

REGISTRATION OPENS
FEBRUARY 21ST

March 2017

BE Skooner

Great Plains Region • Porsche Club of America



Join in the fun!



PHOTOS: VISIT SPOKANE/JAMES RICHMAN, JEFF SCHINDLER, RANDY WELLS

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 Autocross, and a Time-Speed-Distance Rally 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).



HOUSING RESERVATIONS AND
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REGISTRATION FOR EVENTS
OPENS ON **APRIL 3RD**.

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HANDS ON THE WHEEL

By Steve Gehring

As we head into March, we are less than two months away from the Club's Spring Fling high-performance driving event at RPM in Pacific Junction, Iowa. The first chance to blow the cobs out of our Porsches is always fun and exciting. This year, our friends from the Schonesland Region (Des Moines) will be sending some folks along to join us.

If you have gotten sweaty palms thinking about what your wonderful Porsche can do on a track, please consider coming out on April 29 and 30 to join us. These events are designed to be both exciting and safe. If you are a novice, you will be assigned a trained instructor who will be with you at all times in the car. Our instructors will make sure that you know exactly what you are doing and what to expect of both yourself and your car. The driving experience will be interspersed with first-class education on the techniques of track driving and the requirements for safety. If you are saying to yourself, "Oh my gosh, I don't want to ding up my car—it's too expensive to repair," I would say to you that in the four and a half years that I have been doing this, I have seen much more paint traded in supermarket parking lots than I have at the track. The cars are always going in one direction, no one is backing up while talking on a cell phone, and there are no pedestrians. If you are saying to

yourself, "I really don't know what it's all about so I don't know if I'd like it or not," then I would invite you to our DE 101 from 2:00pm-4:00pm at Woodhouse Porsche on Saturday, March 4. Sally Knapp, who was our longtime Safety Officer, will be putting on a presentation to tell you exactly what to expect at the event, and Woodhouse has graciously agreed to put a Porsche on the rack and show you what a technical inspection looks like. For any of you who have wondered what the underside of your car looks like, this is a chance to see it.

My interest in DE events started on a cool autumn afternoon in 2012. A small group of guys had rented the track at RPM for their own driving experience. My son Jeff owned a 350Z and was invited out by an instructor in the Z Car Club. Jeff encouraged me to tag along, which I did. I figured that I would ride around with him a few times, and that would be it.

When we got to the track, there were a couple of guys with high-powered Corvettes, two GT-Rs and a Viper. I thought to myself, "Boy, I'm glad I'm not going out with them." Jeff had had some training and driving experience on the track before, and so I rode a few laps with him. It was exciting and fun, and I was very glad he was driving.

*(Continued on Page 12)***Der Skooner - Volume 52 Issue 3**

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

**It's time once again to
renew your GPR
membership for 2017!**

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 and GPR member:

Robert Buncic

Please make Robert feel welcome the next time you see him at an event.

Congratulations

to our members with March PCA Anniversaries:

5 Years

**Les Carlson
Dennis Lines**

50 Years

Deon Bahr

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.



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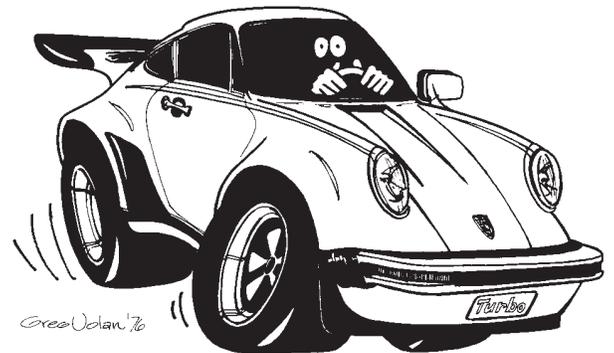
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porscheomaha.com

We Need Your Help!

We are looking for volunteers to help plan the GPR 50th Anniversary Celebration Dinner on October 21st. A committee is being formed and we would like to add 3-4 volunteers to help Board members plan the event. Are you good with centerpieces? How about items for goodie bags? Are you organized and could handle sending invitations and receiving RSVPs? Then we need your help! Please contact Steve Bartlett, Social Chair, at steve.bartlett100@gmail.com AS SOON AS POSSIBLE. The committee is forming NOW!



