



August 2019

# ESKooner

Great Plains Region • Porsche Club of America



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# FROM THE PRESIDENT

By Joe Chambers

Summer's here! Wow, if we could figure out a way to store some of this heat for release in the middle of winter that would be outstanding!

Whether it's hot or cold, I've always found it interesting how to keep my tires properly inflated. I'm not obsessed with it or anything, but I do keep an eye on them to prolong the life of the tires. Recently, I left the house about 10am and my Porsche pressures were right where the door recommends - 37 psi in the front and 44 in the rear. By about 2pm I was headed west on Dodge, going over the flyover, and I could feel the change in my tires from the heat. I flipped the info screen to TPM and sure enough the fronts were at 43 and the rears were 50. This was normal driving where the combination of ambient temperature and the pavement heat were transferring the heat to the tires. No, I wasn't practicing for a DE on Dodge. However, tire temp swings like that are very track-like. Trying to find the sweet spot for tire pressures during a track event is always challenging. Several of us were at Road America in June. From past experience, I automatically dropped the pressures 4 lbs to 33 and 40 before I hit the track for the first session. After the first run I dropped an additional 3 lbs. For me, my sweet spot on a track like RA is 42 in the front and 50 in the rear (at speed, on the track). There are all kinds of theories out there about the optimal tire pressure on the track and I'm guessing a few of you are rolling your eyes at what I have already said. I'm just saying that this is what works best for me. It's worked well enough that my current track tires have been to

Road America twice, RPM and Hastings and still have a lot of life left in them.

We had a great time at this year's picnic at Walnut Grove Park. Sixty-six members attended the event. The first hour was spent checking out the 30+ cars entered in the Show 'n Shine and voting on the "People's Choice" award. We had three categories in this year's competition - "Best Water-Cooled", "Best Air-Cooled" and the "People's Choice." **Kurt Halvorson's** 1987 Carrera (white) won the "Best Air-Cooled", **John Pavone's** (from Sioux City) 2014 Turbo S (black) won the "Best Water-Cooled" and **Mark Hoffman's** 1966 912 (red) won the "People's Choice." I would like to thank everyone who cleaned up their Porsche and brought it out for the show. Around noon, lunch was served. The Tired Texan catered our meal that included brisket, pulled pork, baked beans and potato salad. It was delicious! As is our custom, we asked everyone to bring a dessert to share. As you can imagine, there was something there for everyone. If you didn't find something you liked you didn't try hard enough. After everyone had eaten we started giving out the door prizes. There was some nice stuff this year along with some fun garage art as I call it. It was fun having the kids pull the winning tickets. Thanks to **Chris Coda** for putting together a great event, to **Gary Quast** for judging our Show 'n Shine, **Steve Gehring** and **Terry Lessmann** for lining the cars up and getting them numbered, **Jeff Sena** for the last minute card table, **Steve Gehring** for going out early Sunday morning and roping off the

*(Continued on Page 8)*

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## Der Skooner - Volume 55 Issue 8

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](http://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](mailto:bkoom@cox.net)



## Congratulations

to our members with August PCA anniversaries:

30 Years

**Eugene Waltke**

5 Years

**David McLaughlin**

# 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](mailto:gprnews-letter@gmail.com).

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



# By the Numbers

142 GPR members  
264 PCA members in our Region

# On the front cover

Porsches were represented nicely at the West Omaha Euros Cars & Coffee in July. Photo by Kurt Halvorson.

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**PORSCHE**

# Raceway Park of the Midlands Update

By David Adler

On Saturday the 21<sup>st</sup>, David Adler, Joe Chambers, Mark Eichten, Terry Lessmann, Russ Rabler, and Moe Shanley headed down to Raceway Park of the Midlands to scope out how things are going. The new track manager, Doug Whitworth, and a steadfast team of volunteers have been working tirelessly on reconditioning the facility. Bottom-line, though there's still a way to go, our GPRPCA team is confident that the track will be able to support a DE this fall.

Doug Whitworth met us and briefed us on the work put in to-date. Doug's team has cleared the silt and has removed most of the weeds that have stubbornly poked their way through cracks in the pavement. The summer heat has helped dry up standing water in the infield and

Doug is pumping out the rest. The team is using the knowledge they've built to bring the dragstrip into racing condition to complete the road course. The night before our test-run, they hosted a successful drag event.

After Doug's intro, we rolled out on the track from the drag-strip side under a hot summer sun with temps already in the high 80's. I'll admit, I had a healthy dose of skepticism and approached turn one cautiously. Surprisingly, there was a considerable amount of grip despite some dust remaining from the silt removal. There are still some weeds from turn eight around to turn 13, but Doug's team has them firmly in their crosshairs; nothing a little weed killer and weed whackers won't cure. All in all, the track is in great condition

considering two flooding events. We were able to run progressively faster laps up to about 80% of DE pace. By the fall, the track should be ready for a full out DE. The paddock is a little worse for wear. The concrete pads installed over the last couple of years are in ok shape and the tech and the grid areas could support quite a few cars if we reconfigure our traffic flow. Pit-in and out are rough, but Doug's team is already planning on repairs.

