

November 2018



# ER Skooner

Great Plains Region • Porsche Club of America



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## HANDS ON THE WHEEL

By Steve Gehring

**DE Rejuvenation**

For all of the bad luck we have had on weather, Mother Nature shined on us on October 13th for our Octoberfest DE. We had 31 cars, including seven novices which was just outstanding. At 7 A.M. when the teching started, it was about 44°F with the wind blowing. It didn't seem to bother anybody's spirits, but a lot of caution had to be exercised since there was some standing water on the track and it took a long time to get heat into tires. By noon, the sun was out and the temperature was about 60°F. The cool, damp air made everyone's car run better. At noon, one of the novice drivers came by me waving his hands and saying, "I am having the best time ever! Sign me up for Spring." It doesn't get better than that.

Special thanks to **John Krecek**, **Terry Lessmann** and **Rick Mourey** for running a first class event with no incidents. John is the national DE chair and has helped put together an outstanding Powerpoint program for training drivers. It is utilized in every DE program across the country and, as John said Saturday, "We have the gold standard for driving programs in the country." For any of you who would like to become a better driver and learn more about the capabilities of your wonderful Porsche, this is the program for you. Look for the dates for our Spring Fling in 2019.

**Harry Connor**

One of the fun things about being President is the unexpected surprise. An email was forwarded to me from Harry Connor, one of the very early members of the Club from 1967 to approximately 1971. Harry was in possession of a wonderful piece of Club memorabilia, which I had never seen, and he wanted to send it to me. The document, which is reproduced on Page 10, is a signed copy of a cartoon by **Howard Shoemaker** which he did to commemorate a meeting of the PCA Board of Directors in Omaha in October 1971. Howard, who was a cartoonist for Playboy and Porsche, and also very instrumental in the chartering of the Club, was privileged to introduce a new Porsche model, the 911M. The original copy, whereabouts unknown, was signed by Larry Kavich, the then-President of the Club and by Ferry Porsche, the then-President of Porsche AG and son of founder, Ferdinand.

After receiving the document, which has been properly tendered to **Denny Strauss**, our historian, I told Harry I wanted to interview him for this column. Harry and his wife, Theenda (her parents obviously had a wonderful sense of humor, as she was the last child of four), lived in Omaha in the '60s and '70s, where Harry designed big transmission

*(Continued on Page 10)*

**Der Skooner - Volume 54 Issue 11**

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 31<sup>st</sup>, 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 November  
PCA anniversaries:

30 Years

**Ken Burson**

25 Years

**John Beerling  
Bruce Van Kooten**

5 Years

**James Bowen  
Kirk Highfill  
Jim Lauerman**

# 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

148 GPR members  
266 PCA members

# On the Cover

"Pick your favorite GT3 color!"  
Photo by Kurt Halvorson at  
Rennsport VI.

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# Now arrived

## The new Cayenne



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**PORSCHE**



# CALENDAR OF EVENTS

## November

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

## December

8 <sup>th</sup>	Porsches & Pancakes	Garden Café, 11040 Oak St., Omaha	8:00 am
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## January 2019

12 <sup>th</sup>	Porsches & Pancakes	Garden Café, 11040 Oak St., Omaha	8:00 am
19 <sup>th</sup>	Annual Winter Party	Champions Run, Omaha	6:00 pm

Stay up to date on all GPR events on our website: [gprpca.com](http://gprpca.com).

**This is YOUR Club - be a part of it!**

## 2019 GPR PCA Board of Directors Slate of Candidates

The Nominating Committee met pursuant to the by-laws and unanimously approved the slate of candidates standing for election this year. Please cast your ballot for the calendar year 2019 Great Plains Region Porsche Club of America Board of Directors. Current nominees for each Board position are listed below. Space to write in a candidate is also provided. Watch for an email from Eric Elliott, our GPR webmaster, which will allow you to vote electronically.

If you prefer to vote by mail, please mail this ballot to: Pete Jardine, 4226 N. 176th St., Omaha, NE 68116, no later than December 1, 2018.

