



September 2017

Skooner

Great Plains Region • Porsche Club of America



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HANDS ON THE WHEEL

By Steve Gehring

Porsche Racing Postscript

No sooner had I talked about the difficulties that the Porsche GT team was having, than the two-car Porsche GT team took the first two positions in the recent Weathertech Championship Race at Lime Rock. Patrick Pilet and Dirk Werner took the top two podium spots in their 911 RSRs. They seem to have the mid-engine concept working pretty well. Hopefully we will see some more victories as the year goes on. Sadly, Porsche just announced that the highly successful Le Mans program is over. Porsche is looking to Formula E. No good news for us fossil fuel people!

**Nebraska Highway 66
Concourse Classic**

On July 22 and 23, Cass County Tourism and Sid and Dawn Dinsdale sponsored a wonderful car showing at the SAC Aerospace Museum. Hopefully a number of you were able to get out there. If you missed it and they hold the event again, please take advantage of it. For the first year, they managed to get 96 cars to display, which is pretty remarkable. There were a surprising number of pre-WWI cars, including a roadster built in Nebraska. The oldest car on display was a 1906 Ford Model N runabout owned by Rob Hayen. He also displayed a 1907 Model K roadster. Two of the more unique cars from the 1950s-1960s era were a 1960 Edsel Ranger with

a huge V8 and the linear rather than the horse-collar grill, of which fewer than 1,000 cars were built. Herb and Nancy Grothe also displayed a stunning copy of a rare 1957 Cadillac Eldorado Biarritz convertible. Two of my favorites were a beautiful black 1957 Chevrolet Corvette Experimental owned by Jack Keown, in the picture below, along with Denny



Strauss's 1984 red Carrera coupe (Denny had the only Porsche displayed).



The real ooh-and-ahh car was a beautifully restored 1935 Auburn Boattail Speedster owned by Don and Marlene Ohnstead. See this show next year if it is repeated.

(Continued on Page 5)

Der Skooner - Volume 52 Issue 9

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!

It's not too late to join the Great Plains Region for 2017. 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.

Contact Joe Chambers, Membership Chair, with any questions: 402.250.7032.



Welcome to our new PCA members:

John Van Sickle - Lincoln
Reuben Srinivasan - Omaha
Dennis Nicholson - Omaha

And welcome to our new GPR member:

Blake Uhl - Lawton, IA

And new GPR members who transferred into our region:

John and Holly Brown - Yankton, SD

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

GPR Member Numbers

148 paid 2017 GPR members
267 PCA members in our region

On the Front Cover

Mark Hoffman's 912. This photo was taken last year at the Rocky Mountain Vintage Race Spring Grand Prix at High Plains Raceway.

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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.



Your Name

Congratulations

to our members with a September PCA anniversary:

20 Years

Jay Moore

10 Years

Kim Burger

5 Years

Jeff Sena

John Atherton

1 Year

Devin Amin

Alex Boyd



The stimulant on the way to the coffee run.

No matter your method for waking up, one thing is certain. With 300 horsepower, can go up to 60 mph in 4.9 seconds, with a top track speed of 170 mph and an estimated 28 mpg on the highway. The 718 Cayman will make anyone a morning person. Porsche. There is no substitute.

The 2017 718 Cayman.

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(Hands on the Wheel, continued from Page 2)

License Plate Factoid

A number of us who do not want front license plates on our Porsches have taken advantage of the change in Nebraska law several years ago allowing special-interest plates. Those work fine but legally are not intended for daily driver use. Also, they are fairly bland, and there may be Porsche owners who would like to have a zoo elephant, a moun-

tain lion, a Creighton plate, or a Union Pacific plate. For those of you who are not aware of it, the Nebraska legislature did change the license-plate law again in 2016, allowing you to use any plate as a single plate so long as you pay a \$100 annual fee, you place a small sticker in the upper left-hand portion of your windshield, and your car was not manufactured with a front license-plate bracket. That should apply to virtually all newer Porsche cars.