The club is working now to schedule a fall DE; we hope everyone will come out to help support our local track. Not many clubs can say they've got a full-out racecourse in their back yard. See you at the track!

*Photos from the track on Page 24.*



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# CALENDAR OF EVENTS

## August

10 <sup>th</sup>	Porsches & Pancakes	Rockbrook Café, Omaha	8:00 am
10 <sup>th</sup> /11 <sup>th</sup>	Fun Run and Overnight at Stoney Creek Inn, Sioux City, IA See Page 13 for more information.		
16 <sup>th</sup>	Werks Reunion Monterey	Corral de Tierra, CA	
17 <sup>th</sup>	Movie & Dinner - "The Art of Racing in the Rain" See Page 9 for more information.		3:30 pm

## September

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

## October

1 <sup>st</sup>	GPR Ladies Only Door Hanger Party	Creative You Door Decor, Valley	6:00 pm
13 <sup>th</sup>	Porsches & Pancakes	Rockbrook Café, Omaha	8:00 am
27 <sup>th</sup>	Hayrack Ride & Bonfire	Santa's Woods, Blair	

## November

7 <sup>th</sup> -9 <sup>th</sup>	Porsche Palooza	Eureka Springs, AR	
9 <sup>th</sup>	Porsches & Pancakes	Rockbrook Café, Omaha	8:00 am

**Watch your email and our website, [gprpca.com](http://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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*(From the President, continued from Page 2)*

parking lot, and everyone who came out and supported the club at this fun event.

On July 13 we sponsored a hospitality table at the West Omaha Euros and Exotics car show. If all of the cookies and waters disappearing was a measure of success we defiantly succeeded. We made several contacts with potential new members. Thank you to all of the members who brought their cars out. We had 40 Porsches there! That numbers includes both GPR members and some non-members. Hopefully, the non-members will join our club soon. It was impressive to see such a strong showing from our group. It puts a smile on your face being able to see so many great cars in one spot, not to mention just hanging out with other club mem-

bers.

Check out our events calendar on Page 6 for details on the upcoming events in August and September. We have the Fun Run to Sioux City August 10-11, the movie and dinner on August 17, and the GPR Oktoberfest Fun Run and Party on September 21.

I have been reporting in the last several columns that our DE program is on hold. Good news, there may be a glimmer of hope that RPM will be able to provide us with a track date in September or October. This is really good news for us. Without a local track to run on our DE program is really at risk of falling apart. If you were one of the folks at our DE101 back in April we hope that you are still onboard to participate in a novice class. If we can secure a date, the class is on. If you are a DE driver we hope you will come out

and support our event if we can put one together. Announcements will be made as soon as possible if we are successful at locking a date down and firm up our plans.

I continue to be impressed and amazed with Porsche's dominance in the IMSA GTLM series. Both teams of factory drivers are consistently giving us some of the best racing excitement that I have seen in several years. Bamber and Tandy going fender to fender with the competition is crazy fun. As a DE driver I have often wondered what it would be like to go wheel to wheel on somebody else's dime!

I hope you are having a fun summer and don't forget to check your tire pressures.

- Joe



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PHOTOGRAPHY BY JESSICA BLEX

# Oktoberfest

Save the Date!  
September 21<sup>st</sup>, 2019  
Fun Run to the Party  
Dinner at 6 pm

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!

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[pca.org](http://pca.org)



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

## Movie & Dinner Night



We hope you've bought your tickets to see the movie, "The Art of Racing in the Rain" on Saturday, August 17<sup>th</sup> at the Marcus Majestic Cinema of Omaha at 144<sup>th</sup> & Maple. (At press time this movie was almost sold out.) The movie starts at 3:30 pm. **Go to our website: [gprpca.com](http://gprpca.com) and get your tickets NOW!**

After the show we'll head over to Jack & Mary's Restaurant at 655 N. 114<sup>th</sup> Street. Dinner will be at 6 pm. They will offer separate checks with limited menu selections since we are a large group using the private room:

- 3 pc. Fried or Grilled Chicken dinner with 2 sides \$12.99  
or all white meat \$13.99
- Chicken Fried Steak with 1 side \$11.99
- Alfredo Penne with garlic toast \$12.99 -  
add chicken \$2 or shrimp \$4
- Ribeye with 2 sides \$17.99
- Salad bar \$7.99 add chicken \$2 or shrimp \$4

This is going to be a great afternoon and evening.  
Don't miss out!

