



June 2019

ESKooner

Great Plains Region • Porsche Club of America



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FROM THE PRESIDENT

By Joe Chambers

As this month's Der Skooner hits your inbox we are smack dab in the middle of our annual Club Race in Hastings. We have 4 members in the club that represent the Great Plains Region - **Sally Knapp, Rick Mourey, Shawn Keebler, and Mark Hoffman** plus **David Saffris** - from the Schonesland Region in Des Moines - who drives a Cayman R formerly owned by a GPR member. For a club of our size we are well represented on the Club Racing circuit. The GPR has a 26-year racing tradition that started back in 1993. If I'm not mistaken, we joined the series in its second year of existence. Be sure to read Rick Mourey's article about the Club Race in Topeka in this issue on Page 13.

Our mission to put together a new GPR directory has been a big success. We had 82 members respond to the request. I am pleased to also say that it turned out to be a big boost to our membership numbers. We asked responders to be a current member of the GPR in order to qualify for inclusion in the directory. We had 14 renewals during this process. I would like to thank those that renewed and also say that we are very appreciative of all our members for their support of the club. The directory should be delivered soon. A huge thank you to **Kurt and Melinda Halvorson** for all of their work in putting the booklet together.

The Storm Chasers game on May 4th was a fun evening. We had 32 in attendance. The party deck was a great vantage point to take in all of the activities going on around the park. The view of the field is awesome and being able

to move around on the deck made for an ideal social event. We even got a visit from the team mascot, Stormy!

Our annual Summer Picnic is coming up on June 30 at Walnut Grove Park. This year the Tired Texan will provide the BBQ. On the menu is brisket, pulled pork, potato salad and baked beans. As we have done in the past, we are asking that you bring your favorite dessert to share. The car show will have 3 categories this year: Best Air Cooled, Best Water Cooled, and the People's Choice awards. We will also be giving away several door prizes! This has always been a well-attended event and we are hoping you will join us again this year.

Each month I write about the various events that we put together for the club. When I look at our membership roster I see a lot of people who are missing out on some of the fun things we are doing. We have 138 members yet we average 30-35 people for our events. I encourage you come out and join us. It's a lot of fun to hang out with "Porsche People" and share the camaraderie of that we have for Porsches.

Now that warm weather is here I am having fun driving my 911. I have a feeling that you are very much like me. Every time we get behind the wheel of our Porsches it is pure joy and puts a smile on our face.

Happy driving!

- Joe

Der Skooner - Volume 55 Issue 6

Editorial Policy: Der Skooner is the official publication of the Great Plains Region/Porsche Club of America. Statements and opinions appearing in Der Skooner are those of the author and not necessarily those of the GPR, PCA, the Board or the Editor. The Editor reserves the right to edit all material and to publish only material that is felt to be of the best interest of GPR/PCA. Other regions are welcome to reprint Der Skooner articles, provided that the source and author are credited.

Membership News

By Brandon Koom
Membership Chair

When you join the Porsche Club of America, you become a member of the largest independent, single marque club in the world. Membership is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older. Club membership allows you to learn more about what your car can do, have more fun with it and get to know other Porsche owners who share your interests. We have fun, do cool stuff and drive some of the finest cars made. Come join the fun!

Why not save time and renew for 2 or 3 years? The benefits are many: you will be able to attend GPR member-only events such as the always popular Winter Party, Spring Fling Social, annual picnic, as well as enjoy free advertising for car-related items for sale in Der Skooner. You must be a PCA member (pca.org) in order to join the Great Plains Region.

Please go to gprpca.com and click on the green button: "Join or Renew Your GPR Membership Online". Be sure to add your significant other to the email list so she/he can also receive GPR/PCA emails. Complete the information and pay by credit card on our secure site. If you prefer to pay by check, you may print the online form and mail it in.

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



Congratulations

to our member with a June PCA anniversaries:

10 Years

Robert Bierbower

With Sympathy

The Great Plains Region would like to express our sympathy to Tom Cooper and his family on the passing of his wife, Karen. Tom is a Past President of the GPR and Karen served along side him through the years. Together their contributions were many. A Memorial Service was held on May 21st at Good Shepherd Lutheran Church in Gretna.

