



# Der Skooner

SEP  
2021

Porsche Club of America • Great Plains Region • Vol 57 Issue 9

**Meet a Member - William  
Warner**

Featured on page 8

**Traveling Route 66**

Featured on page 16



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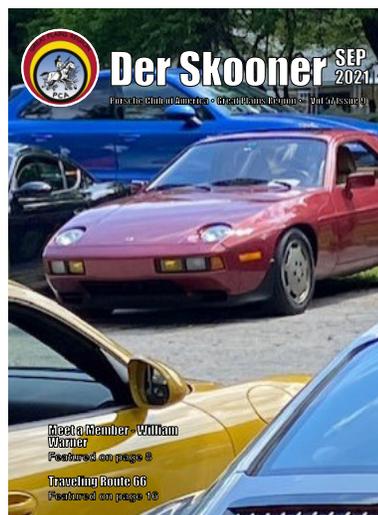
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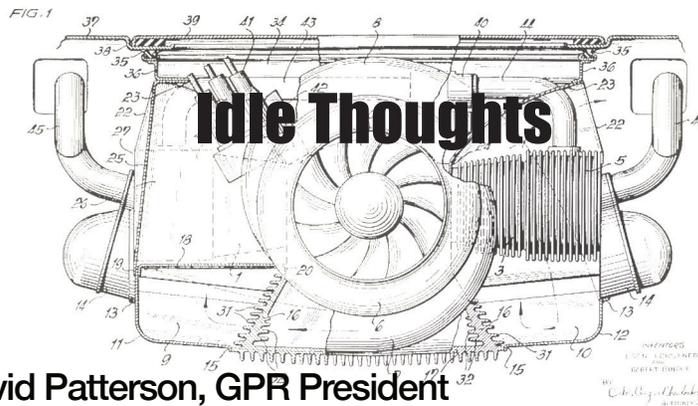
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**Der Skooner- Volume 57 Issue 9**

**Front Cover:**  
Photo provided by William Warner

AIR-COOLED MULTI-CYLINDER INTERNAL COMBUSTION ENGINE

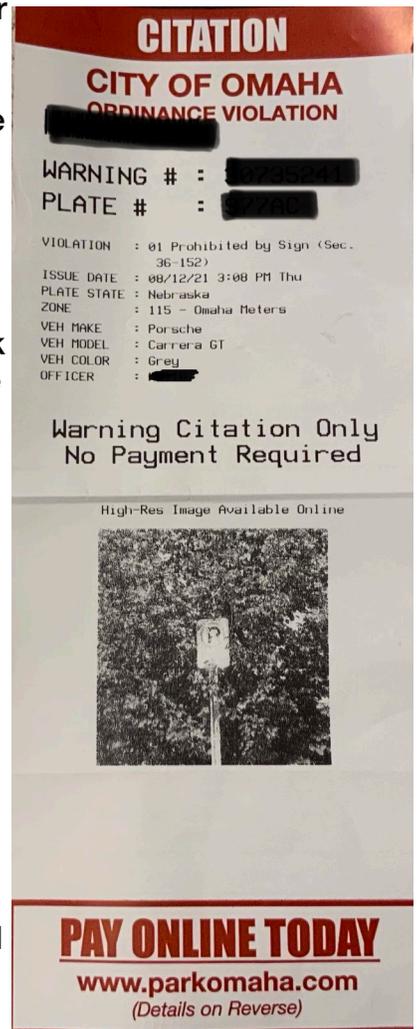


By David Patterson, GPR President

All the men in my family have a strong resemblance. Therefore, for as long as I can remember, my brother and I have been mistaken for one another in public. Sometimes this is a good thing and leads to opportunities for me to meet new people over an otherwise awkward exchange. Still other times I hear after the fact that people were frustrated that “who they thought was my brother” did not come over to greet them at a restaurant. Conversely, I sometimes wonder why a couple is waving vigorously at me at an intersection. A mistaken identity can certainly be entertaining.

