



Der Skooner

Porsche Club of America • Great Plains Region

January 2024



A photograph of the interior of a modern Porsche dealership. The space is bright and open, with a high ceiling and large windows on the left side. Three cars are displayed: a silver Porsche Taycan on the left, a dark blue Porsche SUV in the center, and a red Porsche Carrera GT on the right. A large white wall with the word 'PORSCHE' written vertically in black letters is on the right. The floor is dark and polished.

PORSCHE

The New Porsche Center Omaha.

Omaha's exclusive Porsche Center took a westward move. You can find Porsche Omaha's new Porsche Center on the Northwest corner of 180th & Dodge Street. We look forward to serving our Midwest customers and beyond as we have been for over a decade now..

Growing further together.

Porsche Omaha
18101 Burt Street
Omaha, NE 68022
(402) 504-1510
www.porscheomaha.com

© 2024 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times.

2024 Board of Directors



President

Mike Anderson

President@gprpca.com

Vice President

Jim Medici

jamesmedici@gmail.com

Secretary

Kurt Halvorson

bimmers218@cox.net

Membership

Carol Lynch

Carol.Lynch356@gmail.com

Registrar

Terry Lessmann

txlessmann@cox.net

Web Master and Social Media

Eric Elliott

web@gprpca.com

Treasurer

Bob Kirchner

Treasurer@gprpca.com

Social

Paul Schudel

paul.schudel@gmail.com

Safety

Roger Williams

rqt.williams@gmail.com

Editor

Jeremey Kroh

editor@gprpca.com

PCA Zone 10 Rep

Stephen Kemp

zone10rep@national.pca.org

In This Issue

4 - Zero to 60 (*President's Letter*)

5 - Club Calendar

7 - Membership News

9 - Annual Winter Party Invitation

10 - Shelby Museum

Article - John Phillips

12 - 2023 Club Racing

Article - Shawn Keeler

18 - Notes from the Editor

21 - Rocky Mountain Region

Column - Danielle Badler

23 - Classified Ads



10



15



"On The Cover" by Jeremey Kroh

Zero to 60

Mike Anderson, GPR President

As I write this note in the later part of December, it's 50 degrees out! That said, the year feels like it went from Zero to 60. It reminds me of "Gone in 60 Seconds," the car movie from 2000 with Nicholas Cage and Angelina Jolie. Thinking back to the year 2000, it's hard to believe it was 23 years ago.

As we close out the year, I'd like to take a minute and recognize some of our hard-working members in the club.

First - **David Patterson**. David has completed his terms as president and most recently past president. We appreciate the time, effort, and leadership that you provided over the last couple of years. Thanks!

Next - **Eric Elliot**, shout out again for taking first place in the website award for the Class 3 Region of the PCA. Not his first rodeo, as this is the 5th in a row!!

Then **Jeremey Kroh** rolled into the newsletter position and went out and won first place in Class 3 for the newsletter, *Der Skooner*! Pretty good rookie season. Both awards were mentioned in the October issue of *Panorama*, page 72. Thanks guys.

Thanks to the new members who joined in 2023. We had a great year for growth as **Carol Lynch** and others focused on growing our numbers. We had a fun meet-and-greet dinner for them in November.

I'd like to thank **Rick Mourey** for all his time and effort on the Driver's Ed and Club Race events. We may "only" have four events during the year, but it is a year-round job with interactions with the tracks and the Porsche Club of America. To that end, I'd like to let everyone know Rick will be transitioning out of the Safety role. We are very fortunate to have **Roger Williams** stepping up to take over. Next year will be a transition year for Rick and Roger. Please help them out when called upon to keep us on the track!

Lastly, thanks to the **Great Plains Region Board** in general for their time and efforts. Hard to imagine a better group to work with. The monthly meetings, the special areas of responsibility, the emails, the calls and spreadsheets all take time. Thanks for all you do.

So, what does 2024 look like? **Paul Schudel** and the Social Committee team have lined up monthly breakfasts - four of them at Porsche Omaha, the annual dinner, some other dinners, a road trip to Crystal Bridges Museum in Arkansas, our summer picnic and several other fun events. For those of you interested in learning more about driving on the track, we have four opportunities to go out and test your car and yourself. High speeds are possible without the fear of a ticket!

Thanks also to all the members. It's been great interacting with all of you during 2023. I'm looking forward to a great 2024.

Mike

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 of Directors 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.

Great Plains Region Club Calendar

January 2024

January 13th - Breakfast at Porsche Omaha 8:30am (RSVP at the GPRPCA.com website or [HERE](#))

18101 Burt St, Omaha, NE

January 20th - GPR Annual Winter Party 6:00pm (RSVP at the GPRPCA.com website or [HERE](#))

Omaha Country Club, 6900 Country Club Road, Omaha, NE

February 2024

February 7th - Great Plains Region "Night at the Movies" (Watch your email for further details)

February 10th - Breakfast at Paradise Bakery 8:00am

Village Pointe 17305 Davenport St, Suite 101, Omaha, NE 68818

National Calendar



Club Racing Calendar



Porsche Club of America - Zone 10 Regions

Central Iowa | Dakotas | Great Plains | Kansas City
Nord Stern | Ozark Lakes | Red River | Schonesland
St Louis | Wichita



Online and Social Media



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



[gprpca.com](https://www.gprpca.com)



[pca.org](https://www.pca.org)



[facebook.com/groups](https://www.facebook.com/groups)

Exclusively offered to 2024 Porsche Parade participants

Are you making plans to attend Parade?

Enhance your Parade experience by signing up for the Tuesday/Wednesday Porsche Track Experience session at Barber Motorsports Park!



