



Der Skooner APR 2020

Porsche Club of America • Great Plains Region • Vol 56 Issue 4



Meet a Member - Antonio Esquivel

Featured on page 9.



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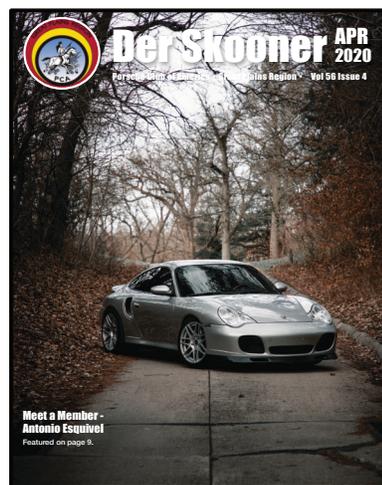
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Der Skooner- Volume 56 Issue 4

Front Cover:
Photo of Antonio's Turbo
by Collin Hollers

From the President

By Joe Chambers

This time last year we were heartbroken over the damaging effects of the flooding in our area. Here we are a year later facing a worldwide pandemic that has turned most of our lives upside down to a greater degree than the flooding. It's unfortunate that we have been forced to cancel our spring events, but keeping people healthy and safe is more important than putting our members and the community at risk for spreading the virus. We have cancelled all events through April 30. We are guardedly optimistic that we will be able to hold our club race May 29-31.

We have been in a quarantine state long enough that I am getting antsy about being inside. For those of you that are getting restless as well, Eric Elliot has created a section on our webpage making available some of the directions we have used on past "Fun Runs." We encourage you to print them out and go on your own "Fun Run." It will be good to get out of the house and get some fresh air. Kim Burger is the designer of these runs and they are great roads to travel. You can find the routes on our webpage at gprpca.com under the download's tab - then "Fun Run Routes."

I attended a PCA Zone 10 meeting in Des Moines on March 7-8. Most of the meeting centers on policy and procedures. This year they assured us that the PCA is closely monitoring the situation around the country regarding the coronavirus. As I write this, they have not cancelled any events like Treffen - Colorado, Parade - Palm Desert, or club races. They have relaxed and extended their cancellation and refunds policies for Treffen and Parade. We will pass along any new information as soon as PCA provides it to us. The regions will govern their own local events through this crisis.

You have heard PCA say that our strength is primarily due to the volunteers that serve the club. Hence our motto, "*It's not just the cars, it's the people.*" The GPR is dependent on volunteers as well. It's challenging to identify members who have an interest in leading the club and are willing to make themselves available to serve. We would like to hear from you if you are one of those people. Ideally, we are looking for both men and women to help lead our group. Knowing who has an interest will hopefully help us find a better balance on our board. We sincerely need your help.

My hope is that this virus will run its course quickly and our lives can be returned to normal. Hopefully, warmer weather will help to stunt its spread. I think we are blessed that the majority of winter is behind us and we are able to get out and move around on a limited basis. Like you, I am deeply concerned for the small business owners, restaurants, and bars that may be devastated by this.

Stay healthy and safe,

~Joe

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.



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Porky Butts Dinner

By Armando Colorado

The Great Plains Region PCA held its first Pay-Your-Own-Way dinner event of 2020 at Porky Butts BBQ on Saturday February 29. Temperatures were 20 degrees above average which made for an ideal day for a spirited drive before eating great BBQ! For those who are not familiar with Porky Butts it is owned by fellow Texan Blane Hunter who decided to pursue his dream and open a BBQ business in his adopted hometown of Omaha after a long streak of winning local and world BBQ championships. Driving into the parking lot I not only noticed a long line stretching out of Porky Butts but also a beautiful red Cayman S which I had not seen before. I found out it was owned by David Nelson who I had the pleasure of sitting next to and discussing all things Porsche. Food choices for attendees consisted of brisket and smoked turkey. My personal favorites were the brisket and mac & cheese side dish. To end the festivities Joe

Chambers provided a club update and thanked the members for their efforts in raising money the *Angels Among Us* charity. The great thing about these events is you not only get to meet new people but also mingle with members who have contributed to the club and made it what it is today. We hope to see you at the next event!



