



September 2018

DER SKOONER

Great Plains Region • Porsche Club of America



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HANDS ON THE WHEEL

By Steve Gehring

Fun Runs

By the time you read this, the August 25 Fun Run north of Omaha will be completed. I hope that you were able to attend and enjoy it. If so, and/or if not, please make every effort to sign up for our final Fun Run of the season, the Second Annual Southern Loess Hills Fun Run down to Tabor, Iowa, on October 27.

We will have had 4 Fun Runs this year. They seem to be the most enjoyable and well-attended driving events for the Club. We will certainly have 4 more next year. If any of you has an idea for a Fun Run, please let **Kim Burger** (kmburger37@icloud.com) or myself know and we will consider those ideas for next year.

DE Events

The low point in my 2-year presidency was the need to cancel the July 28 DE at RPM. A week out, we had 8 cars registered, needing at least 15-17 cars to make it work financially. As we mentally went through the people who normally come to the DEs, we could account for at least 10 people who had scheduling conflicts and other understandable reasons not to attend. Our attendance at these events is, however, dwindling and they have historically been the lifeblood of driving events for the Club. Again, if any of you who is a DE driver or someone who would like to do it, but for

some reason, has not, please let **Joe Chambers** (jbchambers2@cox.net) or myself know whether these events still interest you or what we could do to entice you to come. Once you learn to drive your car on a track, you will be amazed at how much better a street driver you will be. They are fun, there is great camaradery and you have less chance of damaging your car than in a super-market parking lot.

And speaking of ... I was particularly fortunate to be able to attend a DE several days ago at the iconic track at Road America in Elkhart Lake, WI. **Joe Chambers, Kurt Halvorson** and I formed a small, but mighty, group known to the event organizer as the "Nebraska Hooligans" (for reasons not totally clear). Kurt and Joe had driven the track 2 years ago with the Nord Stern Porsche Club, but that club did not have an event this year. We joined with the Audi Club of Wisconsin. They have a very different program for the intermediate group of drivers, to which the three of us were assigned. Each of us was assigned an instructor who stayed with us every lap until the late morning session Tuesday when we were signed off to solo. We were also required to attend significant classroom training. The whole experience turned out to be marvelous and was

*(Continued on Page 8)***Der Skooner - Volume 54 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

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 September
PCA anniversaries:

45 Years

Bob Knapp

35 Years

Randall Dotson

5 Years

Justin Abbott

Steve Bartlett

Welcome to our new GPR
member:

Jerry Arnold

Omaha

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

By the Numbers

141 GPR members

262 PCA members

On the Cover

GPR Member Shawn Keeler's Club Racing Cayman is ready and waiting for its' driver at Brainerd. See his article on Page 10. Photo by Brian Stalter.

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CALENDAR OF EVENTS

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	
21 st	Social Self-Pay Dinner See Page 17 for more information.	Bravo Cucina Italiana, Omaha	6:30 pm

October

6 th	Tech Session ***Please note there is NO Porsches & Pancakes this month. RSVP to steve.bartlett100@gmail.com ***	Woodhouse Porsche	8:30 am
13 th	Fall Finale DE	RPM - Pacific Junction, IA	
24 th	GPR Ladies Paint and Sip See Page 9 for more information.	Creative You Door Decor, Valley NE	5:30 pm
27 th	Fun Run	Southern Loess Hills	

November

3 rd	GPR New Member Dinner	Spezia, 3125 S. 72 nd St., Omaha	6:00 pm
10 th	Porsches & Pancakes	Garden Café, 11040 Oak St., Omaha	8:00 am

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 - 12-3:00 pm

Don't miss this year's show and shine! You may arrive on-site as early as 10 a.m. to position your car. 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>

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.

(Hands on the Wheel, continued from Page 2)

a wonderful way to learn that gorgeous 4-mile track, perhaps the fastest in the country. When I completed my final session Tuesday afternoon, I felt like I had attended a master's level driving class. The track, which is carved out of 640 acres of Wisconsin woodland, is just beautiful. It was like a very fast trip through the woods.

I hope that each of you who is a track junkie will have an opportunity to get your cars on this track. AND, for any of you who drives a Panamera and thinks you could never take it on the track, I had to work to pass a lovely burgundy Panamera which was very fast in the straights.

Porsches and Pancakes



Get your Porsche out of the garage and join us for our next Porsches and Pancakes breakfast at Garden Café, 11040 Oak St., Omaha. We will meet on **Saturday, September 8th at 8am.**

Bring your significant other, too, for a great morning of conversation and food.

We typically gather on the 2nd Saturday of each month, but next month we will meet on October 6th at Woodhouse Porsche for a Tech Session. Watch your email and the next issue of Der Skooner for more details.

GPR Ladies Only!

By Melinda Halvorson, Editor

I hope you'll join me for an evening of painting, sipping, eating, and fun! You will choose a door hanger style you would like to paint in advance, but that's all you need to do. All of the items you will need to paint your door decor item will be provided. Everyone will make something different ... you can paint your hanger however you like. There are many samples for you to look at for inspiration, not to mention finding ideas on Pinterest.