Limited seating is available for PCA 2024 Porsche Parade participants to register for the June 11-12 Porsche Track Experience Performance course. PCA members must call to register with their PCA membership ID number to receive a 10% discount. Drivers must be 21 years or older to participate and possess a current, valid driver's license. Registration ends February 13th. Call 770-290-7000.



**June 9-15, 2024
Birmingham Convention Center
Birmingham, Alabama
www.porscheparade.org**

2024 Membership News

By The Numbers:

PCA Primary Membership: **324**

GPR Membership: **239**

Welcome New Members

Robert Pfeifle - Omaha, NE

Joel Friesen - Lincoln

And a special thanks to Porsche Omaha for hosting us for breakfast quarterly. The breakfast event is a really hot ticket in GPR. Thanks Mitch, for raising our RSVP numbers from 50 to 75!

Moved, retired, new email address or dropped a land line phone? Just let me know, then we can keep you in the loop on all things GPR. If you have any questions about your membership with the Great Plains Region, please contact Carol via email:

Carol Lynch - Membership Chair GPR

Carol.lynch356@gmail.com

Welcome to 2024 GPR members and a lot of fun to come.

Two items to register for on gprpca.com ASAP:

The quarterly breakfast at Porsche Omaha on Saturday, January 13 at 8:30. You can use the following link if you are following along online:

[Breakfast at Porsche Omaha](#)

Then, we have the Annual Winter Party at the Omaha Country Club on Saturday, January 20th, with cocktails starting at 6 pm and dinner served at 7 pm. Again, you can go to the club's website, gprpca.com and click the link at the top of the page, or, use the link below:

[Annual Winter Party](#)

Please note, if your membership dues are not current by January 13, you will not be able to attend the annual dinner. Please visit our website, gprpca.com, to complete this task.

At the end of December, our club has the highest number of members – **Ever**. Thank you for supporting the club! But January 1, 2024, many memberships will lapse. The board would really appreciate if you would renew now.

Thank you so much for your support of the club and all things Porsche in the Great Plains Region.



Delivering Porsche technical content directly to your screens

PCA's Tech Tactics Live is an online extension of our biannual in-person Tech Tactics events. Hosted on YouTube, we cover various topics, including Porsche's newest models, DIY projects, and engaging technical discussions. Viewers have the opportunity to interact with the host and guests. Episodes are geared for experts and casual enthusiasts alike.

SEE VIDEOS: www.youtube.com/porscheclubofamerica

SUBSCRIBE TO PCA'S YOUTUBE CHANNEL TODAY!



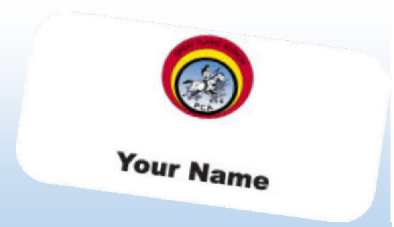
PORSCHE CLUB OF AMERICA

Member Name Badges

Look official at our next GPR/PCA event! The magnetic name badges are \$10, which includes shipping. Click the link at the top of the GPRPCA web home page or follow this link to order yours today!

<https://www.gprpca.com/gpr-member-name-badges/>

Don't forget to wear your badge to all GPR/PCA Events!






Save 20% off Porsche Thermos Cups & Key Rings.

ESSENTIAL HIGH-QUALITY PORSCHE THERMOS CUP, FOR HOT AND COLD BEVERAGES.
MSRP price for \$59.00

Special PCA Members Only Sale Price at \$47.20 plus tax.*

ESSENTIAL KEY CHAIN MADE OF REAL LEATHER IN THE SHAPE OF THE PORSCHE CREST.
MSRP price for \$45.00

Special PCA Members Only Sale Price at \$36.00 plus tax.*

As a friendly reminder, PCA members get 10% off all Porsche parts and accessories.

*The sale price is only for the thermos cups and key rings, colors for the thermoses and key rings are limited and Porsche does not keep every color in stock. Offers end 1-31-24.

Porsche Omaha
18101 Burt Street
Omaha, NE 68022
(402) 504-1510
www.porscheomaha.com



Great Plains Region PCA

Search



Hi, Sign in
MY ACCOUNT ▾

BAG  0

MEN WOMEN

TRACK ORDER



Order your Great Plains Region gear today! Click the STORE link at GPRPCA.COM or follow this [LINK](#)

Please contact me with any questions and suggestions about the GPR Gear Shop!

Carol Lynch | Membership Chair | carol.lynch356@gmail.com

*You and a Guest Are Invited to Attend
the
Great Plains Region Annual Winter Party*

Saturday, January 20th, 2024

Omaha Country Club
6900 Country Club Road, Omaha

6:00 Social Hour Cash Bar
Followed by Dinner, Raffle, and Awards

Please RSVP the names of those attending and
entrée selections on our website, www.gprpca.com
by January 10th.

Sea Bass with Lemon Butter Sauce
Beef Filet with Herb Butter and Aged Balsamic
Chicken Piccata with Lemon Caper Sauce
Vegetarian Spaghetti Pomodoro

You must be a current GPR member to attend this event.
Join or renew your membership today.

Adults only. No jeans, please.

Shelby Museum

Article and photos by GPR Member John Phillips

Car guys love cars. So, while this short story is not about Porsches, it is about a museum all of you would love to see. Let me back up and tell you that in the mid-70's I owned and raced a 1966 Shelby GT 350 (*very last photo*). Shame on me, but I sold that original Shelby and entered the Porsche family in 1990. More recently, I built a Factory Five '289 Cobra (*below*). That said, I have always had a passion for the Shelby American brand. The Ford vs Ferrari movie only served to reignite the flame.