Online and Social Media



[Instagram.com/#gprpca](https://www.instagram.com/#gprpca)



gprpca.com



pca.org



facebook.com/groups/

Member Name Badges

Look official at our next GPR/PCA event. The magnetic name badges are \$12, includes shipping.

Please contact Melinda at melinda.halvorson1115@gmail.com. Don't forget to wear your name badge to all GPR events!



Porky Butts Dinner additional photos







Rich Kavan

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Club Calendar

April

- 4 [DE101 at Porsche Omaha](#)
CANCELLED
- 11 [Porsche & Pancakes \(April\)](#)
CANCELLED
- 14 [Ladies Dinner Sage Bistro](#)
CANCELLED

[National Calendar](#)



[Zone 10 Calendar](#)



May

- 9 [Porsche & Pancakes \(May\)](#)
8:00 am - 10:00 am
- 29 [Club Race / DE at Hastings](#)
-31
- 30 [Club Race Social](#)
6:00 pm

June

- 13 [Porsche & Pancakes \(June\)](#)
8:00 am - 10:00 am
- 28 [Summer Picnic](#)
12:00 pm

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Der Skooner

Membership News

ANNIVERSARIES

Chad Lea 25 years

Fred Mclouth 15 years

Nathan Newhouse 5 years

Griffith Evans 5 years

Michael Peters 5 years

News

By the Numbers:

124 Paid GPR members

259 PCA members in GPR region

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!

You must be a PCA member (pca.org) in order to join the Great Plains Region.

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

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.

Reminder annual Memberships expire on December 31st. Please go to gprpca.com and click on the link: "[Join or Renew Your GPR Membership](#)".

Questions? Contact:
Brandon Koom
Membership Chair
bkoom@cox.net

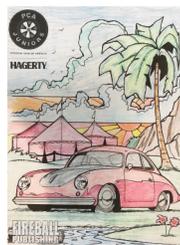
A note from the editor

As editor, I would encourage you to share Your news, articles, ideas and photos. One of the features in the monthly newsletter is **Meet a Member**. Please consider being featured this year!

For a little fun this quarter the board will choose their favorite article and award a \$100 gift card to <https://sierramadrecollection.com/>. I'm looking forward to some great submissions and reading this year!

Article Upload [link](#). Photo Upload [link](#).

While social distancing I checked out the links in the latest enews letter. One of them was a link to Junior activities and some awesome custom coloring sheets which can be found here: <https://www.pca.org/pca-juniors-activities>



Thank you for your contributions to making the Great Plains Porsche Club an excellent community of car enthusiasts.

Please contact:
Mark Eichten
Editor
editor@gprpca.com



Meet a Member - Antonio Esquivel

Article, Photos, and Art by Antonio Esquivel

When did you join the PCA?
September 2019

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

I have only owned 1 Porsche so far. It's a 2001 911 Turbo. It's arctic silver optioned with the manual transmission. My daily driver is a 2012 Hyundai Elantra with equipped with a staggering 2L engine producing 138hp.

Where are you from?

I was raised here in Omaha and stayed here most of my life. I grew up in the Millard area when I was younger, then moved to Papillion once I got into high school. My wife Avery and I don't plan on leaving anytime soon. I work as a property manager for Lund and I'm also a private landlord. Avery she works in the financial security industry. We've been together for 7 years and first moved into an apartment in the Blackstone district in Omaha 5 years ago. After living in Blackstone for

two years we moved out and bought a house.

What makes your car(s) special?
Wood trim. I don't see many other 911's with this option. I think it fits the car.

(Continued on Page 10)



Above: Antonio's Turbo photo by Collin Hollers

Below: Antonio Filling up photo by Collin Hollers



(Continued from Page 9)

Next Porsche or current project?

