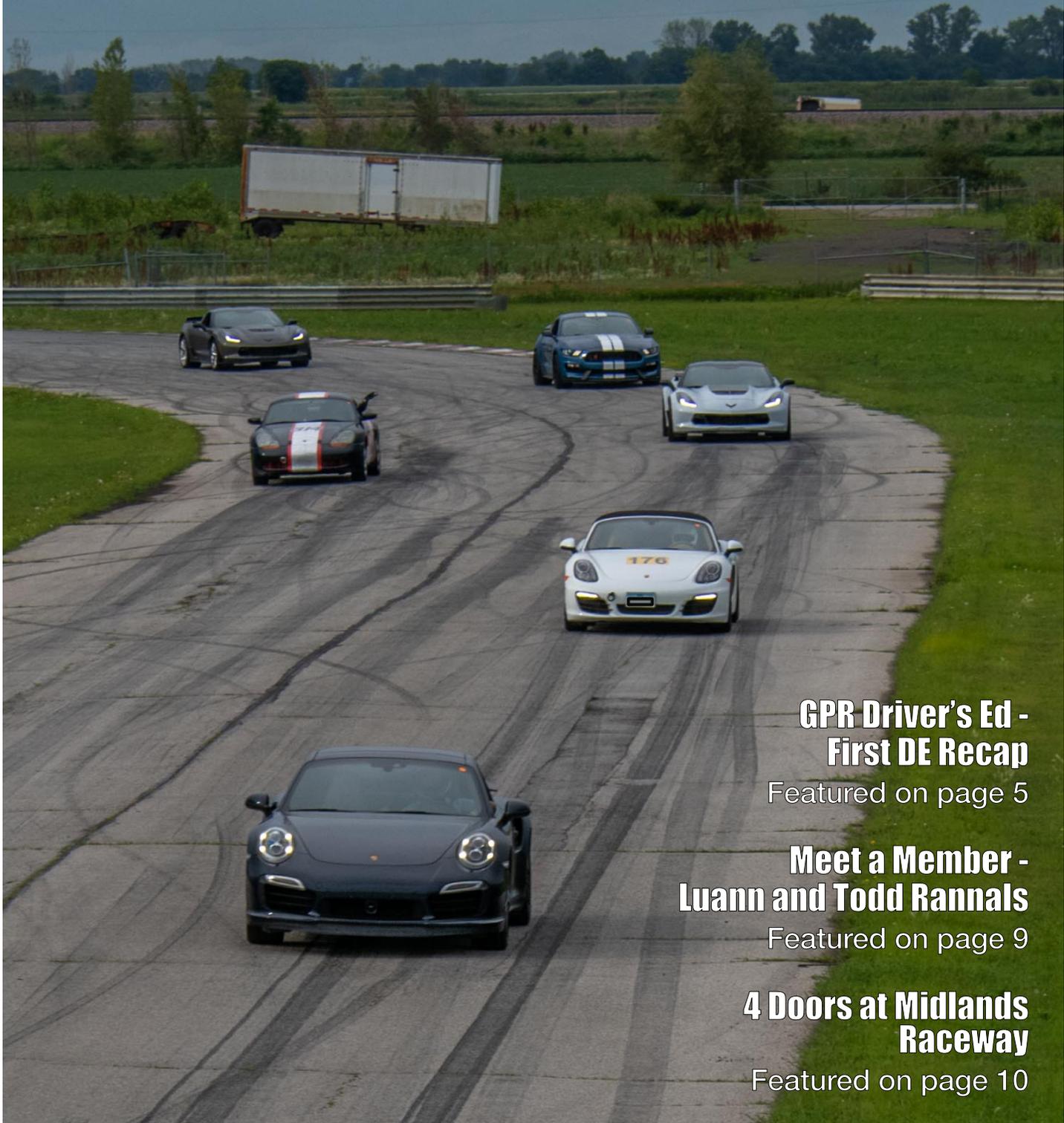




Der Skooner **AUG** **2020**

Porsche Club of America • Great Plains Region • Vol 56 Issue 8



GPR Driver's Ed - First DE Recap

Featured on page 5

Meet a Member - Luann and Todd Rannals

Featured on page 9

4 Doors at Midlands Raceway

Featured on page 10



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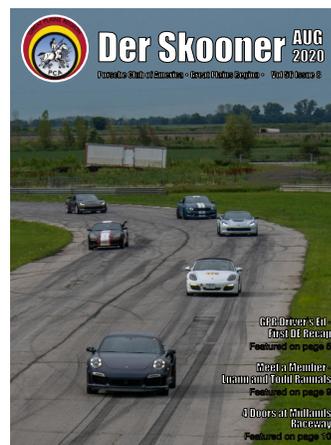
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Der Skooner- Volume 56 Issue 8