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GPR Name Badges

Look official at our next GPR/PCA event. The magnetic name badges are \$12, which includes shipping to your home. They take about 3 weeks to arrive.

If you would like to order one, please contact Melinda at gprnews-letter@gmail.com.

Don't forget to wear your name badge to all GPR events!



Your Name

By the Numbers

138 GPR members
264 PCA members in our Region

On the Cover

Photogenic GT2RS for sale at Porsche Omaha. Photo by Kurt Halvorson.

A classic legend returns.

The New 2019 911 Carrera. For the sport of it.



—2019—

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PORSCHE

Porsches and Pancakes



Twenty-three Porsche friends met for a great breakfast and conversation at our May 11th Porsches & Pancakes at Rockbrook Café in Omaha. Our next Porsches and Pancakes will be on **Saturday, June 8th at 8 am**. Hope you'll get your Porsche out of the garage and join us!

Aw Nuts!

GPR President **Joe Chambers (R)**, presented **Jeff Sena (L)** the Aw Nuts Award for 2018 at the May Porsches & Pancakes. Be sure to ask Jeff the story about how he earned the award. Thanks for being such a good sport, Jeff!



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CALENDAR OF EVENTS

June

1 st , 2 nd	PCA Club Race & Advanced DE	Motorsport Park Hastings	
1 st	Club Race Party at the Tessmans	Hastings, NE	6:00 pm
8 th	Porsches & Pancakes	Rockbrook Café, Omaha	8:00 am
30 th	Annual GPR Picnic & Porsche Car Show See Page 11 for more information. You must pre-pay for this event by June 26 th .	Walnut Grove Pavillion, Omaha	11:00 am

July

13 th	Porsches & Pancakes	Rockbrook Café, Omaha	8:00 am
20 th	Pay-Your-Way Social Dinner	TBD	
21 st -27 th	2019 Porsche Parade	Boca Raton, FL	

August

10 th	Porsches & Pancakes	Rockbrook Café, Omaha	8:00 am
10 th /11 th	Fun Run and Overnight at Stoney Creek Inn (Tentative - watch for more information)	Sioux City, IA	
16 th	Werks Reunion Monterey	Corral de Tierra, CA	
17 th	Movie & Dinner - "The Art of Racing in the Rain" (Tentative - watch for more information)		

September

4 th -7 th	Treffen Vermont	Woodstock, VT	
8 th	All-European Show & Shine*	Lauritzen Gardens, Omaha	Noon to 3 pm
14 th	Porsches & Pancakes	Rockbrook Café, Omaha	8:00 am
21 st	GPR Oktoberfest Party	Bob & Carol Lynch's home, Omaha	6:00 pm

**Watch your email and our website, gprpca.com, for more information
and new events as they are added.**

This is YOUR Club - be a part of it!

* Not a GPR/PCA sponsored event



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PHOTOGRAPHY BY JESSICA BLEX

Oktoberfest

Save the Date!
September 21st, 2019
Dinner at 5:30pm
with a fun Run to the Party

Bob and Carol Lynch are graciously hosting a party provided by the GPR at their home to celebrate Oktoberfest. The food will be all-things Oktoberfest: brats, sauerkraut, hamburgers, German potato salad, etc., dessert, and beer. Put this date on your calendar and watch for more information to come!

Have you moved recently?
Bought a new Porsche?
Do you have a new phone number?



Please update any changes on the PCA website, which is where the GPR gets our information. Go to pca.org, sign-in at Member Log-In, click on "Edit" and review all the way down the page to ensure all of your information is current.

Thank you!

Stay Current on all Things GPR and PCA:



gprpca.com



pca.org



facebook.com/groups/gprpca

GPR Classifieds

For Sale

Set of 4 Pirelli P-Zero's
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402-981-8913 or
dnpicar@centurylink.net
or Andrew Nelson at
drewn42@gmail.com.