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CALENDAR OF EVENTS

September

9 th	Fun Run to Lincoln for breakfast NO regular Porsches & Pancakes - see Page 8 for more details.	Greenfields Restaurant, 7900 S. 87 th St.	7:15 am depart 8:30 am bkfst
10 th	Lauritzen Gardens All-European Show and Shine* See Page 9 for details.	100 Bancroft St., Omaha	12-3:00 pm
16 th	Rennsport Night at Lo Sole Mio See Page 9 for the details and RSVP NOW.	3001 S. 32 nd Ave, Omaha	6:00 pm Social 7:00 pm Dinner
16 th -17 th	SeptemberFest DE Rescheduled Spring Fling DE - Register NOW.	RPM	
20 th -24 th	Treffen Asheville	Asheville, NC	
30 th	Fun Run to Loess Hills Watch your email for details!		

October

14 th	Porsches & Pancakes - The Egg & I (First Watch)	3605 N. 147 th St., Omaha	8:00 am
21 st	GPR 50 th Anniversary Celebration Dinner GPR members - Watch for your special invitation in the mail! See Page 10 for information.	Hilton Omaha	6:00 pm Social 7:00 pm Dinner

November

9 th -11 th	Porsche Palooza Go to pca-palooza.com for more information and to register.	Eureka Springs, Arkansas	
11 th	Porsches & Pancakes - The Egg & I (First Watch)	3605 N. 147 th St., Omaha	8:00 am
11 th	GPR New Member Dinner	Oak Hills Country Club, Omaha 12325 Golfing Green Drive	6:00 pm Social 7:00 pm Dinner

December

9 th	Porsches & Pancakes - The Egg & I (First Watch)	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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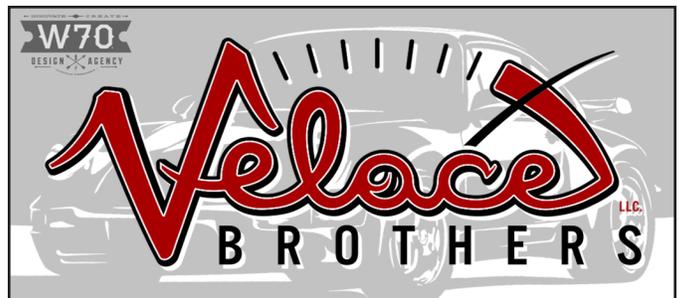
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• IT'S ALL IN THE DETAILS •

Fun Run to Lincoln for Breakfast - September 9th

Instead of our usual Porsches & Pancakes at The Egg & I (now First Watch) on September 9th, we have a wonderful Fun Run planned for you. The Omaha folks will do a Fun Run to Lincoln and have breakfast with Lincoln members at Greenfields restaurant, 7900 S. 87th Street, in Lincoln. We'll meet at Menards, 750 N. 205th in Elkhorn to stage and go from there. We'll plan to meet Lincoln folks at 8:30. This should be a

great time and Greenfields gets great reviews.

For those driving from Omaha:

When: Depart - 7:15AM

Where: Menards 750 N. 205th St. Elkhorn, NE

We'll drive US Hwy 6 to 84th Street and south to final destination - Greenfields - 7900 S. 87th St., Lincoln, NE.

Lincoln folks, meet us at 8:30 am at Greenfields.

IMPORTANT:

Please RSVP NOW to Steve Bartlett at steve.bartlett100@gmail.com so we know how many to plan for. Let us know if you'll be driving from Omaha or meeting us in Lincoln. We don't want to leave anyone behind!



Porsches and Pancakes - August 12th

Photo by Steve Bartlett

18 Porsche Club friends enjoyed breakfast together at The Egg & I on August 12th. Don't miss our Fun Run to Lincoln on September 9th. See article above.

Watch your email for information about a Fun Run to Loess Hills on September 30th!



All-European Show and Shine

Sunday, September 10th
Noon to 3 p.m.
Lauritzen Gardens
100 Bancroft St., Omaha

Imagine models of Jaguar, Porsche, Mercedes-Benz, Ducati, BMW, Ferrari, Pantera, Alfa Romeo, Austin Healey and others surrounded by the beauty of the Lauritzen Gardens.

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

If you would like to exhibit in the garden, please contact Jennifer at j.evans@omahabotanicalgardens.org.

Standard garden admission rates apply for this event. Members are admitted free. Join today!

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 is not a GPR/PCA sponsored event.)