My son-in-law, Aaron, lives in the Denver area and on a recent visit he took me on a thrilling ride through the mountains in his 944 Turbo. One beautiful Saturday morning, we decided to take a quick drive up Interstate 25 to Boulder to visit the Shelby American Collection which is only open on Saturdays. I was surprised when we entered the museum to find a fairly large number of people. There were several guides who were full of knowledge and stories about each of the cars and the Shelby American history.

This museum contains everything you ever wanted to know about Carroll Shelby and Shelby American. They have over \$500 million worth of vintage Shelby heritage. You can revisit the AC Bristol that was the forerunner of the Cobra, many of the original '289 and 427's, a batch of GT40's including the one that Ken Miles drove at LeMans in 1966. The original Daytona Coupe

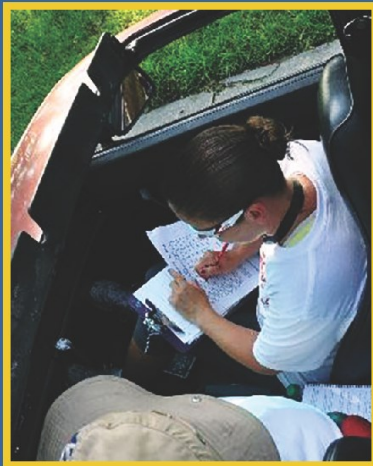
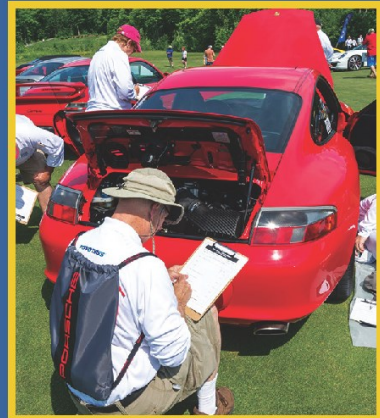
which won the FIA championship was there along with many posters and memorabilia from drivers like Phil Hill, Dan Gurney, Mario Andretti, Bob Bondurant, Ken Miles, etc.



The museum was more than I imagined, and if you are out that way, it is well worth your time to pay it a visit.



Don't Just Attend Porsche Parade... ...Be a Part of It!



Phase 1 Registration Opens Wednesday, 1/31/24 at 12:00 pm ET



June 9-15, 2024
Birmingham Convention Center
Birmingham, Alabama
www.porscheparade.org

Racing: Ups and Downs

Article and photos by GPR Member Shawn Keeler

Racing at any level has its ups and downs, its good days and its bad, but how you handle and prepare for those ups and downs can make all the difference in the world.

Amateur, or grassroots racing, is filled with these trials and tribulations. Especially since it's so hands on! I have often said in the paddock, "Racing is the easy part." Meaning, what it takes leading up to the green flag always takes the most work, that the actual driving is almost a relief. From the endless hours of prepping cars, planning logistics and loading supplies for a race weekend, it can really take a toll. But in the end when you always ask yourself, "Is all this really worth it?", and in one word, "ABSOLUTELY!". Which brings me to the title of this article, "Ups and Downs". Let's break down my 2023 PCA Club Race Season.

Race Weekend #1, Heartland Park – Topeka, Kansas (April 15-16)

This was the first race weekend of the year, and it was a great one! With this race taking place in April, it has always been hit or miss regarding the weather, and this year was no exception. Race 1 on Saturday was cold and rainy. This added a new complexity and layer to my race craft. For starters, I have NEVER driven on a wet track be-

fore in my life, and to make things a bit more complicated, I forgot my car's wiper in the other trailer. So, plenty of RainX it is then! Long story short, I survived Sprint 1 and finished 2nd in class.

The next day turned out to be beautiful and did not disappoint with some great racing. Sprint 2 had some tight clean racing and resulted in a 3rd in class finish.

Sprint 3 had the most action of the weekend, with some nose to tail racing for 40 straight minutes. In the end, it came down to a photo finish at the checkered flag, with teammate David Safris beating me by 3 tenths of second, giving me a 3rd place in class. In the end, I finished the weekend shiny side up, and kicked off the season on a high note.

Typically, the next stop of the season would be the local PCA GPR Club Race in Hastings, Nebraska. However, due to a personal commitment, I had to skip this year. On the plus side, we did gain a college graduate in the family that weekend. Our oldest graduated from UNL that weekend, resulting in two very proud parents. This only happens once in a lifetime; racing can wait for another weekend.

Below: The racing crew at Topeka - L to R, cars belonging to Shawn Keeler, Mark Hoffman and David Safris.



Racing: continued

Race Weekend #2, Eagles Canyon Raceway – Decatur, Texas (May 27-28)

If you ever find yourself, and more importantly with your Porsche, by Eagles Canyon Raceway near Decatur Texas, do yourself a favor and spend a track weekend at this facility. Top notch facility, flawless track surface, tons of elevation changes and an amazing restaurant overlooking the track.

Texas always brings some great drivers, and this weekend was no exception. Three great races resulting in three 1st place finishes in class, and two top five overall finishes for the weekend. An overall exceptional weekend with great weather and positive vibes to build on.

Below: Crowded Corners in Texas.

Bottom: Pick your lane wisely!



Race Weekend #3, BIR (Brainerd International Raceway) Brainerd, Minnesota (July 15-16)

Again, if you are keeping track, put BIR on the bucket list as well. If you love speed, this is the track for you!

This year the club decided to run two configurations of the track. The traditional 3.1 mile Donnybrook Road Course and the 2.5 mile Competition Road Course. These two configurations couldn't be any more different. The 3.1 mile course uses the facility's drag strip as the main straight, resulting in uber fast speeds going into turn 1 and 2. Speeds in my Cayman R can reach the 135+ mark going into turn 1, and in the 120s for turn 2. The second configuration, the Competition course, uses part of the original configuration, but incorporates the "infield", making a very tight technical track with lots of concrete walls. Basically, you better be on your game with this configuration, especially with traffic. A show of hands in the driver's meeting resulted in roughly 90% of the drivers had never driven this configuration before, a huge advantage for the locals.