The Great Plains Region Invites You to
Come *Track* with us!

Here are the dates for our 2019 DEs



PCA Club Race & Advanced DE

May 31st - June 2nd

Club Race Party at the Tessmans
June 1st - 6:00pm

*Raceway
Park of the
Midlands*



Fall Finale

October 19th

Novices welcome to attend!

Please join us for our 3rd Annual GPR Picnic and Porsche Car Show!

June 30th, 2019

**Walnut Grove Pavilion
15050 Q Street, Omaha**

Arrive at 11 am

**The Car Show begins promptly at 11:30
Have your Porsche all shined up and ready to show!**

**Three awards will be presented:
Best Air-Cooled Porsche, Best Water-Cooled Porsche
& People's Choice**

Catered by Tired Texan: Barbequed Brisket and Pulled Pork Lunch

Please bring a dessert to share

Cost: \$12 adults, children under 10 are free

*****You must pre-pay for this event by June 26th.*****

Please use our secure website, gprpca.com to make your payment.

There will be door prizes, too!

Meet a GPR Member

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

I first became interested in Porsche cars in 1956. Like most teenagers of the mid-fifties, I became interested in James Dean after the movie, "REBEL WITHOUT A CAUSE" was released. I really liked the movie and became fascinated with the James Dean mystique. While born in Hastings, Nebraska, I was growing up in Muscatine, Iowa. About that time, a young German engineer came to Muscatine, which is in the southeastern part of the state. The engineer brought with him a 1956 Porsche Speedster. No one in town had heard of Porsche. There was only a Triumph, an MG, and a single Corvette in the area. When the Speedster later came up for sale, I asked my Father to purchase it for me. His reply was he was not going to buy a car that only carried two people and looked like a cockroach! Then and there, I decided that someday I would own a Porsche.

While in high school in the mid-fifties, I had numerous friends who



*550 sitting under tree in Florida
1955*

allowed me to work with them on "improving" their street vehicles, and I did several mods to my '50 Ford and '49 Merc convertible. I later traded them both for a Studebaker Hawk. Over the years I have continued to have interesting vehicles. I drag and road raced them, but that is for another story.

Many years later I finished my education and I moved to Omaha in 1967. In 1970, I met Larry Kavich, who had a 1970 Porsche 911E. It was the same car that I had looked at but didn't buy, when it was on the showroom floor at Novak Porsche in Omaha. Once he was aware that I had a strong interest in obtaining a Porsche he invited me to come to the GPR meetings, full well knowing that I was going to get a Porsche. Larry and I have also remained friends to this day. As we say, it's not the cars, it's the people!

In 1971 finding a 911 on a dealer's lot was not an easy task. After contacting the few dealers in the Mid-western states, I found a car in Rock Island, Illinois. I planned to purchase that one but then I received a call from Scotty Moreland who was the salesman for Sayer's VW in Council Bluffs, Iowa. Sayer's also had the regional Porsche dealership. They had just received a 1971 Targa. I quickly looked at the car and purchased it. I will never forget that ride home! I can still feel the engine urging me to go faster

and the smell and sound of the car. For so many reasons, it is still my



1955 Porsche Spyder on arrival in Omaha

favorite of all the cars I have owned.

Over the years, my wife Susan and I were quite active in the GPR. I served in all the offices from editor to President and was President the year we raffled an expense paid trip to the factory for a lucky member of GPR.

The 1971 911 Targa was my first Porsche. It still has special memories of the trips I took with my wife and two children to various Porsche Parades. I purchased the car in May of 1971 and immediately officially joined the PCA and GPR. That summer, our family went to our first Parade at Lake Geneva, Wisconsin. The Parade was headquartered at the Playboy Resort. Oh yeah, a great time was had by all! There was quite a large group of GPR members in attendance. I remember that the autocross was held at a figure 8 race track and thinking it looked easy, we just took out the spare, tool kit, etc., and while the kids and Susan watched from the sidelines, I went out and took second place. That car was and is a great autocross car without really any modifications.