PRESIDENT	_____ Joe Chambers	WRITE-IN: _____
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# Bedding in Brakes

By Dave Zeckhausen, Owner, Zeckhausen Racing

Bedding allows your brakes to reach their full potential. Until they are bedded, brakes simply do not work as well as they can. If you've installed a big brake kit, changed pads and rotors, or even purchased a new car, you should set aside time to bed the brakes per the instructions below. Proper bedding improves pedal feel, reduces or eliminates brake squeal, prevents (and often cures) brake judder, reduces brake dust, and extends the life of pads and rotors.

**Caution:** Immediately after installing new pads, rotors or a big brake kit, the first few applications of the brakes will result in very little braking power. Gently use the brakes a few times at low speed to build up some grip before blasting down the road at high speed. Otherwise, you may be in for a nasty surprise the first time you hit the brakes at 60mph.

If you just installed rotors with zinc plating or if the rotors have an anti-corrosion phosphate coating, you should postpone bedding until normal driving has allowed your pads to polish the rotors clean and removed all traces of the plating or coating. If your new brake rotors have an oily anti-corrosion coating, clean this off thoroughly with brake cleaning spray and/or hot soapy water before installation.

Read and understand these instructions completely before starting. Do not substitute higher speeds for the 60mph called for. The heat in brakes goes up exponentially as you increase the speed from which you brake. Repeated stops from 80 or

90mph with street pads will overheat the brakes and you may end up having to replace pads and rotors.

When following these instructions, avoid other vehicles. Bedding is best done when traffic is light, as other drivers will have no idea what you are up to and may respond in a variety of ways ranging from fear to curiosity to aggression. A police officer will probably not sympathize when you try to explain why you were driving erratically! Zeckhausen Racing does not endorse speeding on public roads and takes no responsibility for injuries or tickets you may receive while following these instructions. Use common sense!

1. From 60mph, gently apply the brakes a couple of times to bring them up to operating temperature. This prevents you from thermally shocking the rotors and pads in the next steps.
2. Make eight to ten near-stops from 60mph to about 20mph. Do it **HARD** by pressing the brakes firmly, but do not lock the wheels or engage ABS. At the end of each slowdown, immediately accelerate back to 60mph, then apply the brakes again. **DO NOT COME TO A COMPLETE STOP!** If you stop completely, with your foot on the brake pedal, pad material will be imprinted onto the hot rotors, which could lead to vibration and uneven braking.
3. The brakes may begin to fade after the 7<sup>th</sup> or 8<sup>th</sup> near-stop. This fade will stabilize, but not completely go away until the brakes have fully cooled. A strong smell from

the brakes, and even some smoke, is normal.

4. After the last near-stop, accelerate back up to speed and cruise for a few minutes, using the brakes as little as possible to allow them to cool down. Try not to become trapped in traffic or come to a complete stop while the brakes are still hot.

5. If full race pads, such as Hawk DTC-70 or Performance Friction PFC11 are being used, add four near-stops from 80 to 20 mph.

After the break-in cycle, there should be a slight blue tint and a light gray film on each rotor face. The blue tint tells you the rotor has reached break-in temperature and the gray film is pad material starting to transfer onto the rotor face. This is what you are looking for. The best braking occurs when there is an even layer of pad material deposited across the rotors. This minimizes squealing, increases braking torque, and maximizes pad and rotor life.

After the first break in cycle shown above, the brakes may still not be fully broken in. A second bed-in cycle, **AFTER** the brakes have cooled down fully from the first cycle, may be necessary before the brakes really start to perform well. This is especially true if you have installed new pads on old rotors, since the pads need some usage to conform to the rotor wear pattern. If you've just installed a big brake kit, pedal travel may not feel as firm as you expected. After the second bedding cycle, the pedal will become noticeably firmer. If necessary, bleed the brakes to improve pedal firmness.



The “frunk” came in handy recently for GPR member, Dave Hart, at a roadside vegetable stand. Thanks, Dave, for sending in your picture!

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[pca.org](http://pca.org)



[facebook.com/groups/gprpca](https://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](mailto:gprnewsletter@gmail.com).