Front Cover:
Photo of the Spring Fling DE by Armando Colorado

From the President

By Joe Chambers

Breaking News (I know, we are all sick of hearing that lead-in), we will be meeting for breakfast at The Garden Cafe in Rockbrook on **August 8th at 8am**. We conducted a poll last month asking our members if they were comfortable meeting socially. The results were 60% yes and 40% no. 25 votes were cast. We feel that meeting for breakfast is a good way to stick our toe back into the social water.

The Summer Picnic is officially cancelled. The city parks are currently closed and our deposit for Walnut Gove Park has been refunded. We are planning a special event at Champions Run in September. Pencil in September 19th on your calendar. We hope to have more info soon.

Finally, I have an event to write about, woohoo! We held our first Driver's Education event on June 27 and 28 at Raceway Park of the Midlands (RPM). We were especially pleased that the turnout exceeded our expectations. We had 41 cars on Saturday and 29 on Sunday. The novice group had 8 drivers hitting the track for the first time. The weather was good and gave us a dry track to run on. It had rained in the early morning hours both Friday and Saturday nights but track had dried quickly. It is pretty amazing that RPM still exists considering all that it has been through. Logic would tell you that anything that was underwater for a few months should be destroyed. RPM is remarkably resilient to whatever is thrown at it.

The set up at RPM was a new one for us. The old road course entrance and paddock area are currently closed due to the damage from the flooding. We had to use the drag strip side for the first time. The road along the west side of the drag strip grandstands was the paddock area. The grid was the drag strip itself. Track on was at turn 1 and track off was at the control tower. It actually worked out very well for us. Novice classroom instruction was done on the second floor of the control tower.

Our goal for the DE from the start was to give our members a safe and fun DE event to participate in. Secondly, we wanted to generate income for RPM to help in their recovery efforts. We were successful on both accounts. Everyone I spoke with had a wonderful time and we raised \$6500 for RPM.

I would like to thank the participants that came out and supported the event. I know many of you had reservations about the drivability of RPM and took a leap of faith that the track surface would not damage your car. It didn't, and we all had a ton of fun. I could go on and on, but a few names that I would like to recognize for their hard work are Terry Lessmann, John Krecek, Sandy Bruso, Wayne Wray, Rick Mourey, Steve Gehring, Mark Eichten, Armando Colorado, Kurt Halvorson, all of the instructors that stepped up, and whoever I left out (please forgive me).

Best regards,

~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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PORSCHE

GPR Driver's Ed - First DE Recap

Article by Rachel Hill, photos by Armando Colorado

They say you never forget your firsts: The first car you fell in love with. The first race you saw. The first pit crew you joined. June 2020 marked my first track experience; it was remarkable. Thanks to some fortuitous timing, when I asked Larry Anderson about drivers' education events, he steered me toward GPR's DE at Raceway Park of the Midlands.

I scrambled; joined the PCA; signed up for the event; and read the online literature, hoping to get in the right mindset for DE. That Saturday came quickly, and club members at the track wasted no time making sure I felt welcomed. Members of all ages showed up; I found a group of contemporaries and swapped car stories in the shade.

With the goal of sitting behind the wheel for a race in October, I knew I needed to develop basic driving skills. My Saturday instructor, Michael Vanone, assessed what I work on to make the next time out smoother, focusing primarily on track familiarity. Sunday came and I worked closely with Joe Chambers, who helped me understand how to approach cornering; and with Roland Nieves, who talked me through the basics of heel-toe shifting.

All three had unique approaches to on and off track direction, but they tailored their coaching to suit me. We dissected parts of the track, talked about the right mindset, and worked on utilizing my car to its fullest. While the instruction was specific to RPM, I left knowing I could apply what I learned to any track.