Here's what you need to know:

Wednesday, October 24th

5:30 pm

(We eat, paint, and sip! Non-alcoholic drinks will also be provided.)



Creative You Door Decor Studio

333 N. Spuce St., #102, Valley, NE

I only have a few spots left!
Email me with your interest:
melinda.halvorson1115@gmail.com.

This event is for GPR ladies only ...
if the Porsche owner in your life is
not a GPR member, they need to be.

Stay Current on all Things GPR and PCA:



gprpca.com



pca.org



facebook.com/groups/gprpca

The advertisement for Attitude on Food is set against a background of various appetizers. At the top, the letters "A O F" are displayed in a white, sans-serif font. Below this, the text reads: "Attitude on Food is Omaha's premier, award-winning catering company!" followed by "We provide exquisite food and service for all types of events, including:" and a bulleted list of event types: Corporate Events, Home Gatherings, Anniversary Celebrations, Holiday Parties, and Weddings. At the bottom, it says "Contact us for your next event today!" and provides the email "Events@AttitudeOnFood.com" and the website "www.AttitudeOnFood.com / 402.341.3663".

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Contact us for your next event today!

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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 - Register Now!

PCA Club Racing - Brainerd International Raceway

By Shawn Keeler, GPR Member

Hello again my fellow Porsche enthusiasts, it is race update time! For those of you that have been following my Rookie race season on social media or on here, the journey continues. The next stop for me on the PCA Club Racing list was Brainerd International Raceway in Brainerd, Minnesota.

Since I had never been to this track before, I had to rely on the input from other racers that have been there and of course, good old YouTube videos. For me, watching video can only do so much. I really need to experience it, or at least do a ride along to get a feel for it and the uniqueness of a track, and this one

was no exception.

More than one person had told me that this track is very, very fast, so be aware of your track position and surroundings. Not to mention the number of concrete barriers around the track. So, factoring all that in, I was nervous to say the least. Anticipating this “learning” curve of the track, I decided early on to do the PCA’s Test ‘n Tune the day before the event, so I could get a better feel for the track, and I am so glad I did. Just after that one day alone, I took almost 6 seconds off my time. Needless to say, I will be taking part in the Test ‘n Tune at each track I visit for the first time. Great way to get a feel for the track with minimal traffic.

The next day, Saturday, was a picture-perfect day for racing. Cool

(Continued on Page 11)





start for the morning leading into a seasonably warm Summer day, and of course no RAIN. This event, similar to the Hastings event, had a DE coinciding with the PCA Club Racing. This increased the number of people and spectators at the event, it also increased the number of Porsches. Let me tell you, Minnesota knows how to bring the track toys. In between practice sessions and racing, we took in GT4s, 911s, a minimum of three new GT3 RS and loads of other Porsches ranging from the 60s to the present ripping up and down the track in the two group DE field.

Saturday was comprised of three practice sessions and the Fun Race/ Practice Starts. This event had only one field for Club Racing, made up of roughly 35 cars. I guess with a 3.1 mile track, things should spread out nicely, and traffic should be minimal after the start and things settle down. Plus, we had a qualifying session to place us for Sprint Race #1, late that afternoon. Based off of qualifying, I ended up gridding in 22nd place, which I was totally comfortable with. As stated before, this track is very fast. So, starting in the middle of the pack was just fine with me. Sprint Race #1 started at 4:45pm Saturday afternoon, with the temps in the low 80's, great weather. I think I speak for all the racers that after 3 practice sessions, a Fun Race and then qualifying, we were ready to get this first race going and have some fun! After a nice 3/4 lap warm-up under yellow, we are green. A nice tight side by side bunch heading down the main straight into corner

one at a comfortable 125mph. I told you it was a fast track! Things calmed down, and I worked my way through the race, situation free, ending up finishing in 17th. Again, completely happy with that. Considering of the 35+ cars there to race, there were only about 5 of us that were not from that area. So, lots of BIR track knowledge out there to compete against. Race #1 of the weekend in the books, now it's time to decompress and regroup for the next day.

I was fortunate to have my father and a friend join me on Saturday to watch qualifying and the race. My dad had never been to the track before, other than to a DE. So, it was great to have him experience it. Of course, in typical father fashion, after the race he asked, "Why didn't you catch all those guys in front of you?" Well dad, it's not that easy! We then checked the car over, topped the fuel off and a few other miscellaneous items, to ensure the car was ready for the next day, and then headed over to a BBQ down the paddock that we were invited to earlier in the day. This BBQ was no let down: drinks, steaks, brats, salad and the whole works. I made my way around the group, swapping the days' race stories, car talk and family catch up.

