

August 2018



ESKOONER

Great Plains Region • Porsche Club of America



GPR Member Roger Williams' rare Porsche factory 944 race car. Selected for the Histories Display at this year's Porsche Parade at Lake of the Ozarks. Photo by Melinda Halvorson

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HANDS ON THE WHEEL

By Steve Gehring

Recent Events

We had a great turnout for our 2nd Annual Picnic and Car Show on June 24. More than 50 people came to the picnic and more than 20 lovely Porsches were present for the car show. Congratulations to **Terry Lessmann** for winning Best of Show. Again, many, many thanks to **Chris and Erin Coda** and **Brandon and Jen Koom** for co-chairing the event for us. I think people have really enjoyed the picnics last year and this year and I hope this can become an annual event for our Club.

Our 26th Annual Carrera GT Club Race came off without a hitch with 40 racers in attendance. This was 3 more than last year and we were pleased that having it on Father's Day did not detract from attendance. For financial purposes, we would still like to have another 5 to 6 racers but, other than very hot weather, all went well with no incidents. Another huge thank you to **Kathy and Dennis Tessman** for hosting the drivers and guests on Saturday night. There was another great turnout and everyone seemed to enjoy it.

Fun Runs

We are planning 2 more fun runs for this year. One will be a drive in Nebraska, which we plan to have on Saturday, August 25th. The other will be a re-creation of our Southern Loess Hills Run, with a lunch stop in Tabor, Iowa. This is scheduled for Saturday, October 27. Get these down on your

calendars.

Porsche at Nurburgring

I think the modern gold standard for sports car manufacturers is how fast their hot models can get around the Nurburgring track. We were all a bit astonished when the 918 managed to crack the 7 minute barrier. The virtually unattainable record was intact for 35 years and was set by Stefan Bellof in a Porsche 956 C. Stefan navigated the Ring at an astonishing 6:11.

After retiring its 919 hybrid from LMP1 racing, Porsche tweaked this marvelous machine, now designated the Evo and set about demolishing track records in Europe. The first one of note was Lewis Hamilton's F1 track record at Spa. Everyone was waiting for the inevitable, which was the assault on Bellof's 35-year old record. Last month, Le Mans winner Timo Bernhard took the Evo to the Ring and drove a lap in 5:19:55, beating Bellof's record by more than 51 seconds. For all of you who follow sports car or F1 racing, or have had your cars on the track, you know that differentiating times are often measured by hundredths or tenths of seconds, sometimes several seconds. To beat a record like Bellof's by 51 seconds is just unheard of.

With the astonishing acceleration and speed of pure electrics, a further assault on this record may happen in the next several years.

Der Skooner - Volume 54 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.

Membership News

By Joe Chambers
Membership Chair

When you join the Porsche Club of America, you become a member of the largest independent, single marque club in the world. Membership is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older. Club membership allows you to learn more about what your car can do, have more fun with it and get to know other Porsche owners who share your interests. We have fun, do cool stuff and drive some of the finest cars made. Come join the fun!

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 as well as enjoy free advertising for car-related items for sale in Der Skooner. 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.

Questions? Contact:
Joe Chambers, Membership Chair
402.250.7032
or
gprmem@gmail.com



Congratulations

to our members with July PCA anniversaries:

15 Years

Richard Nieman

Welcome to our new PCA and GPR member:

Richard Jacobson, Omaha

And to our new GPR members:

Anthony Murry, Omaha
Paul De Luca, Fort Calhoun

By the Numbers:

139 GPR members
263 PCA members

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

Member Info

Is your PCA membership information up-to-date? You may not be receiving important information if it's not. Please go to pca.org, click on Member log-in, then click on Edit. Make sure your address, phone number, email, and car information are correct. Thank you!

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Adrenaline shots. Now administered via ignition key.

The Macan.



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PORSCHE

CALENDAR OF EVENTS

August

4 th -5 th	Fun Run and Overnight at Hotel Pattee	Perry, IA	
11 th	Porsches & Pancakes	Garden Café, 11040 Oak St., Omaha	8:00 am
25 th	Fun Run	TBA - Watch your email for details!	