Performance wise my 996 has already been modified by the previous owner so I don't plan on doing anything else there. But I did order painted bumperettes thanks to Joe Chambers. Those should arrive by the time this article goes up. In a year or two I'd also like to get a GT2 wing and get darker wheels. As far as the next Porsche, I'd love to have a 991.2 GT3 in Miami blue. And it has to be in that color!

Favorite memory with your Porsche?

My dad owned a red 1985 911 Cabriolet turbo back around 2007. He had found it from a dealer called Cordel foreign motors which is still here in Omaha. It had a black interior with white leather seats. It had a lot of miles, a little above 100k if I remember correctly. It also had it's fair number of issues. But It was listed at Cordel for only \$14,000 which is a steal considering you can't find one today for under \$80k on auto trader. Back when I was still in middle school he would pick me up in it occasionally and it would just make my day.

What got you interested in Porsches?

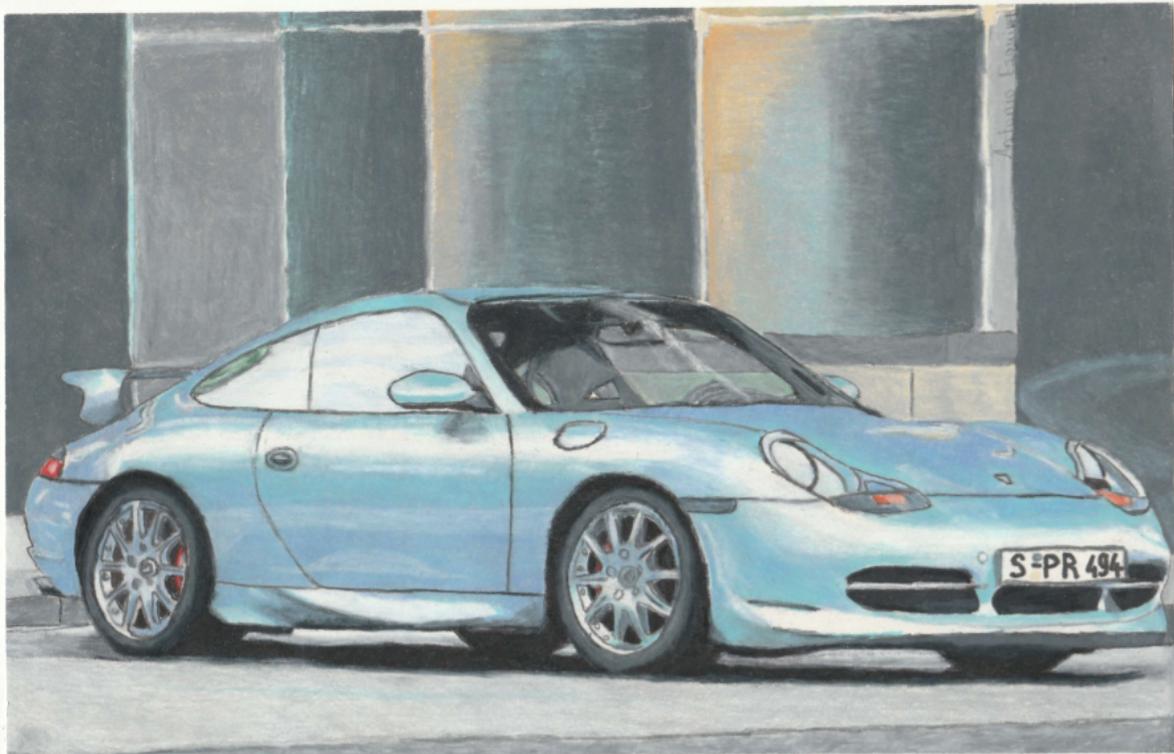
Probably my dad's Porsche. I think that must have been it because I had an art class in the 8th grade where we had to trace out an existing image using coloring pencils, and I drew a 1999 GT3. It made the "top drawings" and was put out with the other top drawings out in the school hallway.

(Continued on Page 11)



Above: Antonio's Father in his '85 Cab

Below: Antonio's Top Drawing Artwork



(Continued from Page 10)

Any other dream cars you would own?

