



Der Skooner **MAR** **2020**

Porsche Club of America • Great Plains Region • Vol 56 Issue 3



Meet a Member - John Hanssen

Featured on page 9.

Chuck Stoddard- Porsche's Mister America

Article on page 11.



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Der Skooner- Volume 56 Issue 3
Front Cover:

Photo by Armando Colorado

Back Cover:

Photo by Armando Colorado

From the President

By Joe Chambers

I am very pleased to announce that the GPR presented Angels Among Us with a donation of \$2,575.00 on February 20, (photo on page 5). That number represents money raised through the Winter Party raffle, a PCA charity subsidy, and a generous donation given anonymously by one of our members. We can all be proud that our club gives back to the community in such a meaningful way.

It's encouraging to see new members coming into our club. The Great Plains Region was chartered on May 25, 1967. For a car club to be alive and well for 53 years is a testament to its members. Of course, it never hurts to have a stellar brand like Porsche as a common bond. We are fortunate to have members who are passionate about Porsches and enjoy the company of other like-minded enthusiasts. In the past we were primarily a club of 2-door sports cars. Porsche now sells more 4-door vehicles than 2-doors and for the last few years we have seen the 4-door owners coming into the club. In the not too distant future we will start to see the electric owners coming in. It is important to us as a club that all Porsche owners feel welcome in the GPR regardless of the model of their Porsche. Porsche makes it easy for us to appreciate and respect all of their cars because of their quality and performance. The vehicles we drive are truly special and we are lucky to be part of a storied car club to celebrate them. If you are Porsche owner reading this and you are not a member of our club, we invite you to join us.

I think you will agree that our winter has been fairly mild this year. A chance to get our sports cars back on the road before May would be awesome. In anticipation of our DE season we are hosting a DE101 & Tech Quiz, joint with the Schonesland Region of Des Moines, at Porsche Omaha on April 4th from 10am – 12pm. Rick Mourey is putting together another great program for the DE101 portion, Schonesland will handle the Tech Quiz portion, and Andy Hipwell, Porsche Omaha Service Manager, will take us into the shop for a presentation on wheel alignments. Please RSVP to Armando Colorado at Social@gprpca.com. RSVPs will close on April 2nd at noon. Last year we had a great turnout. There will also be some nice prize giveaways. We hope you will join us this year.

IMSA kicked off the 2020 season on January 25 at the Rolex 24 in Daytona. Porsche started P1 and P2 in the GTLM class. They finished P2 and P3. It was disappointing to see the BMW take the lead and pull away in the end. The Porsches showed a lot of promise for this year's racing season. Corvette's C8R looked strong in the beginning but had issues throughout the race. They will be very competitive as the year goes on. I will admit that I missed having the Ford GTs in the mix. Next up is the 12 hours of Sebring on March 21st.

~Joe

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

The Taycan is ready for the future.

Be one of the first to come and see the first ever all electric Porsche Taycan. The Taycan is characterized by features that have always been perfect with any Porsche: pure emotion and maximum driving pleasure. It is ready for the future.

Come experience the future of Porsche with an evening of vehicle viewing, hors d'oeuvres and craft cocktails at KANEKO.

Date: March 27th 2020
Time: 5:30PM – 8:00PM
Location: KANEKO | 1111 Jones St. | Omaha, NE 68102
RSVP: Email: porsche@woodhouse.com or call: 402-315-3097



— 2019 —

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PORSCHE

Porsches & Pancakes (February)

Once again Garden Cafe hosted the Great Plains Region for our monthly Saturday morning discussion and gathering of Porsches and Pancakes.

Denny Strauss reminisced about his time spent in person with Shoe, and Shoe's artistic contributions to our club. **Bob Lynch** talked about his relationship with Chuck Stoddard. Be sure to read the article on page 11.

Always great to see such a large turnout, especially during the winter months. Thank you for showing up and hope to see you all on March 14^h, at 8am at the Garden Cafe in Rockbrook Village, 11040 Oak Street, for our next Porches and Pancakes.



Online and Social Media



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



gprpca.com



pca.org



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

Member Name Badges

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

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



Donation Presented to Angels Among US



Our President Joe Chambers presented a check in the amount of \$2575.00 to our designated charity, Angels Among us in February. Thank you all for your contributions and support of our charity Angels Among Us. This year we will continue to support Angels Among Us as our designated charity. It is wonderful to be part of a club that focuses on giving back and being stewards to the community.



Above: Photo provided by Joe Chambers

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Club Calendar

March

14 [Porsche & Pancakes \(March\)](#)
8:00 am - 10:00 am

27 [Porsche Omaha Taycan Kaneko](#)
5:30 pm - 8:00 pm

April

4 [DE101 at Porsche Omaha](#)
10:00 am - 12:00 pm

11 [Porsche & Pancakes \(April\)](#)
8:00 am - 10:00 am

14 [Ladies Dinner Sage Bistro](#)
6:00 pm

[National Calendar](#)



[Zone 10 Calendar](#)

May

2-3 [Tentative RPM DE](#)
8:00 am - 5:00 pm

9 [Porsche & Pancakes \(May\)](#)
8:00 am - 10:00 am

29 [Club Race / DE at Hastings](#)
-31

30 [Club Race Social](#)
6:00 pm

June

13 [Porsche & Pancakes \(June\)](#)
8:00 am - 10:00 am

28 [Summer Picnic](#)
12:00 pm

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Der Skooner

Membership News

ANNIVERSARIES

Terry Kuehl 20 Years!
Robert Evon 20 Years!
Paul Van Roekel 5 Years!
Jim Wilwerding 10 Years!

News

By the Numbers:

124 Paid GPR members

267 PCA members in GPR region

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

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

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

Be sure to add your significant other to the email list so she/he can also receive GPR/PCA emails.