Friday morning started out with practice on the long track, and then the afternoon brought practice sessions to the short track. For me, all was well and good for the day, and I was posting decent lap times compared to the competition. My fellow driver and teammate didn't fair too well, an on-track incident with an immovable object resulted in his car being done for the weekend, and him taking an early flight home.

After a sobering Friday, Saturday morning was a new day that brought gorgeous weather and a new slate to make our mark on BIR. After a few morning practices and a decent qualifying, Sprint 1 was upon us. Starting in 14th place out of 35, I was feeling confident I could move up a few positions by race end and finish mid pack in class.

The green flag flies and we are under way. I had a decent start and started to settle into race pace keeping up with the pack.

Now, fast forward 13 laps. I started to notice a small loss in power, and by lap 15 a huge loss in power and an extremely loud exhaust note. Obviously, the car is not happy, and something is not right. I drop off pace and limp the car around track to finish out the race. Upon inspection back at the paddock we determined the exhaust hangers had broken, causing the exhaust to move freely, which ultimately caused it to break the flanges on both headers. With two hours to go until the Sprint 2 of the weekend, we knew our day had ended.

Racing: continued

Now what? After searching through the paddock, and talking to the BIR staff, they put us in touch with Dan. Dan is the head of BIR's facility maintenance, and in this story, Dan is the MAN. He gave us full reign of the facility's shop and welders. Burning the midnight oil, we had everything back together, including two brake caliper rebuilds for both cars and an electric steering line replaced, just in time to call it a night at 12:30am.

Sunday morning arrives bright and early. Sunday's schedule consisted of two practice sessions and one 40-minute Sprint race on the short course. Both practice sessions went according to plan, and we were all set for the last race of the weekend. Having missed the second race completely, we were eager to prove our worth in the last race.

Sprint 3 resulted in my best start of the weekend, moving up quite a few spots in the first lap. I was in a tight battle with three cars for multiple laps. Each one of us ready for the other one to make a mistake.

It turns out, in a roundabout way, that driver was me. Fifteen laps in, roughly 8-9 minutes left in the race while going through the high g-force carousel section, I got a puncture in the rear driver's side tire which resulted in a catastrophic blow out. This caused me to spin and end my race, and the weekend. After my extremely pleasant flatbed ride back to the paddock, we inspected the car to survey any other potential damage to the car other than the blow tire. Upon a detailed inspection, we noticed the blow out severed the suspension line to the remote shock reservoir. Thankfully no other damage. Afterall, this could have been much worse for sure, but nevertheless lots of work to do before next weekend.

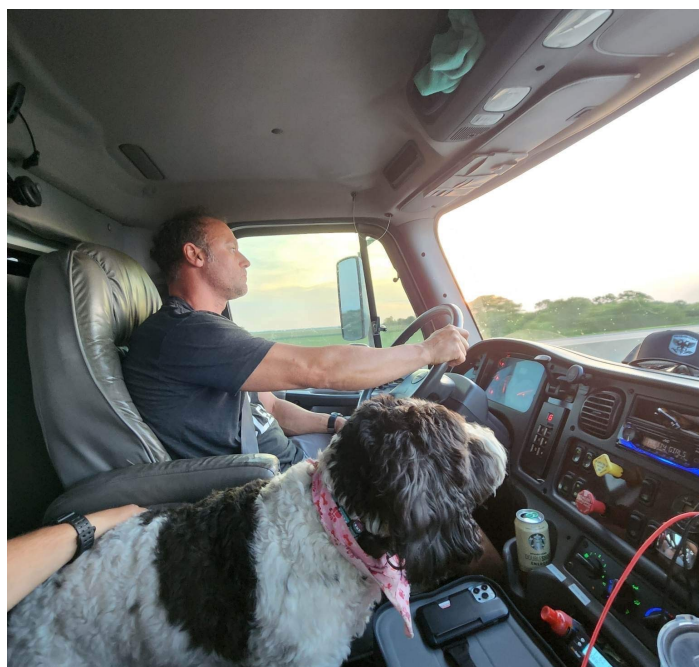
Race Weekend #4 High Plains Raceway - Deer Trail, CO (July 22-23)

High Plains Raceway is another track we all look forward to. Roughly 80% of the tracks we race at have little to no elevation. So, running this track is always a treat.

However, just getting there and being ready for this race was in short, a nightmare. If you recall, we had some damage caused from the tire failure up in Brainerd just the previous weekend. With the JRZ shock line damaged, we had no choice but to pull it off and overnight it to Olsen Motorsports in Chicago for repair. The repair was the easy part, getting it back in time and on the car in three days was another. Our only choice was to have it overnighted directly to Colorado and install it when we got there. With the shock off and sent for repair, we mounted tires, loaded cars and supplies up, and headed for Colorado.

One thing for sure.....this weekend was a hot one! Both sprint races and the enduro race were very warm and really tested everyone's equipment, mine included. I had a couple decent sprint races and ended up finishing 11th and 9th overall out of 30+ cars, but the heat was getting to the car. I still planned on doing the enduro on Sunday, but was going to have to be conscious of the rising engine temps. When race time came on Sunday, only 18 cars were able to take the green, out of the original 30 or so. Of course, there were multiple factors for this, some just weren't doing it all, and others had mechanicals that made them unable to race. Overall, Sunday's enduro went off without a hitch and I ended up finishing 8th overall. We did however realize the center radiator needed to be replaced before the next race weekend.