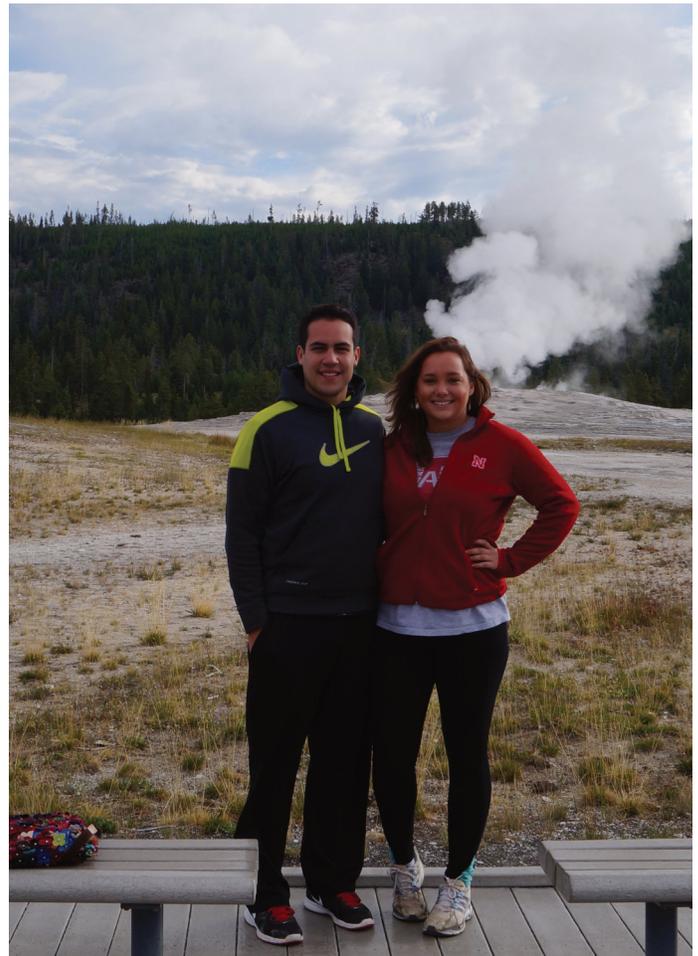
Well I'd like to have several cars and I enjoy variety. So, with what I currently own being a turbo'd engine, I could see myself purchasing a naturally aspirated Lamborghini Gallardo, Ferrari f430 or something around those lines.

If won the lottery: Porsche GT or a black Ferrari Enzo.

Favorite road trip, track or race?