Complete the information and pay by credit card on our secure site. If you prefer to pay by check, you may print the online form and mail it in.

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

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

A note from the editor

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

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

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

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

Please contact:
Mark Eichten
Editor
editor@gprpca.com



Advertise your business here.

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editor@gprpca.com for pricing.

Meet a Member - John Hanssen

Article, Photos, and Art by John Hanssen, Diana Whitman and son Wynand (Whit)

When did you join the PCA?

The first time we joined was in May 1999 just after the purchase of our 911. A couple of months ago we rejoined the club. It has been great reconnecting with some old friends and meeting a lot of new faces. The Porsche Club's enthusiasm is as ever present as it was; the only difference we've noticed are the cars get newer, and we get older.

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

We have owned our car for for 20 plus years. It's a platinum 1983 Porsche 911 SC Targa. It may have been my wife that picked out our 911, however we got help

finding cars to like from club members we knew even before officially joining the PCA. The one that sealed the deal was Larry Anderson, when I asked to look over the car he replied in his Larry kinda way "yep that's a good one for you". Turned out he knew the previous owner well and had serviced the car for the previous 10 years and it was a solid car. Thanks Larry you were right.

Where are you from?

I was born in the small Iowa town of Greenfield, but I spent my formative years in O'Neill Nebraska which is best known for its St. Patrick's day celebrations.

(Continued on Page 10)

John's Artwork, provided for the clubs use



(Continued from Page 9)

What makes your car(s) special?

Besides just being a great drive, when an object or event goes from a hobby to a passion that you can share with like-minded people, it makes that special. Everything about owning my 911 has made it special.

Next Porsche or current project?

Next project for my car would be new carpets. It could use a little face lift here and there.

Favorite memory with your Porsche?

The car became relegated to a garage queen when we started our family because of the carseat, small back seat this lead to our inactivity with the club. But we spoke often of rejoining GPR/PCA because in part we wanted our son to have the opportunity to be around such a positive environment, with people that welcome others with a common interest of a remarkable car brand, and turn them into life long friendships.

What got you interested in Porsches?

When I was 16 my first car was the pea green *1969 Chevy Biscane* station wagon: a work car that my employer gave to me more because he didn't like to see it parked outside his house. In contrast to that car, a neighbor two doors down was driving a black on black Porsche 914, it was everything my current car wasn't.

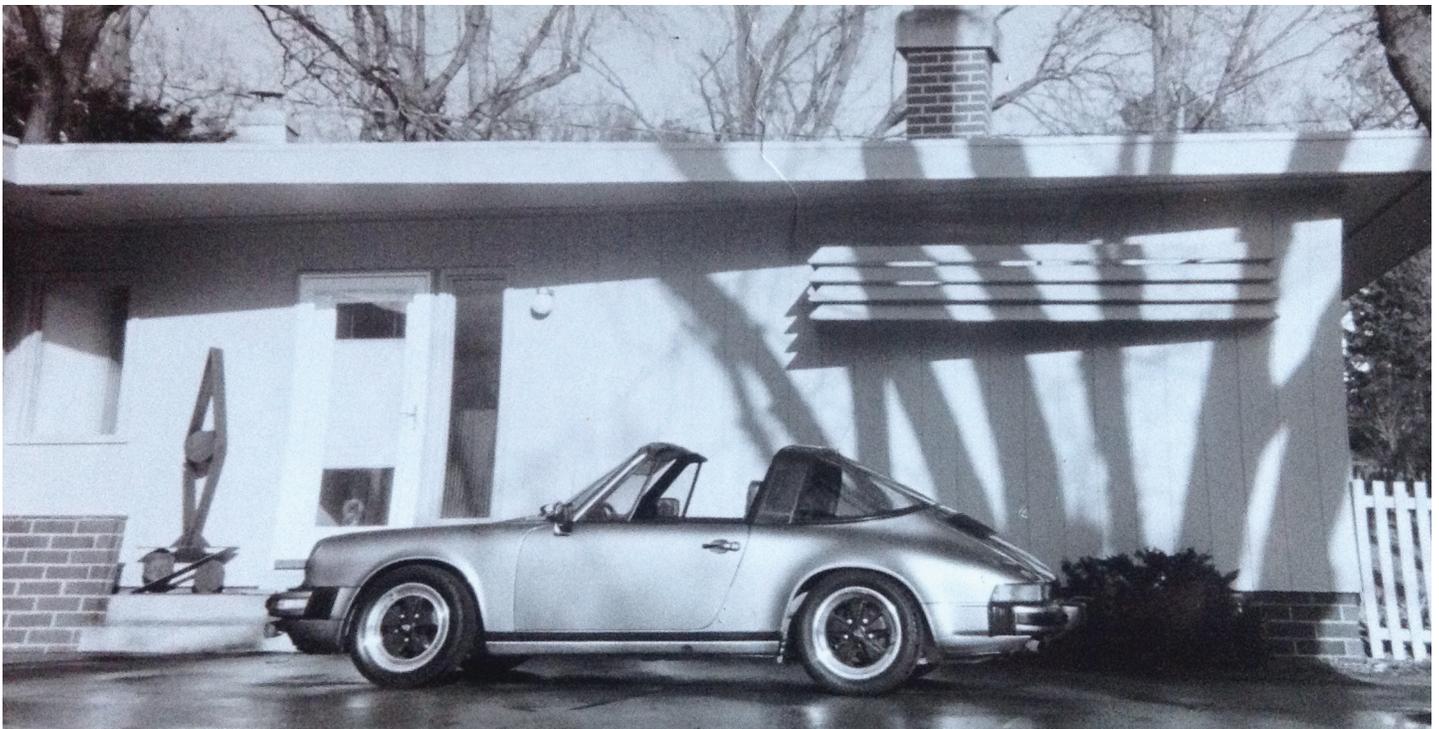
So I knew that when the time was right someday I would drive my own Porsche. To this day every time I see a 914 it makes me remember that pea green behemoth with its roof rake and spot light.

