



October 2018

ER Skooner

Great Plains Region • Porsche Club of America



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HANDS ON THE WHEEL

By Steve Gehring

More on Fun Runs

The August 25 Fun Run north of Omaha, which took us back to Tussey's for a nice lunch, turned out to be a great drive. We had 17 cars and 29 people. These events continue to be popular and we are turning out folks who either have never participated in a Club event or who only really like to do Fun Runs. We have had several Macans run. For all of you in the Club who have a Macan, Cayenne, or Panamera, bring 'em out and run them. They are perfect for this kind of driving.

Our final Fun Run will be our 2nd Annual Loess Hills Run down to Waubonsie Station in Tabor, Iowa. This will be on October 27. Get it on your calendar!

We owe a big "thank you" to Kim Burger for taking the time and energy to drive the Fun Run courses and map them out for us. I met with Kim several weeks ago and he is excited to do 4 more Fun Runs for us next year. If any of you has an idea about an area you would like to drive, a Fun Run theme you would like to see, or thoughts about overnight Fun Runs such as the one to Hotel Pattee this year, please let me know (sgehring@clinewilliams.com) or let Kim know (kmburger37@icloud.com).

More on Porsche Electric

As much as most of us love gas burners and will likely keep ours un-

til the wheels fall off, it is clear that Porsche is moving deliberately and rapidly toward electric. In the most recent *Christophorus* magazine, there is a very interesting interview with Stefan Weckbach, who is in charge of developing what was known as the electric Mission E and now Taycan. This will be a 600 hp, fully electric, 800 volt 4-door sedan with an initial range of 310 miles. It will be presented at the end of next year. The Taycan should sprint from 0 to 60 in under 3.5 seconds and top 124 miles an hour in 12 seconds. The location of the battery will give the Taycan a quite low center of gravity (even lower than the 911) and will have an optimum weight distribution between the axles. Stefan states "... it won't be just an electric vehicle. It'll be a Porsche". The challenges, of course, will be acceptance of an all quiet vehicle, even if it is a Porsche, and the ability of Porsche to ramp up charging stations. Porsche claims that the 800 volt charging station will put a 250 mile range on the Taycan in approximately 15 minutes. Owners' homes will need an AC 400 volt plug-in connection installed in the garage.

There are a lot of unanswered questions, but Porsche's direction appears clear and unalterable. Through 2022, Porsche intends to invest \$6 billion euros on electromobility.

Der Skooner - Volume 54 Issue 10

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 a September PCA anniversary:

5 Years

Jim Vulku

Welcome to our new PCA and GPR members:

Brian Feregrino, Omaha
Jack Geier, Council Bluffs
Derek Meyer, Omaha
Tom Noack, Omaha

And welcome to our new GPR member:

Chris Walker, 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

147 GPR members
265 PCA members

On the Cover

GPR member John Marchant's long-awaited Lizard Green GT3RS finally arrives. John was kind enough to share it with onlookers at the all-euro car show.

Photo by Kurt Halvorson

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PORSCHE

CALENDAR OF EVENTS

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	OctoberFest DE Register NOW at ClubRegistration.net . Novice drivers welcome to attend - instructors available.	RPM - Pacific Junction, IA	
24 th	GPR Ladies Paint and Sip	Creative You Door Decor, Valley NE	5:30 pm
27 th	Fun Run Watch your email and our website, gprpca.com , for more information!	Southern Loess Hills	

November

3 rd	GPR New Member Dinner See Page 17 for more information.	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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January 2018

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

Stay up to date on all GPR events on our website: gprpca.com.

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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.