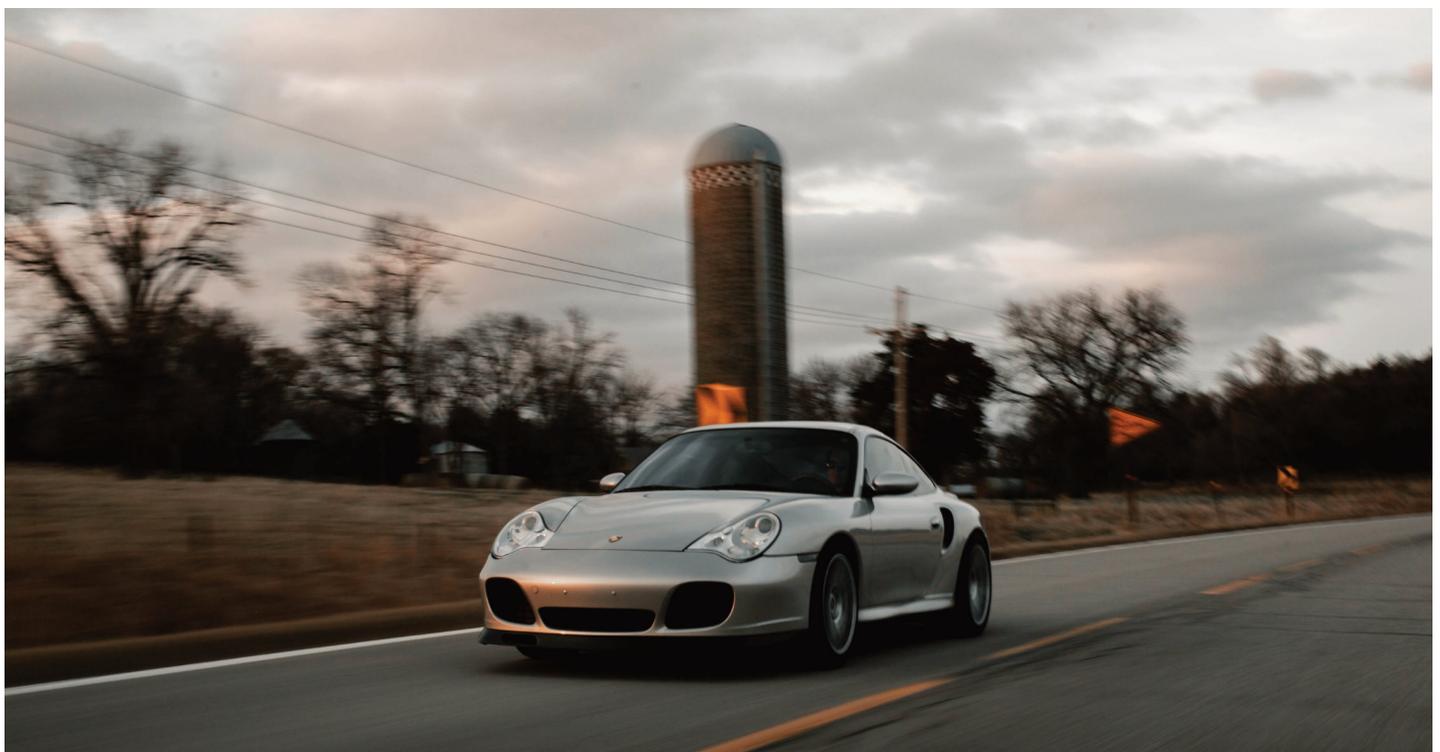
Not really Porsche related, but in 2017 My wife and I took a trip to Yellowstone national park. We drove there which was a lot of time to spend in a car but completely worth it. If you haven't been there and enjoy the outdoors I definitely recommend it. The elevation changes a lot and so does the environment/terrain. My favorite was seeing a part of the park filled with pine trees as far as the eye could see. Another favorite was seeing the Yellowstone grand canyon. I didn't even know part of the park had a canyon. While there Avery was standing way too close to the edge and it was making me anxious. She promised that if we go back she'll stand farther away from the edge.

We had also planned a trip to visit San Francisco and the Redwoods this May, but due to the corona virus it got pushed back until 2021. Still, we are both looking forward to visiting California.



Above: Avery and Antonio at Yellowstone

Below: Antonio on photo shoot with Collin Hollers



World Endurance Championship – USA Edition

by Kurt Halvorson

The World Endurance Championship (WEC) is a sports car racing series which many of you may be familiar with. (They are now looking to combine with IMSA in the coming months, but that's another story.) Their season runs across years, so this season officially started in 2019. While the series had planned a stop in Sao Paulo Brazil, it was cancelled and there was a big question as to whether another venue would pick up the date. It so happened that Circuit of the Americas (COTA) in Austin, Texas (where the F1 race is run) decided to. So, while it was somewhat hastily decided, it all came together for the weekend of February 22nd and 23rd.

Pete Jardine, Joe Chambers, and I decided to go, so we flew down on Friday so we could be there for practice and qualifying on Saturday, and for the 6-hour race on Sunday. The weather was forecasted cloudy and low 60's, with a chance of rain on Sunday. Rain is exciting if you're watching racing, but not if you're outside watching it in person. Saturday we arrived early in the morning to take in the practice sessions. Similar to the IMSA series, there are two prototype classes, a GT Pro class and a GT Am class, where one driver must be an amateur (generally a wealthy professional who is also a hot shoe). The practice sessions didn't really present a true indicator of who might get the pole in each class, so we would have to wait until late in the afternoon for qualifying to determine that.