Any other dream cars you would own?

Yah - a brand spanking new one.

Favorite road trip, track or race?

A road trip with friends to see the races at Elk Heart Lake in Wisconsin. Mid America Raceway was an exceptionally memorable time. A huge variety of some of the best vintage cars I had ever seen in person in one place. I could hardly believe some of those guys would take such valuable and rare cars out on the track. Racing at those speeds was mind blowing! It speaks volumes of the driving skills that one develops over years of racing. Every different race, our little party watched from a different corner, corral, or straight to take in as much of that incredible track. With all the elevation changes, it made cars appear, hit the corner and disappear just as quickly. You can feel the vibrations of the cars from the stands providing and experience for all your senses. Perhaps the most overwhelming sense was the sound pounding your eardrums. I took more photos that weekend in the paddocks; the cost of the film development was a memory unto itself. Great trip, just to answer to this question brings back a flood of memories of Porsche and GPR smiles.



Chuck Stoddard—Porsche's Mister America

Article provided and approved for reprint by Karl Ludvigsen

Photos: SCCA (Sports Car Club of America); IMRRC (International Motor Racing Research Center) and as credited

When it seemed that Porsche had forgotten about the car that had made its reputation, Chuck Stoddard decided to act. The company that still bears his name is just one tribute to the man who was a point of reference for all things Porsche.



In a late image Chuck was still getting around but needed the help of a bespoke three-wheeler. He was not to be denied his mobility. (Cynthia Stoddard)

That morning in 1976 wasn't pleasant in Pelham Manor, an enclave on New York's north side. Down in Princeton, New Jersey L. Scott Bailey, major domo of *Automobile Quarterly*, was trying to put my Porsche history book (*Porsche Excellence Was Expected*) to bed. He called me in Pelham to say that his distributor was unhappy. Too many words, he said. Scott wanted me to cut the copy by 15 percent. Whoa. This was a blow. What could I do? I figured that I could probably comply by deleting all the press comments about the Porsche models that I'd included. I put them in to give a flavour of the way the cars were regarded at the time by independent observers. But needs must and I said I could do that.

Meanwhile Bailey had another thought. He called Chuck Stoddard and told him about his problem. Scott knew that I had been in touch with Chuck during the

book's development, that he had reviewed much of its content for me. It was too big, Bailey said. It had to be shrunk. What did Stoddard think? 'Well, Scott,' Chuck replied, 'if you just do the very best book you can, we will buy it.'

This was enough for Bailey, who shrugged off the distributor's warning and proceeded with the launch of my original version of *Porsche—Excellence Was Expected* in 1977. It was enough because when Stoddard used the word 'we' it was clear that he was speaking for America's Porsche pushers, not in a presumptuous way but rather as the man who had made his business the survival of the original Porsche, the Type 356, and was deeply respected by the community not only for this commitment but also for his deep and sincere knowledge of all things Porsche. (Continued on Page 12)

Right: A glimpse into the personal and select collection of Chuck Stoddard finds in its centre the Porsche 914-6 that he bought hot and made even hotter (Ludvigsen Partners)



(Continued from Page 11)

Charles A 'Chuck' Stoddard first became aware of Porsche when he was a scholarship student at MIT in 1950, at the age of 20, as he explained to interviewer David Conklin: 'One little luxury was to go to the co-op store once a month and buy a couple car magazines. I bought an issue of *Motor Trend* and inside was the first published picture, at least in this country, of a Porsche. I didn't even know what the name meant but I read the specs on the car. It had an air-cooled engine in the rear. It was aerodynamic and would go almost 100 mph with 44 horsepower. As a student, I was really impressed. I made a little pact with myself that someday I would find out who these guys were that designed this car.'

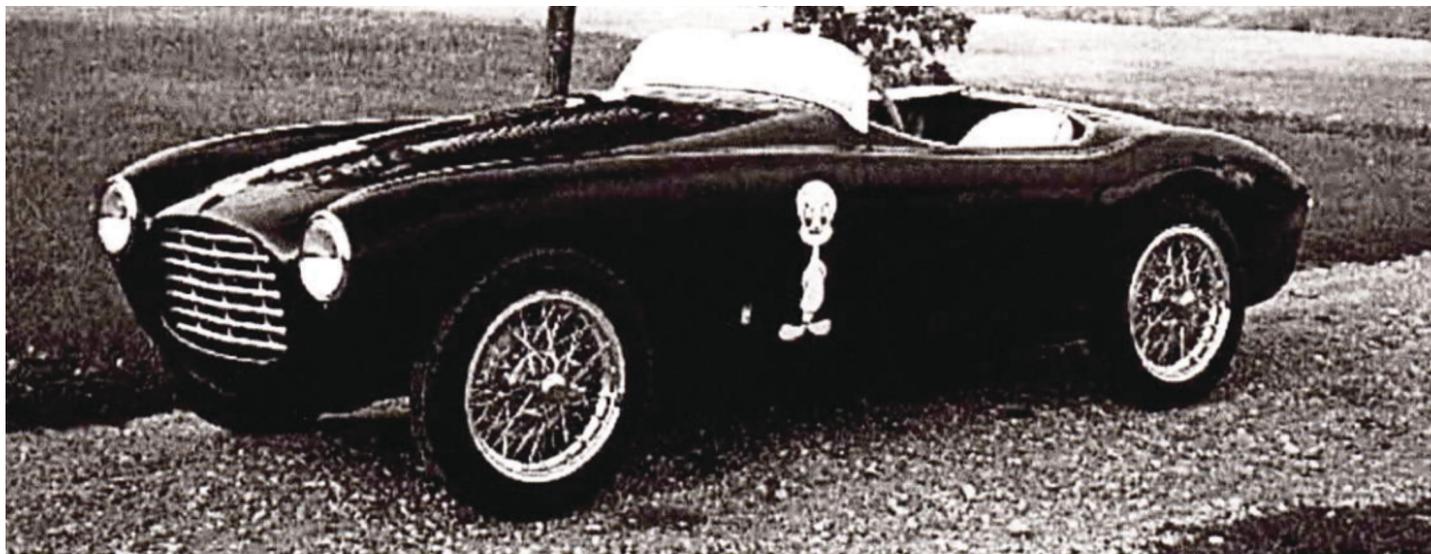
Stoddard had that opportunity in 1961, after notching up two SCCA National Championships driving an Alfa Romeo Giulietta Spyder. 'Alfa took notice,' Chuck recalled. 'They were very supportive of my efforts and sent me a ticket to Italy. I rented a