~ Editor

*(Hands on the Wheel, continued from Page 2)*

lines for OPPD. Harry had met a guy who owned a 356 and fell in love with it. In 1967, he found a 1964 356B belonging to an Air Force officer at Offutt who was being transferred to Germany. The officer had on order some new-fangled Porsche model, known as a 911, which he was going to pick up in Germany. Harry bought the 356 and it was his daily driver for the next 4 years. Harry said, in the early days of the Club, it was mostly just a dozen or more Porsche enthusiasts gathering to tell stories, drink beer, and eat well, principally at the Bohemian Café. Harry was sad when I told him that the Bohemian Café had just recently closed down. Howard Shoemaker was the de facto leader of the group. Harry said that back then, Porsches were sold by Novak Cadillac here in Omaha. One fun recollection that Harry had was when he was in having his car serviced one day and the service manager, whose name was Scotty, told him that there was a guy flying in that day to pick up a new 911 and his name was Robert Redford. Apparently, Redford had a particular 911 in mind that he wanted and Novak had it.

Harry said that there were not a lot of driving events when the Club first formed, although he does recall a gymkhana on a frozen lake around Omaha, which was done in lieu of watching the Super Bowl that year. He said there was a lot of slipping and sliding around, but no traded paint. He also remembers another gymkhana at Offutt where the principal purpose was to teach people how to drive rear-engine cars with oversteer. Harry said that because

of the cold in Omaha, he bought an electric blanket to cover the engine compartment so he could get his started in the morning. His scariest moment was driving to work early one morning where he literally hit 3 deer. Two survived and one didn't. Harry said that the wonderful flowing lines of the 356, which attracted lots of enthusiasts, also allowed a deer to flow over the top of the car and not go through the windshield. He said there was a lot of damage done, but Novak managed to put it back together. In 1971, when

his daughter was born, Harry and Theenda were in need of a larger car and he sadly had to part with the 356.

Harry and Theenda now live in Florida, where Harry is an avid endurance racing fan. He also has done some vintage racing, although with a Triumph. Harry still has a great interest in and love for Porsches and was thrilled when I said that I would email him several copies of *Der Skooner*.

**THE PORSCHE 911M (MOO)**

The Model 911M(moo!) Introduced October 9, 1971, at Great Plains Region Porsche Club of America Banquet, Honoring and Commemorating the PCA NATIONAL BOARD MEETING, held in Omaha Nebr. that date. Attending: Kuell Marable, Turner, Carroll, Propp, Berger, Nestlerode, Hauser, Rassa, Cornell Tetrow and Yates. / Dinner-Meeting held at Happy Hollow Country Club. The 911M, a one-off model, is specifically designed to operate in the Great Plains Region: ( 6 cyl. multiple combustion chambers, fuel: native grasses, Emission Control, Rubber-Boots. Transmission, 4 fwd. 1 rev. BHP/1. Price 38¢/lb. (on hoof) Colors: Brown & White, and Black. Heifer model available. Features four manual steering levers, and Impact Bag safety option.

L. F. Kavich  
President GPR PCA

Dr Ing h c f Porsche Kg

SHOEMAKER 45

# From the Grid

By Rick Mourey, Safety Chair

We've wrapped up another DE and Race season with our last DE at RPM in Iowa on October 13<sup>th</sup>. In our Club Racing scene **Shawn Keeler** and I represented GPR at the Rocky Mountain Thunder Race at High Plains Raceway, Colorado in September. This event began with Theresa and I attempting to find High Plains at night after a 7+ hour drive. Don't. With GPS being wrong and it being so dark out there we drove right past the track. Next stop would have been Denver. We did learn the next day that this is a pretty common occurrence with some folks missing it in daylight. It was the first time there for both Shawn and me; we spent most of Thursday in test & tune learning the track with some interesting elevation changes and blind turns. While we were hoping for a little less heat than we experienced in Hastings, that simply was not going to be the case at High Plains with race day temps in the mid 90s. Shawn posted a number of fastest laps in his class over the weekend in his beautifully turned out Cayman against professionally supported competition, and for his first time at this track. Great job, Shawn.

We followed up High Plains with the Octoberfest 944 CUP Western Championship held at Hallett Motor Racing Circuit in Oklahoma. The Cimarron region does a great job hosting this event and the Knapp/Mourey crew represented the Great Plains Region at this event again this year. This year's weather forecast predicted 60-90% chance of rain all weekend. With rain tires on hand, it turned out they weren't needed until Sunday, with Friday and Sat-

urday sunny and dry. **Sally Knapp** represented the SP3 class again this year and defended her SP3 championship.