Over the years I have owned some

(Continued on Page 13)

(Meet a GPR Member, continued from Page 12)

unique and important Porsches. I had a 356 Speedster EP race car that I then traded for a 1958 Speedster that I never really drove or did anything with. I sold it to a fellow GPR member who restored it to better than original.

In the early 1970's, Competition Press was a newspaper that listed many race and sport cars, parts, accessories etc. for sale. I subscribed to that and decided that I would like a Porsche 550 Spyder. At that time, the cars were reasonably available because they were no longer competitive on the race track and because of the complexity and cost of maintaining them was so high. In my search, I contacted Vasek-Polak in California and inquired as to if they knew where to find one for sale. The salesman said they had three of them on the showroom floor and I could buy any one of them for \$2,500. I should have bought

all three, but I did not have much to spend and kept looking for the "right one" for me. I did find that car in December of 1972, sitting under a palm tree in Florida. I bought the car and the story from then until today is for a future article.

Several years later, I purchased a 1964 904 in Kansas and brought it back to Omaha for restoration. It too, as most of the cars, have long and interesting histories and I will share those with you in the future. By the way, I bet you did not know that at one time there were three GPR members that owned 904s. They were all garaged at the same workshop in Omaha! It looked like a branch of the factory with those cars and other Porsches together in the shop.

Our next Porsche was a 1975 Porsche IROC RSR. It was the last car of its kind made by the factory. It was found sitting in a swamp in Florida.

When the Porsche Boxster was announced, we quickly ordered one and were fortunate to get one of the first into the country. We also were able to go to the first public unveiling of the model at a factory event in Scottsdale, Arizona before they were shown to the public. There they had a large number of the cars and the invited participants of the event got to see the Boxster model for the first time and test drive them for several days. A great time was had by all.

I acquired a new Cayman S in 2014 and have a GT3 also in storage. Hopefully better weather and improvement of the streets and roads will allow use later this year.

I retired and still do not find enough time to "play" with the cars. The older models seem to be the most interesting to me and who knows, I might just find another one to bring home.

From the Grid

By Rick Mourey, Safety Chair, Photos by Theresa Mourey

While we are still waiting to do our first DE of the season, GPR racers kicked off the Club Racing year with the first local (local is a relative term from a Mid-West perspective) race at Heartland Motorsports Park in Topeka, Kansas.

The Great Plains Region was well represented on the race side with competitors **Rick Mourey**, **Sally Knapp**, **Shawn Keeler** and **Mark Hoffman** in attendance, along with **Dave Safris** who we've adopted from Iowa. We also had **Terry**

Whitney and **John Artherton** running the DE there. It was great to see Terry out in his white Cayman and John out running his 914.

The KC region puts on a great event, and always manages to have an interesting mix of DE cars. This year we saw a Radical, Ferrari, a number of Corvettes and a Tesla in the run groups. It was always a little strange to see the Tesla come rolling into the garage area not making a sound.....

For all of us, this was the first time this year we've been able to get our cars out on the track. So, needless to say, Friday's test and tune sessions were a little tentative and interesting as everyone kept fingers crossed that fixes and upgrades done over the winter held up and we figured out how to drive the cars all over again. I do think we all managed to keep the cars on the track during these sessions. Same would not be true for the actual races though.....

(Continued on Page 14)

(From the Grid, continued from Page 13)

With a field of almost 40 cars and one race group, the racing was fast and furious all weekend. Many of the Club Racers in attendance already had a race or two under their belts, so there was no easing into the sessions for the GPR crew. The Cayman GTB1 class was fully represented by Shawn, Mark and Dave and posted some of the fastest lap times of the weekend, frequently qualifying and finishing at the head of the group. There was a very strong field of 15 944s with a handful of former National Champions thrown in to make it even more interesting. Sally and Rick both posted personal best laps times over the weekend and are most certainly making their presence felt in this group of nationally strong 944 drivers.



Sally Knapp out on the track.

We are now turning our attention to the GPR Club Race and Advanced DE at Hastings which is next on the schedule. Looks like the GPR Race Group will be in full attendance. I look forward to seeing many of our DE drivers there as well. We are all hoping it will be a little cooler than it was last year.