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TREASURER	_____	Pete Jardine	WRITE-IN:	_____
REGISTRAR	_____	Terry Lessmann	WRITE-IN:	_____
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SAFETY	_____	Rick Mourey	WRITE-IN:	_____
MEMBERSHIP	_____	Brandon Koom	WRITE-IN:	_____
WEBSITE	_____	Eric Elliott	WRITE-IN:	_____
EDITOR	_____	Melinda Halvorson	WRITE-IN:	_____

Porsche Omaha Test and Tune Tech Session - Oct. 6th

Remember, NO Porsches & Pancakes breakfast in October. Instead, Porsche Omaha is hosting us on **Saturday, October 6**, for coffee, pastries and a brake and rotor tech session. This starts at **8:30 a.m.** at **Porsche Omaha, 67th and L Streets.**

Please **RSVP to Steve Bartlett, steve.bartlett100@gmail.com, by October 3** so we can get a good head count.

See you on Saturday, November 10th at Garden Café for our next Porsches & Pancakes.

A O F

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Porsches and Pancakes - Sept. 8th



15 Porsche members met for a morning of good food and great conversation at our last Porsches & Pancakes in September.

Photo by Joe Chambers

Dinner at Bravo - September 21st



Twelve diners attended our last social dinner of the year at BRAVO Cucina Italiana on September 21st.

Watch the 2019 calendar for more social dinners.

Photos by Steve Bartlett



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**



OctoberFest DE at RPM

October 13th - Register Now!

Novice drivers are welcome to attend. Instructors will be available.

WEC at Silverstone

Article and Photos by Pete Jardine, Secretary

Everyone has bucket list items: whether it be to visit a certain place, attend a specific event or experience something that is ‘must do’. Being a huge racing fan, visiting certain circuits are bucket list items for me. Last September I attended the FIA World Endurance Championship (WEC) 6 Hours of COTA in Austin, TX and was fortunate enough to see the incredibly successful Porsche 919 Hybrid before Porsche made the decision to leave endurance racing at least at the LeMans Prototype 1-Hybrid (LMP1-H) category. Subsequently Porsche announced a major increase in their involvement in GT racing with the then new 911 RSR race car being available for customer teams starting with the 2018 season. Additionally, after the Porsche announcement, WEC announced the creation of a 2018 and 2019 “Super

Season” in which the WEC Championship is being contested over a two-year period starting in May 2018 and ending in June 2019 at the 24 Hours of LeMans.

With this new Super Season, the existing schedule of races was reorganized and the annual visit to the Silverstone Circuit was moved from its April date to August for 2018. Silverstone is a bucket list race circuit for me and as soon as I noticed this, I knew I had to go.

Silverstone has positioned itself



as the “Home of British Motor Racing” and annually hosts the F1 Grand Prix of Britain, MotoGP, British Touring Cars, WEC and a slew of other racing championships. Its location, nearly in central England is not easy to access. Built on a surplus WWII bomber airstrip in 1948, Silverstone sits in rural England with small towns and villag-

(Continued on Page 11)

(WEC at Silverstone, Continued from Page 10)

es surrounding it. Many Formula 1 teams have headquarters in the towns and villages surrounding Silverstone including Red Bull Racing, Force India, Mercedes AMG Petronas and Renault. I chose to stay in Milton Keynes, which is a larger city of around 230,000 people and a 40-minute train ride north from London and a 30-minute taxi or Uber ride away from the main gates of Silverstone.

WEC runs a very similar schedule to most racing championships like F1 in which Friday's are practice days, qualifying takes place on Saturday's and Sunday's are race days. Unlike F1, the access a fan gets at a WEC race weekend is unbelievable. There is no assigned seating and fans are allowed entry to any grandstand. Fans are allowed to walk the paddock without special credentials and for this race, the organizers had 2 opportunities for fans to walk the pits. I was excited.