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CALENDAR OF EVENTS

March

4 th	DE 101 Back by popular demand! See Page 8 for more information.	Porsche Omaha, 6625 L St.	2-4:00 pm
11 th	Porsches & Pancakes - The Egg & I RSVP by Wednesday, March 8th to Steve Bartlett at steve.bartlett100@gmail.com.	3605 N. 147 th St., Omaha	8:00 am
25 th	Dinner at Bella Vita - Upstairs room See article on Page 9. RSVP to Steve Bartlett at steve.bartlett100@gmail.com by March 18th.	2620 N. Main St., Elkhorn	6:00 pm
29 th -4/2	PCA Treffen Hill Country Go to treffen.pca.org for more information.	Austin, Texas	

April

8 th	Porsches & Pancakes - The Egg & I	3605 N. 147 th St., Omaha	8:00 am
29 th	Spring Fling Social Watch for more details to come for this fun event!	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	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 Watch for more information about this special event!	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 for Lunch & Ice Cream to Shorty's Ice Cream Shoppe, Albion, NE		TBD

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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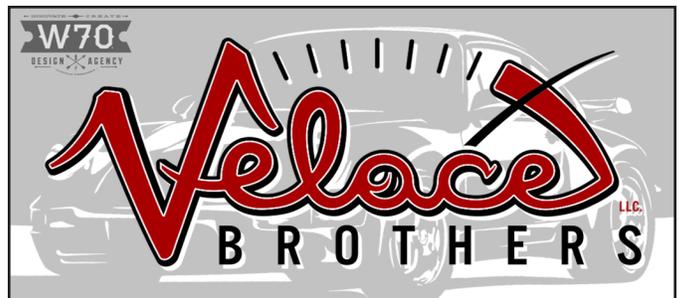
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• IT'S ALL IN THE DETAILS •

Did you miss DE 101 last year?

Don't miss this year's! If you have always wanted to drive your car on a race track, or simply want to learn to be a better driver, now is your chance! Sally Knapp, past Safety Chair, will walk you through a day at the track and answer all of your questions. We'll have past DE participants for you to talk to, and a Tech Inspection will be performed by one of the techs at Porsche Omaha. **EVERYONE IS WELCOME!** Put this event on your calendar and don't miss it.

Here's an added reason to attend: The first 5 novice individuals who register for DE 101 will receive 1 free track day at the April Spring

BACK BY POPULAR DEMAND!

**DE 101
Saturday
March 4th, 2017
2-4:00 pm
Porsche Omaha
6625 L Street**

Fling DE event. Also all registrants will be entered into a drawing for 1 free registration to the April Spring Fling DE event. Must be present to win. RSVP to Steve Bartlett: steve.bartlett100@gmail.com NOW!

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.



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REGISTRATION OPENS APRIL 17



Let's Meet for Dinner!

By Steve Bartlett, Social Chair

By popular demand, the club is going to have a few dinner events throughout the year in the months when we have few other activities. These dinners are not associated with a track day or fun run, they are simply a chance for you to have a cocktail, a nice dinner and enjoy conversation with your friends from the GPR.

The first one this year is to be held on **Saturday, March 25th at 6:00 p.m. at Bella Vita Ristorante, 2620 N. Main St. in Elkhorn.** The club has been to Bella Vita before, but for those of you who haven't been there, it's in old Elkhorn which has seen a revitalization in the last few year and is a great time. We have the



Bella Vita ristorante

upstairs party room which has a full bar, dining and restrooms. Depending on the number attending, which I will know as we approach the date, we will order off the menu or have a wonderful Italian buffet. While we have several events during the year where the club pays for everything, **these dinners are member pay.** We hope you can join us and we look forward to it.

RSVP dinner reservations to Steve Bartlett at steve.bartlett100@gmail.com by **March 18th.**

Stay Current on all Things GPR and PCA:



gprpca.com



pca.org



facebook.com/groups/gprpca

Porsches and Pancakes - February 11th

Twenty-one Porsche friends met at The Egg & I for our February Porsches & Pancakes. The food and conversation are always good.

If you've never been to a Porsches & Pancakes you should give it a try. It's very informal and relaxed. Spouses are welcome, too! Don't miss our next breakfast on March 11th. We meet at 8 am in the private room of The Egg & I, 3605 N. 147th St., Omaha. **As always, please RSVP to steve.bartlett100@gmail.com by Wednesday, March 8th.** It really does help the restaurant know how many staff members they need to have on hand in order to provide good service.



(This article was originally printed in the 356 Registry in their January/February 2009 issue and is being reprinted in memory of Howard Shoemaker. Our thanks to the 356 Registry for giving us permission to reprint the article, written by Gordon Maltby, who also gave us his permission.)

Howard Shoemaker has something you can't quite put your finger on. It's in his drawings, and even in his signature - something art school instructors call "integrity of line". It's a pencil stroke that is at once free and fluid, but simple and economical. It's a brush blot that appears almost random but in fact is perfectly placed. And perhaps most of all, it's a wicked sense of humor and dry wit that formulate the most outrageous ideas to propel that pencil and brush.

The man his friends and admirers know as "Shoe" has been a pencil pusher for half a century. Not the accountant type normally associated with that term, but almost exactly the opposite: a creative free spirit whose work looks like play and whose play - Porsches - was taken very seriously.

Born in Council Bluffs, on the western edge of central Iowa, Howard moved across the wide Missouri to Omaha, Nebraska. As a teenager he took up the alto saxophone and as a friend wrote later, he "...came down with a bad case of cool jazz and never completely recovered".