DE stresses the importance of cultivating skill over speed. With the guidance I received from the instructors, I did eye the uptick in my revs and rate each session. By the end, drivers did not lap me as often; I even kept on some of them through the corners. I went from being timid in the middle of the track, to careening around corners while reveling in my howling tires. As the weekend closed, I had an ocean between my first and my last track sessions. Plus, I will never forget the first time I was given a point to pass: Sorry -not sorry-guy in the BMW.



Rachel out on track



Online and Social Media



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Club Calendar

August

8 [Porsches & Pancakes \(August\)](#)

8:00 am - 10:00 am

22 [GPR Fun Run](#)

4:00 pm

[National Calendar](#)



[Zone 10 Calendar](#)



September

12 [Porsches & Pancakes \(September\)](#)

8:00 am - 10:00 am

20 [Picnic at Champions Run](#)

TBD

[Club Racing Calendar](#)



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Membership News

ANNIVERSARIES

Jason Sullivan 5 years
Craig Kelley 10 years
Philip Johnson 10 years

News

By the Numbers:

137 Paid GPR members

267 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! The process is easy, you can fill out the form [here](#) and upload a few pictures to share your story with the club!

For a little fun continued this quarter the board will choose their favorite article and award another \$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](#).

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 - Luann and Todd Rannals

Article and Photos by Luann and Todd Rannals

When did you join the PCA?

Joined the PCA in 2018.

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

Formerly owned an 07 Cayman, 08 Cayman S, 16 Cayman GTS, and two 18 Cayman GTS'. We currently have an 18 Macan Turbo with the Performance Package, two 19 Cayennes', 18 GT3, and an 18 911 GTS.

Where are you from?

From Omaha, Nebraska

What makes your car(s) special?

The quality and performance capabilities that Porsche provides.

Next Porsche or current project?
Possibly a GT4 RS and a Cayenne Coupe

What got you interested in Porsches?

When running my M3 on the track all saw was the back end of Porsche's.

Any other dream cars you would own?

Too many to list

Favorite road trip, track or race?
BIR

Pictured below is the Rannals' take on the classic poster.

Justification For Higher Education



4 Doors at Midlands Raceway

Article by Jake Halverson

I'm unable to tell if my vocabulary has grown or been hindered by my time with the Great Plains Porsche Club. New, essential phrases like "threshold braking" and "smooth = quick" now fill the conversations between my wife and I as I explain the unique intricacies of my new hobby. My three-year-old daughter even joins in on the fun. You can find her yelling "power slide" as she drives her five horsepower Barbie Jeep around the local lake and into a nearby parking stall.

I digress. What I really want to write about is how I acquired this new, racetrack vocabulary. Mind you, it only took a handful of track day experiences and one Porsche driver education (DE) Event for me to get this way – so, who knows what a second will bring?

In late June of this year, I was fortunate to be given the opportunity to track my 2014 Panamera Turbo at the Park of the Midlands Porsche DE event. New to the Porsche Group and having never attended a Porsche racing event, I persuaded myself that living in the "back of the pack" was a safe option. Thus, when I arrived to prepare for the driver's meeting and education class, I found my inner monolog cajoling, "Jacob, refrain from doing anything crazy here. Act cool. You know, act like you've done this before!"

I was greeted by my driving instructor, Kurt Halverson, as the driver's meeting began. I was excited to have a Porsche instructor's guidance, especially one with such a cool last name. My wife and I had the pleasure of sitting next to Mr. Halverson at the Porsche new member dinner a few months prior, so it was easy for the Halverson & Halverson group to quickly build a sense of rapport and trust while on the track.

The first in car session of the day was an easy one. It was my job to listen and observe as Mr. Halverson took over the wheel of my four-door turbo. Sitting shotgun never felt so fun. Halverson faced the course with a calm and focus acquired only through years of driving the track. His entry and exit strategies wiped away any insecurities I had of taking my Panamera on the track with those 2-door whatchamacallits. I quickly learned that the Panamera is a big ol' monster with some giddy-up. After our driving session, I attended the first of four Porsche

driver's education (DE) classes. The class was a refresher of the materials and flags handed out earlier in the week from our instructors.