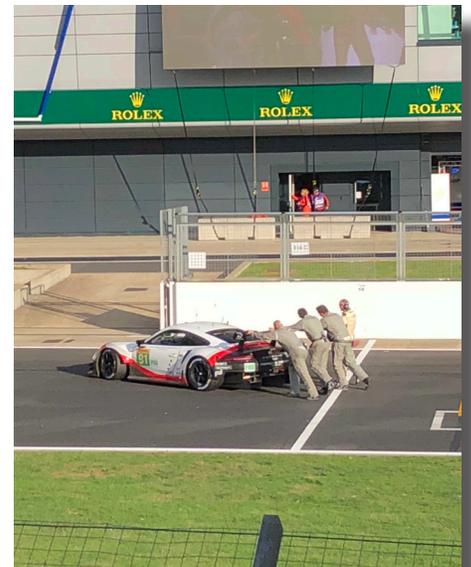
Friday was a beautiful English summer day with a nearly cloudless sky and temperatures in the low 80's.

The day started with some support race practice sessions including the European LeMans Series, which is like the baby brother of WEC, and the European Formula 3 series whose star driver is Mick Schumacher, the son of 7-time F1 champion Michael Schumacher. WEC ran two practice sessions that day with the only hybrid cars, the Toyota Gazoo Racing LMP1 cars, running away with the best times. F1 star and up-and-coming Indy star Fernando Alonso made his presence known but could only secure the second best times of the sessions. In the LM GTE Pro category, the Porsche GT team struggled nearly at the bottom of the category while Porsche customer teams running in the LM GTE AM category ran successfully in the top half during the day. I made my way to the paddock area where I took in all the activity of the teams working and caught a glimpse and picture of the derriere of ex-F1 driver Jenson Button, who is now racing in WEC with the SMP Racing LMP1 program. To end the day I made my way to the Porsche Club of Great Britain hospitality area. I had reached out to the club a few months prior to my trip and they had invited me to stop by their large

hospitality tent to visit and enjoy an afternoon tea or coffee. They were fantastic folks.

If you ever watched the F1 British GP when Steve Matchett was announcing, he had a saying that Silverstone was its own little microclimate. I got to experience this first hand on Saturday. Leaving Milton Keynes that morning, the sun was up, temps were pleasant and winds were light. Upon arriving at Silverstone, clouds rolled in, winds picked up and temps dropped. Luckily the rain stayed away but not being prepared in my shorts and golf shirt, my first stop was the Silverstone Merchandise tent! Saturday was quali day. WEC runs qualification in an interesting way. Quali is broken into two sessions with the LMP1 and LMP2 categories running a 25-minute session and then the GTE Pro and GTE AM cars running a 25-minute session. Since all cars have more than one driver, each car must set times with two designated drivers. The two drivers must each set at least one timed lap and the average of the two best lap times set by each driver serves as the reference time for establishing the

(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 **Bob Lynch**.

I was born in 1936 into a medical family in Fairbury, Nebraska. My medical education began early, at age 6. I began by counting pills in the pharmacy for my dad who was a general surgeon - who did everything. That education continued by working in the radiology department, the laboratory and by my early teens - assisting my dad in the operating room. I was also lucky enough to be in charge of the yard care, snow removal, laundry for the newborn nursery and painting. One summer my older brother and I applied over 156 gallons of paint to the small hospital that my father owned. I also have never changed a diaper as an adult!!

After graduating from Hastings College, I attended University of Nebraska Medical School and interned at Nebraska Methodist Hospital. I spent four years at University of

Nebraska Hospital for a general surgery residency, followed by two years in Chicago as a cardio thoracic fellow. Upon completion of my training I returned to Omaha in 1970 and set up a solo practice. I started the cardiac surgery program at Nebraska Methodist Hospital in 1976 and practiced until 1996.

Following my retirement, Carol and I purchased our present home site and built our home in 1997.

Now to the cars. My anatomy professor in medical school had a red 1958 Porsche speedster which I really liked. I had never seen a Porsche before. That fascination led me to buy a 1961, 1600 S coupe which I drove year around and participated in one speed event on a go-cart track with the Porsche Club. In 1965 it was severely damaged by hail and I traded it for a new 1600 N Cabriolet.