In the meantime, we walked around the facility, perched in the grandstands on the main straight and in the stands in the 1st corner to watch more practice sessions. The infield wasn't as well presented as the last WEC race Joe and I attended 6 years ago. At that time



Above: Joe, Pete and Kurt at COTA

there were manufacturer displays and merchandise to purchase. This year, likely due to the tight timeline to prepare, there were neither. Strolling the back of the pits we witnessed teams dismounting tires, mounting tires, cleaning rubber clag off the inside of wheels and a variety of race prep tasks. We had the Michelin tire support group staying at our hotel, so Joe tried to strike up a conversation with one of them at the back of the pits.

(Continued on Page 13)



(Continued from Page 16)

After receiving the dreaded blank stare, it was determined the gentleman spoke no English, only French.



We were able to speak to a Porsche tech who was working on wheels for one of the Porsche teams, learned he was from the Nurburgring area, and had never been to the Porsche factory or museum. He said he has only driven to the parts distribution facility in Zuffenhausen and back to the race car prep facility. It reminded us we often fail to take advantage of attractions in our own backyard.

The top prototype class was represented by Rebellion Racing and two entries from Toyota Gazoo Racing. Bruno Senna, nephew of

Ayrton Senna, drives for Rebellion, and former Porsche driver Brendon Hartley was driving for Gazoo. We spotted Brendon walking from the trailer to the pits. He's taller and even skinnier than he looks on TV or in print. I guess losing a few pounds myself before our DE weekends arrive would be a good idea. Porsche was well represented by the two factory entries, #91 and #92 in the WEC series (#911 and #912 race in IMSA), two other entries from Dempsey Proton Racing, and two from Project 1. Aston Martin fielded two pro entries, Ferrari fielded two and Corvette fielded one in pro. Qualifying showed the Astons had the pace in both Pro and Am classes, and Rebellion achieved the pole in the highest prototype class. In between practice sessions and qualifying during the afternoon, we managed to drive a couple parade laps in our rental car with 300 other cars, about 200 of which were Corvettes.

Sunday dawned with low clouds and mist, creating the potential for a mix of tire choices for the start of the race. Within a couple hours however, the skies lightened with a peek of sun and there was no rain to be found the rest of the day. A pit walk got us up close and personal with the drivers and cars during the mid-morning hours. The pre-race staging was very entertaining. The cars lined up LeMans style – all diagonally parked along the track side wall. There were driver introductions, a live band and a wonderful rendition of the National Anthem. It was race time at noon, with the green flag dropping after a formation lap.

(Continued on Page 14)

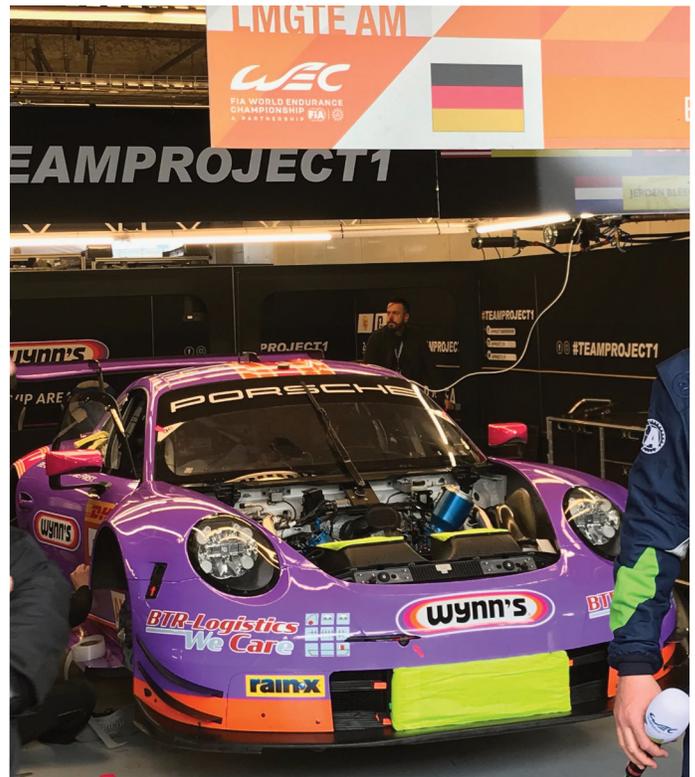


(Continued from Page 13)