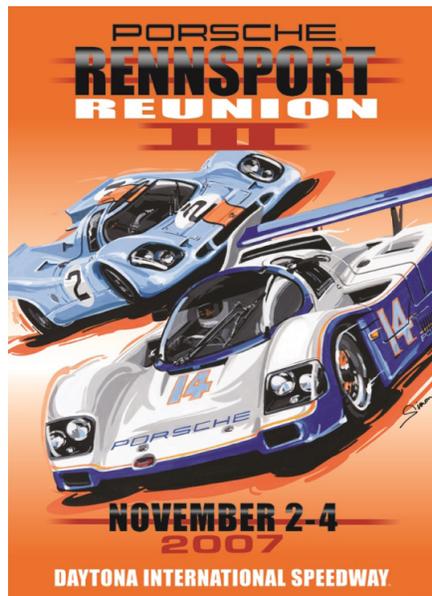
Rennsport Night at Lo Sole Mio

By Steve Wilwerding,
GPR Member

Join us **Saturday, September 16, at Lo Sole Mio (3001 S. 32nd Ave, Omaha)** for dinner and a presentation celebrating the tenth anniversary of Rennsport III. The presentation will include pictures from the event along with videos chronicling the evolution of Porsche sports cars.

There will be a cash bar from 6:00-7:00 with dinner at 7:00 and a presentation to follow. We need 40 people to commit to the event, and the cost is \$20 per person for the Italian buffet with tossed salad, homemade bread, green beans, and for the entrees, chicken parmigiana, fettuccine alfredo, and mostaccioli marinara.

You must RSVP and pre-pay on our GPR website: gprpca.com by September 8th.



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 for the front cover 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

50th
Anniversary
CELEBRATION

Please join us in celebrating this special anniversary of the
Great Plains Region Porsche Club of America

October 21, 2017
6:00 Cash Bar, 7:00 Dinner

Hilton Omaha
1001 Cass Street
Omaha, Nebraska 68102

RSVP to Steve Bartlett at steve.bartlett100@gmail.com
by October 11, 2017

Featuring Guest Speaker Hurley Haywood



Did You Get Your Invitation, GPR Members?

By Melinda Halvorson, Editor

It's almost here! The big event your GPR Board has been planning for for a long time ... our 50th Anniversary Celebration Dinner with the Porsche Club of America.

This is an event you won't want to miss. You **MUST** be a current GPR member to attend and we are limiting the event to 150 people. You **MUST** RSVP to our Social Chair, Steve Bartlett, at steve.bartlett100@gmail.com. If you find yourself unable to attend after RSVPing, please notify Steve Bartlett as soon as possible as we'll likely have a wait list.

This is a very special event for the GPR. Please wear business attire. No jeans, please.

If you would like to spend the night at the Hilton Omaha, we have a block of discounted rooms available for \$149 per night. Call (402)998-4200 to reserve your room and mention the Porsche Club discount.

It's time to celebrate!

... That Great Plains Region hosted a number of PCA multi-region events in the 1970s through the early 1990s. They also participated as a co-host with Nord Stern, Des Moines, and Kansas City regions in sponsoring multi-regional events.

Did you know...

By Gary Quast
GPR Member

GPR was fortunate to use the massive parking lots for autocross events for a number of years after the race track closed.

Over time nature had its way with the facilities. The concrete parking lots began to rapidly

Multi-region events sanctioned by PCA could either be a one day or two day event. One day events had to include a single Porsche-related competitive event, such as Auto-cross, Concours, Rally, or Tech/Historical quiz. Two day events required including one or more of the same events along with Social Events.

The most popular GPR event was the “Porsche Horsche” race track event. Sorry, it was not autos racing, but thoroughbred horse racing at the AK-SAR-BEN race track in Omaha.



it. GPR members had rail side

admittance, and could stand with the winning horse and jockey in the “winners circle.” In 1975, our sponsored horse, “Blazing Gypsy” even won the race! A good time was had by all as there were many races and fun for all at the track.

L-R: Robert Hamer, Chuck Dvorak, Sid Griffith, Gary Quast

deteriorate, and the lots became unusable for auto events.