# Porsche Omaha's Sportscar Together - Porsche Show & Macan Launch - June 15<sup>th</sup>

Photos by Joe Chambers & Armando Colorado

Porsche Omaha had a great turnout for their Porsche Show and Macan Launch on the 15<sup>th</sup> of June.



Left to Right Below:  
Chris Coda, Joe Chambers



*More photos on Page 11*



Above Left to Right:  
Jeff Morgan, Kim Burger, Mark Eichten,  
Terry Lessmann

Below:  
Paul De Luca



# Meet a GPR Member

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

## This could be a 911 story.

After they quit making Corvettes in 1967, I discovered the 911. A fraternity brother drove his brand new '71 911T to Dillon, Colorado for a ski trip. I knew more about the car than he did. Fuchs wheels, 5 x \$125 as an option. I told him to call me when he was ready to sell.

August of '73 I flew to Phoenix to pick up the car. Talk about a "HOT" ride back. Of course no a/c. Only 1 speeding ticket popping out of the Eisenhower Tunnel at 3:00AM. I should mention that I had never driven a 911. Buy to drive.

That car was my daily driver for a year. I worked with my father at Omaha Box Company. Our plant manager said to my dad, who had a new Cadillac, "How's it feel to have the second best car in the lot?"

The first Club gathering was that fall at Boys Town Rod and Gun for dinner. Met Howard Shoemaker - wow.

In '75 I sold the car to Jay Burr (GPR) and bought a '75 Carrera from Willy Theisen (Godfather's Pizza) - Salmon Metallic, real unusual color as well. Then in '85 I ordered an '86 Carrera. Kinda unusual color combo - Marble Grey with Grey Green interior. The '86 lives in Naples. Then I ordered a '95. That was our wedding car. Still have the bride, not the car. In 2005 I bought another car from Willy, a '05 Carrera S. I told him I was going to buy a car from him every 30 years; he was okay with that.

Somewhere along the way, I accidentally bought a house with an address of "9911". Then got a land line to match. Cell not so lucky - 9011. Picked an email of: [bkcarrera@gmail.com](mailto:bkcarrera@gmail.com).



A friend called and told me Woodhouse had a GT3 on the floor. '86, '95, and '05 was a bit too much. **Ken Burson** (GPR) bought my '95 when I picked up the '10 GT3. My wife Susan ordered a new Macan when they were introduced. I liked hers so much, I traded my Cayenne for one as well. We picked up a 2018 C2S in Atlanta at the Porsche Experience Center in Nov 2017. Mitch said we were his first customers to do that. Only a factory pick up could out-do that trip. That car also lives in Naples. All our Porsche purchases are still "cheaper than racing". Not in the market for another car, but the McLaren 720 S looks like a nice ride.

Being a GPR member for over 45 years has allowed me to meet so many wonderful people. It is a very special group indeed!

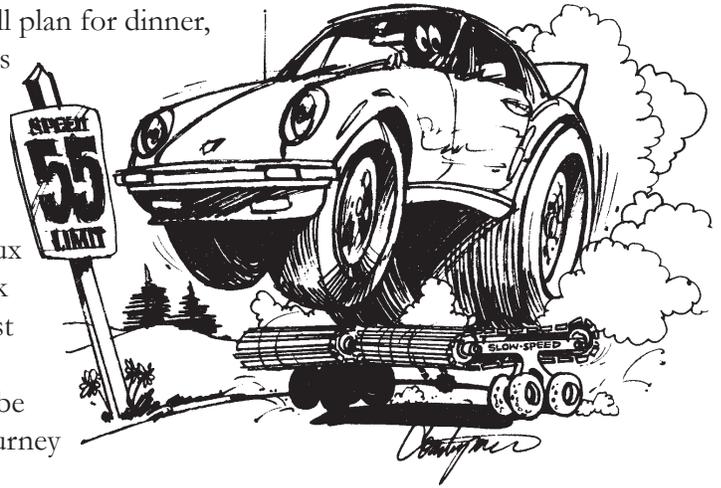


# Join Us for Our Next Fun Run & Overnight to Stoney Creek Hotel and Conference Center - August 10/11

It's time for another fun run and we have one coming up! On August 10<sup>th</sup> and 11<sup>th</sup>, we will be doing a Fun Run up the northern Loess Hills to Sioux City, with an overnight at the lovely Stoney Creek Hotel & Conference Center at 300 3<sup>rd</sup> Street in Sioux City. Rooms for our group were released but check with Kim Burger for possible availability at: [kmburger37@icloud.com](mailto:kmburger37@icloud.com)

We will leave from Bomgaars, 2703 E. Kanesville Rd. in Council Bluffs

at 1:00 and have a fun drive up to Sioux City. We will plan for dinner, for whoever wants to attend, at the Trattoria Fresco, a wonderful Italian restaurant in downtown Sioux City. Stoney Creek will offer breakfast the next morning and all of us will be on our own to journey back to Omaha.