Race day number two at BIR started just as perfect as the previous day. Cool morning temps with no moisture overnight at all. A great day for racing again. After a lite breakfast, and of course lots of coffee, I headed over to the track to get ready

for the day. With no Driver's Meeting, and warm-up not starting until 9:25am, I had plenty of time to take in the morning at the track and get organized. One thing I have learned from each race so far, by having a solid routine in place, it makes things go a lot smoother. There is nothing worse than being rushed, forgetting things or just making mistakes. Warmup came and went, and I was feeling ready for the second Sprint Race. After Club Racer warmup, there were two DE sessions, and then Sprint Race #2 of the weekend. Gridding for Sprint Race #2 had me a little confused, and I never really did get a good explanation of it. Even though I finished 17th in the first race, I was gridded in spot 24 for the second race. The reason I was told, was that they used the qualifying session from Saturday for the grid placement for both of races. Not a big deal, I was just hoping to have started in 17th to help me advance through the pack. Having said that, this race yielded my best start to-date. I was able to gain three positions by corner one. As the pack started to thin out and take shape, I was able to pick off a few more cars and finish race two in 18th. Again, I was happy with this outcome and the overall weekend at Brainerd International Raceway.

So, what was my overall impression of BIR? In one word, awesome. Even if you don't make the trek to the race, I believe it is still worth the drive just to take part in a DE. With multiple surfaces, technical corners and crazy fast straights, this track has it all to make you a better driver. Next stop on the list, High Plains Raceway in Colorado in September. See you all at the track!

Meet a GPR Member

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

Growing up as a 6th generation Iowan on a farm near Silver City, a passion for all things mechanical developed at an early age. Growing up on our farm provided the environment to learn about plants, animals and the equipment used in the operation. Much was learned from my father and grandfather about repairing and rebuilding equipment to keep the operation functioning.

When my brother and I became teenagers, our interest developed with automobiles as it had with our father. After Dad returned from the Air Force to farm with our grandparents, he had a interest in cars and in 1957 ordered a new '57 Chevy Bel Air 2 door hardtop in turquoise and white with a 283 Corvette engine and 3 speed manual transmission. We heard about the stories of racing, working on the dual quad carbs and so forth, which did much to fuel our automobile passions! In 1969, my grandparents were in the process of trading cars, and our parents purchased the 1965 Impala our grandparents owned, but before making the practical decision to do so, our parents considered purchasing a used 1967 Chevelle SS396 which the 3 of us children were in favor of vs. the 4 door Impala!

Along the way my brother and I with dad's help led to the ownership of 2 '69 Mach 1 Mustangs, one which had a tunnel ram intake along with an in-line shifted 4 speed. Along with the Mach 1's we were able to acquire

a locally owned 1968 Shelby GT500 in Acapulco Blue. Unfortunately all good things come to an end, so when the cars were sold in the 90's I purchased a nearly new '96 Ducati 916 which we still own today.

For several years my hobby was the Ducati but I longed for a sporty car. I'd always had an interest in Corvettes. A friend of mine, while I was a student at Iowa State, owned a 1975 Corvette and I'd tag along with him in the local Cyclone Corvette club activities. After graduation from ISU, employment began at a Council Bluffs bank with marriage and family being the priorities in life, so cars had to wait for a while...

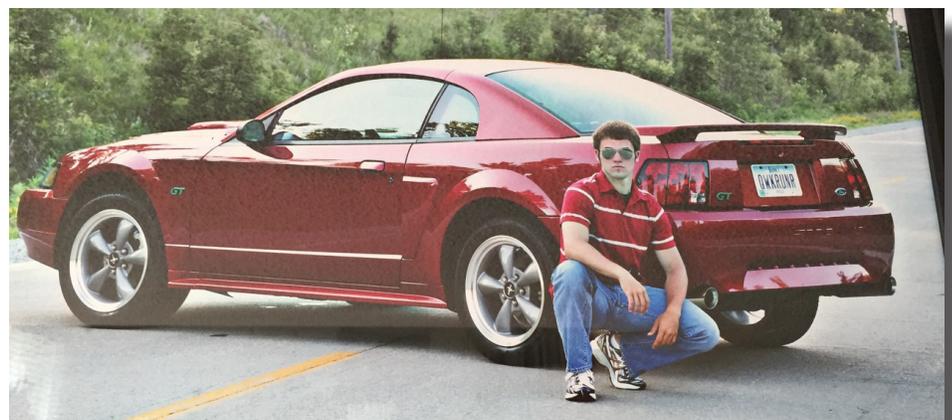
My wife Georganne's father also had a passion for automobiles. In the 50's he had a classy '55 Oldsmobile with a continental kit, which he was very proud of. He owned 3 '73 convertibles, 2 Pontiac Grand Ville's and 1 Oldsmobile Delta 88 for his 3 children along with 2 '29 Model A's. Georganne's family continues to own these vehicles to this day.

As our son Taylor was growing up, I'd hoped he would develop a passion for automobiles in the way my father-in-law and I had. One day in

2006 the switch turned on and he developed a passion for Mustangs and we found a 2 owner 2002 GT with only 670 miles! He had his sights on the newer 2005, but when the garage door opened he was hooked!