Even if you don't DE or track your car, the Hastings Club Race and DE weekend is a great event to come and watch. There are few tracks like Hastings where you can get up close to the racing and get to walk through the paddock and grid to scope out the variety of Porsches in attendance.

See you at the track.



Shawn Keeler ready to overtake Rick Mourey.

Storm Chasers Game - May 4th

Article and Photos by Melinda Halvorson, Editor

As Kurt and I drove to Werner Park for our first Storm Chasers game, a rainbow appeared in the sky. Maybe the GPR would have good weather after all for an event - and we did! It was a bit chilly and windy, but not a drop of rain fell during the game.

Thirty-two of us met on the Party Deck to enjoy a buffet dinner of hamburgers and hot dogs with all the fixings before the game began. I can't tell you who won the game because I was too busy chatting with everyone, which is what it's all about.

Thank you, **Joe Chambers**, for putting this event together. We all had a great time!





Pasta Amore - May 18th

Article and Photos by Melinda Halvorson, Editor

Thirty-five Porsche friends met in a private room at Pasta Amore for a social hour and dinner on May 18th. It's always fun getting to know each other outside of a car event.

Joe Chambers, GPR President, welcomed everyone before dinner and reminded us of upcoming events. He also thanked Porsche Omaha for providing our new Porsche banner to display at events.

Please join us at our next Pay-Your-Way Social Dinner, scheduled for July 20th. Watch for more details to come in your email, our website, and next month's issue of Der Skooner.



The four-wheeled first love I couldn't forget

by Chuck Squatriglia // April 05, 2019

(Reprinted from hagerty.com for non-commercial use.)

I was 11 when I fell in love for the first time. The object of my affection was, of course, automotive—I was only just beginning to find girls interesting, and my distaff classmates couldn't really compete with the lure of a properly executed sporting car. Not just any car, mind you, but a Porsche 911 SC. Guards red, with those iconic black ATS wheels.

I was smitten. Who wouldn't be? Even now, a clean SC looks the business. Prices reflect it, too. A pristine '83 with a mere 8350 miles sold for \$81,200 at Amelia Island earlier this month, which strikes me as a bargain. But then, I'm biased.

Thirty-five years after yielding to the faster and better-realized Carrera 3.2, the SC remains a timeless favorite. Among all Hagerty Porsche quotes last year, it was behind only the aforementioned Carrera and the ubiquitous water-cooled 996. Breaking down the demographics, the car's popularity improved among Gen-X buyers, climbing from sixth to fourth last year, and slipped from second to third among Millennials. It remains third among Boomers and fourth among their parents' generation.

Average quotes for the SC climbed 7 percent last year to \$39,195, while the Carrera 3.2 saw quotes inch up 1.7 percent to \$49,563. Values, too, are up, an astonishing 96 percent in the past five years to an average of \$54,131 for a car in #2 (Excellent) condition. The Weissach Coupe, a limited run of just 400 no-compro-

mises cars produced in 1980, has an average value of \$61,200 for #2-rated examples.

For the sake of comparison, the Carrera 3.2 has appreciated only ("only") 78 percent in the past five years. A condition #2 goes for an average of \$57,489, with the product-improved '89 Carrera Coupe commanding \$72,300, thanks to a better transmission.

Of course, 11-year-old gearheads could not possibly care less about the monetary value of a car. All they care about is going fast and looking good doing it. I knew from the magazines that the sonorous 3.0-liter engine of the 911 SC (for "Super Carrera," believe it or not) made 172 horsepower, enough to hit 60 from a standstill in 5.5 seconds. Keep it wide open and you'd hit 140, a spectacular figure at the time. Some people will scoff at those numbers, and say they are easily attained in, say, an Accord. Such people can pound sand. They miss the point. No one's gonna pay 81 grand for an old Accord in 36 years. These air-cooled Porsches are elemental, raucous machines, light and responsive and communicative in a way too rarely seen today. No one's ever made a drug that beats the rush of a classic 911 approaching redline in any gear. Trust me on this; I've done the research.