When I was in Chicago during my fellowship I was without a Porsche. I returned to Omaha in 1970 and in 1972 purchased a new 911 T coupe. It had mechanical fuel injection and



Bob (L) with Chuck (middle) and Tony Stoddard (R) at Porsche Parade, 2015

no one in Omaha was able to make it run properly. That problem led to Willoughby, Ohio and Stoddard Imported Cars. That was when I met Chuck Stoddard. Chuck built the 2.2 liter engine to a 2.8 liter high performance engine with Weber carburetors - it ran perfectly. I drove this car for years and in 1984 added a 928 Porsche to the garage. I sold both of these cars in the late 80's. I had decided they were too close to the ground and too hard to get in and out of at my advancing age.

During my years in practice, the time was not available for me to spend much time with cars. But I did find the occasional weekend over several years to act as 'pit crew' for Chuck Stoddard when he attended Vintage Racing Events. I use the term 'pit crew' very loosely, as my only real functions were: check the tire pressure, add gas and oil if needed and remove bugs from the windshield. And lest I forget, it was my job to get Chuck a cold drink upon the completion of his run. As you can tell, it did not require much brain

(Continued on Page 13)



Bob and his BMW Isletta 300

(Meet a GPR Member, continued from Page 12)

power. Chuck's cars were always perfectly prepared before he went to the track and he often traveled with his own mechanic. Those Vintage Racing events took us to tracks at Topeka, Mid Ohio and the first Rennsport Reunion at Limerock.

The pleasure of being around Chuck is his encyclopedic knowledge of Porsche and its history. I also enjoyed the opportunity to closely examine his racing Porsches, 908, 907, 910, 917K short tail, not to mention the rest of his extensive car collection. Chuck has been a dear friend since 1975 and we have visited each other's homes on numerous occasions. These visits have always included a car or shop improvement project.

Being occupied with my practice I didn't spend much time with cars until I retired at the end of 1996. Then, with Chuck's help, I started the collection. I began with a 1956 BMW Isetta 300 - an airport hanger find, which was followed by a 1962 BMW 700 Sport Coupe. I did complete mechanical restoration on both of these cars but no body work. Following those two experiences - I decided buying cars that did not need all of that work, which was a much better choice.

The Porsches include: 1956, 356 A with a Golde Sunroof; 1967, original 912; 1967, 911; original 1969, 911 S; a one of a kind, 1970, 914 6; 1993, 964 RS America set up for the track; 2014, Cayman S and a 2016 Cayman GTS. A 1978, 911 was my first DE car, but a blown engine put an end to its track adventures.



912 at Kaneko Show



The garage with Sandy Stckman's yellow bird.

There is also a 1972 Volkswagen Safari, known as a Thing in the USA. It was part of the purchase deal with the 356 Porsche. And last but not least - a 2005 European Smart car. Each of these little treasures has to have an annual check up and then is taken out for a drive.

When I finally had a Porsche again, I joined GPR/PCA in 2006. I attended DE events beginning in 2010 and in 2017 I became a DE instructor. Carol and I have enjoyed the GPR

events we have attended and hosted. When we attended Porsche Parade and Porsche Escape in 2015 - it became clear to both of us that it really is 'all about the people'. And the people are the best.

grid. In the LMP1 category, the two Toyota cars again set the pace with the gap to the non-hybrid LMP1 cars at more than 2 seconds a lap. In the GTE Pro category, the #66 Ford GT of the Ford Chip Ganassi Team UK took pole with Aston Martin Racing Vantage race cars securing second and third. The Porsche GT cars remained stubbornly off pace with the #92 car ending 5th and the #91 car ending 10th. The 911 RSR had more success in the GTE AM category with the car taking first and second with the #56 Team Project 1 car securing pole followed by one of the two entries of Dempsey-Proton Racing securing second.