Before the chapter begins about our interest in Porsche, a little background on our family: after graduating from Glenwood, IA High School, I enrolled at Iowa State University majoring in agriculture with the intention of being part of the family farm. In the early '80's this changed due to the agricultural financial crisis. My family's farm operation was sound but I didn't feel comfortable asking my parents to leverage their operation to bring me in. I enrolled in more business classes and one in particular: an economics course in money and banking changed my career path. My grandfather introduced me to a bank in Council Bluffs, and this led to a 31 year career primarily in commercial and corporate banking. Georganne is also a graduate of Iowa State; she began her career as an elementary school teacher in Glenwood, doing so for 6 years, then attended Mor-

(Continued on Page 13)



(Meet a GPR Member, continued from Page 12)

tuary School in Kansas City, KS. After serving her apprenticeship, she became full time at a funeral home located in Council Bluffs and Omaha. In 1997 she joined her family at Peterson Mortuary in Glenwood, Iowa where she is a 4th generation business owner.

We are relative newcomers to the world of Porsche. In 2004, I had the opportunity to meet an individual whose family was a banking client of mine. Julian Schmidt was a long time automotive journalist who had worked for Peterson Publishing Company in Los Angeles, writing articles for Motor Trend, and Car and Driver for nearly 30 years. He had the opportunity to drive and write about all of the 60's and 70's muscle cars as well as foreign sports cars. He too developed a passion for the automobile at an early age. During his career he personally knew a number of celebrities who were very passionate sports car owners, such as

Steve McQueen, James Garner, and Dan Gurney to name a few. When I'd met Julian he owned an Audi TT, soon after he'd traded the TT for a '03 911 he'd purchased at Porsche Omaha. One day he stopped in the bank and I'd asked him about his 911. We drove the 911 to lunch and when we were leaving he asked me to drive his 911 back to the office. Within that 10-mile drive I understood why one has such an emotional connection to a Porsche. This led to Julian, our son and I being introduced to the staff in Omaha and of course test-drives! For the next 6 years we were spectators, dreaming of the day of owning our own Porsche.

Fast forward to August 2011, Taylor had started his 2nd year at Iowa State and one night we were having a telephone conversation when he mentioned he'd signed up for a subscription to Excellence magazine. During the phone call he mentioned there was a classified section on their website. During the past 6 years Taylor had conducted

his research, his focus was on the older models and his dream car was the 930, especially the '89 model. So during our conversation we'd found for sale a '89 930, guards red, black interior, all stock with no modifications with a price within reach. Taylor was very excited, he sent an email inquiry to the owner about the car. Keep in mind he is a college student, mechanical engineering major and a member of Farmhouse Fraternity, which is all in his signature line in the email. The response was one we'll always remember; the owner was an engineer and a patent attorney in the Chicago area. He responded, "Are you a serious buyer?" After trading several emails, a visit to review the car was planned and I'd set up a PPI in the Chicago area. We asked our friend Julian Schmidt to travel with Taylor to view the car as I would be out of town for a business meeting. A deal was struck and Taylor had purchased his dream Porsche.

In early 2012 we bought a '05 911 in
(Continued on Page 14)



(Meet a GPR Member, continued from Page 13)

Atlas Gray Metallic which was one of the first group of cars sold after Woodhouse acquired the dealership in 2005. Soon we become members of PCA and our local GPR. In July 2013 we signed up for our first DE. Taylor was paired with **Sandy Steckman**, I had **Roland Nieves**. It was during our first DE that Taylor experienced what not to do with a 911 while in a corner, don't lift the accelerator! He spun out on turn 5 at RPM into the grass, fortunately with no damage to his prized 930! By 2014, the value of his 930 was climbing so we began to look for a car in place of his 930 for DE use.

Taylor was focusing on the 944, so again on the Excellence classifieds he found a '87 944s, but this one was very different, it was a former factory built race car. We spent several days researching the background of the car and the series it competed in. We decided to move forward on this 944, but by the time we picked up the car, interest had picked up considerably.

At this point, Taylor was after putting together a collection of 80's era Porsches, the next focus was a 944 turbo. In 2015 we acquired a '86 944 turbo which has been modified with a Lindsey racing turbo kit and upgraded Koni Cup suspension.

The last acquisition Taylor made was in 2016, a car which he was after for several years, which many individuals including myself tried to talk him out of: an '87 928 S4 which was in very good condition. All 5 Porsches have manual transmissions, each having their own unique driving characteristics and all incredibly

satisfying to drive.

Our favorite memories are numerous: the various DEs we've participated in, including the trip to Road America with **Kurt Halvorson**, **Joe Chambers** and **Ted Bleimehl** in 2016 was memorable. After Taylor graduated from ISU in 2015, the 3 of us took a family vacation to Europe where we had the opportunity to visit the Porsche museum and nearby factory. We also enjoyed factory tours in Italy at Ducati in Bologna, Ferrari factory and museums in Maranello and Modena, and the Lamborghini factory in Sant'Agata Bolognese. Another highlight of the trip was attending the Italian Moto GP race in Mugello. In Milan we stopped by the F1 track at Monza, all in all a great trip with plenty of motorsports exposure and great food!