Fiat 600 and drove up to Germany. I knocked on Porsche's door and said, 'Hey, I want to know all about you guys.'

'Since I couldn't speak a word of German I was directed to the tourist delivery office. The lady I talked to was Evi Butz, who was later to become Mrs Dan Gurney. She took me to meet the sales manager, Wolfgang Raether. I said, "I want to talk to a couple of your engineers. I want to know how you do this stuff." He listened to me...he told me to wait a minute and went out and brought in another guy: "This is Mr Porsche."

'In those days he was just Mr Porsche,' Stoddard continued. 'In fact he was often referred to as "Junior" around the factory. I got to know him very well. He was intrigued by what I was interested in and said if he could ever help me, just let him know. I went back to Germany almost every year after that and would knock on his door and he would invite me in. The best thing he ever did was introduce me to Helmuth Bott, (Continued on Page 13)

Below: Given the name 'Tweetie Bird' and liveried accordingly, this snappy Siata-Crosley was Stoddard's first racing mount in 1956 (SCCA Archives at IMRRC)





(Continued from Page 12)

the chief engineer at Weissach. We became friends, a wonderful and exceptionally talented natural engineer.'

This was a tribute to the forthright and genial demeanor of this tall, open-faced and deep-voiced Midwestern American. As a trained engineer and automobile dealer he was easily on the wavelengths of men like Porsche and Bott, who valued his insights about the American world of Porsches. An example was the insight he offered to me about the career of the remarkable Speedster of the 1950s:

'The cheaper Speedster tempted some customers into a Porsche. Some of them became enchanted with the Porsche

driving experience but soon hated the cold and leaky Speedster. Many soon stepped up and traded for a "real quality" Porsche coupe. The unexpected consequence was that many used Speedsters became available at very low prices and were snapped up by budding low-budget SCCA racers. Their Porsches began showing up in quantity in weekend events, which gave tremendous Porsche exposure to the sports-car crowd.'

Here Chuck Stoddard had ample experience for he was an active and successful racer of sports cars. 'I got involved with an MG TD that I bought from a classmate,' Chuck related. 'He got a job in another part of the country and couldn't take his MG. *(Continued on Page 14)*

Above: Chuck's tow car was a 1958 Pontiac Bonneville 2 door hard-top with the 348ci (5.7-litre) 'Tri-Power' engine and a four-speed manual transmission which he installed himself (SCCA Archives at IMRRC)

Below left: In a 'take no prisoners' pose, Chuck Stoddard announces his arrival to rival sports-car racers. His smooth style and good preparation will bring results (SCCA Archives at IMRRC)

Below right: Chuck Stoddard in action with his 917 at the Daytona Rennsport Reunion of 2007 (Ludvigsen Partners)



(Continued from Page 13)

He gave me a good deal and I thought it was the greatest thing in the world. That furthered my interest in sports cars. I was involved in the SCCA back then, which started near Boston with maybe a couple of hundred members when I joined.'

'Chuck says he raced to bring attention to the cars he sold,' said former dealership employee Bob Kendall. 'Maybe so. But he raced his MG TD and Siata Spider before starting his dealership. His preparation philosophy was, "If the car isn't ready to race, don't put it on the trailer." Back in the day it was not unusual to see extensive preparation and rebuild work going on in the paddock. This only puts a driver further behind in getting through tech, practice and racing. Chuck had the advantage of owning a dealership with service lifts and parts. But he worked on his race car only in the evenings—like other amateurs.'

'His approach was thorough,' Kendall continued. 'He used only the best equipment. For example, the tie-downs used to secure the race car to the trailer were aircraft-quality stainless steel control cables with brass fittings. In addition to checking the race car's log book, Chuck taped a legal-pad page filled with his "to do" list to the windshield. The list was long and it was completed before the car was loaded.'

'I built and prepared my own cars,' Chuck said. 'I had no interest in being a hired driver. Even in those days you could do that—and some drivers did. But I wasn't interested in racing a car that I didn't know and hadn't prepared.'

I took advantage of Chuck's preparation skills at an early stage of his career. In 1952 I was a freshman at MIT and he was a senior. Our paths only crossed because since 1951 the university had the Motor Sports Enthusiasts Club, initiated by

Chuck. I naturally joined because I was driving an MG TC. At its doings I met Stoddard, whose mount at the time was a 1949 Studebaker Champion Business Coupe. Bought new, it looked standard but under the hood were many modifications and in the cockpit a plethora of controls and gauges including a set of flashing lights that showed when and whether each spark plug was firing.