The second in-car session gave me my first opportunity to get behind the wheel. Trembling with anticipation, I entered my car and engaged the sport plus mode, turned on my cooled seats "no need for swamp a**," and hooked up to the instructor's mic system, which allowed Mr. Halverson and I to easily communicate. Turns out the Panamera is far more capable on the track than my abilities. With that being said, I had an instructor always looking ahead, guiding me in and out of each turn. "Smooth = fast," he would say. By the end of the first session, I couldn't stop smiling.

In the second DE class, we continued to learn about the track nuances and race car terminology. Admittedly, it was hard to pay attention during this class because the classroom window looked straight out onto the main straight, and fancy car eye-candy frequently roared by. Let's just say that those 40 minutes of class time "zoomed" by real fast.

Halverson and I started towards the front pack in driving session 3. We moved to the front of the pack after just two laps. With nothing but the open track ahead of us, we then geared up for some practice at full speed. Nearing the 130-mph mark down the front straight, we threshold braked in between markers 5 & 4, quickly turning in to set the line for the "S" into turns 2,3 and 4,5. If done right, little brakes are needed. The Panamera felt settled and in control - barely breaking a sweat. I can remember rushing down the second straight away thinking, "I'm legally allowed to be a hooligan right now!" The whole experience was exhilarating.

At the end of session three, I found myself back in class reviewing safety videos and discussing tires, brakes, acceleration, and the fundamentals of the physics of momentum. I liked how everything we learned was so directly and immediately applicable.

In session four, we started in the middle of the group with a few fast cars near us at the starting grid: A Porsche GT3, 4S, and Cayman S.

(Continued on page 11)

I remember the instructor a few laps into the session reminding me to follow my line- I was faster following my line than theirs. The comments and communication from my instructor helped. My 4-door Panamera was heavy compared to my peers' vehicles, yet it accelerated like a rocket. I used all of the 520hp that I could to be able to ride as close to the other vehicles as possible, hoping "to be given an opportunity to pass."

I realized that I now felt quite comfortable on the track in my Panamera. After traversing the track so many times, I now had it memorized. My quickest areas "felt like" turns 2, 3, 4 and 5. I felt slower in turns 9, 10, and 11. Most of my issues came down to braking and throttle inputs, and every once and a while, I'd miss an entry point. The driving sessions began to feel short - every time I felt like I was improving, it was time to pit.

Next up was Session 5, and I was in for a pleasant surprise. Mr. Halvorson let me ride passenger in his yellow 2018 911 GTS. I was stoked - the GTS was super smooth, with inputs that made the car feel like it was on a joy ride, not a racetrack. From turn 1 through turn 15, the GTS gripped and ripped like a Hot Wheel's car fitted for a slot track. We hadn't even pitted before I knew that I needed to get me one of these two-door rockets.

Riding Solo

Sessions 5 and 6 were my time to ride solo. I felt a bit out of place at the start of my sessions. I did not realize how much the coaching had helped my performance. My lap times became a bit more inconsistent. I felt like I pushed the car harder, only to go slower. My entry and exit speeds varied a bit more than earlier in the day and my throttle response was a bit more gung-ho. My brakes felt like they were fading, though I really did not know what fading felt like. When you start making excuses on why you are going slow, you know it's time to exit the track and take a breather.

End of Day One

Day one on the track was exhilarating. Stepping off the track and into the pits to mingle was also fun. With the class complete, I had an opportunity to really talk and mingle with the drivers and instructors. I enjoyed hearing about their experiences on the track. I spent ample time checking out their cars and the cool tech gadgets they used to film and catalog their time on the track. As the day came to an end, I was ready for a beer and an eight-hour nap.
(Continued on page 14)

Below: Jacob out on track at RPM



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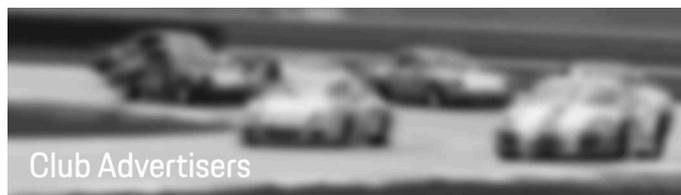
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(Continued from page 11)

Day 2

Day two of my driver's education did not go as I expected, but I had a blast, regardless. I arrived at the track around 7:30am. When backing my car into my spot, a flash of red appeared on my dash. The brake light came on. Call it an amateur move, but I had forgotten to check my brakes or tire pressure the day before. I shrugged it off after checking my tires and seeing that they were fine. During the morning drivers meeting, I asked around about the brake dash light. A few of the guys were kind enough to check out the Panamera. They noticed my brake pads had been pretty worn down. I decided I'd still try the track to work on my lines, just at a slower speed.