September

8 th	Porsches & Pancakes	Garden Café, 11040 Oak St., Omaha	8:00 am
9 th	All-European Show & Shine* See Page 8 for more information.	Lauritzen Gardens, Omaha	12-3:00 pm
12 th -15 th	PCA Treffen Banff	Banff, Alberta, Canada	
16 th	Social Self-Pay Dinner	TBA	6:00 pm

October

6 th	Porsches & Pancakes	Garden Café, 11040 Oak St., Omaha	8:00 am
13 th	Fall Finale DE	RPM - Pacific Junction, IA	
27 th	Fun Run	Southern Loess Hills	

November

10 th	Porsches & Pancakes	Garden Café, 11040 Oak St., Omaha	8:00 am
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December

8 th	Porsches & Pancakes	Garden Café, 11040 Oak 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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Lauritzen Gardens 2018 All European Show and Shine Car and Motorcycle Show - September 9th

Sunday, September 9
Noon to 3 p.m.

You may arrive on-site as early as 10 a.m. to position your car. Please bring \$20 cash or check to the European Car Club the day of the event to cover the registration fee to the European Car Club. You will receive a complimentary t-shirt with registration.

NEW THIS YEAR

Pre-register online to let us know you are coming and to pre-select your t-shirt size. Cash will be due the day of the event; we are NOT collecting any money with pre-registration, only information, so PLEASE let us know you are coming!

<http://shop.lauritzengardens.org/category-s/194.htm>



Here's the website information about the car show that has lots of detail for you:

https://www.lauritzengardens.org/Visit/Events_and_Exhibits/All-European_Show_and_Shine/

The registration entrance is not at our main entrance, but is at 4th and Francis Streets (the closest main thoroughfare). Anyone riding in the car with you will receive admission to the garden as part of the event registration fee. Any other guests should enter at our visitor and education center and should expect

to pay admission to the garden if they are not current garden members. 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.

We ask participants to stay until 3 p.m. so that all attendees will get to see all of the cars. Picnicking isn't allowed in the garden, however the garden café will be open from 10 a.m. to 2 p.m. if you'd like to walk to the visitor and education center for a bite to eat.

This event is not sponsored by the PCA or GPR.

Our

Condolences

Long-time GPR member and Club volunteer **Russ Standage** passed away on July 1st. His memorial service was held on July 10th. Please keep his wife, Diana and family in your thoughts and prayers.

Porsches and Pancakes



Please join us for our next Porsches and Pancakes breakfast at Garden Café, 11040 Oak St., Omaha. We will meet on **Saturday, August 11th at 8am**. Bring your significant other, too!



PCA Juniors is a program for Porsche enthusiasts under age 18.

Participants must be registered by an active PCA member.

What is the PCA Juniors program?

It's not just the cars... and now it's not just the grown-ups!

With our new PCA Juniors program, PCA is about the kids too!

The PCA Juniors program has been created so kids can enjoy PCA events, learn about Porsches and build the enthusiasm that runs through all of the Porsche Club of America.

Who is eligible?

Any child under age 18 who is registered by a current PCA member can participate in the program.

(Note: This is not a PCA Membership.)

What will the child receive?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Juniors ID badge. We look forward to developing the program and its features over time.

What does it cost to register?

It's FREE! Participants must be registered by an active PCA member, and there is no cost to join! Go to pca.org and click on the "PCA Juniors" button on the home page to sign up your child.

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 also need pictures of your car(s) for Member Rides! Those can be any orientation. Send your JPG(s) to: gprnewsletter@gmail.com.

~ Editor

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

Just One More GPR DE in 2018:

**Raceway
Park of the
Midlands**



**Fall Finale DE
at RPM**
October 13th

PCA Racing - Rookie Weekend

By Shawn Keeler, GPR Member

I think every kid growing up at some point has always dreamed of being a race car driver - whether racing your friends in the neighborhood on your Big Wheel, or maybe just playing on the floor with your Matchbox cars. Well, I was that kid. I have always loved cars, all cars, but especially Porsches. So about 6 years ago when I was in the position to own one, I purchased my first one and have been in love ever since.

Over the course of the next three years, I traded, bought and purchased a total of three different Porsches. It was about this time, roughly 2015, I was also introduced to the GPR PCA Club and Driver Education events on the track. This was exactly what I was looking for. Extremely safe, well run events with great people and of course, fulfilling a childhood dream of being a race car driver on a track. Even if it was

all in my mind, and not really an organized race, it was a blast! After a solid three years, and numerous DE events, track days and other organized track events under my belt, I decided I wanted to make the leap into PCA Club Racing.