Behind the orange flag, L-R: John Robbins, Carey Barrett, Bill Goodrich, John Markey

The featured race of that day was called the “Porsche Horsche” race. The GPR club would provide the winning horse with a blanket with “Porsche Club Purse” inscribed on

GPR usually had an autocross, technical quiz, large social event (Ak-Sar-Ben Horse racing), luncheon, and an evening dinner banquet. Of course, the awards were distributed during the dinner banquet, and on one occasion the club even gave away a real Porsche 914 as a door prize!

For those of you who are interested, AK-SAR-BEN race track and coliseum was an indoor arena and horse racing complex. The track was built in 1919, and the coliseum in 1929. The race track closed in 1995, and the arena in 2002. The facilities were demolished in 2005, and is currently the site of all the Aksarben Village developments. Ak-Sar-Ben is “Nebraska” spelled backwards. Originally, the developers said they were turning Nebraska around, thus “Ak-Sar-Ben.” The decline of the complex began in 1986 when Dog racing began in Iowa. Other forms of gambling followed, and attendance rapidly declined.

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

Don't miss our last track event!

**SeptemberFest DE
at RPM**

September 16th & 17th

Register NOW at ClubRegistration.net

**Raceway
Park of the
Midlands**



*Save the Date for the
Annual GPR New Member Dinner*

on

Saturday, November 11th, 2017

at

*Oak Hills Country Club
12325 Golfing Green Drive, Omaha*

ALL current GPR members and a guest are invited to attend.

The event will begin at 6:00 pm with a social hour (cash bar)
followed by a buffet dinner starting at 7:00 pm.

Dinner will be provided by the Great Plains Region.

Watch for more information in the October issue of Der Skooner.

What Exactly Does a Zone Representative Do?

By Julie Bailey, PCA Zone 10 Rep

Fourteen years ago, I had no idea what a Porsche was or that the Porsche Club of America was the largest single marque car club in the world. Since joining the Wichita Region, my husband Chester has taught me how to drive a manual car, autocross, rally, and club race wheel to wheel with everything from cup cars to 944s. But the most important thing I learned, I learned from other Porsche Club members. Whether from California to Vermont, North Dakota to Texas, or Alaska to Florida, Porsche Club members have become my new extended family. Between my current position as Zone 10 Representative, Club Racing, and attending Porsche Parade every year, I have friends from all parts of the country. And we all have the same passion...Porsches.

I have been a Wichita Region member since 2004 and have served as the membership chair, social chair, newsletter editor, webmaster, and unofficial “co” president with my husband, Chester. In 2014, I decided it was time to give back on the National level and I filled out and submitted the PCA volunteer form online. I knew that I wanted to help but wasn't sure in what capacity. As it turns out, the National Membership Chair position was coming open in 2015 and I was fortunate to join the PCA National Staff. I served as the National Membership Chair for one year. During my tenure as National Membership Chair, the opportunity to be considered for the Zone 10 Representative position came available. I submitted my name into the hat and once again was fortunate to be selected. Zone Rep-

resentatives usually serve a 4-year term.

Some of you may wonder what a Zone Representative does. As your Zone 10 Representative, I serve as a liaison between the PCA National Executive Council and the Regions in my Zone. My job is to be an advisor and problem solver for each Region. The Great Plains Region, which is comprised of approximately 426 primary and affiliate members is one of ten Regions that make up Zone 10. Zone 10 includes a small portion of Southern Illinois, Missouri, Kansas, Nebraska, Iowa, Minnesota, North Dakota, South Dakota, and Manitoba, Canada. Zone 10 is a very large geographical area with more than 4,650 members. Each year I hold a Presidents meet-

ing for all Zone 10 Region Presidents. I also attend the Winter Board of Directors meeting and Porsche Parade where the Summer Board of Directors meeting takes place. In addition, I visit each Region at least once during the year, plus I also attend any Club Races that are in my Zone. The Hastings Club Race is one of my favorite events that I attend all year.

So far, this has been the best volunteer position I have ever had. Who doesn't like hanging around cool Porsches and socializing with their owners. I look forward to seeing all of you at your upcoming 50th Anniversary party in October. Until then, always remember that it's not just the cars, it's the people.

Save the Date!

The date for the always popular GPR Winter Party has been set! Please put **Saturday, January 20th, 2018** on your calendars.

The party will be held at The Club at Indian Creek in Elkhorn, Nebraska.