Another incredible opportunity we were able to attend and participate in was Porsche Rennsport Reunion V. If ever there was the one Porsche event to do it is Rennsport. From our experience it is the ultimate utopic Porsche event. Most larger Porsche events are shows with driving tours with autocross. This event brings together the history of Porsche automobiles to do what they were designed to do – compete on the track. To see 356s, a 550, 917s, 935s, 962s, RS Spyders, etc... It is almost overwhelming to see all of these historic cars in one place. We were able to take our 930 and the 944s were accepted into the heritage display. Driving parade laps on the Laguna Seca track especially through the corkscrew will be something we'll never forget.

We've been very blessed and fortunate to have the opportunities and we are very grateful for what

we've been able to experience in our lives and as a family. Our story as a family with Taylor changed abruptly when the Lord took him home in his sleep December 2016 at the forever age of 25. Taylor was born with a congenital heart defect, which wasn't detected until age 9. He endured open heart surgery, 3 angioplasties and numerous appointments and tests at the Mayo Clinic in Rochester. Yet all along he always remained optimistic with a vision for the future. Taylor was the true heart and soul for the Porsche brand in our family. Since then, it has been a difficult journey for Georganne and myself; we remind ourselves of the priorities in life when Taylor was young: faith, family and giving. His motto was to make a difference in the world. We are very blessed to be associated with the GPR, the acts of kindness and compassion along with encouragement and engagement are treasured.

During the past year we've carried out Taylor's vision for building his shop. We hope to host an event for the Club someday. In September we are traveling back to Laguna Seca for Rennsport Reunion VI. The 930 and 944s are making the trip with the 944s selected for the heritage display. The Halvorsons and Bleimehls from Des Moines plan to attend too.

As for the future, Georganne keeps mentioning no more cars! However on the future list – any variant of the GT3 and for a project car, Taylor and I talked about building a car. The 904 was a favorite of ours. Maybe a Beck 904?

But She Just Drove it on Thursday

By John Rebrovic, GPR Member

It was a damp, overcast, Saturday morning, with a fine mist and drizzle in the air. The house was buttoned up, the Carrera was fueled, packed with our weekend gear, and we were ready to go. I lovingly insert the key into the ignition, anticipating that sweet burble emanating from the exhaust as the 911 readies itself for a GPR, Kim Burger Iowa Fun Run to Hotel Pattee, in Perry, Iowa.

The sound I heard as I turned the key, was NOT the sweet harmonies I expected that always makes my heart leap. Instead, my reaction was more akin to hearing someone scrape their nails across a chalkboard. Yes, it was that dreaded, rapid staccato of click, click, click, click. “But Linda just drove it on Thursday. How could I have a dead battery?”

As I hate late, a mild, fleeting panic sets in as I assess the situation. Thus, a quick call to Kim, advising that I will be a few minutes late. Always the gentleman that he is, Kim says, “No worries. We are all just visiting in the parking lot. Take your time!” Interpretation - the pressure is on.

Next on my agenda...deciding what vehicle to drive in lieu of the Carrera. My Chevy Avalanche? No, Linda hates it. My Harley, Ultra Classic? No, Linda hates that even more. I default to the Mercedes SL550. After a little ribbing and teasing at the meeting spot, compassion & camaraderie arise and we are off on our adventure.

In the company of GPR members, we drove through the lush green, terraced hills and small communities

L to R: Kurt Halvorson, Kim Burger, Erin Coda, Cindy Chambers, Joe Chambers, Ann Burger, Melinda Halvorson, Linda Burt Rebrovic, Glo McDaniel, Walt Wood, John Rebrovic (Not pictured, Chris Coda)
Photo by Chris Coda



of Iowa. We stopped for a break at Little Mermaid Park in Kimballton. In addition to a sculpture of the Little Mermaid, the park included several sculptures from Danish author Hans Christian Anderson’s fairytales. “Lunch with a view” was at beautiful Lake Panorama. On to Perry, Iowa, where we walked the historic streets before checking in to Hotel Pattee. The hotel recognizes Perry’s history with a strong Rail Road theme, RR memorabilia, a warm decor and beautiful artwork, present. If you have not been there, it is worth a visit.

Kim and Ann Burger – our gracious trip meister – hosted a wine and cheese reception in their suite where we gathered and got to know each other better. We met again at 7:00 PM for our group dinner and more camaraderie. Dinner resulted in Walt not being served with the others, similar to Kurt’s experience during the last GPR visit to Hotel Pattee. However, the group benefited when free desert was served to everyone.

On Sunday we enjoyed a leisurely breakfast in the hotel restaurant where we viewed the RR artwork and memorabilia. It carried significance for Linda and I as we had just taken Amtrak from Chicago’s Union Station to Omaha the prior Sunday.

After leaving Perry, Iowa, we drove south to Winterset, Iowa, where we visited John Wayne’s birthplace and museum, and saw a couple of the Bridges of Madison County before heading West, back to Omaha.

It was great spending time with GPR members **Kim & Ann Burger, Kurt & Melinda Halvorson, Joe & Cindy Chambers, Chris & Erin Coda, and Walt Wood & Glo McDaniel**. Also, I learned that car batteries do go bad in the summer time; and, that it is good to have patient friends.