Below: Shawn and "navigator" Winnie



Racing: continued

Race Weekend #5 Road America – Elkhart Lake, WI (Sept. 2-3)

It is probably safe to say, this track needs no introduction! For every race enthusiast out there, this track is on their bucket list. “Respect the Kink”

Road America is a very intimidating place; the size and scale of the place is insane. Not to mention the speeds obtained and the commitment needed for some of the track’s corners.

Before this weekend, I had only done one PCA Driver’s Education weekend back in 2016. Plus, with the whole track being resurfaced in June of this year, it was literally like driving a brand-new track for everyone. The new surface was flawless, but as many people found out the hard way, there was ZERO grip off the racing line. By 1:00pm Friday afternoon, our race run group had completed a total of 4 laps! Not due to weather or scheduling, but because of on track incidents. To put it lightly, it was pure carnage. This really put a damper on the weekend, and made it difficult to get up to speed, but we made the best of it and maximized every minute of the remaining practice sessions. By the end of the day, I was feeling comfortable and ready for the next day of open practice and qualifying. Saturday’s practice and qualifying went as planned with no real drama or issues for the team. We gave the cars a good once over, prepped them for the following race day, and tucked them in for the night. After a great dinner and always entertaining conversations, we followed suit and called it a night.

Morning came and brought us excellent race day weather. After a quick warm-up session, the first of two 45-minute Sprint races started at 10:45am. This turned out to be one of the wildest starts I have ever taken part of in my racing career. It was three wide and elbows out from everyone, all the way to turn 4. Turn 4 has always been a great spot for overtaking, but cold tires, a new surface, and honestly a lot of testosterone, proved to be a bad combination for that corner. With the bulk of the drivers going more to the inside at turn 4, I decided to pop out and follow fellow teammate David Safris on the outside, which

turned out to be the right move. Two drivers towards the front of the pack made contact at the exit of 4, causing all the remaining traffic to bunch up in a huge mess of cars, causing several to exit the race. This of course caused a full course yellow and required several minutes to sort out and clean up. All in all, we raced a total of only 5 laps because of that incident, but I did get a “Hard Charger” award that race by moving up 10 spots. So, I will take that!

Below: The race trailer and tent setup at Road America



With only about 3 hours until the second 45-minute sprint race, we had a post-race breakdown discussion, ate lunch, and went over the cars again top to bottom to ensure their race worthiness.

Sprint race 2 had no shortage of drama as well. The start was uneventful, everyone played nice and settled into a rhythm rather quickly. Until lap 4.

customized management

For your commercial real estate.

John Krecek, Broker
Tel: (402) 995-1470
Email: johnkrecek@gmail.com

customrealty LLC

MARION'S Tire

"Quality Tires
...at Prices You Can Afford"

Complete Line of Tires and Wheels

5028 Northwest Hwy
Omaha NE 68104
402-553-9393

Jay Moore
Landscaping

402.981.7800
JAY@JAYMOORELANDSCAPING.COM
JAYMOORELANDSCAPING.COM



Report all Claims to:
Farmers Claim Department
24 hours a day, 7 days a week
1-800-435-7764

G. MICHAEL RAMM

Insurance and Financial Services Agent

M Ramm Insurance Agency Inc.
1515 S. 204th St. #103
Elkhorn Ne. 68022
402-951-9000
Email: mramm@farmersagent.com
Lic# 228443

Securities offered through Farmers Financial Solutions, LLC Member FINRA & SIPC



As a classic Porsche owner and insurance agent, I understand the value of your vehicle(s). We represent several carriers. LELAND-WEST, Hagerty and others. It's important to review your coverages as values change.

Call — Review and BUNDLE your home and auto for great discounts today.

Warmest regards,
Michael Ramm



402-951-9000

mramm@farmersagent.com



Have you signed up for PCA Juniors?

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

Download and enjoy custom coloring sheets created by coloring book illustrator Fireball Tim.

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>



PORSCHE CLUB OF AMERICA

Club Advertisers

Support Our Advertisers

Frequent the businesses that advertise in *Der Skooner* to show your appreciation for their financial support of the club, provided through sponsorships and advertisements in *Der Skooner*. If you would like to advertise in *Der Skooner*, contact the editor for pricing options.

editor@gprpca.com

Racing: continued

About halfway through lap 4, I was making my way through the back of the track in a high-speed section that leads to hard braking zone called Canada Corner. (Turn 12) This a section where speeds can reach around 140+mph, and then brake to a 55-60mph right-hand corner. As I roll down the straight headed to turn 12, I glance in my mirror and see number 5 (David Safris) still glued to my bumper as he had been from the start. As we approach turn 12 and begin our hard braking and downshifts, I notice just a blur fly by in my mirrors. While mid corner, I look in my side mirror and notice a big cloud of smoke, as well as the number 5 car of David Safris and an unknown at the time black Cayman together at the wall off the track. Not good. I immediately radioed into my crew regarding the incident. Of course they were already aware, but did assure me that he was ok and safe. With another race going full course yellow, this seemed to be a pattern at Road America. We did end up completing 12 laps that race, and I finished the race moving up seven spots, to give me an overall 13th place finish.

After surveying the damage to David's car, we determined the bulk of it was cosmetic and could be fixed relatively easily once we get it back to Omaha. Turns out the other driver had a brake failure of some kind, causing the issue. In short, this could have been much worse, and video of it is definitely eye opening.

Race Weekend #6, Eagles Canyon Raceway – Decatur, Texas (Oct. 14-15)

Eagles Canyon is unique, in the fact that it is the only track on the schedule we race at twice in one season, but no one is complaining!

The second race weekend here I seemed to enjoy more than the first, just due to the weather alone. With this race being held in October, the temps are always very pleasant. We had roughly 35 racers in a variety of classes show up to do battle this go around. Overall, some great racing resulting in two 2nd places, and one 1st place in class to round out the 2023 race season.