After a stint in the army, Howard began a career as an illustrator and graphic artist, and his interest in sports car was fueled by what he saw in magazines. The midwest was not a place where one could see exotic European machinery every day but Howard recalls, "I would pace the apartment, admiring a white Speedster in an early *Sports Car Graphic* magazine." He told his new wife Janice, "Someday I'll have one."

The dream came a little closer to being fulfilled when Howard visited an auto show on Navy Pier in Chicago. There he saw Porsches in the flesh and it was a revelation: a Spyder, a Speedster and a Coupe were on display. They were tantalizing, but unattainable on the modest income of the advertising work he did.

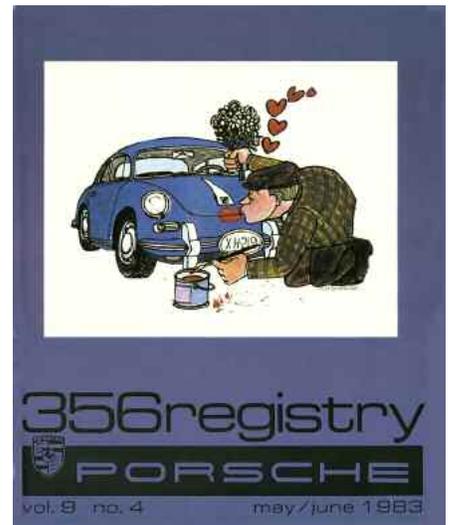
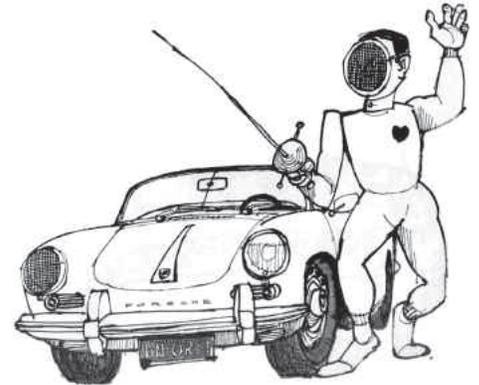
Cartoons from a book originally published by Porsche in 1964, used as an international Christmas present for dealers and Porsche friends.

Brenda Perrin, in a 1983 *356 Registry* article about Shoe, wrote: *Returning to Omaha, Howard started spending his lunch hours away from his television art director's job at the local foreign car dealership (Loyal Katsky) that carried about every marque at that time. The 1600 Carrera coupes in the showroom were terrific but, the experience of helping one of the owners, Sy Dieter, of this dealership unload a 550, just reinforced Der Shoe's determination to own one of these German cars. Howard recalls that this particular 550 was driven on the streets of Omaha with race exhaust. Definitely an inspiring sight and sound!*

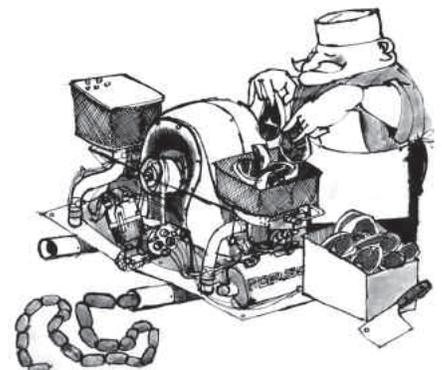
Humorous drawings were something else Howard did, describing some of his early work as "looking like they were drawn with a wet cigar". His subject matter was a bit offbeat, but perfectly reflecting his personality. Some of his cartoons were offered to *Playboy* magazine in the late 1950s, and after having been rejected for two years, the editors finally took a dozen of his pieces, paying \$1100.

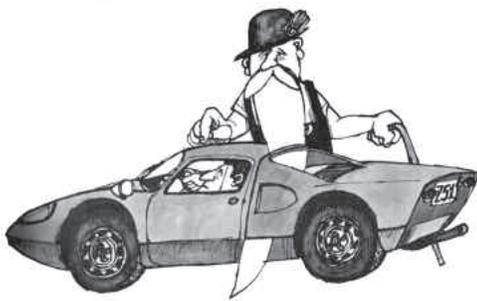
With that jingle in his pocket, the time was right to take the plunge into Porsche ownership. There was just one problem: Howard had no driver's license and no driving experience. Not one to be daunted by such small details, after a friend drove the car back home to Omaha he spent some time learning to shift and steer on the quiet streets around his neighborhood. In that used 1958 1600 Normal Speedster, Howard made sure the neighborhood didn't stay quiet for long.

The Speedster was, in fact, anything but a hot rod (that would come later when he bought a '56 E-Production Speedster that he drove on the street, competition exhaust and all). Howard and his high school sweetheart Janice were raising a family and the Porsche was the family car. The little Speedster, sans side curtains, went on sales calls, carried groceries and anything else needed from the store, and took care of normal transportation needs for the family.



By Gordon Maltby





A photo from the 10th anniversary edition of the *Prairie Schooner* in 1977 shows Shoe as Santa in a typically lighthearted pose.