In session one of day two, I drove cautiously. But, no matter, I enjoyed every moment on the track. Regardless of entry speed into the turn, I found that the acceleration out of the turn was a blast with the right line. I even enjoyed signaling the other drivers by, watching, and listening to them drive the track hard. Unfortunately, my fun was short-lived. In the fourth lap, my dash flashed a series of warning lights, permanently keeping a few red markers on my dash. I spent the next session in the pits. A bit nervous, I spent the next hour mulling over the Panamera's warning lights, trying to figure out what to do next.

After a session off, the warning lights went away. I tried once more to take my Panamera on the track, but I only lasted two laps before the warning lights lit up my dash once more. My 4-door Panamera and I were done for the day.

I spent the next hour or so mingling and thanking those who put on the event—everyone who participated genuinely cared about their cars and the group. The Porsche Club, Club President Joe Chambers, Armando Colorado, Kurt Halvorson, and the driving Instructors really put on a great event at the Park of the Midlands.

I would end my little adventure here, but I'm gonna assume that if you're still reading this, you're a little bit like me – wondering about what made my dear Panamera so ill. Well, it turns out my baby had a series of misfires and needed new plugs and a single coil-over. I am happy to say she is all good now – In thanks for her hard work on the track, I spoiled her with a new set of pads, rotors, brake sensors, plugs, and a single Coil replacement!

Below: Jacob using that brake pad material!



Board of Directors Meeting

BOARD OF DIRECTORS MEETING

Minutes of the GPR Board Meeting July 7, 2020

The Great Plains PCA Board met at 6:00 pm on July 7, 2020 by teleconference. Present were Joe Chambers, Steve Gehring, Rick Mourey, Terry Lessmann, Brandon Koom, Armando Colorado, Mark Eichten, Eric Elliott, Moe Shanley and Kurt Halvorson.

PRESIDENT: The president led discussion around the current website poll to gauge interest in a possible social event. Reinstating Porsches and Pancakes in August, a possible September social event and a possible fun run in August or September were all discussed.

SECRETARY: The June minutes were approved as distributed.

SAFETY: There were no reportable incidents at the June DE at RPM. Event and observer reports were filed with PCA. Safety Chair has shared our COVID-19 event procedures with the PCA Activities Group as a resource for other regions.

REGISTRAR: The DE at RPM June 27-28 fielded 41 participants on Saturday, including 8 novices, and 29 on Sunday.

TREASURER: The club's cash balance was \$81,957 on June 30, 2020. The DE brought in \$7,259 of revenue, along with three members who paid dues. Expenses included \$139 for Der Skooner printing, \$29 for website expenses, and \$7,547 for DE track rental, insurance and expenses.

MEMBERSHIP: Through June GPR has 133 paid members and 263 PCA members. There were 5 new PCA members, 3 new GPR members, 1 transfer from another region and 6 PCA Test Drive members.

SOCIAL: July Porsches and Pancakes is cancelled, as is the Summer Picnic due to the Parks and Recreation department's requirements under the city's COVID-19 policy.

EDITOR: July Der Skooner is published. Editor is always seeking volunteers to write their story for the Meet a Member feature in each month's issue. Editor will reach out to our advertising

sponsors inviting them to tell their story in a Meet a Sponsor type of column as well. Two DE novices plan to write about their experiences in Der Skooner. Discussed adding video links and photos to the website from the DE weekend.

WEBMASTER: The website is up to date; Der Skooner link was provided to members via email; membership poll about social gatherings is underway (through July 15th).

Next meeting will be a teleconference on August 4, 2020 at 6:00 pm.

Respectfully submitted,
Kurt Halvorson
Secretary

Reminder from the Board:

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. Please email Joe if you have any interest President@gprpca.com

Below: Neowise photo by Armando Colorado





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