Participating in DEs is one thing, making the next move to racing is a whole different ballgame. Driving ability and mental awareness is a given, but there are so many things to factor in: you need a dedicated "built" race car, tires, spare parts, trailer, LOTS of fuel and of course time. Not to mention, probably the biggest hurdle of them all, trying to convince your wife and your own mother this is a good idea. But with some gentle nudging, they both did come around and accepted the idea.

Since this is my first organized race go around, I can only share

my experience and the application process through PCA. Having said that, PCA as a whole is just plain awesome. From my initial inquiry with **Susan Shire** with PCA Club Racing, to my first race weekend and orientation with race steward Alan Shirley, they are all top notch. Also, if it wasn't for Susan, I may have not been racing this year. My initial call to her was an "inquiry" about the process, with my intention to get the car ready and make the leap to racing at the beginning of the 2019 season. But after a 30-minute phone conversation, she convinced me not to wait and start the process for the 2018 season, which I did. This was late November 2017.

I won't go into all the details on the car build, but basically, I had about six months to take my current street driven 2012 Cayman R, and convert

(Continued on Page 10)

*(PCA Racing ...
Continued from Page 9)*



it to a PCA Club Racing car competing in the GTB1 class. Piece of cake, right? With some small rule changes from the 2017 to 2018 season, I had to change a few things, but in the end it all worked out. With this being my first race-car build, I can honestly say thank God for the internet, forums and of course a great group of guys that gave me a hand with this. Minus the cage and the airjacks, 90% of the entire car was finished by me, and I am by no means a mechanic. But if you take your time, do the research and have the right tools, it is all pretty straight forward.

Well, after a little over 7 months of work, the car was ready. I then focused on preparing for my first race as a rookie at MPH in Hastings, NE, which was a little over a month and half away at this point. Fortunately, living in Omaha, I am close to another track RPM in Glenwood, IA. This allowed me to get on the track and at least drive and tweak the car a bit before the first race.

Preparing for your first race is like packing for a trip where you don't know the dress code, what the weather will be or where the destination is. Meaning, what do I pack for tools? What if it rains? How much water should I bring? And so on.....Well, I got the trailer loaded to the best of my knowledge of what I thought was necessary and made the trip west to Hastings. With all day Friday being a Test and Tune, I took this day to get set-up and get some track time to re-familiarize myself with MPH. After a solid two sessions in, I felt comfortable

with the car and my ability. I headed back to the paddock and the trailer. After getting out of the car and removing my gear, I took a lap around the car to give it a once over. Of course, Murphy's Law strikes: somehow through the course of the Test and Tune, my rear tow hook is missing, and I have Tech Inspection at 7:30am the next morning. After some quick thinking, and a trip to the local Menards, I was able to use a D-Ring and a grade 8 bolt to do the trick. Crisis avoided!

Being a PCA Club Racing rookie, there are certain protocols and requirements that must be completed to move on, and rightfully so. One of these items is the initial Rookie Orientation meeting, conducted by race steward **Alan Shirley**. This took place at 6:30pm the Friday before the racing events started. With only four rookies in attendance, this orientation was very informal and laid back, but was nothing short of being very informative. Alan's nature is very outgoing and very personable. So, asking questions and discussing track scenarios was very easily done.

After a brief race meeting the next morning, it was time to get ready for the morning practice sessions. I really wasn't worried too much about these - again, getting a feel for the track with some other car traffic mixed in - similar to a DE with a bit more traffic. Rookies are required to do all three practice sessions of the day, which allows you to get as much "in traffic" practice as possible. Af-

ter the practice sessions and a short lunch break, came the Practice/Fun Race. This is a race, but also a practice to simulate the rolling starts. Hands down, the most terrifying, exciting and thrilling experience is the race start, especially for a rookie. There is so much going on, and it is so loud, you almost forget to shift. I did remember, but the only reason I did is that no less than three people warned me of it! Shift, shift, shift!!!!