By the time I was 15 I'd devised a plan for getting a 911. Even then I knew it took some serious coin to put something from Stuttgart in the driveway, so I gave myself 15 years

to do it. The plan seemed feasible, even reasonable, to a kid earning minimum wage as a prep cook at Village Inn: I'd turn 30 in 1998, which, as it turns out, would be Porsche's 50th anniversary and the centennial anniversary of St. Ferdinand's first car. Perfect, right?

It didn't quite work out that way. A great many factors, not one of them worth detailing here, kept me from ticking this off the to-do list until just after my 45th birthday. Yeah, I know. Midlife crisis. Buy a Porsche. This wasn't that. Really. And despite the plan, my first Porsche almost wasn't a 911. I flirted briefly with a Boxster Spyder, the less-is-more, lighter-faster-better version of Porsche's lovely mid-engined roadster. I called a friend who has driven a great many cars of all ages and eras for guidance.

"Your first Porsche must be air-cooled," he said. "Because air-cooled."

I wasn't sure what he meant, but I didn't argue. I trust him in such matters and started the hunt. I soon found myself sitting behind the wheel of a garnet 993 with black leather, a broken door-check strap, and no small number of chips and dings. Now, I'd driven a Cayenne hybrid and mercilessly beaten on a Panamera Turbo. I will not wade into the debate over whether those are right and proper Porsches. But I will say I thought I had some vague notion of the magic the wizards in Stuttgart can do.

(Continued on Page 18)

(The four-wheeled first love I couldn't forget, continued from Page 17)

I had no idea. None.

Old Porsches are weird. Wonderful, yes, but also weird. They're tiny little things, not one bit longer or wider than necessary. You sort of fold yourself into one. An upright windshield framed by whisper-thin pillars sits mere inches from your face. The ignition is on the left, just above your knee, because it makes LeMans-style running starts start just a heartbeat faster. Never mind that LeMans running starts went out with go-go boots and Nehru jackets. The pedals are hinged at the floor, because that's the way your ankle hinges. An enormous tachometer and three oil gauges make clear exactly where your focus must be: on the watchmaker-precise machinery and its ravenous appetite for pressurized lubrication in precise quantities and temperatures. All of this strikes you as slightly archaic the first time you experience it.

But the weirdest thing about the car is that all the weight lies behind you, something you can't fully appreciate until you take a corner at speed for the first time and visions of throttle-off oversteer fill your head as you tell yourself *Don't lift don't lift don't lift DON'T LIFT!* A friend who can drive a 911 at speed with some authority once likened the experience to balancing a Louisville Slugger vertically on your palm. While running. Nothing I've ever read describes it better.

Driving that garnet 993 for the first time, these thoughts raced through my mind in a jumble until I hit five grand in third and the Varioram intake opened with a great whoosh.

My mind cleared as the car grabbed me by the collar and dragged me out of the darkness and into the light. I smiled and thought, "I could have a lot of fun in this."

Well, not that one. I returned to the dealership, thanked the salesman, and walked away after taking one last long look. It was nice, but not that nice. Still, it set the hook. Two weeks later I bought a 1995 C2 with all the right options and just 29K from a broker outside Philadelphia. I flew out and drove it home to California. In the snow. On summer tires. It was a blast.