For our October 13 DE we clearly picked the right day with Friday's rain and Sunday's snow, as Saturday's cool but sunny and dry weather turned out perfect for our final event. We had 31 cars and 9 novice drivers. It was our best attended event this year. Congratulations to Novice drivers: **John Artherton, Brian Feregrino, Jack Geier, Derek Meyer, Thomas Noack, William McGinn, Jack Krecek, Christian Olbrich** and **Bindu Adapa**. William McGinn was at home with his BMW amongst all the Porsches, as was Bindu, who brought her all-wheel drive Subaru, which has a turbo boxer engine that was just in the wrong place! We also introduced Expanded Passing in the Blue Run Group to add another level to the GPR DE experience.

We will begin planning next year's schedule shortly. If there are any suggestions or ideas on how we can improve the DE experience, please feel free to pass them along to me.

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 the use of a HANS device is required (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. We will be updating the GPR Tech Form to include this new requirement check. No HANS, no getting on the track.

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!

# Meet a GPR Member

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

## 1. When did you join the PCA?

I originally joined as a PCA Quest member in 2015 as I was realizing a childhood dream to purchase a Porsche. I became a full member in 2017 and joined the local region. I had looked for several years and test driven a few, however once my neighbor in Austin let me take his 996 Turbo out for several spirited drives, I knew it was time to pull the trigger. I joined as a Quest member after attending some events with fellow member **Rich McGowan** and enjoying the events. Rich pointed me to the PCA mart which allowed me to avoid the pitfalls of ebay and Craigslist. Some of you may have experienced similar misadventures with online sales. So I joined PCA National as a Quest member and found the Silver SC. I called the seller, whose name was also Mark, just outside of Orlando and scheduled a visit to see and test drive the car. Mark was great, a fellow PCA member and DE instructor. He had a nice 964 and wasn't driving the SC. There were some minor issues with the car, however everything seemed in pretty good order and I was excited and naive, deciding not to

do a PPI. After taking it for a drive, burying the temporary 85 MPH speedo needle on the FL back roads, and with the full support of my wife Lindsay, we purchased the car.

## 2. What Porsche(s) have you owned and what do you currently own?

Right now the '80 911 is the only Porsche in the fleet. Someday an ice green metallic 930 will make it into the garage.

## 3. Where are you from?

I grew up in Stillwater, MN, enjoyed an '84 Saab 900 turbo as my first car, and while it didn't have the greatest handling and was front wheel drive, it was a manual and a blast to drive, quicker than you would think.

## 4. What is your career/current occupation?

I run the Voice Response Professional Services Team at TTEC and am working to make your customer service experiences more enjoyable and effective from Fortune 2000 companies and federal, state and local agencies

## 5. What makes your car(s) special?

Silver on black 911, need I say more? I've really enjoyed physically working



on the car and learning more about how everything works in the car. I'm amazed at both the complexity and simplicity of all the systems and mechanics built into the car. I'm equally amazed at how a 40 year old car performs every time I take it for a drive.

## 6. Next Porsche, or current project?

The next Porsche, that is maybe the one pitfall of owning a Porsche, there is always the next one, perhaps a Boxster S for my wife! Of course I'll need to drive it from time to time to ensure it's properly sorted.

## 7. Favorite memory with your Porsche?

Every time I get to take the car for a drive, the oil and fuel smell, the acceleration during high rpm runs in second gear up the entrance ramp, working on the cars with my brother in law Dan, attending my first DE with driving instruction was a fantastic experience and most likely the only time I'll pass a newer

*(Continued on Page 13)*



*(Meet a GPR Member, continued from Page 12)*

generation 911 turbo. **John Krecek** gave us all great instructions into the DE world, and I'm grateful for **Terry Lessmann** being my DE instructor; he was extremely patient and only provided positive feedback throughout the weekend. I highly recommend everyone taking their car to one of the DE events and out onto the track to experience their car's full potential.