Brenda again: *The trips to the maternity wards and from Grandma's after Christmas were most memorable - this little Speedster had no side curtains, so Howard and Janice would bundle up themselves and their children in heavy coats and blankets, tie the presents to the luggage rack and, snowflakes flying, start home. Everyone in the Speedster, car packed to over-flowing, they would pull alongside a family in a big station wagon. Shoe would keep the revs up and much to the delight of the "little Shoes", with a few blips of the accelerator pedal, blow the station wagon's doors off. Sounds like the inspiration for one of his cartoons.*

It was a few years later that the family graduated to a more normal family car - a 1600 Super Coupe that was, of course, driven daily four seasons of the year.

The family was now ensconced in a lovely brick house on a quiet Omaha street. Stately trees and an iron fence with an imposing gate surround the yard that Howard and Janice still call home today. Howard worked from the house, keeping hours that fit his style, sometimes working late at night. That flexibility allowed him to indulge in what had become a passion: Porsches.

Prairie Enthusiasm

Howard remembers that "The kids loved the open car." Joining SCCA and the Central Iowa Region of PCA, they took part in events in Des Moines and Howard attended the ninth PCA Parade, hosted by the Chicago Region at Nippersink Manor, Wisconsin, 1964. They helped local friends campaign racing Porsches. By this time there were more Porsches showing up in the Omaha area. Nearby Offutt Air force Base was expanding during the Cold War and servicemen were bringing their Porsches home after duty in Europe. Howard was one of the organizers of a new PCA region, Great Plains, which was granted a charter in 1967. He was the

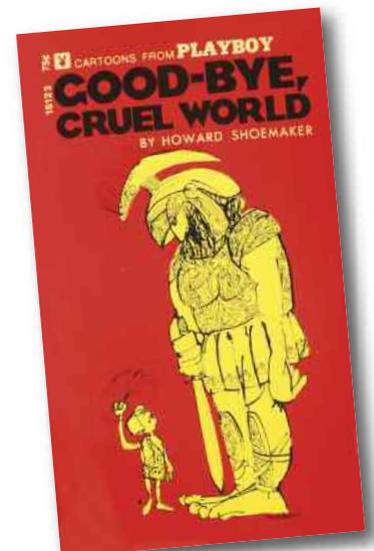
first newsletter editor and for six years, published the *Prairie Schooner*.

A Super 90 Coupe came into the family, and with a luggage rack it transported the whole gang. Howard recalls, "With lightweight clothing everybody fit." The competition '56 Speedster was used to make speedy (and loud) sales calls around the region but it caught fire and was a total loss. "I still have dreams about that car," Howard recently wrote. Next came a '66 912 and finally, a 1967 911 did duty as transport at Chez Shoemaker.

Drawing a living wage

Continuing as a regular contributor to *Playboy*, soon Shoe's cartoons could be seen in *Road & Track* magazine, where Art Director Bill Motta used them on a regular basis. He also sent cartoons to Richard von Frankenburg at *Christophorus*, the Porsche house magazine, to Bill Sholar and Paul Heinmiller at PCA's *Panorama*, and had compilations of his jazz cartoons (another continuing passion) published by a jazz publishing house. In 1971 a compilation of some of his *Playboy* cartoons was published under the title "Goodbye Cruel World". The subject matter was suicide, and for those who know Shoe and his work, a perfect source of twisted humor. Picture a man whistling and twiddling his thumbs with a noose around his neck, standing not on a chair, but a melting ice block. If you don't get it, you've just proven the point that a visual is much more effective than a written description.

And Shoe is a master of the visual. Most of his Porsche cartoons are inside jokes: to really appreciate the cartoons on this page you would have to know that 356s are called bathtubs and that a tuned exhaust is music to race fans' ears. The Tyrolean hat on the bearded gentleman at left is a proper detail; he's not just any old guy, he's a German (or Austrian) longbeard. Perfect!



With many connections in the art world (I was impressed to learn he knew Robert Crumb and many other of the other underground cartoonists from the '60s), he also has many acquaintances and admirers among Porsche people. He got to visit the Factory when he won a Treffen prize in 1978. Howard still speaks enthusiastically about the trip. "It fulfilled a lot of my Porsche dreams: Oktoberfest, a Factory-museum tour, and 203 mph on the Weissach test track as a passenger in a LeMans twin turbo. Then the autobahn with no speed limit in a new 928, topped off by many hundreds of miles touring Germany, Austria, Switzerland and France in a new 911 SC. What memories!"



It was my pleasure to spend an afternoon with Howard and Janice last year at their lovely home in Omaha. Our correspondence before the meeting had consisted of letters, mine typed (my longhand has atrophied to the point where a few sentences gives me writer's cramp). No such problem for Howard, it seems. His missives were block printed in a strong hand on lined paper, carefully crafted and easy to read. When I suggested a phone interview he declined and apologized for not talking much on the phone. "My hearing is running a couple of cylinders down," he wrote. As luck would have it, a trip to Colorado to pick up a new (to me) Porsche brought me through Omaha heading back.