2023 PCA Club Racing Season Wrap-Up

By far, 2023 has been the most enjoyable race season I have had to date. It's amazing when you look back on where you started from and where are at now. The experiences, skills and knowledge learned over the years is immeasurable.

Unofficially, as results aren't finalized yet, I ended the season 6th in class nationally, and 1st in class in the Mid America Series. The reason I mention this, is because racing takes a village.

All of this would never have been possible without the support of some truly great people. First and foremost, Kyle Ray (Forefront Motorsports) and Gilbert Rossignol are true mad scientists that can literally fix anything. I am truly grateful to have them along over the years, and they always making sure we get to and on the track no matter what. Also, many thanks to my fellow racers and teammates; David Safris, Mark Hoffman and Steve Coomes. We always go to bed each night at the track with our stomachs hurting due to laughter from that night's antics in the paddock.

Lastly, but certainly not least, many thanks and love go out to my wife and kids for all their support and acceptance of this out of the norm hobby. Besides, I never was much of a golfer.....



Below: Photo prior to the LeMans Start at Brainerd



A Note from the Editor

Frohes Neues Jahr! Or, Happy New Year! for our English speaking membership.

Hopefully, Jolly Old Saint Nick was able to fit that new wheel set or exhaust kit down the chimney with care. In this day and age of porch pirates, leaving those oversized goodies on the front stoop just doesn't make much sense anymore.

As January takes shape, make sure and put in your RSVP for the next breakfast at Porsche Omaha. If you haven't yet had the chance to check out the new dealership at 181st and Burt, this is a great chance to come have a wonderful breakfast, check out the inventory of both the fabulous inventory of Porsches and the new boutique properly situated between the main entrance and the service drive. The attendance cap has been increased from 50 to 75, but you'll still want to RSVP, either using the link atop the landing page of www.gprpca.com or more directly using this link. [Porsche Breakfast RSVP](#)

Also of particular interest in January is the Annual Winter Party. New venue this year is the Omaha Country Club. Dinner selections include sea bass, beef filet, chicken piccata and a vegetarian spaghetti pomodoro. When you RSVP for you and your plus one, you can make your selection. There will be raffle prizes to be won, club awards to be handed out, and stories to be shared. Be sure and get your RSVP in ASAP. Find a link at top of the main gprpca.com webpage, or, you guessed it, click the easy button if you're reading this online.

[Annual Winter Party RSVP](#)

As we move through the new year, what p-car projects have you got your sights set on? Be sure to take some notes and photos of your wrenching skills, and submit your story to be published in a future issue of Der Skooner. If you've got an idea for an article, reach out to me and we can go over the particulars.

I'll make it easy and include my direct email link.

editor@gprpca.com

Any newer members to the club wish to be featured in our "Meet A Member" section? While I send out emails from time to time looking for contributors, you don't have to wait! You can make use of this link right here. [Meet A Member](#) Even if you've been here a while, but might not have been contacted about this, please feel free to reach out, we'd love to hear from everyone, no matter how long you've been with the club.

A hearty thank you to all who have contributed to Der Skooner in 2023, our valued partners and fabulous advertisers. We look forward to your continued support into the new year and beyond. If you would like to become an advertiser, please reach out to me and we can get you set up. For the rest of us, please make sure you patronize those advertisers as any particular need arises.

You didn't miss the meeting notes from December, as the board did not meet to conduct GPR business. We will meet again in January.

One last mention before I let you go this month. If you like to follow social media accounts on Instagram, be sure and check out the Great Plains Region account there or tag us with your p-car photos. [GPR Instagram](#)





Don't let winter reduce your track time. Join PCA Sim Racing!

PCA Sim Racing provides a quality sim racing experience, including opportunities for all levels of driving experience, competitive intensity, and sim racing interests, in a friendly environment for all Porsche Club of America members.

PCA Sim Racing offers:

- Introductory sim racing video
- How to Proceed Step-by-Step Instructions
- Sim Racing Equipment Recommendations
- Sim Racing Driver Education
- Five Classes for All Skill Levels
- All Races on Laser Scanned Race Tracks
- Sprint and Endurance Racing
- Calendar of Upcoming Races



Learn more about PCA's Sim Racing program at www.pcasimracing.com/go



Sim Racing
The cars aren't real, but the racing is.®

READ | POST | COMMENT



Instagram

Facebook

Hang out with PCA on social media

In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

We bring you the inside scoop at PCA and Porsche events, auto shows, road tests, Porsche Panorama video and photoshoots, and more.

Help us grow our social media community and subscribe to them all!

FACEBOOK @PorscheClubOfAmerica

INSTAGRAM @PCANational

TWITTER @PCANational

HASHTAGS: #PorscheClubOfAmerica #PCATogether



**PORSCHE CLUB
OF AMERICA**

FOLLOW US ON INSTAGRAM  SLMAUTCARE

A large advertisement for SLM Auto Care. Two black Porsche cars are parked in front of a stone building. A large sign on the building lists services: ENGINE, TRANSMISSION & DRIVETRAIN, PERFORMANCE TUNING, DYNO, SUSPENSION, BRAKES, EXHAUST, FLUID MAINTENANCE. The SLM Auto Care logo is in the top right corner. At the bottom, a red banner contains the text: SERVICE. REPAIR. PERFORMANCE. 5% LABOR DISCOUNTS FOR CLUB MEMBERS 402-819-7706 / WWW.SLMAUTCARE.COM

Rocky Mountain Region

Article thanks to Danielle Badler of the Rocky Mountain Region PCA

The Best, The Worst and Everything In Between

What is it, about this time of year, that drives people to make lists? The best, the worst, the fill in the blank? The urge runs rampant as we begin another circle of the Sun, especially when it comes to looking forward, looking back, looking at all things automotive.