## We had a hot time at the 3rd Annual GPR Picnic & Car Show!

Article and Photos by Melinda Halvorson

It was a hot time indeed at our annual picnic on June 30<sup>th</sup>. I did a bit of research and we had a high of 97° with humidity in the 80-something percent early in the morning, dropping down to 60-something % at picnic time. There was not a cloud in the sky, and just a bit of a breeze. Goodness, it was hot. Our fearless leader, Joe Chambers, GPR President, walked around holding an umbrella to try to stay a little cooler and have some shade. But we all had a great time and a great turnout. One thing I have learned in our 3 years of these annual picnics is that you all really enjoy this event! We had 66 attend the picnic with over 30 cars in the car show. Enjoy the pictures and I hope you join us at next year's picnic.



**Mary Poppins?!**  
No, it's GPR President Joe Chambers trying to stay cool.



*More photos on Page 14*

# GPR Picnic & Car Show Pictures



Congratulations to Kurt Halvorson (R) for the Best Air Cooled award.



Congratulations to John Pavone (L) for receiving the Best Water Cooled award.



Mark Hoffman (L) received the coveted People's Choice award for his '66 912. (Pictured above)

# West Omaha Euros and Exotics Car Show - July 13<sup>th</sup>

Photos by Armando Colorado and Kurt Halvorson

There were over 40 Porsches at the West Omaha Cars & Coffee on July 13<sup>th</sup>. We were definitely the largest marque represented that morning. Your Great Plains Region had a welcome table with bottles of water and cookies. If you were there we hope you stopped by and said hello!



L-R: Joe Chambers, Moe Shanley, Chris Coda



# GPR Ladies Only Dinner

Fifteen ladies enjoyed dinner together at the Market Basket restaurant on July 9<sup>th</sup>. While the service was a bit questionable we had a wonderful time and we're looking forward to our next gathering together.

**Just scheduled: another door hanger painting party! We'll meet at Creative You - Door Decor Studio, 333 N Spruce St #102, Valley, NE on Tuesday, October 1<sup>st</sup> at 6 pm.** There is room for 15 ladies only - email Melinda as soon as possible to secure your spot. More details coming soon.

If you're a GPR lady and would like to be included in the group email list, please email Melinda at [gprnewsletter@gmail.com](mailto:gprnewsletter@gmail.com).



Left to Right:  
Sandy Brusco, Sally Knapp, Susan Quast, Carol Lynch, Cindy Chambers, Mary Knight, Linda Burt Rebrovic, Lindsay Eichten



Left to Right:  
Luann Rannals, Pat Shanley, Patti Adler, Liz Wilwerding, Linda Whitney, Ann Burger

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## Pay Your Way Dinner - Charleston's - July 20<sup>th</sup>

Photos by Joe Chambers

Have you noticed the theme? The Great Plains Region enjoys getting together for dinner! Twenty-eight GPR friends gathered in the private room at Charleston's on 76<sup>th</sup> and Dodge on July 20<sup>th</sup>.

Tables were set for four, which seemed awkward at first, but the social time before dinner was enjoyed by all, and smaller tables worked well for great conversation.

Watch Der Skooner and your email for information about our next Pay Your Way Dinner coming soon.



*More photos on Page 17*

# Charleston's - July 20<sup>th</sup>, continued



## 2020 Porsche Club of America National Events

April 29 <sup>th</sup> - May 2 <sup>nd</sup>	Treffen Spring	The Broadmoor Colorado Springs
June 21 <sup>st</sup> - 27 <sup>th</sup>	65 <sup>th</sup> Porsche Parade	Palm Springs, California
September 16 <sup>th</sup> - 19 <sup>th</sup>	Treffen Fall	The Greenbrier West Virginia

## Club Position Available

The Great Plains Region is looking for a newsletter editor as soon as possible. For more information please contact Melinda at [gprnewsletter@gmail.com](mailto:gprnewsletter@gmail.com), or Joe at [gprpres@gmail.com](mailto:gprpres@gmail.com).

# Road America Redux

By Kurt Halvorson

Photos by Melinda Halvorson

Third time's the charm, at least that's how the cliché goes. In reality, I think it felt that way. It was my third trip up to drive the famed, nearly 4.1-mile world renowned (and loved) road course. It's a favorite of many a racing driver across all series of racing – Can Am, Indy Car, IMSA, etc. Set in the Kettle Moraine of northeast Wisconsin, the setting is one of idyllic rolling hills, glacier granite leftovers, thick deciduous tree canopies filtering the summer sunlight, and whitewashed buildings around the facility. It looks more like Americana than racetrack. And that's a good thing. The adjacent town is Elkhart Lake, population 967. It's a sleepy town, hosting families on vacation for generations seeking relaxation around the lake and in the resorts that dot the landscape. From an old-time ice cream and candy store to re-gentrified buildings

housing newer restaurants, you can't help but fall in love with the place. The townspeople are honest, genuine, friendly and helpful – something we could all use more of these days. I guess it's the combination of all these things that make it a special destination.