*8. What got you interested in Porsches?*

There was an ad with a '70s ice green metallic 911 in a horse pasture, and I thought the lines and looks of the car were amazing. Some of my friends in high school had 944s and one's father was a Porsche mechanic and I always enjoyed riding in the 944.

*9. Any other dream cars you would own?*

Not sure I want to own too many other cars, however there are several I'd like to drive, perhaps a GT3 RSR, or '80s RSR, both on the track.

I'll echo **Bob Lynch's** comments that it is the people who make the club a club, not just the extraordinary cars. I recently had a brake issue I was trying to sort, and **Rick Mourey** was kind enough to take time out of his weekend and help me troubleshoot the issue and get it sorted.

It has been a great summer getting to know several more members. The Club put on a great club race/DE down in Hastings and I thoroughly enjoyed working the grid with **David Adler** and **Theresa Mourey**. It was a blast seeing the variety of cars on the track and spend-

ing time with the drivers in the pits. To cap off the summer of Porsche my brother in law and I made it out to RRVII; have to thank Steve Wilwerding for planting the seed. While there I was able to view **Roger Williams'** car on display front in center in the Chopard tent with a historic display of racing car legends including some beautiful Abarth cars. I met **Brian, Roger, Ted and Bridget Bleimehl, and Kurt and Melinda Halvorson** for dinners to wind down from the over stimulation of the days' concentration of endless Porsche cars and race cars displayed throughout the Laguna Seca Raceway. You know it's spectacular when you spend hours walking through the parking lot admiring the cars that aren't even on display for RRVII!

## PCA Club Race - High Plains, Colorado

By Shawn Keeler, GPR Member

Hello again fellow GPR PCA enthusiasts, and welcome to another installment of my Rookie Race season. But before I get into the last weekend's race details, let me tell you it has been a pleasure to share with all of you my thoughts and experiences of this past season as it is quickly coming to an end. I have received numerous messages of encouragement over the summer that have really helped me move forward with the sport...thank you all for that.

Ok, let's get down to business and talk racing. The past club race I attended was High Plains Raceway, a little outside of Denver. Leading up to this event, knowing it would be my first time there, I watched a good

deal of YouTube videos on the track, just to get a feel for it. For me, video only gives me a small part of navigating a track. Some people get more out of video than I do, but for me I have to experience it firsthand. One thing I did notice from the videos and confirming with other people that have driven the track was this course has some major elevation changes, which is new to my skill set. All my races leading up to this one have been relatively flat. Needless to say, I was a bit nervous, but I think I was more excited to be on such a differ-



ent type of track.

This race schedule was also set-up a bit different from other PCA race weekends. Since there was also a first ever 6-hour enduro on Sunday, the sprint races were taking place on Friday and Saturday. Not a big deal, just a little different for the travel schedule and practice sessions. Also, with any new track, I always try to leave a day early and partake in the hosting track's test and tune sessions. This way, by the time PCA's practice

*(Continued on Page 14)*

*(PCA Club Race, continued from Page 13)*

sessions start the next day I already have a good feel for the track. In this particular situation, this extra practice time was so valuable in navigating the course.

Thoughts of the track...awesome!!! After dialing in the test and tune and a couple practice sessions, I was feeling very comfortable for the Fun Race and the upcoming sprint races. This track literally has it all. Super-fast straights, technical corners and sweepers, and let's not forget ELEVATION CHANGES. This is the only track I have been to, besides Road America (for a DE), with this type of elevation change. If you are looking to improve, sharpen or just have a good time, this is the track to make that happen. The technical corners and blind downhill turns are just a blast.

Let's go racing. First up after the three practice sessions was the Fun Race. Comprised of a rolling start, with a race to corner eight. Then regroup for another rolling start and race to corner 8, and after the third rolling start, it is a sprint race for seven laps. Fun Races are always a great time, it combines one of the



Rick Mourey (L) and Shawn Keeler (R) take a break from the track.

most exciting parts of a race, the start, and gives you three of them in one race.

### Sprint Race #1

By now, everyone is ready and knows what to expect from the car next to them. It is just a matter of going out there, having a good clean start, and make laps. For Sprint #1 I was gridded in 11<sup>th</sup> place. The field for the weekend comprised of roughly 35-37 cars. They combined the races with all classes running together. Which seems like a ton of cars, but on the 2.55 mile track the traffic seemed to thin out nicely. Plus, with the top 10-12 cars being GT class cars, things separated rather quickly. In Sprint race one, I got a fairly decent start, not losing any positions, but not gaining any either.