The Rebellion Racing prototype with Bruno Senna at the wheel was impressive from the start. Pete was counting laps and determined it only took them 5 laps to catch the slowest cars in the field, lapping them.

It was an amazing display of technology, reliability and driving prowess by their team. Meanwhile in the GT Pro class it was a battle between the Porsche factory teams and Aston Martin. Porsche looked strong all afternoon until electrical problems sidelined the #91 car and pushed it into last place in GT Pro. Aston had the speed in practice, qualifying and the race, and although the lead changed a few times during the race, the Astons prevailed in both GT Pro and Am. Their driver lineup was consistent; they had the reliability and the speed as well. The Balance of Performance certainly favored the Aston Martins in this round. Porsche did secure a podium in both classes – finishing 2nd in Pro and 3rd in Am with one of the Project 1 entries. The new Corvette C8R finished down a lap to the leaders, just not having the pace of the other manufacturers. It's possible the reason they only fielded one C8R instead of the usual two was to simply run the car and use the telemetry gathered from the race to prepare the car for Sebring. By the time this article runs in Skooner we'll know how all the manufacturers fared at Sebring, OR NOT.

If you haven't taken in an IMSA or WEC race in person, I highly recommend it. They are affordable, adrenaline filled, and a feast for your senses.



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Stumbled Upon - Aker's Porsche Seattle

by Mark Eichten

While visiting Seattle, my daughter spoke up, "Dad, take a look at all the Porches in there." Otherwise we would have walked on under the awnings and closed garage door.

What a treat! I turned to see two gentlemen in their coveralls. I introduced myself and met with a warm Porsche welcome by Mark Aker. He is the original owner's son, the shop has been in the family for the past 54 years. He invited us in and took us on a tour of the massive shop through 3 flights of amazing cars in various conditions.

Not all of us are lucky enough to live in the area and have them as mechanic, however if you're in Seattle be sure to stop by and say hello to the friendly staff and admire their craft!



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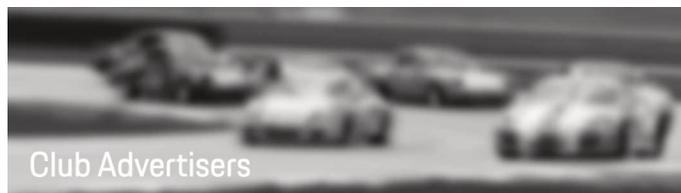
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Panos for free

Back issues of Porsche Panorama. I don't want money for them but would like them to go to a good home. Maybe a new member that would like to read back issues. I don't even read them! Available: 2019 All, 2018 All, 2017 All, 2016 All, 2015 Missing Sept and Oct, 2014 Missing Oct and Nov, 2013 Missing Oct, 2012 Missing July Aug and Sept, 2011 Missing Jan thru June. Please contact Lori Cahill email: erinitaly@aol.com.



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Board of Directors Meeting

MINUTES OF THE GPR BOARD MEETING
MARCH 3, 2020

The Great Plains PCA Board met at 6:00 p.m. on March 3, 2020, by telephone conference.

Present by telephone were Joe Chambers, Steve Gehring, Terry Lessmann, Moe Shanley, Brandon Koom, Armando Colorado and Eric Elliott. Rick Mourey, David Adler and Mark Eichten were regrets.