There's a word for it, listification. It may or may not be in the dictionary. But it's real. Really real. It's the art, the drive, the mania, simply to make lists. Ten best, ten worst, anything on anything. What I want to know is why ... just what is it in our psyche that drives us to quantify our views, hierarchically. Especially when most (all?) of those views are driven by subjective judgement based on our own likes, dislikes, prejudices and passions.

Oh sure, we can create parameters, we can create priority qualifications for our lists. But that doesn't make the output necessarily right, in any purely objective manner. What we choose as guidelines are subjective, in and of themselves, by definition.

Remember, there's the question of who's deciding, what's their cred in making those lists, what do they know that we don't know, what do we admire in what they do know.

I don't claim to have the answers. But I do know that this list-making is getting whackier and whackier as time goes on.

Take one I just came across from Popular Mechanics, which, I must admit, I didn't know still existed. Maybe that's why they made the list. It's titled "This is Our Definitive List of the 103 Coolest Cars of All Time." That's exactly the title. Why 103? I have no idea, and they don't say. What's "cool?" Again, they don't say. Their only requirement is that at least one fully drivable version had to be made.

I'll cut to the chase; no. 103 is the Ferrari 250 GTO. Duh. But it gets a little weird when you count back from there. No. 102 is the Alfa Romeo 33 Stradale. And it's followed by, in order, the Jaguar XJ13, the Ferrari 330 P4, the E-Type Jag, the Porsche 550, the '63-'67 Corvette, the Miura, the Ferrari Dino and the Mercedes-Benz 300SL Gullwing. That's the top 10.

Yes, the Aston-Martin DB5 is also on the list, as is the AC Cobra and the Porsche Carrera GT and 918, and the 288GTO, and the McLaren F1.

Fine, I wouldn't dare argue with that. But the list also includes the VW Karmann Ghia, the Triumph Spitfire, the Hudson Hornet and the DeLorean DMC-12. Yeah, I know. No Porsche 904, no 917, no 962, no Blower Bentley, no Mercer Raceabout, no ... ok, I'll stop.

Get my point? What is the point? What is the point of compiling this list? And why am I critiquing it? I just don't know.

Here's another popular and time-worn subject. The best drivers of all time. To answer that question, the British magazine Autosport asked 217 former F1 drivers to vote. And here's the top ten, in rising order; Gilles Villeneuve, Alonzo, Moss, Lauda, Stewart, Clark, Prost, Fangio, Schumacher and, drum roll, Senna. No Verstappen, no Hamilton, but then again, I couldn't find a date for the on-line posting.

What does it mean? Other than the fact that six have passed on to that straightaway in the sky, three in racing accidents? Don't ask me.

Although I did find an article on the site "GP Fans" that quotes the wee Scot as saying the three best drivers of all time are, in ascending order, Senna, Clark and Fangio.

To quote Stewart, "Juan Manuel Fangio, in my mind, is the greatest driver that ever lived ... these people only raced maybe sometimes six or eight or nine races a year in Formula 1. They were driving sports cars, GT cars etcetera."

Badler: continued

You can comment here ... or not. But that's the point, isn't it. There is no point, no resolution. What about Hamilton? What about Verstappen? What about competing in other forms of racing? Any other form of racing? Let's discuss. Ad nauseum.

Not me. I've had enough, and I'm bucking the trend. I'm not giving in. One thing I do know is that I will NOT create a year-end list of the best of anything, past, present, or future. From here on out, I'm taking it as it comes. So there.



The banner features a scenic background of a glacier-filled fjord with snow-capped mountains and a cruise ship. Overlaid on the image is a circular logo with a purple background. The logo contains a white Porsche car, a yellow sun, and a white cruise ship. The text "TREFFEN AT SEA" is arched over the top of the circle, and "AN ALASKA ADVENTURE" is arched along the bottom. Below the circle, the text "PORSCHE CLUB OF AMERICA" is written in white. At the bottom of the banner, the text "Now Booking!" is written in a large, white, serif font, followed by "July 28- August 4, 2024 | Majestic Princess" in a smaller, white, sans-serif font.

[Click here for more detailed information, including a detailed itinerary and pricing!](#)

GPR Classified Ads

Classified advertisements are free to GPR members. If you would like to place an ad, please contact the editor.
editor@gprpca.com

Pirelli Winter Tires.....\$1200

Pirelli Sottozero Winter tires. Fronts 245-35R20, Rears 305-30R20, like new.

Contact Steve Bartlett @ 402-630-2034

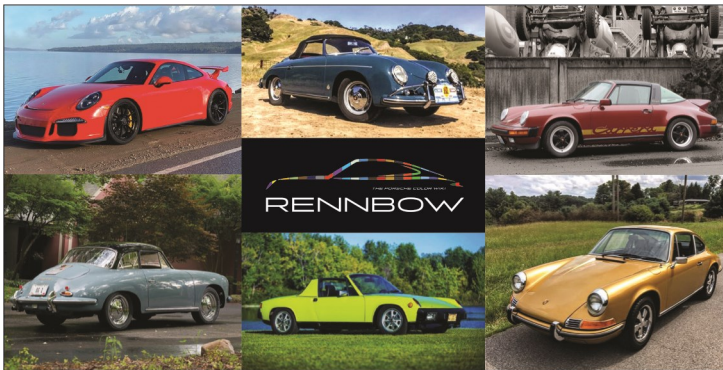


2017 BMW 540ix.....\$29,500

Up for sale is my 2017 BMW 540ix sedan, in Bluestone Metallic. Interior color is Ivory Nappa Leather. Luxury Seating Package, Premium Package, Cold Weather Package, Driving Assistance Package. 19" alloy wheels, Harmon Kar-don audio system. Original owner, 54k miles, with all service records.