And then there's the track. At over 4 miles long with 14 turns, it features two of the fastest straights in existence. There's the elevation changes, the Carousel, the Kink, Kettle Bottoms, Canada Corner and Thunder Valley – all names of track sections. If those don't pique your curiosity, you're not an enthusiast. So it went those two days in June when 8 others from our region, and one adoptee from KC descended upon the annual Cheese Fling HPDE, hosted by the Nord Stern Region PCA out of the Twin Cities. Because of the

number of events at Road America during the driving season and the expense of renting the facility, club DEs typically take place on weekdays – in this case a Monday and a Tuesday. There is no downtime at a facility like this, as Indy Car testing followed us on Wednesday. It's a big budget place, with expert staff and meticulously maintained track conditions and grounds.

We all arrived at various times on Sunday. Melinda and I took the long way through the twin cities to spend Saturday night with my sister and brother-in-law. **Joe Chambers, Terry Whitney, Steve Gehring and Jeff Gehring** drove up the traditional route through Iowa into Wisconsin. **Ted Bleimehl** drove his car from Des Moines, while his father (who has enjoyed many a race

*(Continued on Page 19)*



Left to right:

Jeff Gehring, Joe Chambers, Kurt Halvorson, Dan Barks, Ed Bleimehl, Ted Bleimehl, Melinda Halvorson, Roger Williams, Steve Gehring, Terry Whitney

*(Road America Redux, continued  
from Page 18)*

outing with Ted through the years) caravanned in his SUV with Ted so that he could see family in Wisconsin after the DE days concluded.

**Roger Williams** trailered his car from Glenwood, Iowa, and arrived in good order Sunday afternoon. Our adoptee and club friend from KC, **Dan Barks**, arrived Sunday afternoon with his car in tow as well. Sunday evening was spent prepping the cars for the DE days, and enjoying casual dinner fare in a semi-organized fashion.

Monday dawned sunny, but very windy, following a cool front with some rain Sunday night. The wind was good for drying off the track, but proved a little challenging on the long straights with the buffeting from side to side. Melinda found herself with one arm wrapped around the top grandstand post to steady her camera to get pictures of us “hoonigans” on the track throughout the day. With four run groups, we enjoyed 30-minute sessions, giving us 4 sessions a day. We spent our down time in the paddock, along the main straight watching other run groups, and in Roger’s trailer - snacking and relaxing - comparing track notes and highlighting our many opportunities

for improvement next time out. The facility boasts a wonderful store, with historic mementos and current gear for the enthusiast. The plethora of Porsches provided an opportunity to see the latest GT cars and some historic air-cooled beauties – all in their element for which they were designed and engineered. Monday night found us all at the Lake Street Café for a group dinner, enjoying one of the gems of Elkhart Lake, and most of all, enjoying the camaraderie of friends that makes the Porsche club a club. The night would not have been complete without a trip to the ice cream and candy store down the street – a much better nightcap than a drink for drivers!

Tuesday proved to be the better of the two days – clear and warmer than Monday, with no wind. A delightful day, with seemingly better lap times for all of us, and a sense that the fun factor was going to end much too soon. A high-speed track with hard braking and a variety of corners took their toll on our consumables. Steve Gehring and Jeff Gehring left late morning for Omaha after having had to share Steve’s car due to a check engine light on Jeff’s car related to oxygen sensors. Ted went through his remaining rear brake pads, and I corded my left front tire. Roger, Joe, Dan and Terry

had the proverbial “no stories” DE, which can only be attributed to their smooth style and on track demeanor that played into their success. As of this writing, Jeff’s car is still being diagnosed, Ted determined the Porsche Torque Vectoring on his 991.2 GTS wears the rear brakes twice as fast as the fronts, and I got a new tire from Michelin due to the abnormal delamination of my left front.

As the track day grew quiet with the last of the run groups complete, we all chipped in to pack up Roger’s trailer, re-packed our track day gear in our cars and headed to the hotel to clean up for another dinner with those who remained for the evening. It was a repeat of Monday night’s locale, with perhaps slightly more ice cream being consumed for dessert. If you’re considering ‘bucket list’ tracks to drive, or even a delightful place to drive for scenery, history and fun, consider Elkhart Lake and Road America. The original historic race used to take place on the county’s and town’s roads until the mid ‘50’s, and you can still drive that route today by following local maps and signage. Or, catch the track up close and personal on TV the weekend of August 2-4 when IMSA hosts their annual race weekend there. It’s one not to miss.