Humor is often not an easy thing to accomplish, and sight gags may be the toughest of all. Howard's cartoons almost always rely on visuals alone to make the point, and even with these two drawings, which were published with captions, you get the idea without having to read what is being said.

In a favorite theme about grilles on a 356, the chef at left says, "Anybody hungry? The steak is ready." At right, Howard conjours up a theme from Edgar Allen Poe as the pit crew says, "I'll bet he won't forget that pit stop!"

A team effort

Arriving on a lovely Sunday afternoon I was greeted and welcomed to the living room, a comfortable spot with books and art everywhere, no TV in sight and certainly no computer. Howard soon lived up to his reputation as a marvelous storyteller, and something else was clear from the outset of our talk: here was a man who had the complete support of a loving spouse. The stories rolled off his tongue, punctuated with regular laughs, but it was Janice's smile as she listened that showed she had been a willing accomplice in most of these wild schemes.



(Continued on Page 15)

"Hands on the Wheel", Continued from Page 2)

The instructor from the Z Club asked if I wanted to drive. I had driven Jeff's car enough to know how to row the gears, so I agreed to give it a try. I strapped on a helmet and went out with the full expectation that I would receive the grandpa black flag for failing to exceed 50 miles per hour. What I discovered, after some careful instruction, was that I did have enough reflexes left in my 69 year old body to motor around the track at some speed. It was exhilarating and addictive. A month later, there was a Meteor Grey 2009 Cayman S parked in my garage.

The following spring, I attended the GPR Spring Fling and took the two-day instructor training, and I have been a track junkie ever since.

If you think you might have some interest, come to the DE 101 on March 4, or if you can't make that, come to the track on April 29 and check it out.

For all of you who enjoy track driving at a very different level, you likely follow IMSA racing, as I do. It was exciting to watch Porsche factory drivers Pilet, Makowiecki and Werner sling the new 911 RSR around the 24 hours of Daytona in January. The second place in class was an outstanding debut for Porsche's latest entry into sports car racing. For all of you fellow members out there who drive Boxsters and Caymans, like I do, I would only have one final snarky remark: "Why did it take Porsche so long to figure out that a mid-engine 911 would be a superior racing vehicle??" Hands on the Wheel!

I Want Your Car...

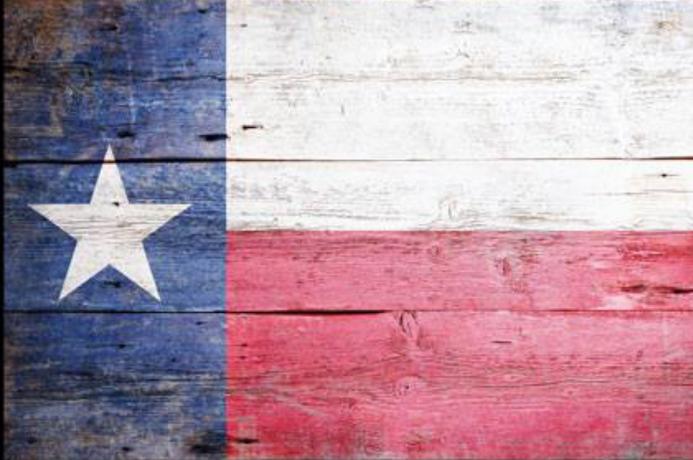
... on the front cover of Der Skooner!

I would like for 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 to: gprnewsletter@gmail.com.

~ Editor

Meet Old Friends.



Make New Friends.



March 29-April 2, 2017

**Hyatt Regency Lost Pines Resort
Austin, Texas**

Join PCA's Hill Country Region for the first springtime Treffen North America event. The Hyatt Regency Lost Pines Resort is nestled along the Colorado River adjacent to the McKinney Roughs Nature Park located east of Austin. Registration for Treffen Hill Country will open in late December.

For program information and registration details, see the Treffen website: treffen.pca.org

or e-mail the Treffen North America staff at: treffen@pca.org



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

Registration opens March 16th



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



And the family was also complicit: a 10th anniversary edition of the *Prairie Schooner* carries this a story from a friend:

“Saturday morning at Westroads, the concours was held. Sam & I were there bright and early to make sure our car was ready. As the time went by and I had given our blue baby her finishing touches, I noticed someone was missing. ‘Where’s Howard, he’s our team entry. What are we going to do if he doesn’t make it?’