I survived the Practice/Fun Race and after a big sigh, I was able to breathe again. Now it was time to regroup and get ready for my first Sprint Race. By this point, after going through three practice sessions and a fun race, I had a pretty good pre-grid system down for getting ready. Having said that, on the grid of the first sprint race I was going through the start and the track layout in my head one more time to get mentally prepared, and noticed the grid was louder than normal. Crap.....in my preparation for grid, I forgot my earplugs. By this time, it was two minutes till start, no time for plugs, which later I would realize was a big mistake. Now, it was go time. After leaving the grid and navigating through the hot pit, you end up on the track where the splitter assigns you a side. This will be my side for the rolling start. In my previous practice starts, I didn't do too bad, no issues and was right on the guy in front of me. I am not sure if it was nerves or anticipation, but the 3/4 track warm-up lap behind the pace car was super-fast compared to the practice starts, but again maybe that was in my head.

Now things get real.....pace car
(Continued on Page 14)

Meet a GPR Member

The GPR/PCA is made up of a great group of members. This month's feature member is **John Krecek**.

I was asked to write a bit about my cars and Great Plains Region encounters as proof that it really is about the people.

Just after high school in 1987, a brand new, red 1987 Carrera with a whale tale pulled into my folks' driveway. **Bob Diers** was my neighbor at the time and we stood and admired that car - so cool and it looked so fast and so classic.

A couple years later in March 1989, my roommate in San Antonio, who sold Porsches, bought me a ticket to the San Antonio Grand Prix. A road race on the streets of downtown San Antonio. Seriously? The highlight for me was seeing the Miller Porsche 962 - #108. This was the fastest 962 ever and previously driven by John Andretti and Derek Bell to first place at Daytona. This icon was driven that day by Andretti and would fly by me at close to 200 m.p.h. I was 5' away on the other side of a protective chain link fence. The car dove into the braking zone, sparks



flying as it bottomed out through the intersection, heel-and-toe to second gear where it then spooled back up and disappeared, but you could hear it for many seconds later. We watched it over and over. That day we also saw the Luk Clutch Challenge – a road race where people with Porsches, VWs, etc. could race the course. I dreamed that someday I could drive a road course in a cool car.

In 1997 I was fortunate enough to find a red, '87 Carrera. Later, I had a whale tail installed, compliments of Matt Salter, to complete the look of my car. I drove this car as my daily driver for three years. I will tell you

that a 911 with Blizzak Ice tires is quite possibly the best handling car in the snow (less than 3" deep – of course). And kids fit perfectly in the back seat! After purchasing my dream car, my old roommate told me that I HAD to sign up for Drivers Ed and learn how to drive. I also attended a couple multi-day racing schools to make sure I could enjoy my car better. This car was modified over the years to be better fitted for Drivers Ed and eat tires. I had this car for 20 years and put 140,000 miles on it. I can still hear the car hitting redline in my head.

My first DE was at Heartland Park Topeka. I did not know anyone and it was a Kansas City Region DE. I drove there in the night, in the rain. Scared what might happen to my car on the track, I paid a lot of attention to what was going on.

I met **Ross** and **Denise Scholz** and I asked a bunch of ignorant questions, like, "What car here is the fastest?" and, "How fast do you go?" Despite this ignorance, Ross showed me how to change the brake pads

(Continued on Page 13)



(Meet a GPR Member, continued from Page 12)

on a car similar to mine. He showed me on one wheel and I think he had me change the other three – what a learning experience! I was hooked on DE and working on my own car after this event. I was amazed what these cars could do but also what I could do. I realized that speed had more to do with the driver than the car when Wayne Wray, in a VW Scirocco, kept running me over in turn 3 despite me shaking him on the straights.

I started to attend GPR events in hopes to get better connected with the cars and the people.

At a light at 114th and Dodge, headed to work at my hobby job at the Omaha Wine Company, a guy pulls up next to me in a Mercedes and asks me if I am going to the autocross that weekend. Huh? He follows me to work and **Sandy Steckman** introduces himself and tells me that I need to go to the autocross that the GPR was putting on. That encounter had a big impact on my PCA future as well as my wine drinking future – sinking equal amounts into both hobbies.

At the autocross I met **Ralph Woodard** and asked him what I could do to help today and into the future. That started a long period of helping, being on the board in most positions (except Newsletter Editor and Registrar, because those positions are way too much work for my small brain).