# Never Buy a Car at Night, Part One

By Robert Turner

Somehow in the deep recesses of my mind I seem to remember my Dad offering me a rare tidbit of fatherly advice. “Son, no matter what you do, never buy a car at night. Nothing good ever comes from not being able to see what you bought. Trust me on this.” And I did. At least through my teenage years, where I only bought one car, a really clapped out, rusty Mustang. Really, it would not matter if I had bought this car in the day or night. It was what it was, a beater. Somehow as I was making my ways through my 20’s, I managed to forget that lesson along the way. But first a little background to set the stage, so to speak. Do you remember the 80’s? Gordon Gecko said “greed is good”, guys got to wear pastel colors clothing inspired by Crockett and Tubbs (that a Miami Vice reference in case you missed it), gals had big hair and we were all glued to MTV watching the same ten videos over and over and over again. And for a brief few glorious years the US Government allowed European spec cars into the US.

I had been reading Autoweek for some time and turning to those center pages with that tempting layout of classified ads, a treasure trove of exotic and sports cars waited. I lusted over them, reading all the details, calculating the prices based on current exchange rates, hoping I could buy one someday. But they seemed unattainable; after all I was in college and barely had enough to pay bills... let alone a Porsche or BMW.

But I noticed a trend. Many of these cars were so-called Grey Market

cars, meaning they were European spec, but legal in the US. There was a loophole in the US Department of Transportation (DOT)/ Environmental Protection Agency (EPA) code where someone could import “a-once-in-a-lifetime” car that had to meet DOT or safety rules, but did not have to pass EPA regulations. This was a huge deal; the car could be Euro-Spec and that usually meant a more powerful car with way more HP than its American counterpart. And to make these cars DOT legal in the US meant bars in doors, the correct lights but frequently could retain Euro-bumpers, not the HUGE US federalized versions. Man...I wanted one of those Euro-versions!

So I made some calls. I got the DOT / EPA rules and talked to some of the shops that did the conversions. Now I must admit, many of these shops were...ahhh...let’s be frank here, not entirely ethical and honest in the methodology they used to make these cars “legal”. There were raids by the US government, and a lot of cars got impounded, breaking the hearts of the people that had waited patiently for them to clear customs, but that is not our story here. For me it was the glimmer of hope that I could import a few of these cars and save enough money for one of my own.

I talked to a friend and we agreed to put together a business to bring over cars for our friends that wanted bad-ass Euro cars for far less money than the American versions. We presented our idea to many of them and they took us up on the offer.



*Robert Turner (aka RL Turner), is a Texas-based author, columnist, and retired track rat who has owned twelve Porsches and is currently plotting how to purchase number thirteen. His current Porsche-based obsession is preparing his one-of-one 2002 Speed Yellow Boxster S (with factory speed humps, painted console and M030 suspension), for concourse events. Robert wrote for Planet-9, Flussig Magazine and 9 Magazine among others and concocted a new series of musings about all things automotive (with a Porsche bent) for your reading enjoyment. His action-adventure novels, spoiler alert: are based on a Porsche GT3 racer. You'll find them all listed at [www.thedriver-series.com](http://www.thedriver-series.com).*

Our goal was to make a few bucks on each car, enough so that we could both eventually end up buying our own. But here was the best part, I would get to go over to Germany and buy them. Sweet!

Through Autoweek ads I eventually found a guy that seemed to be a pretty good source of cars and he set up a bunch for me to look at when I went over to Germany during the Christmas break. I went with two of my college friends, we hung out in Munich for a few days to get our bearings before they went on to party in cities like Amsterdam, while I went on to test drive prospective cars to purchase.

This guy I had discovered and befriended was a major character; a crazy German I will call Hans. He had this STUPID Mercedes 500SEC (the sexy 2-door coupe) that was deep dark blue with black tinted windows. It had a 16 speaker

*(Continued on Page 21)*

*(Never Buy a Car at Night, continued from Page 20)*

Kenwood stereo system and either Brabus or AMG tuning (not sure which). This thing was fast and it was loud...at least the stereo part. Because of the color and window tint, a lot of people thought it was an undercover German Polizei car and for the most part left him alone. He was fine with that as it meant that he could drive it fast...which was pretty much all the time. The first time we headed out to look at a car, we had to drive about 100km on the Autobahn; Hans entered the highway and floored it. Funny thing, he never let up, until we had to leave the highway a few minutes later. We hit over 165mph (270kph) and I was scared and thrilled at the same time. It was an amazing feeling as the highway compressed, the sides rushing in and the cars in the distance floating up right in front of you. We pulled up to an auto dealership that specialized in exotic cars and looked over the BMW 6-Series they had in stock. Then sales manager pointed to a red BMW 635CSi handed me the keys and said I needed to drive it.