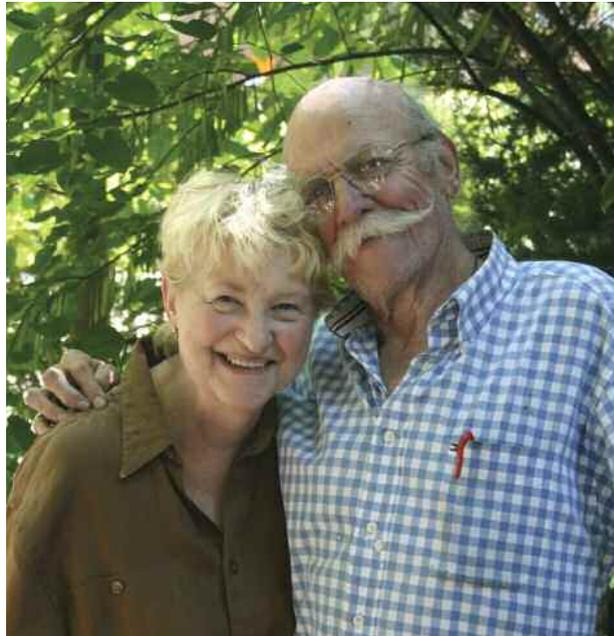
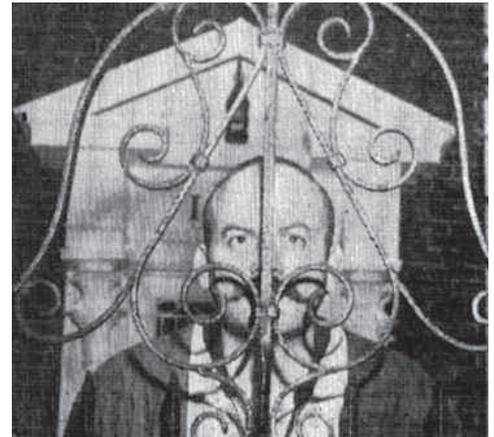
“Just about that time I noticed a red beauty behind us, and as the door opened, one by one Janice and all of their five children jumped out of the 911, each holding their own cleaning cloth. They immediately started dusting the Porsche and won the hearts of the judges standing nearby.

“You know, it takes real know-how to put seven people in a 911. Don’t let anyone tell you it can’t be done. (The 911 is the Shoe-makers’ only car).”

That red 911 is still in the small brick garage attached to their home. After almost 25 years of driving a Porsche as an everyday vehicle, Howard parked it there on May 9th, 1983, turned off the ignition and has not driven since. “The trip around Weissach and the autobahn in a 911SC and a 928 pretty much quenched my thirst for motoring,” he says. “Now I ride a \$325,000 mass transit bus.”

I asked to see the 911 and Howard was happy to pull some wood and cardboard off its top so we could get a look. Posing with the car, he insisted on climbing under it for a shot with just his feet sticking out. Well, of course he would do that - every photo I’ve seen of him is in an unusual pose.

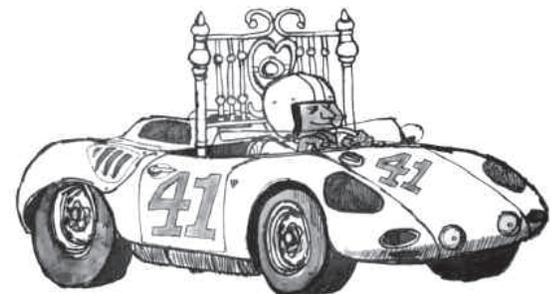
Something else that did not escape my notice were the large Porsche racing posters glued to the brick garage walls. Howard saw my jaw drop as I looked at the crumbling paper and he laughed, not unaware that these were worth a lot of money today. For him, however, they are mementos of a time past, like the 911, a symbol of a satisfying and full life spent doing things he loves. Just knowing they are there is enough.



Howard poses with the 1967 911 he parked in his garage in 1983. Above: Behind the front gate at home in Omaha, from an anniversary edition of the *Prairie Schooner* with a tribute to his years as the original editor. Shoe has worn a “Kaiser Bill” moustache since high school, and many of the characters in his cartoons are likewise groomed. Perhaps all art is autobiographical? At any rate, he never seems adverse to poking fun at himself. Left: Janice and Howard on a sunny Sunday at home. Below, center: He also did the logo for the 356 Registry Gulf Coast Holiday in 1993.

Howard has retired from drawing, and over the years his art has made its way into the hands of many collectors. The Porsche book has also become a fairly rare piece. Our cover this issue was a special commission for 356 Registry. “I’ve not drawn a line since late 2005,” he wrote, “so getting back to the board was a bit like breaking loose a frozen crank.” It’s done in water color and ink, and glued in layers - completely old school. And competely “Shoe”.

“I’ve never done a politically correct cartoon,” he writes. But the creative juices still flow. I got to examine some of the HO-scale trains he makes from scratch, incredibly detailed models using found objects. “He’s always filling his pockets with stuff he finds on the street,” says Janice. He works in a scale that requires tremendous patience and skill, and a love for the subject. But that’s always been his modus operandi, especially when the subject is Porsche. 🚗



2017 Panamera

The only polarizing thing about it this time, are its lap times.