Sunday was race day and the cool, windy conditions encountered on Saturday remained. I was more prepared this time around, as I knew I had 6 hours of race watching ahead of me. The pre-race festivities were quite neat and at noon, the green flag dropped. To recap 6 hours of racing is hard to do! In the end though, as predicted, the two Toyota LMP1 Hybrid cars raced away and spent the next 6 hours in a race with themselves. It was exciting to

see these two cars race with no team orders and in the end, Fernando Alonso and his co-drivers Sebastian Buemi and Kazuki Nakajima beat out the sister car for the win. The rest of the categories, LMP2, GTE Pro and GTE AM, produced some stellar racing. In the GTE Pro category, the running order was upset in the first corner of the race when a couple of the LMP cars got together and that cascaded back to the GT cars with the pole sitting #66 Ford GT being caught up on the mess. The Porsche GT team found speed and ran at times in P1 and P2 during the race. In the end though, some poor luck with a yellow flag late in the race and the loss of some speed resulted in the two Porsche GT cars falling back and the #91 car was classified in 3rd place in the category following the race winning Ferrari 458 EVO of AF Corse and the non-damaged #67 Ford GT. Porsche found more success in the GTE AM category with the #77 Dempsey-Proton Racing Porsche RSR winning the category and the #56 Team Project 1 RSR coming in 3rd. After watching the post-race ceremonies, I headed back to the hotel thinking that was that. How wrong I would be.

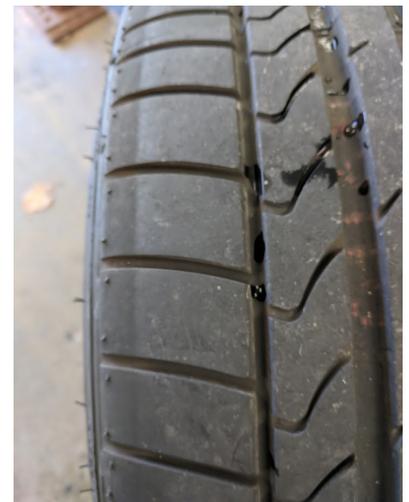
As I woke up the next morning and checked my newsfeeds, I was stunned to read that the two Toyotas were disqualified from the race, meaning a non-hybrid privateer LMP1 car took overall first place! In post-race scrutineering, the two cars failed their skid block deflection tests. In layman's terms, what was found was that the underfloor skid blocks or planks, which are essentially a flat rectangle made of a wood composite that is designed to impose a minimum ground clearance, was scrubbed off such that the minimum ground clearance was impacted. Toyota initially claimed that there was damage but the FIA indicated no reports from the team on damage and they determined that the design of the skid blocks should be able to withstand the normal rigors of a six-hour endurance race. More disappointing was reading that the #91 Porsche GT car was also disqualified due to ride height issues! The sister #92 car, which finished P4, was elevated to P3.

Silverstone was everything I could imagine. The racing was fantastic, the venue is fabulous, and while the sun eluded me for a few days, the weather was tolerable. Now what bucket list circuit shall I go to next?!

For Sale

Boxster S 987 wheels for sale.
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Email if interested:
ssteckman@cox.net



Nebraska Fun Run - August 25th

Photos by Armando Colorado

Tussey's Casual Grill was the final destination for our Nebraska Fun Run the end of August. Twenty-nine of us enjoyed a delicious buffet lunch. Nineteen cars split into two groups for the drive and the weather couldn't have been better.

Join us October 27th for our final fun run of the year. Watch your email for more information!





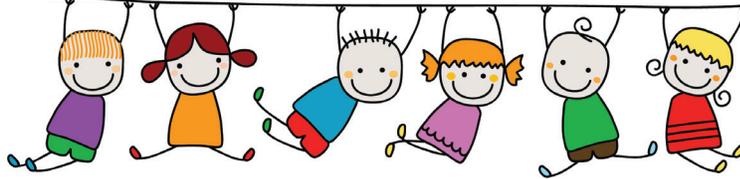
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*Ask how you can
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"(The) healthy food makes me grow."