Life is good.

From the GRID

By Rick Mourey, Safety Chair

We are a little halfway through our DE and Club Race season, with our next DE scheduled for October 13th at RPM in Iowa.

Our annual GPR hosted club race on June 16 and 17 at Motorsport Park Hastings came off without a hitch. With 40 club racers and 20 DE participants there was constant activity all weekend and excellent head to head battles in all the race classes. The GPR was well represented in the club races with Sally Knapp and me carrying the torch in the 944 classes (the purest form of racing) and Mark Hoffman, Shawn Keeler and adopted GPR son David Safris of Iowa killing it in the Cayman class. As it seems to always be the case with racing in Hastings, the heat was the biggest challenge for drivers and machines all weekend.

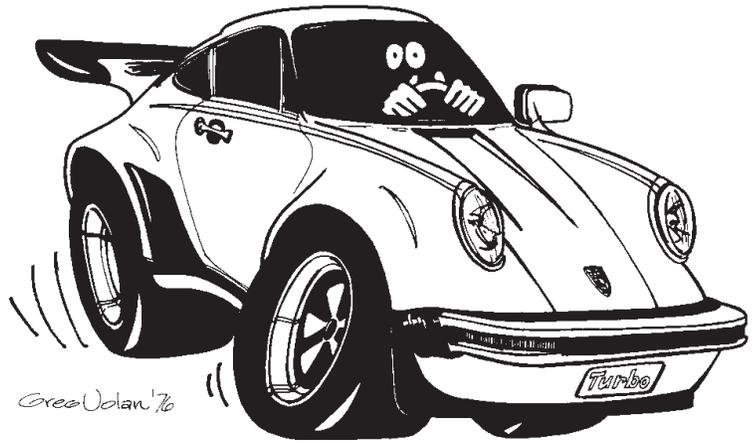
Between now and our final October DE, GPR racers will have run at Brainerd International Raceway in Minnesota and will be heading to High Plains Colorado in September and Hallett Motor Racing Circuit in Oklahoma for the year end championships in October. Hopefully the temps at these will be a little south of 100 degrees we experienced in Hastings.

Our October DE will be a one-day event this year, and with enough qualified entrants we will introduce an “Expanded Passing” run group for very experienced DE drivers and club racers. There will be a “Novice” class for the one-day event for those interested in getting started down the DE path or just wanting a day of driving instruction from one

of our very capable PCA Instructors. For those of you wanting to develop and refine your driving skills and go a little deeper into the performance capabilities of your Porsche this would be the perfect opportunity to do so. Our DE events are focused on “Safety First”, and our instructors are trained to work with you in your comfort zone. We emphasize the “Education” component of DE. So, if you are interested in learning more about the handling, acceleration and braking characteristics of your car without having to worry about the dreaded “Blue Lights” showing up behind you, this is the event to register for. Also note, I have a few helmets available for those of you who want to give this a try but don’t have a certified helmet. Remember to check out the DE section of the GPR website for additional information on DEs and the tracks we run on.

Safety Notes:

Reminder on the DE safety update from PCA for 2019, which is the required use of a HANS device (SFI approved head and neck device) for all drivers AND passengers in cars using 5/6-point harnesses. Reminder, 4-point harnesses are not allowed even with a HANS. Although not mandatory, I highly recommend anyone using race harnesses to begin using a HANS device this year. They will be mandatory next year and will



be verified during tech and on the grid. No HANS, no getting on the track.

During the summer/early fall DE months when the heat is up (aka Hastings), the question of allowing shorts during the DEs comes up. While understandable, we do not allow shorts to be worn for DE events. Short sleeve shirts (cotton, not polyester or nylon) are allowed. Many drivers use a lighter cargo type pant or light weight sweat pant on the hotter days or in general. This simply is another layer of safety for drivers we feel is important and an example of the “Safety First” model we work to follow for GPR events.

Finally, we are always looking for volunteer help at these events. If you are interested in helping with Tech Inspection, the Grid, registration or assistant steward roles for our Club Race next year or DE events in general, please reach out to me or one of our board members. This is a great way to support the Great Plains Region, meet new people in the club and get a peek into the inner working of these events. We had a stellar volunteer crew at the Hastings Club Race and we would love to be able to add to their ranks.

Hope to see you at the track.

Please Join Us

It's time for another social dinner together! This event is self-pay. We'll meet on **Friday, September 21st** at **6:30 pm** at **Bravo Italian Cucino**, 17151 Davenport St., Omaha in Village Pointe shopping center.

Please **RSVP** to **Steve Bartlett**, Social Chair, by **Friday, September 14th** so we have a seat saved for you!

steve.bartlett100@gmail.com.



Welcome New 2018 GPR Members

You are invited to meet your new fellow Great Plains Region members who have joined this year and welcome them to a great organization. All current GPR members and one guest are invited to attend. Adults only, please. Dinner for new members and their guest will be provided by the GPR, while existing members can enjoy dinner at a subsidized price.

Join us at **Spezia**, 3125 S 72nd St, Omaha, on **Saturday, November 3rd** at **6:30 pm**. (This is an away game for the Huskers!) Watch for more details to come.