The 2017 Year in Review slide show will run from 6:00 to 7:00 pm during the social hour, followed by a wonderful dinner. Awards and a raffle with great prizes will finish off the evening. You won't want to miss it!

You must be a GPR member to attend this event, so join now at gprpca.com.

GPR Club Dinner at



July 29th

Photos by Melinda Halvorson

Twenty-two GPR friends had a wonderful time at the member-pay dinner at Tavern 180. The company was excellent and so was the food. Don't miss our next dinner at Lo Sole Mio on September 16th! Watch Der Skooner and your email for information about more dinners after the first of the year. If you have a restaurant suggestion, please email our Social Chair, Steve Bartlett, at steve.bartlett100@gmail.com.

Left: Jeff Gehring, Roger Williams and Steve Gehring catch up a bit before dinner.



L to R: Steve Gehring, Bob & Carol Lynch, Linda & Jeff Sena, Roger Williams, Gabe Martyak, Phil & Rose Ann Johnson, Chris & Denny Strauss, Jeff Gehring



Denny Strauss keeps a watchful eye on wife, Chris's purse.
(It doesn't do a thing for you, Denny!)

L to R: Elisa Stutheit, Kurt Halvorson, Linda Rebrovic, Gene & Sally Knapp, John Rebrovic, Susan & Gary Quast, Tom Gutzke



Round 2 at the Brickyard

By Terry Lessmann

The moment my brother David and I packed up and left the hallowed grounds of Indy last year, I was immediately looking forward to returning this year. I've watched my videos hundreds of times and made mental notes of things I wanted to do different this year. Turns out I had changes planned for 10 of the 14 corners, some major (totally different lines), some minor (accelerating sooner). Registration opened in early April and I was able to get in. David was not going this year but Terry Whitney was going to join me in the fun. We were all set for the 3rd weekend in August.

Fast forward to the 2nd week of August and Terry had to reluctantly cancel. It's Thursday, August 10 at 4pm and I get a text from Indy that the food court is now open after tech inspection. WHAT?!? That's supposed to be next week. I check Club Reg and sure enough the event is THIS week, not next week. This is only the 3rd Indy DE but the previous 2 had been the 3rd week of Aug, not the 2nd week. CRAP (or words to that effect). After the lightning bolt shock of realizing my mistake, I get into fast pack mode. Luckily, I have a list for things to take to a DE, so I was sure I wouldn't forget anything and I quickly showered and packed a suitcase. I was on the road by 5pm, but Indy is a 9 hour drive plus an hour lost to Eastern time. I pulled into Speedway, IN at 3:30am local time. I checked into the hotel I had reserved for next week and asked for a 6am wakeup call.

I arrived at the track at 6:30. Registration opened at 7. In between



I prepped my car by putting the numbers on and getting the GPS and GoPro ready. I figured I would miss the driver's meeting and possibly the first session since I had to get registered and teched. However, they have an efficient registration process and ended up 4th in line for tech. I was able to make the 7:20 driver's meeting and my first session was at 8:50, so no missed sessions. I was moved up a run group this year – group 3 from group 4 last year with a total of 6 run groups. Groups 1-3 are allowed to pass anywhere on the track with a point-by except turns 1 and 7. Last year we could only pass on the 2 straights and the gentle bend between T10 & T12. This sounds like a lot more passing opportunities, but in reality it only added 2 sections – between T13 & T14 and T3 area. I began to unload in my garage area (I was assigned a spot in the Gran Prix garages) and waited for my first session.

8:50 arrives and I'm gridded and ready to go. There must be 60

cars in my run group. While it isn't an orgy of high horsepower machines like COTA, the majority of them are race cars. Included are a hoard of Spec Miatas that are using this DE to practice for the upcoming SCCA Runoffs that will be held at Indy. Since I run on street tires, I was no match for the race cars. But I began instituting my changes and felt substantially faster than last year. It's impossible to cut a clean lap with all the traffic, but it was feasible to work on my new lines. The traffic was crazy and constant. During the 2nd session, I saw the Miatas do some dangerous things that actually made me scared. They would run right up behind you and get upset if you didn't give them a point-by in some of the short chute sections. Or dive bomb you into the apex of a corner even though they couldn't pass. I also saw a pair of Miatas drive through the esses so close to each other you couldn't put a credit card between them. I did get a clean lap opportunity during the 2nd

(Continued on Page 16)

(Round 2 at the Brickyard, continued from Page 15)

session and cut 2.6 seconds off my fastest time from last year.