AHHHHHHHHHHHHH!!!! OM-MMMMMM!!!! I was in automotive nirvana. WOW, I had never driven anything like this before and he told me to take it out on the Autobahn to see what it would do. Smiling, Hans said that we would! With his thickly accented English accent, he told me I had to drive the car very fast, as fast as it would go. So we headed out, and I got it up to about 155mph (250kph) before I chickened out not wanting to push the BMW any harder.

We sourced many cars through Hans over the course of about a year and

a half. But I want to share a couple more Hans stories. One time over spring break, while all the other students were partying away in Daytona or Padre, I was across the pond driving and buying fast cars. There was a weekend where there were no cars to be bought so Hans suggested that we head down to the French Riviera to move his offshore boat from one port to another. We got in the Mercedes and drove non-stop, at top speed, passing slow moving Renaults, Peugeots, FIATS and everything else for the matter - our speed like a shock wave that drove the slower cars into the right lane. We owned the left lane, it was ours. We drove and drove, never below 140mph (225kph) until suddenly the cars started missing and chugging. Then the fire went out of the belly of the beast and we coasted to a stop on the Autoroute. Great... stranded by the side of the road in the middle of France. No problem said Hans as he pulled a 10gal (40lt) gas can from the trunk and filled the tank. Wow...glad we did not get hit from behind.

We did move the boat; it was one fast mother, a huge offshore or cigarette boat with two Lamborghini motors. It was the first time I had to stand up in a boat as we hit wave after wave catching air. Hans knew of only one way to pilot this boat - flat out. Figures. It is like the time Hans and I picked up a brand new BMW M6 for one of his other US customers in Freiburg and had to drop it off in Munich. He asked me to follow him and when I reminded him that the car was brand new and the motor would probably be tight... he said there was only one way to break it in...fast. I had that car up to 160mph (260kph) and that Mercedes 500SEC of his would just leave me.

Man that huge 2-door Merc was fast. Although we bought several more cars through Hans, I needed to find another supplier as he only specialized in BMW's and Mercedes (and we had a couple of Porsches that we needed to source) so I found another guy that had a lot of Porsches for sale. Hans did warn me to be weary of this guy, he had a reputation. What the reputation was, Hans did not say and frankly I did not ask. But I needed the Porsches and I was (at least in my mind's eye) a good judge of character. This guy had a huge operation in Karlsruhe Germany with a massive warehouse. I visited and was amazed by the size of his operation, there were Porsches, Ferraris, Lambos along with every imaginable type of exotic car that was sold in Europe. I bought 2 or 3 and Porsches and arranged to import them to the US, but the tide had already turned in the US and the Gray Market was already starting to slow down.

I made one last trip to Europe; problem was I only managed to save a few thousand dollars for my own car. I called Hans and he had nothing in my price range, then I called the Porsche guy, he said that I should come by, maybe he had something. I arrived late, at closing time and it was already early evening, the late sun slanting through the tiny windows in the warehouse, the rays making the dust in the air sparkle. He said to look out back; there was a very clean 914 that he could let go for \$1400. It was almost pitch black as I peered through the dark to look at the car. \$1400? I could afford that. I wanted to like it, no I wanted to love it and it looked great sitting there low and squat, its red paint fading in the gathering darkness. I bought it. My first Porsche.



# Porsche Club of America

## PCA Membership Application Or Apply Online at WWW.PCA.ORG

Please type or print neatly. You must own (co-own) or lease a Porsche and **must be 18 years of age** or over to apply for membership.

Prefix:  Mr.  Mrs.  Ms.  Miss

Full Name: \_\_\_\_\_

Address Line 1: \_\_\_\_\_

Address Line 2: \_\_\_\_\_

City: \_\_\_\_\_

State/Province: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Country: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### PCA Region Designation

Unless otherwise requested, members are assigned to a region based on the address listed above.

Requested Region: \_\_\_\_\_

### Porsche Vehicle Info (\*required information)

\*Year: \_\_\_\_\_ \*Body Type: \_\_\_\_\_

\*Model: \_\_\_\_\_

\*VIN: \_\_\_\_\_

\* Color: \_\_\_\_\_

If your Porsche is on order and you do not yet have a VIN, you can include a copy of your sales order.

By joining PCA, you understand your photograph may be taken during an event & used for regional or national event updates and announcements. PCA will endeavor to use photographs in accordance with standards of good judgment, but PCA cannot guarantee that any further dissemination of your photograph will be subject to the organization's supervision or control.