PRESIDENT: President reported that the Club is sponsoring a DE 101 at Woodhouse along with the Shonesland Region. PCA approved a \$500 subsidy for the event, which the Club will share 50/50 with Shonesland after deduction of \$200 of expenses. A Woodhouse gift certificate and some Woodhouse merchandise will be given away at the event. Total cost to the Club will likely be \$400. The President had proposed a Club t-shirt and further discussion and action will be taken on this at the April meeting. The President reported that David Adler, our Secretary, is leaving Omaha, and that Kurt Halvorson graciously agreed to act as Secretary for the remainder of 2020. The Board unanimously approved Kurt for this position.

SECRETARY: In David Adler's absence, Steve Gehring filled in as Secretary. The February minutes were approved as distributed.

SAFETY: The Safety Officer's report was reviewed by the President. The DE 101 setup has been completed and insurance requested from PCA. The Board unanimously approved Terry Lessmann as a Chief Driving Instructor, who will serve along with Sally Knapp and John Krecek. The Safety Officer also reported on some recent events at PCA regarding HANS devices and seat belts, which generally does not apply to our DE drivers.

REGISTRAR: The registrar reported that he had completed the DE contract with RPM. There would be an inspection of the track at the end of March and, if acceptable, the \$500 deposit would be made on the contract. Registrar is awaiting to hear on the availability and cost of corner workers from Iowa Speedway. The Registrar will get the club race DEs built into Club Registration.

TREASURER: The Treasurer reported that the February beginning cash balance was

\$79,356 and the month end balance was \$79,851. Advertising generated \$1,000 and the Club received a quarterly distribution from PCA of \$775. Six members paid dues, with four paying for three years. Expenditures included the Club's donation to Angels Among Us, Der Skooner printing of \$139 and \$603 for Club socials, including final cost for the annual dinner, the upcoming DE 101 and the Club Social at Porky Butts.

MEMBERSHIP: The Club has 123 paid members at the end of February, with 265 PCA members. There were 2 new members and 2 test drives.

SOCIAL: The Porky Butts pay-as-you-go dinner was quite successful, with 34 participants. There is only one scheduled event for March, the Porsches and Pancakes on the 14th. Social Chair is interested in recommending more pay-as-you-go dinners. In April, the Club will sponsor the DE 101 on April 4, at Woodhouse, and the Women's Dinner on April 14. It was determined to have a fun run on April 25. The Social Chair was interested in more fun runs and will obtain the extensive fun run route file of Kim Burger. Social Chair is setting up a Porsche car show during a Fremont Festival being held on September 26-27-28. The May 30 Club Race Dinner will again be held at the Tessmans. There will be a Fourth Annual Picnic at the end of June.

EDITOR: The Editor had received several comments about the outstanding Chuck Stoddard article. There is a March 20 deadline for new articles.

WEBMASTER: The Club domain was renewed for one year. The Webmaster stated that he will prepare a short article for the website based upon the National Safety Requirements from the Safety Officer's report.

NEXT MEETING: The next meeting will be a dial-in meeting on April 7, 2020.

Respectfully submitted,

Stephen E. Gehring
Acting Secretary

4824-7018-0278, v. 1

PCA Nation Enews Letter from Vu

In all things PCA does, first and foremost is the health and safety of our members, volunteers, staff and their families. We are all impacted by the ongoing coronavirus pandemic and understand loved ones come first.

Though our daily routine has been affected, we remain focused on the needs of members and Regions. Below are links to our continuing stream of Porsche and PCA content, including highlights of how PCA members and Regions are helping out in their local communities. We hope this brings some normalcy to an otherwise anxious time.

We hope you enjoy these PCA membership online activities. We will soon be together again on the road and track, in the garage, and at car shows.

Stay in good health.

Vu Nguyen
Executive Director
Porsche Club of America

Excerpt from National enews email.

Members can check out the full article at this link: https://web.pca.org/email_template/20200327.html



PCA Sim Racing Series4

Be sure to check out the latest PCA Sim Racing Series at the link: <https://pcasimracing.com/pca-sim-racing-series-4/> I've watched a few of these, they are fun to watch and allow you to get in your racing fix!



Porsche Parade 2020 Heads to Palm Springs



PORSCHE CLUB OF AMERICA

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