You **MUST** be a current GPR member to attend this event. **To RSVP**, please email **Steve Bartlett**, at steve.bartlett100@gmail.com by **Saturday, October 27th**.



Indianapolis DE 2018

By Terry Lessmann, Registrar

The only DE I planned to participate in during 2018 was the Indy DE. After studying my 2017 videos, I had several changes planned for this year – straightening out the esses (T5-6 and T8-9) as well as going deeper into T11 and T14. The biggest change planned was to not down-shift to 2nd in T1, T7, and T12. I have a bit of a synchro issue with 2nd gear, so I wanted to save it as much as possible. I ran a couple of sessions last year not down-shifting to 2nd and it worked well except for T12. I might have to give up some speed doing this, but that's worth it to save my trans. I was ready to go and even had the proper dates circled on my calendar.

Some pre-DE emails arrive with garage assignments (Gran Prix garages again this year). And they made changes to the course – they pulled up the curbing in T7 and made it into a sweeper, and opened up the Gran Prix section of T5-T5A-T6A instead of the esses of T5-T6. This latter change made the exit of T4 different along with figuring out the proper lines for the new corners. I would remain in the 3rd run group, which allowed open passing. Thankfully the Miatas were missing this year, replaced by a bunch of BMWs.

I arrived at Indy late Thursday afternoon and got registered and teched. Friday morning I arrived at the track in a much calmer state than last

year. Nothing unusual in the Driver's Meeting, but they said they'd be watching the cameras in the Video Center to see how we figured out the new turns. My 1st session arrives and there aren't a lot of cars gridded up – probably 25. We're released and do the 1st lap under caution. It was a good time to practice the new lines. The exit of T4 now takes you completely to track out. T5 is fairly quick (kind of like T3 at MPH Hastings). T5A is similar to T2 at Laguna Seca, so I used that same line. There are 2 trees at the end of the turn that I used for my turn-in point – initially I used just past the 1st tree but switched to the 2nd tree as I gained experience. T6 was hard

(Continued on Page 18)

(Indianapolis DE, continued from Page 17)

to find the apex as there were not a lot of features to locate as markers. It turns out there was a bright white gator that happened to be the apex, so I used that as my marker. T6 was important to get right as it spit you onto the back straight. The change in layout cost 20mph of speed at the end of the straight, so it was paramount to get the exit of T6 right. T7 was now much quicker as a sweeper and it sent you to T8 at a higher speed. I was able to straighten out the T8-T9 esses and was much faster there than previous years. T12 was no problem in 3rd and T1 wasn't either and the higher gear actually improved my speed through T2. By the end of Friday, I felt I had everything figured out, it was just a matter of getting clean laps (approximately 40 cars now gridding up) and hitting my marks.

Saturday morning I wanted to get a picture of my car under the Gasoline Alley sign (see picture below) and I figured getting there early would allow me to do so before

activity picked up. I park to the right side of the sign and jumped out to take a quick pic before one of the Yellow Shirts (Indy track employee) asked me to move it. However, one of the Yellow Shirts asked me if I wanted him to take the picture. I said sure and he said I should center my car under the sign and proceeded to take 3 great shots of Sydney and I. He was the pre-grid master and said he loves my car and looked forward to seeing it each year.

On Saturday, one of my 12 garage mates talked his way up from the blue group into my white group. Blue was the fastest of the limited passing run groups but he said it was impossible to pass anyone. He ran the 1st Saturday session in white and proceeded to chunk his left side tires (Mich 4Ss). He was from the Indy area and called local shops plus the Porsche dealership, but no one had the size for his Cayman GTs. I asked him how far South Bend was from Indy, since that's where Tire Rack resides. He called them, they had his tires, so off he went. He got back and installed the tires and was able to drive the Parade Laps at

the end of the day. He took it easy on Sunday, but got to participate. It seemed the new sections were hard on everyone's left side tires. I carefully watched mine but survived.

Speaking of Parade Laps, cars were not jammed up this year so we got to go faster. We were supposed to go 35mph but hit speeds of 80 down the straights and 60 in the corners. Very sporty. And new this year was allowing the Yellow Shirts to do their own Parade Laps. Most of them had never been on the track, so it was nice to give them this opportunity. Always be nice to the Yellow Shirts.

Sunday, the organizers did a neat thing for the blue group. To get the drivers ready to move up to an open passing group, the drivers were to do 2 caution laps to start the 1st session. They would drive side by side with another car the entire lap, then cross over on the main straight and do the 2nd caution lap on the other side of the car next to them. It was intended to give them a feel for sharing a corner with a car. Good idea. There were fewer cars in my run group on Sunday, so I had more clean lap opportunities. I debated about running the last session or running it hard, but I'm glad I did both – I ended up cutting 1.2 seconds off my personal best and tied my 2nd best time on another lap. Mission accomplished, time to reluctantly go home.

All in all, a very good weekend. I felt like I was running good lines and was quick for stock brakes and street tires. I can't wait for next year. My videos are on YouTube, just search on my name plus Indy. See more pictures on Page 20.