Contact Paul Schudel @ 402-430-9280 or
pschudel@gmail.com



See Thousands of Porsche Images in over 500 Colors.

Rennbow, the Porsche Color Wiki, is the largest collection of Porsche images on the Web, all organized by color. It's interactive too, you can upload images of your car and make them part of a database of over 4,000 images that grows every day. Each color has commentary about the color and a rareness rating. Rennbow is also the home of Porsche Color-centric content that is updated regularly.

Visit Rennbow today, bookmark it, and share it with your friends via social media.

SEE ALL THE COLORS: Rennbow.org



PORSCHE CLUB OF AMERICA

2009 Porsche Boxster.....\$20,500

2009 Porsche Boxster, Launch Edition. Guards Red with tan interior. PDK Transmission. New tires, struts and front brakes. Convertible top replaced in 2022. Well maintained. Daily driven when roads were clear of snow, ice and ice melt.



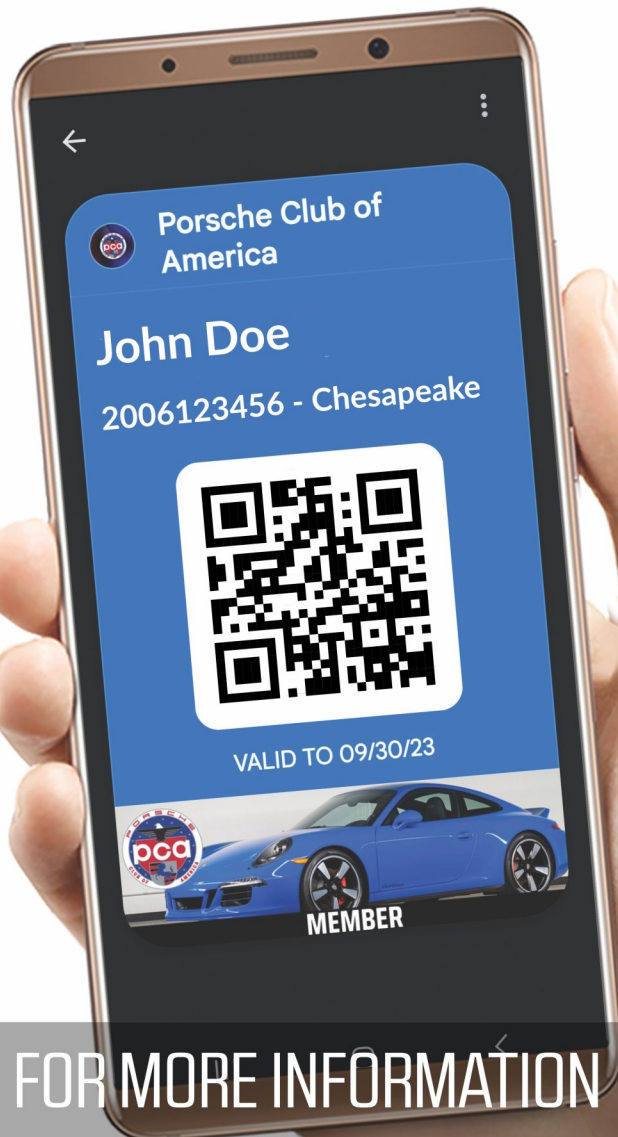
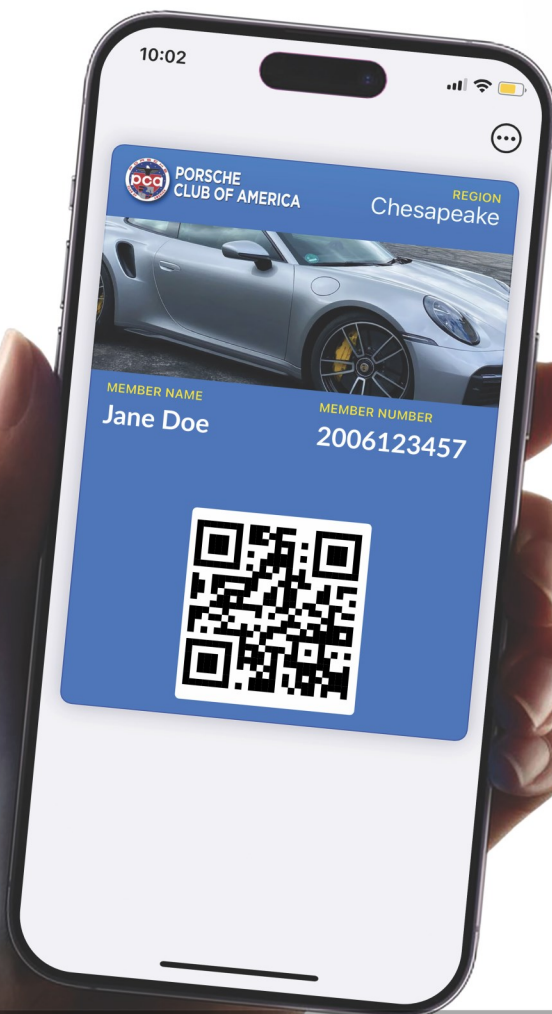
Contact Rich McGowan @ 402-707-9704

As a reminder, when your item sells, please contact the editor to have the ad removed. Thank you!

DOWNLOAD YOUR PCA Digital Membership Card



PCA members can now opt in to the digital membership card, available for Apple and Android digital wallets. It's easy and quick to download! Once in your wallet, your card is easily accessible when you need it.



VISIT [PCADIGITALCARD.ORG](https://pcadigitalcard.org) FOR MORE INFORMATION