After a few years of DE, and at a DE, **Denny Strauss** and Ralph approached and told me that they needed an instructor in a pinch. I

told them I did not know any – remember? Small brain. They told me what I needed to do: Instruct in the car with a student that was about to go out on the track.

I always remember the excitement of seeing what you can do in your car with proper coaching and I like to bring that thrill to a first time track driver. For this reason I started instructing more and more. I think I like instructing more than driving! But driving new tracks is the best!

In 2007 I was thrilled to be asked to travel to Daytona to see the 24 hours with Sandy, **Larry Anderson**, **Rick Schaffer** and a cadre of other GPR peeps. If you have never been, you need to witness an incredible endurance event like this with touch-the-car access to the pits. It is unforgettable, especially when a top PCA timing and scoring official and GPR member, **Roland Nieves**, invites you to the timing tower to watch the action. We felt like VIPs walking through several layers of security – because we were guests of Roland.

I later took on a position with PCA national as DE Chairman which allows me to interact with DE people all over the US and help spread the best practices throughout the US – helping bring the same excitement to novices in PCA.

More recently, I sold my beloved '87 and found a later model 911 that is my daily driver, and track car. I have fun driving it to new tracks and trying to learn them. My son **Jack**, found a cheap car

on Craigslist that he wanted for his school car. A black 1987 924S. **Jim Avilla** (Porsche rain man) noticed from a minor wrinkle in the hood, that the car was previously owned by **Larry Anderson**. Larry was able to tell us the entire history of the car, including every part on it – like having a living CarFax. Jack is now a full member of the PCA and has been to the track a few times. If you see him anywhere but the airport, say “hi” to him. (“Hi Jack” does not work at the airport.) Jack has a pen pal (actually Instagram) whose dad works at a Porsche Factory in Germany and he hopes to do study abroad next summer and go see him – possibly for a factory tour and a quick trip around Nordschleife. Now THAT would be higher education. I am really excited for him to have his own experiences related to Porsches and the club.

I have met many incredible people, local, national and international through PCA. I have been fortunate enough to drive virtually every model of Porsche on the track. I would not trade my time with the club and people for anything. Catch you in the Curves!

The love for Porsches continues on with John's son, Jack.



(PCA Racing, continued from Page 11)

pits and we all roll into the final corner before the green. Side by side in a 20+ car start, the green flag drops and we are off! Looking back, I really didn't have a great start. I was hesitant to say the least. The rolling start of your first race is a nerve stimulation overload, to the say the least. You have to be completely conscious of your surroundings, mirrors and track placement - plus, driving the car and shifting at the same time. As stated before, probably the best advice I received was, "Shift early, because you will forget". Words to live by!

Once things settled down, it was business as usual on the track. I had a few passes under my belt when the 30-minute session concluded - for me that was a win. All the work and track time up to that point paid off - not to mention the 7 months I put in to build and complete the car for the season. For those that have not raced, or even been on the track for

the day, at the end of the day you are exhausted mentally and physically. So, a shower, and a laid-back dinner at the Tessman's was just what the doctor ordered, and of course sleep. We still have another day of racing.

Sunday's schedule started out with some speed bumps. With the first group ready to grid and complete their first sprint race, the rain came in. After about a 45-minute soaker, the rain subsided, and the scorching June sun came out. Aided by the sun and the fabulous staff of MPH, the track was cleared, and racing could begin. With the schedule being a good hour or so off, officials decided to combine the race groups into one group. Meaning, we would still have two races for the day, but now all classes would be racing at the same time. So instead of roughly 17-20 cars, we would have 30-35 cars. For a rookie drive this means tons of traffic to navigate. But in the end, it was the best thing that could have happened. Nothing makes you a better driver than traffic, and in this

field, you had everything from 944s to Cup Cars. So, gauging this traffic was a huge plus to my learning experience and confidence. The last sprint race of the weekend (there were a total of 3) I started in P21 of roughly 35 cars, and finished in P11. Plus, my fastest lap of the entire weekend was the third from the last lap of the final sprint race. I will take that for sure!