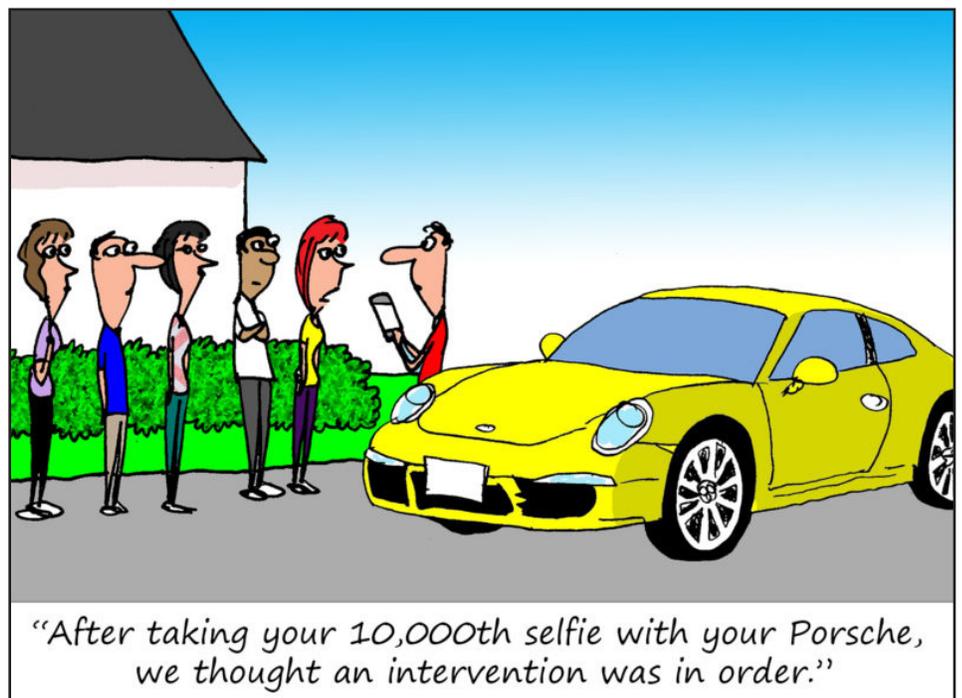
I've since driven it to Ohio, where I spent a day lapping Nelson Ledges just for the hell of it, and to the top of Pikes Peak, because I was passing through Colorado—and of course you make a sprint to the summit when you're passing through Colorado. As you'd expect, the turtle-shaped white coupe is well-acquainted with all my favorite roads here in Northern California.

As with all great passions, our re-

lationship has not been without its problems. I awoke one morning a few months after buying it to find power steering fluid in the driveway. Few things make the blood run cold faster than a dark puddle under an old 911. Turns out the rack had blown its seals. A rebuilt one—rebuilt—cost \$1300. I bitched about it to a friend, and mentioned that a new rack for a Mustang Boss 302, a car I'd briefly considered before the Porsche, cost \$152 at AutoZone.

"Yeah," he replied. "But the Boss would have already lost 10 grand in depreciation, and nothing short of a blown engine is gonna cost you more than that with the 993."

I did not find that reassuring. I still live in fear of finding oil under the car, and I loathe the day I have to put a clutch in it. But I will tell you this: Every time I drive my Porsche, even if it's just a run to the supermarket, I invariably smile and say, "I love this car." Out loud. I am still smitten. Despite the years, despite the distance, despite the changes that have come to both of us. The flame burns bright.



GPR May 2019 Board Meeting Minutes

Date: 05-07-2019

Time: 600pm – Telecom

In Attendance: Joe Chambers, Chris Coda, Moe Shanley, Eric Elliott, Steve Gehring, Brandon Koom, Terry Lessmann, Melinda Halvorson

Secretary – David Adler

April minutes were approved unanimously via email and published in Der Skooner.

President – Joe Chambers

Joe met with Chris Walker to discuss a car show in the fall at Bright Ideas. The discussion was to charge \$20.00 a car and raise money for charity. Joe may have Chris also judge the picnic car show. There was also a discussion of ways to reduce scam emails. Joe also invited Kurt Halvorson to discuss the Club directory. Kurt said that requests were sent to all members to include information and give permission to have information included in the directory. There were 79 people who responded to date. Melinda is compiling the information into a printable format and will get it to the printer with the hopes of completion by the end of May. The email also resulted in 14 membership renewals.

Social – Chris Coda

April:

The Fun Run to the Museum of American Speed in Lincoln was fun and successful. There were 36 people who attended.

May:

04 - Storm Chasers Game - A great turnout of 32 people for the game.
18 - Member-Pay Dinner - There were 6 RSVPs for the member-pay dinner at Pasta Amore. The cutoff date for reservations is May 15.

