms to date. The Safety Officer will complete the insurance required. The Poker Run is still being planned.

Safety Officer: The insurance application is in for the DE on July 16-17. Rick Mourey will handle most of the work at MPH. The Safety Officer and the chief driving instructor will split the classroom responsibilities for the novices. The President noted that he had distributed a marked up copy of the safety rules from the Nord Stern Region, suggesting that the Board consider those for Great Plains. It will be discussed at the August meeting.

Registrar: There are currently 29 persons registered for the DE, and they will be split into three run groups. It was discussed that there was a need to amend the Spring Fling RPM contract for the August Dog Days DE.

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

President: There was discussion about potential Board nominees and officer positions.

Past President: No report.

Treasurer: The opening balance for June was \$82,546. Closing balance was \$94,521. Receipts included advertising income of \$292, dues of \$150, DE event deposits of \$3,070, Club Race \$32,941, Club sponsorship \$200, parade laps \$30, and interest income of \$11. Expenses included newsletter expenses of \$175, administrative fee of \$5, Club Race \$22,215, Tessman party at Hastings \$1,324, and the winter party deposit of \$1,000.

Editor: The Editor reminded all that the deadline for the August publication is July 15. It will feature a number of pictures from the Summer Fun DE at MPH. There was a request for one or more technical articles.

Membership: There are two new national members and two new GPR members. The GPR membership now stands at 121.

Webmaster: The Webmaster sent a text report that he was completing all of the calendar updates on the website. There was a reminder about the Club breakfast on July 9.

The next meeting will be August 2 at 6:00 p.m. at Oak Hills Country Club.

Respectfully submitted,
Steve Gehring,
Secretary



Introducing Treffen North America, experiencing America's best roads and destinations. Join the Porsche Club of America and Sierra Nevada Region for the inaugural event: Treffen Lake Tahoe—three days of driving, dining and exploring.



PHOTO COURTESY, LAKE TAHOE SOUTH / R. DAHNOUN

TREFFEN LAKE TAHOE

September 7-11, 2016
Resort at Squaw Creek
Olympic Valley, California

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