My biggest improvement was in T10 and T11. I discovered by braking earlier into T10, I could hit the apex better and take it faster. I decided to take T11 totally different this year. It's a sweeping right corner and last year I would arc through the turn and hang at the bottom for a lot of the corner. This year I decided to hang to the left until the curbing ended, then dive to the corner worker station and use that as my apex. This gave me a straight line towards T12. With the faster speeds through T10 and T11, I picked up at least 10mph heading into T12 (I saw 100 once, was barely 90 last year). That section became my favorite part of the track. My 2nd biggest area of improvement was in T13 to T14. I was hitting the apex better in T13 and accelerating sooner through there. T14 is also a right hand sweeper and I hung more left, hit the apex, and went straighter out of the corner onto the main straight.

Last year my shift point to 5th gear on the main straight was at the yard of bricks. This year I was 6-10 car lengths before the line, so I was getting more speed off T14.

At lunch I saw one of the DE organizers, so I talked to him about the crazy Miatas. I explained some of the wildness that I'd seen and he agreed it was dangerous (he was also in my run group). Someone a table over asked if I'd seen the silver 48 Miata. I said yes (obviously) and he said that guy was a National Champion. Good for him. I am not. The DE guy said he'd talk about it in our afternoon driver's meeting. As I ate my lunch I thought maybe I sounded like "one of those guys" that always complains, so I stopped by again and said I hope I didn't sound like "get off my lawn" guy but I was concerned. I have to drive my car home. They just put their wreck on the trailer. He said I was right to be concerned and they didn't like the 'action' that was happening either. In the afternoon meeting, he was diplomatic but made the point to knock it off. There was only 1 session left but they seemed to get the message.

After the track went cold, we were invited to attend a mixer at the Museum. This year the special display was honoring AJ Foyt who celebrated his 60th year at Indy as either a driver or owner. He was one of my heroes growing up and David and I were in attendance when he won his 4th 500 in 1977. One of my favorite cars on display was his Daytona 500 winning 71 Mercury Cyclone. Those were the days when you could actually recognize the car by its shape, not just decals.

After a great night of sleep, I arrived at the track on Saturday morning at 7am. There was nothing going on and it was eerily quiet. A beautiful day was dawning. It was awesome to drink in the atmosphere. As I stared at the main straight grandstands, I thought this must be what a driver's heaven is like. By 8am the G1 guys were assassinating the silence. My sessions continued to be congested but in 3 of the 4 sessions I set my 2nd, 4th, and 5th fastest laps. There was a bit of a grid snafu in the 3rd session. The grid master sent a few of the front cars out but held everyone else. By the time I was released and headed for the first turn track entrance, the first cars were flying by. Geez, not even on the track and I'm already a lap down. In our afternoon driver's meeting, they said we were getting wild again and disaster was looming. Their message was we had run our fastest times of the weekend as they would black flag anyone driving wild. If that didn't get the message across, they would send us home. I think they were speaking mostly to the G1 and G2 drivers as I didn't see a lot of craziness in our group. One of my garage mates said my car was a Miata magnet as they seemed to swarm around me. Maybe

(Continued on Page 17)



(Round 2 at the Brickyard, continued from Page 16)

they're attracted to the green color?

Sunday was another beautiful day and I enjoyed the early morning on Saturday so much, I drank it in again at 7am. I was hoping the Miatas would want to save their tires and engines and pack up and leave, but NOOOOOO, they were all lined up on the grid for the 1st session. However, a bunch of other cars were gone, so the sessions were less hectic. I set my 3rd fastest time in the 2nd session and cooled my jets in the last 2 sessions. I still had a 9 hour drive ahead of me so no need to do something stupid. All 5 of my fastest laps were faster than my best lap last year. The new lines were working, I had accomplished what I had set out to do.