How do you wrap up such an awesome experience for your first rookie race? I am so happy I decided to have MPH be my first race and event. Having your first race on a track you are familiar and comfortable with is such a relief. In addition to the track and facilities, I cannot say enough about the PCA staff and their organization. They are truly top notch, and they are there to help and nurture the sport we love. I know I have said it before, but the GPR PCA Region has been so helpful and supportive in my transition process of weekend DE driver, to Club Racer. Primarily, **Sally Knapp, Sandy Steckman** and of course my good

friend **Joe Chambers**, without you all I would not be in the position I am now.



Photo by Melinda Halvorson

2nd Annual GPR Picnic and Porsche Car Show - June 28th

Photos by Melinda Halvorson

Sixty-five Porsche friends had a wonderful time at the 2nd Annual GPR Picnic on June 28th. Nineteen cars were presented in the car show for judging by GPR Member, **Kurt Halvorson**. Our thanks once again to **Brandon Koom** and **Chris Coda** (pictured below - Brandon, left, Chris, right) for Co-Chairing this fun event.



Brandon and Chris draw numbers for winners of door prizes.

Our thanks to Julie Bailey, Zone 10 Representative, and her husband, Chester, for attending our picnic.



More pictures on Page 16.

Congratulations Porsche Car Show Winners!



Richard Jacobson (L) wins the Best of Era 1950-1970 award, presented by Kurt Halvorson (R).



Brandon Koom (L) wins the Best of Era 1971-1990 award.



Chris Coda (L) wins the Best of Era 1990-Present award.



Bob Kirchner (L) wins the Most Unique award.



Denny Strauss (L) wins the Peoples' Choice award.



Terry Lessmann (L) wins the Best in Show award.

Porsche Parade 2018

By Kurt Halvorson, GPR Member

Shower, step outside, sweat through clothing, repeat. This should have been the theme of the Porsche Parade 2018 at Tan Tar A resort in Lake of the Ozarks, Missouri. The heat and humidity put Omaha's to shame. Omaha would not even be an honorable mention.

For those who have never been, Parade is the quintessential annual convention of the PCA. Its origin started with a group of a dozen members about 60 years ago who got together for a social and some driving, and ended up "parading" through the streets of the towns in which they would gather each year. The name stuck. This year's gathering was at the beautiful lake of the Ozarks, with great driving roads, beautiful scenery and nice restaurants.

We arrived on Sunday around noon, picked up our registration materials for Parade and checked into the hotel complex. (Note: should you travel to Tan Tar A or the Ozarks in

general, recognize that everything is on lake time and no one is in a rush to provide customer service. If you go in with that expectation, you will never be disappointed!)

There were approximately 2,000 participants with slightly over 1,000 cars registered. I know what you're thinking – and you're correct – there was insufficient parking for everyone to be at the hotel at one time. Typically this was not a problem, as people were coming and going to and from the various activities onsite and offsite from the host hotel.

Parade begins Sunday night with a welcome party each year. Monday is always Concours Day, with banquets, zone/region parties at night, and other driving tours and optional events throughout the week. This year these included: ice cream social, radio-controlled car races, children's events, art show, technical quiz, autocross, golf tournament, Time-Speed-Distance rally, Gimmick Rally, Michelin Drive and Compare,

beer tasting, boat tours, driving tours, distillery tours, and the annual Parade of Porsches through town on Saturday before that evening's final banquet.

You don't have to feel compelled to stay the whole week, and you can pick and choose to do as much or as little as you would like. Melinda and I went to dinner with GPR friends Sunday night, Concours Monday, Boat Tour on Tuesday, a GPR dinner Tuesday night, Autocross on Wednesday, Gimmick Rally on Thursday and came home Friday. I could regale you with stories from throughout the week, but suffice it to say it's fun each time we've attended (5 for me and 3 for Melinda), and we look forward to future Parades in different locales. Speaking of which, 2019 will be in Boca Raton, Florida at the Boca Raton Resort and Spa from July 21-28th, and in the Palm Springs area in 2020. In 2021 it should be back near the middle of the country. Plan on attending one in your future.



Dinner at Bentley's, Lake Ozark, MO - great company and great food.

Clockwise Left to Right:

Kiera Ginn, Steven Ginn, Linda & Jeff Sena, Gabe Martyak (GPR friend and Alpine Mountain Region), Cindy & Joe Chambers, Kurt & Melinda Halvorson, Debra Ginn, Caitlin Ginn and Conor Ginn

More Parade pictures on Page 20.