- Student at Franklin Elementary School in Council Bluffs

WWW.WOODHOUSE.COM



*Please Join Us
in Welcoming Our New
2018 GPR Members*

You and a Guest are invited to attend
the Annual Great Plains Region
New Member Dinner

Saturday, November 3rd, 2018

Spezia
3125 South 72nd Street, Omaha

6:00 pm

Meals are provided by the GPR for new members and a guest
Meals are also provided by the GPR for existing GPR members - there will be a charge of
\$44 for a guest

Please choose from the following menu:
Angus Top Sirloin, Scottish Salmon, or Mediterranean Chicken

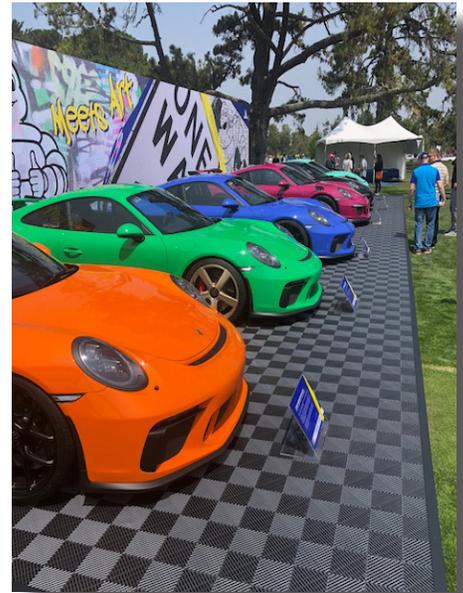
You **MUST** be a current GPR member to attend.
Please RSVP and pre-pay for your guest on our secure website:
gprpca.com by October 27th

Adults only, please.

Werks Reunion - Monterey - August 24th

Photos by Chris Coda, GPR Member

Chris & Erin Coda enjoyed beautiful weather and beautiful cars at Werks Reunion 2018 at Corral de Tierra Country Club in Salinas, CA.



GPR September Board Meeting Minutes

The Great Plains Region PCA Board met at 6:00 pm on September 4, 2018 via conference call.

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

Social:

The Nebraska Fun Run was held on 8/25. 29 people and 17 cars took part. Upcoming events include: P&P on 9/8; self-pay dinner at Bravo on 9/21 at 6:30pm; Woodhouse breakfast/tech event at Porsche of Omaha on 10/6 at 8:30am; Fall Finale DE at RPM on 10/13; Ladies Paint and Sip on 10/24; Southern Loess Hills Fun Run on 10/27; and New Member Dinner at Spezia on 11/3.

Safety/CDI:

No new National updates to report or material updates to report. Insurance for October DE requested. It is reminded that the DE fee paid from the cancelled DE back in July can be applied to the October DE fee.

Registrar:

Registration for the October DE opened September 3. It was noted there was a data breach with ClubRegistration.net so login credentials if already registered need to be updated.

Secretary:

The minutes of the August meeting were approved as distributed.

President:

President will work to formalize the ballot for the nominations for Board positions for 2019 in preparation for the newsletter.

Past President/Associate Editor:

No formal report.

Treasurer:

The opening account balance for August was \$80,483.81 and the closing balance was \$81,819.65. Receipts included Dues of \$300, Interest Income of \$17.33, and PCA

Rebates of \$1,147. Expenses included Administration of \$6.99 and Newsletter of \$121.50.

Editor:

There was a reminder of the September 15 deadline for the October Der Skooner. The October issue will highlight, among other things, Board nominations, Woodhouse breakfast/tech event; Fun Run article; Werks Reunion pics; Dinner at Bravo; All European Car Show.

Membership:

There are 144 paid GPR members for 2018. There are 265 National PCA Members in our region. There was 1 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.

Webmaster:

Website is up to date. Email blast on P&P and self-pay dinner going out 9/5. Good progress was made on the new website with an unveiling of it very soon.

Other Business:

None.

The next meeting will be held on October 2, 2018.

Respectfully submitted,
Pete Jardine
Secretary



Lauritzen Gardens 2018 All Euro Show and Shine

Photos by Kurt Halvorson, Jane Kirchner, and Matt Thomas