By Jason Bien, Globally Certified Service Advisor, Porsche Omaha

One thing is for sure, Porsche's first crack at the Panamera was met with mixed emotion. With a sleek and aggressive front end that just oozed Porsche Performance coupled with a lethargic looking behind that mirrored the product of too many Big Macs; the Panamera exuded a Jekyll & Hyde appearance. Fortunately for Porsche, this dichotomy was quickly forgotten the moment someone sat behind the wheel. It was clear that there was no mistaking it still being a Porsche. A car that



could haul four people in comfort around the city, yet also thrill the hell out of its occupants at will turned out to be the perfect cocktail for the modern sport sedan. The Panamera was a supremely gutsy move for the brand. A four door, four seat, sport-luxury sedan competing with the likes of such heavyweights as the M5, RS7, and S63...Porsche was indeed stepping into one hell of a fight with its fellow

Germans. Thankfully, after designing the car with the track in mind and making as few compromises as possible to maintain its road-going civility, the Panamera was an instant hit for enthusiasts the world over.

This car, with its cult-like following, continued to amaze newcomers to the brand. Its arrival opened Porsche up to a brand new market, and thankfully that market was packed with people who appreciated performance, practicality, and an endless array of options. Enough unique options, it effectively enabled the buyer to make themselves a 1 of 1 vehicle with little effort. Exclusivity quickly became the name of the game. However, as is with any first model generation, much room was left for improvement. Small tweaks were made in 2015 to liven up the then 5 year old design.



(Continued on Page 17)

(2017 Panamera, continued from Page 16)

Though, these improvements were recognized and appreciated by new and existing Panamera owners, it still didn't seem to address the elephant in the room. That unavoidable soggy bottom.

After a Rockiesque exercise montage, a low fat diet, and plenty of new tech goodies from Q-Branch, the 2017 Panamera was forged in the image of brilliance from seven long years of tough love and perspiration. Thankfully, the auto world doesn't hand out participation awards like they do for the Millennials today. Porsche had to make this one count...and they did.

The new Panamera excels in every category, being the loving yet staunch critic that I am for my home team, I can honestly say that I would change nothing about



the new Panamera. It is an exceptional blend of performance, design, and comfort. As a father with practicality on the brain, the lack of a middle rear seat was my primary deduction in points on the previous model. The 2017 model however managed to fly this little detail under my radar. I was stunned during my training in Huntington Beach when I found myself dazzled with the likes of the new peripheral infotainment system located on the rear center console. I quickly went from "what about a third person in the back?" to "how can I figure out to drive from the back seat?" The rear passenger has now evolved to a backseat participant.

The changes and upgrades to the new Panamera are far and wide...certainly more pages than I'm allowed to ram-

ble about any further. To simplify, I have chosen three things that stand out as the most profound changes to driver enjoyment.

Steering – Porsche has recently set the benchmark in the industry for electromechanical steering. It's actually what made me fall in love with the new Macan after only a few miles of driving it. A further refined and improved electric steering resides in the new Panamera. Smooth, direct, and responsive. The car feels lighter than ever, yet leaves the feel of the road with the driver. This is one of the few unsung engineering heroes with Porsche today.

Rear Wheel Steering – Trickle down performance at its best. RWS allows for a "virtual wheelbase," this means with the aid of adjustable rear wheel telemetry, a car can effectively shorten or elongate its wheelbase via rear

wheel steering. In a parking lot or high-speed slalom, this little trick is worth its weight in gold. With 2.8 degrees of adjustability on tap, the new Panamera has received one of the most aggressive track-tech-tricks on the market today.

Technology – As much as I eat, sleep, and breathe Porsche; one of my complaints has always been creature comfort technology. I've always hated sitting in an Audi and saying, "Wow...

that's cool...I wish we had that". It's almost as if Porsche had been putting all their money making cars brilliant to drive, yet ran out of time or interest for the technological niceties. The Panamera has now thrown the book at any geek critics. The new massaging seats, Lane Keep Assist, Night Vision, Apple Car Play, and a huge 12-inch proximity touchscreen PCM are some of the few upgrades that make this new Panamera hip again.

In closing, the new Panamera has competitors back to the drawing boards yet again. The new Panamera is no longer the wolf in sheep's clothing. It's the wolf wearing a suit.

Read more on the new Panamera at <http://www.porsche.com/usa/models/panamera/>

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 February Board Meeting Minutes

The Great Plains Region PCA Board met at 6:00 pm on February 7, 2017 via conference call. Present were: Steve Gehring, Joe Chambers, Russ Rabeler, Steve Bartlett, Pete Jardine, Melinda Halvorson, Eric Elliott, Richard Mourey and Dave Nelson. Kurt Halvorson was an apology.