GPR August Board Meeting Minutes

The Great Plains PCA Board met at 6:00 p.m. on August 7, 2018, by telephone conference.

Present by telephone were Steve Gehring, Joe Chambers, Terry Lessmann, Rick Mourey and Eric Elliott. Kurt and Melinda Halvorson, Russ Rabeler, Peter Jardine and Steve Bartlett were regrets.

Social Chair: Joe Chambers reported that the Fun Run the past weekend, to the Hotel Pattee, was a very good time. There were 6 couples. Joe said it was a manageable drive and it was a nice dinner Saturday night. Steve Gehring reported that Bravo Restaurant at Village Pointe had been secured for the new members dinner on November 3. It was agreed that the Club would pay the cost of the new members and a guest. The full Board will be polled to determine whether the Club offsets any of the dinner costs of the regular members attending and, if so, how much. There will be two additional Fun Runs, one in Nebraska (leaving from and returning to Tussey's restaurant) on August 25 and the Second Annual Southern Loess Hills Run on October 27.

Safety/CDI: There were no new national updates. With the requirement in 2019 from PCA that anyone running a 6 point restraint at a DE must have a HANS device, a question was raised as to whether the Club should purchase some HANS devices. It was concluded, with the future of the DE program in discussion, that it was not necessary to purchase the devices at this time. There was discussion on whether there might an "Instructor of the Year" award at the annual dinner. It was concluded that since there were so few novice drivers trained this year, it would not be a meaningful award. The award could be discussed again in the future.

Registrar: There was discussion about the DE on July 28. The DE was cancelled due to lack of interest. There were 8 registrants a week before the event and at 15 or 16 were needed to make it financially viable. The result was disappointing because a survey taken last year suggested there was significant interest in one-day DEs. Also, the survey showed an interest in having an extra run group

with unlimited passing. The final DE of the year will be a one-day event held on October 13, with registration opening September 3. The consensus of those on the call was that the summer DE in 2019 should not be scheduled and that the Club would go with the Spring Fling and Fall Finale at RPM and the Advanced DE in connection with the Club Race in June. No final decision was made.

Secretary: The July Minutes were approved as distributed.

President: There was the discussion of a possible breakfast event at Woodhouse on one of the Saturday Porsches and Pancakes dates. It was concluded to ask Mitch Schneringer if Woodhouse would host a breakfast later in the year and do another tech session, possibly relating to brake issues and replacements. Steve Gehring and Joe Chambers discussed that there was consideration about instituting a Midwest Championship Series for the Club Race program. It would involve Hallett, High Plains and MPH. It was possible to secure a last weekend in September date with MPH, which would be two weeks from the High Plains date, but at least another two weeks was needed before Hallett. In discussing this with the various race chairs, it was not possible to reschedule the Hallett race and so the idea, while a fun one, was discarded. The 2019 Club Race will be held on May 31, June 1 and June 2, 2019. Joe Chambers has secured 30 rooms at the Holiday Inn. Steve Gehring reported that the following persons had agreed to be nominated as officers and directors of the Club for 2019:

President	Joe Chambers
Social	Chris Coda
Safety/CDI	Rick Mourey
Registrar	Terry Lessmann
Secretary	David Adler
Past President	Steve Gehring
Treasurer	Pete Jardine
Editor	Melinda Halvorson
Membership	Brandon Koom
Webmaster	Eric Elliott

The list was accepted by the Board and Steve Gehring will select a nominat-

ing committee to consider the candidates.

Past President/Associate Editor: No report.

Treasurer: The opening account balance for July was \$78,839 and the closing balance was \$80,484. Receipts included Club Sponsorships of \$350, dues of \$90, interest of \$18, a PCA rebate of \$1,163, and Club Race Sponsorship of \$250. Expenses included administrative of \$4, newsletter printing of \$122, and social \$100.

Editor: The deadline for the September issue is August 15. There was discussion of articles to appear in the September issue, along with information about a ladies' event in October. There will be an article about the Lauritzen Gardens All Euro Show and Shine.

Membership: Joe Chambers reported that there are 139 GPR members out of 262 PCA members in the region. Joe stated that he was quite pleased that membership was approaching 140.

Webmaster: All events and dates are up-to-date on the website. There will be an email out on the Porsches and Pancakes breakfast on August 11, along with a write up on the August 25 Fun Run. Eric Elliott discussed the update on the website and requested various Board Members to review a number of write ups that had been done on various events for the website. Appreciation was expressed to Eric for all of his good work revamping the website.

Next Meeting: September 4, 2018, TBA.

The meeting was adjourned at approximately 7:00 p.m.

Respectfully submitted,

Stephen E. Gehring
Acting Secretary

More Pictures from the Indianapolis DE

Photos by Terry Lessmann



Terry's Cayman, cooling off in the garage.



Someone driving a new GT2 RS
(sticker price \$500K)



Someone driving their Shelby GT. Not just Porsches.



Graham Rahal's brother's GT3.
Stunning color w/white interior.

LABOR  **HAPPY DAY**