Mid race I did pick up one spot and ended in 10<sup>th</sup>. Not bad for my first go at the track in a sprint race.

### Sprint Race #2

I still haven't figured how this works yet, and maybe I am missing something, but I finished Sprint Race #1 in 10<sup>th</sup>, but was gridded in 11<sup>th</sup> for Sprint Race #2. No big deal, time to make laps. My start in sprint two was my best start to date, gaining two positions just on the start. Finally, but this celebration was short lived. With two laps to go I noticed a vibration in the front right wheel. Pushing forward, but slowing down a bit, it got worse. In the end I gave up the positions I gained and ended up finishing where I started at 11<sup>th</sup>. After arriving back at the trailer, I hopped out to inspect the wheel. Sure enough for one reason or another some of the lugs came loose and the wheel had been shaking. Not damaged enough to call it a day, but thanks to some strategically packed tools from **Rick Mourey**, we were able to get everything in order for Sprint race three.

### Sprint Race #3

Of all the races, DEs, track days and any other time behind the wheel of a car, this was by far the most fun I have ever had! The pack at the start

*(Continued on Page 15)*



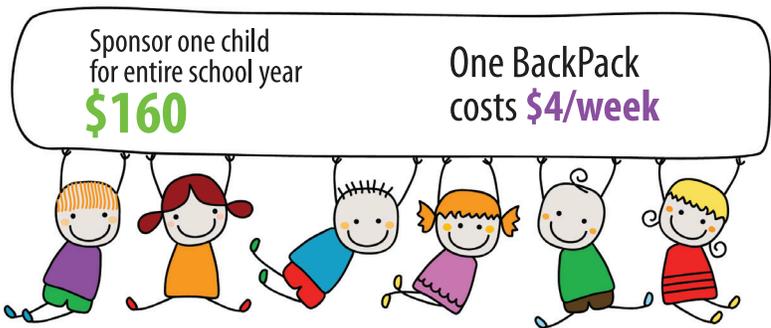
(PCA Club Race, continued from Page 14)

was as tight as I have seen this season. We go green, and everyone lights it up. High Plains is not a very wide track, and we were squeezing through there 3 across all the way through turn 3. It wasn't my best start by any means. I gave up 3 or 4 spots in the first three corners, but I wasn't going to let that be the end of it. I ended up picking up three spots in the first lap, and then one more in the next few laps. Of the remaining cars, this was a complete dog fight to the end. If I remember correctly, there were about 4 or 5 of us in similar GT classes. So even though we weren't in the same class, we were very close in car set-up. This made for one awesome race. For 15 laps straight, we were on each other's bumpers waiting for an opportunity to capitalize on the other's error. Positions were gained, then lost, but in the end, I ended up in 11<sup>th</sup> and 2<sup>nd</sup> GTB1. Hands down the best time I have had behind the wheel of car. I wish they were all like that.

My time spent at High Plains Raceway was a great PCA Club Racing experience. Even more than that, and I know this has been stated before about the "car culture", but what a great group of people as a whole. Whether it be going down the paddock looking to see if someone has a tool you can borrow, or just sitting there after the track is cold having a drink with someone you just met, always a great time. And the PCA organization fits that stereotype perfectly - a great weekend of great racing, great weather and great people.

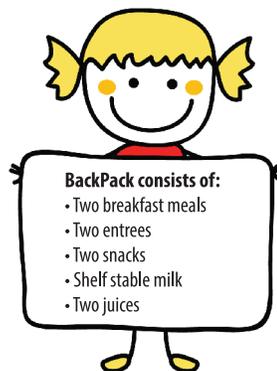
Next stop, Motorsports Ranch Cresson, TX. November 10<sup>th</sup>-11<sup>th</sup>. See you all at the track!

**Der Skooner**



Approximately 3,700 children in more than 150 schools in Nebraska and western Iowa receive backpacks full of nutritious food each week. The bags are discretely distributed to hungry children each Friday at school so they have something to eat during the weekend. Your contribution can help us fill those backpacks.