Our garage area consisted of 3 sections with each section holding 4 cars. There were several instructors

in our group of 12 cars. I observed and talked to them, as I just passed my instructor exam in July. Depending on how things go next year, I might try instructing at Indy in 2018. A couple of my garage mates were having trouble in T11. I mentioned my new line there and how I give a 20% throttle shot entering the turn, then full throttle. T11 is off camber and the 20% throttle shot helps set the car square into the corner (I learned this at COTA). They reported back that they liked the line and the throttle blip.

We also had a novice in my garage group. He didn't like what his instructor was teaching him on Friday, so he got one of the other instructors in our garage area to ride with him on Saturday. He felt the instruction was better. However, the 2nd instructor left after Saturday, so the novice had to go back to his original instructor on Sunday. The instructor would not certify the driver to run solo after the 2nd Sunday session,

citing the driver did not take the instructor's preferred line through T2. That seemed harsh to the rest of us, but we only heard 1 side of the story. The driver got someone else to ride with him for the 3rd session and that instructor certified the driver. He got to drive the last session by himself. The driver invited me to join him, his wife, and son for dinner after we were done. We dined at a restaurant just southwest of the Speedway on Main St. He was a very happy camper. He's attended many Indy 500s but never thought he'd get to drive on the Speedway. He's been battling terminal cancer for several years and he's now accomplished a life-long dream. They were really nice people and we had a great dinner. It was tremendous that he got to drive solo at Indy. As the PCA saying goes: it's not just the cars, it's the people.

My videos are available on YouTube, just search for my name.



“Usually, an applicant's resume has more on it than photos of his Porsche. But it worked. You're hired.”

Der Skooner Deadline

Articles, photos, ads, etc., must be submitted by the 15th of the month for the next month's newsletter. Please email to: gprnewsletter@gmail.com.

Zone 10 Regions

Are you interested in what other regions are doing in our zone? See the respective region's website for event information.



Central Iowa

<http://cia.pca.org>

Dakota

<http://dak.pca.org>

Kansas City

<http://www.kcrpca.org>

Nord Stern

<http://nordstern.org>

Ozark Lakes

<http://ozarklakespca.com>

Red River

www.redriverpca.org

Schonesland

www.schonesland.com

St. Louis

<http://stl.pca.org>

Wichita

<http://wic.pca.org>

New Newsletter Feature Coming

By Melinda Halvorson, Editor

I have had a few GPR members request that we bring back "Meet a Member" to Der Skooner. Let's do it! I will randomly pick a GPR member and give them a series of questions to answer. (Don't worry, they will be very easy!) I'll need a (voluntary) picture of the member, and will also put in a picture(s) of their Porsche(s). I will start this feature with the October issue of Der Skooner. Be ready for my call!

Porsche Palooza - November 9th - 11th

PCA Palooza is held annually on the 2nd weekend of November in the eclectic, Ozark Mountain town of Eureka Springs, Arkansas, also known as "Little Switzerland." Autumn is one of the best times to view Northwest Arkansas' beauty. Fall foliage and cool, crisp temperatures coupled with rolling hills and scenic, twisty roads make for a fun-filled adventure. Palooza offers a low-key, fun-for-everyone event

with tours, drives, dinners, parade, "Palooza Fest", tech sessions, and shine & show with Porsche enthusiasts and camaraderie.

Registration opens September 20, 2017 at 6 am. Go to pca-palooza.com for more information. Event headquarters: Best Western Inn of the Ozarks Convention Center.

GPR August Board Meeting Minutes

The Great Plains Region PCA Board met via telephone conference at 6:00 p.m. on August 1, 2017. On the call were: Joe Chambers, Eric Elliott, Steve Gehring, Terry Lessmann, Rick Mourey and Russ Rabeler. Steve Bartlett, Kurt and Melinda Halvorson, and Pete Jardine were unable to participate.

Social: Steve Bartlett's report stated that the Saturday member-paid dinner at Tavern 180 on July 29 had 22 people present. Kurt and Melinda Halvorson hosted. Persons there indicated that they would like a member-paid dinner every several months. A Fun Run to Lincoln on September 9th in lieu of the Porsches and Pancakes breakfast in Omaha is being scheduled to include people from Ashland west to Hastings. The breakfast will be at Greenfield's at 7900 South 87th Street. Kim Burger is working on a Fun Run course through the Loess Hills for September 30th. The Board voted to have the Club pay for new and existing members for the New Member Dinner at Oak Hills on November 11th. The holiday party will be held January 20th, 2018 at Indian Creek Country Club.