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 in the past for the Annual Winter Party, the Spring Fling, the summer social in Hastings, 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 Porsche Omaha and our individual sponsors in the past year, as well as 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.

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 2018.

Sincerely,

Your GPR Board of Directors

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

Name _____

Sponsor Levels:

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

**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 July Board Meeting Minutes

The Great Plains Region PCA Board met at 6:00 pm on July 3, 2018 via conference call.

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

Social: International Porsche Day was held 6/9 at Porsche of Omaha. Very well attended by club members with exceptional food and fellowship. The Carrera GT Club Race and Advanced DE was held June 15-17 with the annual Tessman party held 6/16. The Club Picnic was held 6/24. Many thanks to co-chairs Brandon Koom and Chris Coda. 57 adults registered and 8 children. Weather cooperated and the car show was great. Upcoming events include: Porsche Parade at Tan-Tar-A, Lake of the Ozarks July 8-14th. P&P on 7/14; self-pay dinner at Della Costa on 7/21; Summer Fun DE at RPM 7/28.

Safety/CDI: No new National updates to report. Excellent weekend of club racing and driver's education at Hastings. No reportable issues or accidents. All national reports have been filed. Very good feedback from club racers and visiting DE participants on format and schedule. Flexibility around the rain event on Sunday was appreciated. Several drivers commented to the Safety Chair about our grid workers wearing vests. Said it really helped them with who to pay attention to and made them stand out. Thanks again to Kurt Halvorson for getting these vests donated. Looking for Splitter volunteers for next years race. Insurance for July DE received and forwarded to Steve Gehring and Terry Lessmann. Discussed having a co-CDI and it was agreed upon having

Der Skooner

ing Sally Knapp fill this role.

Registrar: Successful Club Race and Advanced DE. 40 Club Racers and 22 DE Drivers. There were approximately 9 cars who participated in parade laps and we raised \$60 for charity. There was only 1 incident during the Club Race and all parties agreed to consider it a "rub out" encounter. An observation report was filed to PCA for the DE part of the event. SummerFun DE registration is ramping up. We currently have 3 entries. The July 28 event will be our first 1 day DE and will include a blue run group for open passing.

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

President: Discussion was had on the Club Race. At this time, we are looking for volunteers to Chair the Club Race and looking for volunteers to help run the race. Some details of the race are being looked at to try and reduce costs. Letters have gone out to prior year sponsors asking for consideration of sponsorship for 2018 and thank you letters were sent to those that sponsored the Club in 2018.

Past President/Associate Editor: No formal report.

Treasurer: The opening account balance for June was \$70,190.19 and the closing balance was \$78,838.66. Receipts included Club Race Receipts of \$21,682.01, Club Sponsorship of \$900, Dues of \$90, Parade Laps of \$60, Interest Income of \$14.74, and Social Deposits of \$360. Expenses included Administration of \$22.35, Club Race of \$11,536.01, Social of \$2,478.42, DE Insurance of \$300 and Newsletter of \$121.50. Treasurer noted that the expense for the Spring Fling meal that was catered by Atti-

tude on Food was donated by owner Nathan Newhouse.

Editor: There was a reminder of the July 15 deadline for the August Der Skooner. The August issue will highlight Meet a GPR Member, Club Picnic, Porsche Parade, Dinner at Della Costa, Rookie Racer article by Shawn Keeler, and P&P event.

Membership: There are 136 paid GPR members for 2018. There are 263 National PCA Members in our region. There were 3 new combined National PCA Members and GPR Members added to our region, 0 new GPR Members added to our region, 2 new PCA Members added to our region and no transfers in or out of our region.

Webmaster: The website calendar was updated with all current events. The new site is progressing. A follow up email blast was sent out with link to the July Der Skooner, reminder about the Della Costa dinner and Summer Fun DE. Another email blast will be sent out regarding the P&P event on 7/14.

Other Business: None.

The next meeting will be held on August 7, 2018.

Respectfully submitted,
Pete Jardine
Secretary

2018 Porsche Parade Photo Gallery



Left: Nick and Jim Avilla

Photos by
Jim Avilla
Joe Chambers
Steven Ginn
Melinda Halvorson
Roger Williams