Planning to race my TC, I conferred with Chuck because I wasn't sure about the state of its engine bearings. He knew where we could find out, a Boston garage with a pit used by SCCA racer Paul Timmins. This was the 'Mouse House' in a row of lockups to which Stoddard had a key. We rolled the TC in one night and under the lights dropped the pan and replaced the rod bearings. Chuck referred to our escapade in a recent e-mail.

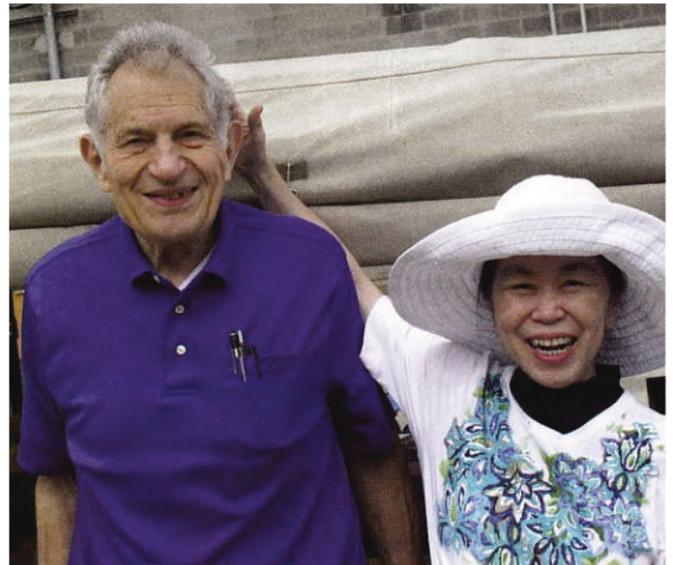
Stoddard's own racing began in 1956 with his acquisition of an engineless Siata Spider, a pretty roadster in which he installed an overhead-cam Crosley 750cc engine of his own preparation. It took him to class wins at the Put-in-Bay road races in 1956 and '57. For 1958 he switched to an Alfa Romeo Giulietta Spider, beginning a long association with the Italian marque. For this and a subsequent Giulietta Veloce his busiest seasons were 1959 and '61, when he won two SCCA class championships.

Chuck Stoddard raced a Porsche for the first time in the 1963 season, driving a 550 RS Spyder that Ernst Vogel had used to win the Austrian Hill Climb Championship in 1958. Harry Blanchard drove it in 1959 followed in 1960 by Millard Ripley, the owner before Stoddard. The metallic blue Spyder brought Chuck some good drives, one blown engine and at least one class win.

Picking up with Alfa again, Stoddard shared a seat with Jim Kaser in a works-supported Giulia TZ coupe at Sebring in 1964. *(Continued on Page 15)*

Below left: The wide Stoddard smile that was so engaging was held just in check for this shot with his Giulia TZ at Daytona in 1965 (SCCA Archives at IMRRC Daytona International Speedway)

Below right: Cynthia and Chuck mugged for the camera at an event. Ever the engineer, Chuck had his writing implements at the ready (Cynthia Stoddard)





Left: The fast but controversial Elva-Porsche deserved a place in the Stoddard collection by virtue of its unique engineering and racing prowess (Ludvigsen Partners)

(Continued from Page 14)

Of the four cars entered theirs did best, placing 13th overall and first in GT 1.6 liters. The following year he was partnered by Gaston Andrey in another works TZ but got involved in an accident.

After the 1964 Sebring success Alfa Romeo asked Chuck to campaign a Giulia TZ in SCCA races and sold him works tester Consalvo Sanesi's factory mule test car, which had all the latest mods. Racing this superb giant-killer through 1964 and '65, he won a class championship in the latter year, his final role in current racing. 'I bought the Giulia TZ for \$6,000 from the factory. After nearly three racing seasons I sold it for \$6,000 and I thought that was a good deal.'

'Chuck was a "gentleman driver" in three senses,' thought Bob Kendall: '1) he wasn't a dirty driver on the track, 2) he didn't cheat on the rule book, 3) he gave back to the sport by instructing at driving schools and other volunteer activities. He was Area 4

Governor for the SCCA in 1962 and 1963.

'Stoddard was not above taking a Penske-like "unfair advantage",' added Kendall. 'As a car dealer he could write off much of his racing budget as advertising and promotion expense. He had insider access to factory special tools and technical information, wholesale price access to a full parts bin, and a large, well-lit, garage with hydraulic lifts. He had ongoing business relationships with specialty vendors like machine shops—useful when a quick turnaround was needed. He understood mechanical engineering, was naturally simpatico with a car, and had plenty of greasy-nail/skinned-knuckle experience. All this gave him a considerable advantage over the average weekend warrior.'

'Skinned-knuckle' for sure. Chuck got into cars when he bought a Model A Ford for 'about five dollars' and got it running to make his trip to school easier near Washington, Connecticut. He still had it during high school where he 'did reasonably well and fixed some cars for the faculty.' (Continued on Page 16)

Below left: Stoddard's Alfa Giulia TZ came in first in GT2 at the Road America 500, 14th September 1964. This car was much quicker on fast tracks than its specification suggested (SCCA Archives at IMRRC)

Below: The Stoddard 917 gets a well-deserved feature position in his personal collection. He personally restored this well-raced ex Soler Roig racing machine (Ludvigsen Partners)



(Continued from Page 15)

At MIT, he told David Conklin, 'I majored in mechanical engineering with an automotive option. About graduation time, various manufacturers sent representatives to the school looking for young talent. I got invitations to Detroit and other places for interviews. I thought Studebaker was the greatest American car so I went to South Bend, Indiana, and to Cadillac and several other places. On the way back east there was a little company called Thompson Products, which is now TRW. They said, "Why don't you stop in Cleveland and we will pay for your hotel room?" I stopped and it was a really interesting place. I have been in Cleveland ever since.'