The Woodhouse Auto Family and KAT 103.7 urge you to help by participating in the Woodhouse BackPack Challenge and donate to Food Bank for the Heartland's BackPack Program.



Ask how you can help today!



**“(The) healthy food makes me grow.”**

- Student at Franklin Elementary School in Council Bluffs

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# “Breakfast and Brakes” at Porsche Omaha

By Kurt Halvorson,  
Past President

Photos by Melinda Halvorson,  
Editor

About 30 GPR members gathered at Porsche Omaha on Saturday, October 6<sup>th</sup> for “Breakfast and Brakes”, instead of the traditional Porsches and Pancakes. The GPR provided a continental breakfast and **Andy Hipwell**, Porsche Service Manager, provided a technical overview of the variety of Porsche brake routers, calipers, and brake pads. It was interesting to learn about how Porsche utilizes different designs and materials for the various models. We learned how to measure brake pad wear, rotor wear, and indicators of warped rotors.

Our thanks to Porsche Omaha and Andy Hipwell for the fun and informative morning.

Don't miss our next Porsches and Pancakes on November 10<sup>th</sup> at Garden Café in Omaha. We gather at 8 am for breakfast and conversation. Bring your significant other, too!



# Welcome New Great Plains Region Members

Please join us in welcoming our new 2018 GPR members. Take a moment to make them feel welcome when you see them at an event.

**Steve Barney**  
**Jesse Benedict**  
**James & Michelle Bowen**  
**Gary Brandt**  
**Brian Feregrino**  
**Jack Geier**  
**Sam Gilmore**  
**Damon Gray**  
**Gregor Henricks**  
**Larry Johnson**

**Mike Kassebaum**  
**Dave Lake**  
**Chuck Lewis**  
**Paula & Michelle Mau**  
**Michael Merritt**  
**Dereck Meyer**  
**Tom Noack**  
**Todd & Luann Rannals**  
**Jon Smith**  
**Chris Walker**

## OctoberFest DE - October 13<sup>th</sup>

Photos by Brian Feregrino, GPR Member



Brian Feregrino (L) receives his Novice certificate from instructor, Kurt Halvorson (R)



Registrar and instructor Terry Lessmann (R), takes novice Tom Noack (L) for a few laps in Terry's Cayman.



There were 31 cars with 9 Novice drivers at the recent OctoberFest DE.

Watch for next year's DE schedule coming out soon!

# A User's Guide to Rennsport

By Kurt Halvorson, Past President

There are certain events we each consider bucket list items – to a golfer, playing one of the world's great courses; to a music lover, attending a very special concert; to a traveler, visiting a dream destination in the world. To a Porsche enthusiast, perhaps attending Rennsport comes to mind.

Woodstock for Porsches – that's what it is – a gathering embodying the ideals of the marque, a sense of community, a homecoming of Porsche greets, and perhaps greatest of all, a showcase of Porsche history through the cars which evoke emotion, excitement and enthusiasm in all of us.

There is myriad information available on the internet about Rennsport, but to summarize for those in the know and those not-so-much in the know, it has become a triennial gathering of all things Porsche: the greatest race cars, the most significant cars, the greatest drivers of all time, Porsche family members and executives, PCA management and members, vendors, suppliers, and car corrals housing thousands of Porsches of those attending and participating.

There have been six Rennsport gatherings – three on the east coast (Lime Rock and Daytona) and three on the west coast at Laguna Seca in Monterey California. My wife **Melinda** and I elected to drive out, as did **Ted and Bridget Bleimehl**, and **Roger Williams**, who towed two of his cars from Glenwood, Iowa to Monterey. More on that shortly. **Mark Eichten** also attend-

ed, but elected to fly, lacking the required faith in his SC to make the trip out and back. We're confident after our collective reassurances that he will drive it to the next one (right, Mark?).

The event is 4 days long. The event is not long enough. Registering early is key, as car corrals fill up, as do the sign ups for parade laps. Bleimehls, Roger and we did both. Car corrals are not only cool, but they offer you up close parking – important at a venue as large as Laguna Seca. Did I mention 81,000 people attended this year? Yeah, it's THAT good.