At no additional charge, you may designate a family OR affiliate member as part of your membership. **This person must be at least 18 years of age.**

Family Member Name: \_\_\_\_\_

or Affiliate Member Name: \_\_\_\_\_

Email: \_\_\_\_\_

Relationship to Member: \_\_\_\_\_

Spouse  Child  Sibling

Parent  Friend  Other

### Payment Info

Membership Term:

1 Year (\$46)  2 Years (\$90)  3 Years (\$132)

**Note:** Memberships are not transferable nor are any portion of dues refundable. Some regions also require additional regional membership fees; these fees are assessed directly by the regions.

Check enclosed (Payable to: Porsche Club of America)

Visa  Mastercard  Discover  AMEX

\$30 overseas expedited delivery

Name as it appears on card: \_\_\_\_\_

Signature: \_\_\_\_\_

Billing Address: \_\_\_\_\_

City: \_\_\_\_\_

State/Province: \_\_\_\_\_

Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_

Card #: \_\_\_\_\_

Expiration Date: \_\_\_\_\_ CVV #: \_\_\_\_\_

**PCA National Office, P.O. Box 6400, Columbia, MD 21045**

**Phone: 410.381.0911 Fax: 410.381.0924 Email: membership@pca.org**

# GPR July 2019 Board Meeting Minutes

Date: 07-02-2019

Time: 6:00pm – By Phone

In Attendance:

Joe Chambers, Moe Shanley, Steve Gehring, Brandon Koom, Melinda Halvorson, David Adler, Eric Elliott

## **President (Joe Chambers)**

Joe reviewed Club race expenses. Hastings this year was characteristic of the last several years. Race weekend income breaks even with costs when including the Woodhouse sponsorship. The board appreciates the help the Tessman family contributed by keeping the costs for the party down. The board will continue to explore options on increasing club race income.

## **Secretary (David Adler)**

June minutes were approved and published in Der Skooner. The board discussed updates to the monthly GPR chair reports to ease integration into the meeting minutes and incorporation into Der Skooner.

## **Social Chair (Chris Coda)**

West Omaha Euros and Exotics – Cars and Coffee – July 13<sup>th</sup>, 8:30am – 11am

Confirmed substitution for July Porsches and Pancakes. Received \$250 funding from PCA to support the event. The club provide bottled water and donuts/cookies  
Pay-your-way dinner - July 20<sup>th</sup> – 6 pm:

Confirmed at Charleston's (7540 W. Dodge). There is a minimum spend of \$1200 for the room supporting up to 36 participants.

Pay-your-way dinner and a movie: The Art of Racing in the Rain – August 17<sup>th</sup>

Waiting for confirmation from Majestic that they will be showing this title. Dinner will follow at Jack & Mary's (655 N. 114th St.) at 5:30/6pm. Club members attending will need to submit menu choices prior to the event. The restaurant has ok'd separate checks. Menu will include three entrée choices. Need a minimum of 20 people to avoid room rental fee.

Fun Run to Loess Hills/Sioux City: August 10/11  
Stoney Creek Inn

15 rooms reserved - \$120/room

Kim Burger is working on a route for the run and will work with Steve Gehring to get information out to membership.

## **Safety/CDI (Rick Mourey)**

No national updates or changes to DE or Tour (Fun Run) rules.

## **Registrar (Terry Lessmann)**

The Club Race and Advanced DE funds from “Club Reg” were deposited June 4<sup>th</sup>. Iowa speedway was contacted about hosting a DE to possibly replace our October dates at Raceway Park of the Midlands, but they never responded to email.

## **Membership (Brandon Koom)**

Through May 2019: 142 GPR Members paid of 264 PCA members in GPR region

## **Treasurer (Moe Shanley)**

CASH BALANCES: June's beginning cash balance was \$64,323 and ended the month at \$81,833 an increase of \$17,510. The increase is due to \$22,390 deposits from the Club Race at MPH.

## **Editor (Melinda Halvorson)**

July 15<sup>th</sup> is the deadline for articles in the August issue of Der Skooner.

Articles and photos for the August issue of Der Skooner will include: Meet a GPR Member, Photos from Porsche Omaha's Sports Car Together Porsche Show & Macan Launch, GPR group trip to Road America, GPR Picnic & Car Show, Ladies Only Dinner, Exotics Car Show, Dinner at Charleston's. All other upcoming events will be promoted.

## **Website (Eric Elliott)**

Der Skooner sent out on July 1<sup>st</sup>

Website calendar is up to date

Renewed annual WP Payment Pro software license for \$29 (used to integrate website with Stripe online payment processing).

Eric will send out reminder emails about upcoming club calendar events.

Respectfully Submitted,

David Adler  
GPRPCA Secretary

# Impromptu Drive Around the Hills of Iowa

Photos by Ken Burson

GPR Club Historian **Denny Strauss** recently put together an impromptu drive with Trent Abbott, Mark Madsen and Ken Burson.

From the front, they are pictured the last air cooled made to the first air cooled made.



## RPM Track Pictures

By David Adler