Stoddard wasn't far from home in 1954-55 when he served in the Air Force at Wright-Patterson Air Force Base near Dayton, Ohio. He worked on aircraft piston-engine reliability and service protocols before returning to Thompson. 'I was an engineer working for Thompson Products and fixing cars on the side at night,' Stoddard said. 'I did a guy a favour and fixed his Jaguar. He told me that I ought to be a dealer. I said, "Yes, but I don't have the money to buy one car." Later he visited S. H. Arnolt in Chicago, who was an MG distributor. They were having lunch together one day and he said, "You should look up this guy in Ohio."

'Stanley "Wacky" Arnolt called me and asked if I wanted to be a dealer,' Chuck recalled. 'I had a good job at the time but I didn't have the money. He sent me a truckload of brand-new cars—two MGs, two Morris Minors—just on my word over the phone. He said, "I will send you the title when you send me the money." In less than a year we had rented a facility and sold some 50 to 60 cars. It became a business.'

In July 1957 Chuck started Stoddard Imported Cars in Willoughby, Ohio. He

rented the site from a disappointed Tucker dealer—a happy coincidence with rear-engined six-cylinder cars—and later bought the store. 'We went from two guys to about ten in three years,' Stoddard recalled. In addition to Arnolt's imports 'I had Isetta, BMC, Porsche and Alfa franchises from Max Hoffman. The backbone of the business was service. We decided that if we would sell anything we would fix it, no matter what happened.' Settled as he now was, Chuck married Louise, with whom he had two children, Anthony and Linda.

'In 1967,' Bob Kendall recalled, 'Chuck purchased his first new road car: a gleaming black/black 911S that was washed daily and parked prominently by the main door. The car was special-ordered with a roll bar, close-ratio gearbox, 100-liter fuel tank and sport kit that added 10-15bhp. It sat outside the dealership on rainy days and was a "nearly daily" driver for much of its early life. Forty-odd years on it was still in factory-original, un-restored but pristine condition.'

'When the 914-6 was introduced,' Kendall added, 'Chuck bought one, another gleaming black/black version. He drove it from Ohio to California and back with his son Tony: "We never saw an Interstate and we never put the top up." This car has even more goodies and has gone through several iterations including 917 brakes inside Fuchs 7 x 15in wheels. It has variously been a 2.0, 2.1, 2.4, 2.8 and finally 3.2 liter car.'

In 1973, when he was technical chairman of the Porsche Club of America as well as a Porsche+Audi dealer, Chuck Stoddard was instrumental in calming the anti-914 lobby mounted by some Porschephiles. Challenged to prove that a 914 was a Porsche, Stoddard asked his questioner to remember that the Porsche

Below: Porsche 550 RS Spyder serial 550-141 was metallic blue when Stoddard owned it. Here it's at Road America on June 23, 1963 (SCCA Archives at IMRRC)



(Continued from Page 16)

office had designed the original Volkswagen and asked him to consider a 1951 Porsche: 'That car had a hot-rodded VW engine. It had VW suspension; it had a VW steering box; it had a VW crash gearbox; it was carefully assembled with a few re-machined parts and a very nice body on it. On the front of it, it said "Porsche." And as Dr. Porsche made a little more money and people bought his cars and respected his ability, he further developed that car.'

Nobody questions that the 356 models are Porsches, added Stoddard. Then he related the way the 914 was developed by Porsche and the extent to which Porsche's own components were used in it: 'The concept, the design, the critical dimensions, the chassis, the suspension, the transmission are all Porsche. So anybody who says that a 914 is not a Porsche is misinformed,' Stoddard concluded. 'A 914 is a lot more Porsche than the original Porsche was. They never started with a clean drawing board on the original 356.'

In the 1960s Chuck Stoddard had a feeling that 'we should see what we could do to support the 356 customers. When Volkswagen America formed the Porsche+Audi organisation the dealers never got anything older than a 912 in terms of support—no parts books, workshop manuals, literature, nothing. They assumed that anything older than 1969 was unwanted history. So we went out and bought the inventory from some terminated dealerships that had leftover 356 parts, sent out a mailer and before long it became a significant part of our business. Eventually it outgrew the dealership!

'When 356 parts began drying up,' Chuck added, 'we bought everything we could find from South Africa to Spain, France to Japan...wherever we could find 356 parts. We were buying 356 parts from Volkswagen of America and they couldn't figure out where they were all going. They used to order them special for us from the factory. We kind of emptied out the factory.'

'I went to Ferry and said, "I'd like permission to republish the 356A parts catalogue and make some of these parts." We signed an agreement and made some

Photo: Chuck Stoddard and Bob Lynch, provided by The Lynch Family



Photo: Chuck Stoddard and Bob Lynch, provided by The Lynch Family

parts. Over the years the business prospered. In 1970 we had about 43 employees and 19 of them were in the parts department. That kept me interested in the business, because I was making parts, not just selling cars.'

In the early 1980s Peter Schutz took charge of Porsche. Hearing of this fellow in Ohio who was selling so many 356 parts, he paid a visit to Willoughby. This resulted in an offer from Porsche to buy his parts business. At the time Stoddard demurred but, as Chuck would say, 'One thing led to another. They came back in a few years and bought the whole place. So I ended up working for Porsche for a while.'

What Porsche definitely didn't get was his collection of the company's cars, which he described to me as 'my capital'. They had their own building on the estate that Chuck created in Novelty, Ohio around 1984. He also had an industrial building elsewhere where he kept all the spares and the workshop he used for the restoring and rebuilding of his Porsches.

Settling in at Novelty as well as Cynthia, whom Chuck married in 1991. They first met in 1978 when he was in Taiwan to recruit sources of 356 parts. Cynthia became his purchasing correspondent in the English language. 'We had not even one day apart for 28 great

happy years,' she recalled, 'and I don't remember that we even had one bad day!'