After registering, all that's left is to count the days until it's HERE! Oh, don't forget to secure lodging, perhaps earlier than registering for Rennsport itself. We were fortunate to find a Hampton Inn (newly remodeled) within 8 minutes of Laguna Seca, minutes from the Pebble Beach 17-Mile Drive and Carmel as well.

The rough schedule of activities for each day includes historic car displays, vintage races, parade laps of significant cars, autograph sessions, book signings, panel discussions and Q&A, vendor displays, food vendors, a PCA tent, several Porsche corporate tents, Porsche Motorsport cars, and parade laps for attendees in the car corrals.

Because of the size of the facility, it's difficult to see everything each day. Arriving by 8 am each day and staying until 5pm will aid in seeing as much as you can. You will want to come back as much as all of us who

attended do.

A very special acknowledgment is due **Roger and Georganne Williams**. Their 944 factory race car was selected to be in the Chopard Historic display tent, and on day one of Rennsport, it was parked right next to Porsche #1. That's some pretty special company. They have spent a lot of time and money preparing that car, and to be selected and recognized by Porsche for inclusion is a very high honor. The car was also selected for display at Parade this summer as well. Roger has gotten to know a number of the people at Porsche Cars North America too, so if you need a referral to someone at that level or wish to know specific information about PCNA, Roger is a great resource to go to.

Enjoy the photos from Rennsport in this issue and put Rennsport VII on your travel calendar for 2021!



# GPR October Board Meeting Minutes

The Great Plains Region PCA Board met at 6:00 pm on October 2, 2018 via conference call.

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

## **Social:**

Member pay dinner on 9/21 at Bravo had 12 attendees. Upcoming events include: Woodhouse Breakfast/Tech Session 10/6; Ladies Paint and Sip 10/24; Southern Loess Hills Fun Run 10/27; New Member Dinner at Spezia 11/3.

## **Safety/CDI:**

Checked in with National and other than the HANS/Harness rule change for 2019, no other pending DE rule changes at this time. Tech form will be updated to reflect the HANS/Harness rule change. John Krecek will teach the novice class at the upcoming October DE and student/instructor assignments with Terry Lessmann and John will be finalized soon. October DE insurance certificate has been received.

## **Registrar:**

Registration for the October DE

(OctoberFest) continues with 20 participants registered include 5 novices, and 6 in the blue (open passing) run group. An email reminding club members that registration is still open has been sent.

## **Secretary:**

The minutes of the September meeting were approved as distributed.

## **President:**

Ballot for 2019 Board is out to the Club Members. 32 responses so far.

## **Past President/Associate Editor:**

No formal report.

## **Treasurer:**

The opening account balance for September was \$81,819.65 and the closing balance was \$81,885.96. Receipts included Dues of \$180, and Interest Income of \$15.70. Expenses included Administration of \$7.89 and Newsletter of \$121.50.

## **Editor:**

There was a reminder of the October 15 deadline for the November Der Skooner. The November issue will highlight, among other things, meet a member, Woodhouse Tech Session recap, Rennsport recap, OctoberFest DE, Board nomina-

tions, tech article, and roster of New Members.

## **Membership:**

There are 148 paid GPR members for 2018. There are 266 National PCA Members in our region. There were 3 new combined National PCA Members and GPR Members added to our region, 1 new GPR Members added to our region, 0 new PCA Members added to our region and no transfers in or out of our region. There is 1 PCA Test Drive member in our region. Overall, there are 20 new members to our Club in 2018.

## **Webmaster:**

Website is up to date. Email blasts on Board Ballot, OctoberFest DE and Woodhouse Tech Session have gone or going out. New website is about 85% completed.

## **Other Business:**

None.

The next meeting will be held on November 6, 2018.

Respectfully submitted,  
Pete Jardine  
Secretary



# Rennsport VI

Photos by Mark Eichten, Kurt Halvorson, Roger Williams



Chopard Historic Display Tent



First racing 901/911



Limited Editions 935 and Speedster introduced at Rennsport



First LeMans winning Porsche



959 Parking Tent



Team member Jan W. pointing to his name on the 911 tribute car. Over 250 worked on the 919 program.