Safety/CDI: Rick Mourey reported that there were no issues or incidents at the July 15th/16th DE event at Hastings. Rick, Kurt Halvorson and John Krecek were asked to discuss and recommend DE procedures on passing. It was concluded that the Club will retain the pass-on-the-left-only with an arm signal and not using turn signals. No other procedures will be changed. Several updates from PCA were discussed, including concerns for new vehicles equipped with automatic emergency braking and lane-changing assistance. It was concluded that unless those systems can be deactivated for track events, the vehicles may not run in DE events. PCA has also noted a rise in driver incidents at DE events where precipitation induced significant hydroplaning conditions. The Club will continue to err on the side of caution to avoid driving when the rain is significant enough to cause hydroplaning.

Registrar: Terry Lessmann reported that 28 drivers registered for the Hastings DE,

18 for two days and 10 for one day. To date there are 11 registered for the Dog Days of Summer, with no novices. Eight are registered for two days, and three for one day.

Secretary: The minutes of the July meeting were approved as distributed. Steve Gehring reported in Pete Jardine's absence that Pete was heading a group to see if Club members had interest in an auto-cross event. Pete had worked with Eric Elliott on an email blast, and that will be sent out in the next few days to check interest.

President: Steve Gehring reported that he, Joe Chambers and Russ Rabeler had worked to develop some consistency in reporting of income and expenses for the annual Club Race and for our DEs. During the Club Race weekend, all DE income will be lumped with race income since the DE is really held to help offset race costs. For the 2016 Club Race, income was \$36,313 and expenses were \$34,748, for a net of \$1,265. The 2017 Club race, which had fewer participants, had income of \$29,928 and expenses of \$32,393, showing a net loss of \$2,465. For 2016, the three DEs had total income of \$30,173 and expenses of \$29,536, for a small net gain of \$637. There was discussion as to whether DEs should be just one-day events. There were pros and cons discussed, and the issue will be continued.

Past President: No report.

Treasurer: The opening account balance for July was \$94,481. Closing balance was \$85,549. Receipts included DE race receipts of \$1,709, dues of \$180, Club sponsorship of \$250, and interest income of \$15. Expenses included DE expense of \$6,974, administrative costs of \$188 (new printer), holiday party deposit of \$1,000 and a social total of \$2,924, comprised of \$1,325 for the picnic, \$276 for car show plaques and \$1,323 for T-shirts.

Editor: Melinda Halvorson's report indicated that the 50th anniversary dinner invitations would be sent out by Steve

Gehring and his staff during the third week of August. The Club received an invitation to join the BMW Club on October 8th for a Loess Hills driving tour. It was determined to pass on this because our Loess Hills event is scheduled for the week before. In the September Der Skooner issue will be a save-the-date for the January winter party; an article from Julie Bailey, our Zone 10 rep; and a Did You Know? column, among other features. August 15 is the deadline for the September issue.

Membership: Joe Chambers reported that there were 146 paid GPR members, with 265 PCA members. Most of the new PCA members for the last few months have been Cayenne owners, who really seem to have no interest in joining the Club.

Webmaster: Eric Elliott stated that everything was up to date on the website. There would be a blast sent regarding the September 9th Omaha-Lincoln Porsche breakfast. Eric also reported that he had completed the work on synching the website calendar with personal devices, and information would be forthcoming shortly to allow members to do that. Eric also suggested that we compile a list at the end of the year of all of the events we have done and send that out just to PCA members to let them know the benefits of belonging to the Club.

The next meeting will be held on September 5, 2017 at 6:00 p.m. at Steve Gehring's office.

There being no further business, the meeting was adjourned at 6:50 p.m.

Respectfully submitted,
Steve Gehring
Acting Secretary

GPR Classifieds



2005 Porsche 911 Carrera S

3.8 Liter Freshened to 4.0

Guards Red

Black Leather

68,000 Miles

6 Speed Manual

Never Wrecked

Rich Kavan, 402-981-7340

Omaha

**Put next year's Porsche Parade on your calendar, GPR members!
Let's represent our Region well in 2018!**



JULY 8-14, 2018