I was thrilled when I heard that Cynthia was an early Bentley customer for my new four-volume *Excellence Was Expected*. I'd been in touch with Stoddard about several aspects of the new work, especially the creation of the 911. 'Chuck appreciated and cherished your friendship,' she wrote, 'and especially during his last few months while he was waiting anxiously and excitedly for your new edition of *Excellence*—and how happy he was when the new books finally arrived. He first went through them all briefly in a short time and then began to read page by page in detail. He kept making comments like, "Wow, good for Karl. He is not only good, he is beyond excellent!"'

(Continued on Page 18)



The Great Plains & Schonesland Regions
invite you to join us for a
DE101 Presentation & Tech Quiz

Porsche Omaha
6625 L St.
Omaha, Ne 68117



Saturday
April 4, 2020
From
10am-12pm



SCHONESLAND
REGION
PORSCHE CLUB OF AMERICA

Coffee & Doughnuts
will be served.
RSVP to Armando Colorado
at Social@gprpca.com
Please RSVP by noon April 2nd

*Right, Chuck in a 356,
from stoddard.com
archives.*

(Continued from Page 17)

One of the last favours that I did for Chuck was a visit to a British collector to see a Porsche 907 that he was thinking of buying. It was the genuine article all right, I reassured him. He soon had the rare racer in his garage. Stoddard always had an eye out for interesting Porsches, as the factory knew well. He related one such instance:

'I would go to the factory two or three times a year. Once I was in the race car department looking for some parts and this 917 was sitting in the yard. Well, that stopped me cold. Later I was inside talking to one of their people about parts and a guy came in dressed immaculately in a black suit, speaking German. I didn't understand what it was all about but after about ten minutes he left and the person behind the counter asked, "Want to own a 917?"

'It turned out that Alex Soler-Roig, a Spaniard, owned the 917. He was the guy dressed up and on his way to Graham Hill's funeral. He was well respected as a racer. He raced the 906, 910, 907, 908 and he bought the 917 new. They said that he had just told them to sell it. "You are standing here. We know you like this stuff and you would be our first choice." In those days used race cars weren't worth very much, so it was in Cleveland in three days. I totally rebuilt it and have driven it in about 30 races. As they say, "There's no substitute."

Chuck Stoddard passed away in October 2019 aged 89.

The author is grateful for the help of Cynthia Stoddard in the preparation of this profile. He also had access to the writings about Stoddard by David Conklin and Carl Goodwin. Through Duke Argetsinger and Josh Ashby at the International Motor Racing Research Center he had access to both images and the dossier on Chuck's career prepared by Bob Kendall in 2009.



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Porsche Omaha Taycan Unveiling

Article by Mark Eichten, Photos by Armando Colorado

It was exciting to be some of the first people in Omaha to see the new Taycan in person! Several GPR PCA members took advantage of the advanced unveiling of the Taycan provided by Porsche Omaha.

Mitch Schneringer provided an introduction before the cover was lifted. **Joe Chambers** presented **Chris Coda** with a service award for his time on the board as Social Chair.

If you missed this opportunity, you can catch the next event at KANEKO on March 27th, please check the calendar link on page 7 for more details.

Mitch about to unveil the Taycan



Chris Coda receiving a service award





Please Join Us For a
GPR
Ladies-Only Dinner

Tuesday, April 14th
6:00 pm
Sage Student Bistro
Metro Community College
5730 N 30th St, Omaha

We'll have room for 12.
Please contact Melinda Halvorson at
melinda.halvorson1115@gmail.com
with your reservation
by Wednesday, April 1st.

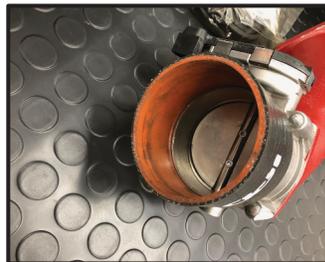
The Sage Student Bistro operates as a customer-focused classroom providing students an opportunity to refine their culinary, bakery, service and supervisory skills in a setting where the element of time is as important as the food and service.

A standard menu is offered, as well as weekly, student-designed prix fixe specials during dinner.

GPR Classified Ads

IPD 3.4L DFI Cayman Plenum - \$550

Direct bolt-on upgrade that replaces the factory plenum. It also comes with the larger GT3 82 mm factory throttle body. "The improved IPD intake design allows for smoother, less turbulent and more efficient air flow with higher velocity air intake speed creating impressive power and torque gains." Includes miscellaneous hardware and gaskets. The throttle body has a surface scuff with no detriment to performance. This kit was never installed after it was purchased used as it does not fit with my race car application (tune and exhaust). The kit is painted in red. Interested can call or text Mark @ 402.871.1158

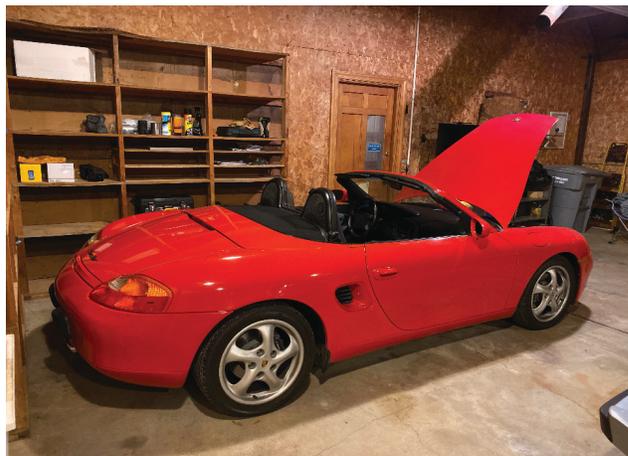


Panos for free

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

1999 Boxster for sale - \$8,500

Selling for a friend. Only 40 some thousand miles. A ding on the back bumper but outside of that the car is in fantastic shape. My cell is 402-525-9002. Thanks, James S. Bowen