Social: It was reported that we had 16 attendees at the Porsches and Pancakes event 1/14 and had 74 attendees at the Winter Party. The next Porsche & Pancakes event scheduled for 2/11 has 4 RSVPs thus far. A dinner location for the Spring Fling has been confirmed at Quaker Steak & Lube in Council Bluffs for 6pm on 4/29. Also, a dinner location on Friday, June 2nd during the Club Race has been confirmed at the Wagon Wheel for 5:30pm. The park at Walnut Groove has been reserved for the 50th Anniversary Picnic and Car Show on 6/25/17 at noon. The picnic will be catered with Steve Gehring reaching out to a few places. The main dish and sides will be supplied with picnic attendees being asked to bring a dessert. The Social Chair will also be looking into scheduling some club dinners (pay as of you go) with the first one being in March (tentatively scheduled for 3/25/17 at Bella Vita in Elkhorn). The upcoming DE 101 has 1 RSVP. A discussion was had regarding offering scholarships to the first DE event – Spring Fling for individuals registering for the DE 101. It was voted and approved that the first 5 novice DE event individuals who register for the DE 101 will receive 1 free track day at the April Spring Fling DE event. It was also voted on and approved that at the DE 101 event, registrants will be entered into a drawing for a free registration to the April Spring Fling DE event. Must be present to win.

Safety/CDI: The DE 101 event needs insurance due to the tech session. The application for insurance has been filed with PCA. It was noted that this insurance is of no cost to the club. Registrants to the DE 101 event will sign a waiver form as well. A discussion was had regarding instructor training. Concerns were raised regarding the potential need for additional driving instructors and how to train them. A review of upcoming instructor training classes revealed that nothing is local. PCA expects that regions holding DEs also hold a new driving instructor course. It has been some time since our club has put on a driving instructor course. To start to address this

concern, the safety chair will work to come up with a list of criteria that potential new driving instructors would need to meet. Once that is established, a request will go out to the general membership of the Club to try and find some potential new driving instructor recruits. Depending on the number of people interested in being trained, the Club will look to either send those folks to an already established training course or we'll work at establishing a training course during one of our local DEs, possibly working with another region to help defray the costs. Finally, the Safety Chair is working on recruiting grid workers and prepping them for the first DE and checking the quality of the Club's first aid kit.

Registrar: Earlier this month the Des Moines PCA region reached out to Club Leadership regarding their ability to sign up their members for the first DE. Along with sending this information, the registrar also has sent information regarding the DE 101 event. All events are now posted to ClubRegistration.net with the first registration for the Spring DE going live on 3/16/17.

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

President: The President's report included items covered in other Board members reports such as the Club Picnic, DE 101, instructor training and the Spring DE.

Past President: Club race application has been approved and a national race steward from PCA has been assigned to our event. As noted by Registrar, all events are in ClubReg, but will not open registration until the appropriate time (governed by Susan Shire, PCA Club Racing). Club has agreed to share in the cost of George Anderson's ad for MPH and the Club Race/DE, which will appear in the March issue of Panorama. Our Club contribution is \$250. Dave Nelson, Steve Gehring, Rick Mourey and Kurt Halvorson are planning to go out to MPH one day in the first week or two of May to visit with George and review our final requirements for the Club Race. We will note whether any changes have taken place at the facility for which we need to advise our assigned race steward.

Treasurer: The opening account balance for January was \$89,555.54 and the closing balance was \$87,819.60. Receipts included Dues of \$960, Ad Income of

\$500, Club Sponsorship of \$1,250 and Interest Income of \$15.98. Expenses included Administration of \$30.66, Newsletter of \$225.65, and Holiday Party of \$4,205.61. Advertisers have paid only \$2K versus \$4,700 one year ago and Club Sponsors are a bit weak as well but it's still early in the year. 1 page sponsorship contract was sent to Woodhouse Porsche and it is expected to be signed and received back with \$5,000 sponsorship soon. Information was submitted to for 2016 tax return as well.

Editor: There was a reminder of the February 15 deadline for the March Der Skooner. Jason Bien will supply a tech article and the newsletter will again include a Club Sponsorship letter and request for volunteers to help with the 50th Anniversary celebration as there have been zero volunteers. A reminder was mentioned regarding Board Members contributing articles to the newsletter.

Membership: There are 99 paid GPR members for 2017. There are 242 National PCA Members with 1 new addition. 1 PCA member transferred to the Suncoast Region. The new National PCA Membership Chairperson will be contacted to gain some ideas in recruiting. 2 anniversaries are being celebrated this month and 3 next month. One is a 50 year member.

Webmaster: Club website has been updated (Board Members page, calendar, 2017 helmet info, and 2016 year in review video). An email regarding the upcoming Porsches and Pancakes event and DE 101 event is going out 2/8. A discussion occurred regarding taking selected articles out of the newsletter and placing them in the News Section of the website to keep this page fresher. By doing this we could also upload more pictures from events than we can run in the newsletter. Majority of Board concurred this was a good idea.

Other Business: A discussion regarding doing another charity event in 2017 took place. Best results would be combining with a driving event such as a fun rally.

The next meeting will be held on March 7, 2017 at the office of Cline Williams.

Respectfully submitted,
Pete Jardine
Secretary

Old Shoe



Old School

STOSMAKSA