June:

01 - Club Race Social at the Tessmans. Finalizing arrangements for the event. The Tessmans are within budget and are looking forward to hosting the event.
30 - Picnic at Walnut Grove (11am –

2pm). Contract is signed for the park. Chris is organizing final details for the food and car-show prizes. It was decided that there would be a charge of \$10 per head for adults and children 10 or under would be free. The food is confirmed with the Tired Texan at a total cost of \$867.

September:

21 - Club Social: Carol and Bob Lynch are hosting a club-paid social. Exploring a fun run before the social. The board is coordinating final arrangements with Bob and Carol for an Octoberfest themed event.

Safety/CDI – Rick Mourey

No national updates or rules changes to DE or Tour (fun run) rules.

No issues noted for Lincoln Fun Run.

Insurance request submitted for Club Race and Advanced DE
Continue work on race/grid volunteers for Club Race.

DE 101/Chalk Talk session very well received.

Registrar – Terry Lessmann

For the Club Race/Advanced DE, 19 racers are registered and 4 DE drivers. The contract is completed.

Treasurer – Moe Shanley

DE101 at Woodhouse and a tour of the Museum of Speed in Lincoln, NE. DE 101 cost the club \$267 for table/chair rental, thanks to Woodhouse for providing the wonderful dealership space. Members paid \$920 to participate, actual costs were \$1172 for admission and brunch. The club received \$792 from PCA for a quarterly distribution.

The club started April with a cash balance of \$80,647, decreased \$3400 and ended the month with \$77,249. The reduction was due to paying MPH \$4,000 additional deposit for the June club race. The club now has \$9,000 deposited with MPH, \$1,155 for the Storm Chasers event, and \$130 with the

city of Omaha for use of the Walnut Park summer picnic site.

Past President – Steve Gehring

Past President meeting with Kim Burger on future Fun Runs. An email blast went out to all members to check on interest about an overnight Fun Run through the northern Loess Hills to Sioux City sometime in August. 16 persons had responded favorably so far.

Membership – Brandon Koom

138 Paid 2019 GPR members and 264 PCA members in our region.

Editor – Melinda Halvorson

An article and photos from DE 101 and the Fun Run to Lincoln was sent to Pano for hopeful inclusion. Articles for June need to be in by May 15. Rick Mourey will also provide Topeka Club Race pictures.

Webmaster – Eric Elliott

All events are current on the website. Pictures from DE 101 are there. Another blast to obtain registrations for the Club Race/Advanced DE will be sent out. The email list will be updated soon to contain only paid members of the Club. Melinda raised a question about how to get spouse emails on the membership list.

New Business

None

Next Meeting

07 Jun 2019, Conference Call

Motion to adjourn was made at 6:50pm and was accepted unanimously.

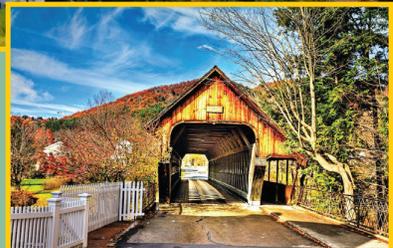
Respectfully submitted,

Steve Gehring

Acting Secretary

Treffen Vermont

Touring the Green Mountains



With forests covering three-quarters of the state and the highest percentage of vibrant maple trees in the country, touring Vermont and its scenic byways during the fall months is sure to offer gorgeous vistas of explosive red, orange and yellow hues.

Join PCA in Fall 2019 as we take over the charming town of Woodstock Vermont and experience the brilliant colors, drive over covered bridges, and savor the local New

England fare that is quintessential Vermont. The elegant and historical Woodstock Inn and Resort serves as our host hotel, providing a classic resort experience along with a cozy atmosphere.

Come with friends, and make new ones, and explore the beauty of Vermont, enjoy the welcoming Main Street, and the abundant adventure awaiting in the surrounding Green Mountains.



Dates: September 4 – 7, 2019
Venue: Woodstock Inn & Resort
14 The Green, Woodstock, VT
Website: treffen.pca.org