Board of Directors Meeting

Date: 02-04-2020

Time: 600pm – by telephone

In Attendance: Joe Chambers, David Adler, Rick Mourey, Brandon Koom, Terry Lessmann, Mark Eichten, Armando Colorado, Steve Gehring

President (Joe Chambers)

Meeting called to order 6:00pm by phone. Joe recapped the winter party, a great time for all our members. We'll coordinate for additional bartenders for the next time out. Jan 16th for next year's party is on request. We received the \$750 national subsidy for our winter party event. Joe is reaching out to Schonesland chapter to share in DE101 scheduled event in April. This will be a cost sharing and team building opportunity with our neighboring chapter. Still waiting on confirmation with Schonesland.

Registrar's Report (Terry Lessmann)

At the Jan board mtg, it was decided to continue pursuing a possible DE date at Iowa Speedway (IS) by gauging interest from our membership. We also reached out to the Schonesland club and they agreed to do a quick Facebook query of their membership too. It was a simple survey with 2 questions – willing to pay \$300 and is Aug 22-23 OK? Based on our estimated cost to participate, we felt we'd need an initial interest threshold of 25 positive responses to move forward. Here are the results:

- 22 positive responses plus 3 friends of the respondents
- 2 solid maybes, who said they would probably participate if an event was held
- 8 Schonesland positive responses
- 7 NO votes (2 were in favor of the event but had a date conflict)

There were an additional 2-3 people who didn't vote but would prob participate, as they've always attended GPR DEs. We cleared the threshold of 25 with ease and it appears there is plenty of interest in an event at Iowa Speedway. We have decided not to offer a novice class due to the uniqueness of the course. Everyone who responded to the survey is a DE veteran.

Our next hurdle concerns corner workers. We discovered the Speedway's proposal did not include the cost of corner workers. Previous events on the IS roval were supported by SCCA and they (SCCA) provided their own corner workers. We are in discussions with IS to see what they will charge for corner workers. The GPR race committee will determine the event's viability once we have an estimate from IS. We are also discussing with IS any unique requirements they may wish to include in a contract.

We have not yet received paper contracts from RPM confirming 2020 dates and prices. A flood clause will also need to be included in the paperwork. We will continue to reach out to RPM management for these contracts.

Safety Report (Rick Mourey)

- Validated with National that I can run a combined Green/Novice DE run group in addition to the "advanced" DE run group. This enables us to sanction 2 runs groups for the Club Race-DE weekend opening up the weekend to Green group and Novice drivers for the first time.
- Should we have Novice sign up's, DE run groups will be scheduled to allow instructors full novice instructor time and advanced run group time should they chose to do so.
- Reminder that 2010 Snell certified helmets will be legal for the 2020 DE season.
- No other changes to DE, Instructor or Fun Run rules are noted at this time.

Membership Report (Brandon Koom)

Through January 2020: 118 Paid GPR members and 267 PCA members in GPR region. Two PCA members transferred out of our region. The club welcomes new PCA and GPR Members Danial Botos and Allan Huskins!

Treasurer Report (Moe Shanley)

Not in attendance, will update in next month's report

Der Skooner (Mark Eichten)

- Feb edition sent to Eric and printer
- Think through good upcoming events to push to national "Panorama"
- Heard back from 4 ad's going to renew, reaching out to s line
- Updated shared ad xls tracking
- Classifieds – Should we consider removing classified ads after 3 months to online only?
- Encourage photos from all, new link included for photo uploads
- Sync up on event dates between website and Der Skooner, right now just included link to general event on website

Social (Armando Colorado)

Annual permits for summer picnic acquired. Reviewing food suppliers

- 08 Feb 2020 - Porsche and Pancakes
- 29 Feb 2020 - Pay your way dinner – GPR BBQ Porky Butt's BBQ – Sign up now!
- 14 Mar 2020 - Porsche and Pancakes
- 21 Mar 2020 Sebring Watch Event
- 04 Apr 2020 – Woodhouse DE-101... Complete list of events listed in Der Skooner

(Continued on Page 21)

GREAT PLAINS REGION

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SATURDAY NIGHT SOCIAL

REGISTRATION: registerpca.org
MORE INFO: txlessmann@cox.net or www.gprpca.com

REGISTRATION OPENS APRIL 13



(Continued from Page 20)

Website (Eric Elliott)

Feb. Der Skooner sent out yesterday
Classifieds page updated to reflect current classifieds running in the Feb. Der Skooner
All events through June added to calendar
Club Advertisers page has been updated to match advertisers in latest Der Skooner
The annual domain registration for gprpca.com expires in the next 30 days, I will renew and submit reimbursement form to Moe. Cost will be ~\$15.

I'll send out an email tomorrow re: this Saturday's Porsche & Pancakes and the BBQ dinner. I will also be updating our PCA national email list of those who aren't GPR members yet, and then will send out an email to both GPR members and the non-members about the GPRPCA labor discount at Porsche Omaha.

Next Meeting Mar 03
6 pm by phone

Respectfully Submitted,
//David//
David Adler
GPRPCA Secretary

Complimentary tech inspections



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Porsche Parade 2020 Heads to Palm Springs



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- INDIO
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- INDIAN WELLS
- RANCHO MIRAGE
- PALM SPRINGS

LA QUINTA RESORT AND SPA
La Quinta (Palm Springs), California



PorscheParade.org
laquintaresort.com



Happy St. Patrick's Day