As the owner of a Porsche, it is not uncommon for people to remark about our vehicles. While not garnering the same attention as some of the sportier models, my wife and I get our fair share of praise for our Cayenne GTS. While most recognize the distinctive Porsche crest on the front and P O R S C H E on the back, still others have asked us how we like our Alfa Romeo; or is it difficult to get an Aston Martin serviced? The “original” sports SUV has no doubt been used as an inspiration for these other brand’s SUVs, so I guess the confusion of a passerby could be expected. I can however imagine the German inside my Cayenne yelling “NEIN!” at being confused with an Italian or British automobile.

My wife Angela recently joined a friend for a meeting. Upon coming back to the car she had received a warning on her windshield for parking in an area that was not warranted. The fact that she received only a warning should serve as example of how lucky I am to be in her company. While remarking that I am certain that I would not have received such favor, I reviewed the ticket and was pleased to know that I was the proud owner of a Porsche model that has a far greater value than our SUV. I wish the meter maid’s mistake was the actual identity of our Porsche. Ah, gut.



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

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PORSCHE

# Club Calendar

## September

- 11 [Porsches at Paradise](#)  
8am Paradise Cafe, 17305 Davenport Street, Village Pointe
- 25 [Fun Run](#)  
See details on Page 6

## October

- 9 [Porsches at Paradise](#)  
8am Paradise Cafe, 17305 Davenport Street, Village Pointe
- 23 [Oktoberfest DE at RPM](#)  
See details on Page 6

### [National Calendar](#)



### [Zone 10 Calendar](#)



### [Club Racing Calendar](#)



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## Online and Social Media

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



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



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



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

# The Great Plains Region Invites You to Come *Track* with us! Here is the last date for 2021 DEs

**Raceway  
Park of the  
Midlands**



**Oktoberfest DE**  
October 23<sup>rd</sup> - 24<sup>th</sup>  
Novices are welcome

Check [ClubRegistration.net](http://ClubRegistration.net) for more information as it becomes available.

## Food Bank Item of the Month

The Food Bank for the Heartland Item of the Month for September is Pancake Mix. Please bring a box or two and place them in the designated Food Bank box. Be sure to check back each month to find out what the Item of the Month will be.

You donated 123 cans of pasta in July! YOU are making a difference to our neighbors in need. Thank you for your generosity!

## Thank you!

Thank you to **Carol Lynch** for taking the time to volunteer at the Food Bank on Saturday, August 7<sup>th</sup>. Your help is so important to our community.



**FOODBANK**  
FOR THE HEARTLAND

## Don't Miss Our Sunrise Fun Run - Sept. 25<sup>th</sup>

We know how much you like GPR Fun Runs so we have another one in the works.

We'll start in Elkhorn and make our way on rolling straights and twisty roads to our final destination of Milady Coffeehouse in Fremont for a

delicious breakfast.

Put Saturday, September 25<sup>th</sup> (the Husker game is away) on your calendar and watch for more information in your email.



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**Der Skooner**

# Meet a Member - William Warner

Article and Photos by William Warner

**When did you join the PCA? Summer 2020 to communicate with a club member in Little Rock AR who was selling the 928 on the PCA Marketplace.**

**What Porsche(s) have you owned and what do you currently own? No Porsches previously, currently own a 1982 928.**

**Where are you from? Omaha, NE.**

**What makes your car(s) special?**

I'm fascinated by the rarity of the 928s in general, the back story of how it won the European Car of the Year in 1978, how it was radically different and way ahead of its time when it came out, even shunned by some even to this day, it's a timeless design, and just under 60K examples were ever created. It's a rare bird indeed.

**Next Porsche or current project?**

No current project, just performing as needed maintenance on the 928. Next Porsche I'm interested in is a second Generation 911 930, somewhere between 82-86ish.

**Favorite memory with your Porsche?**

I would have to say our first outing with my then new car, the summer GPR car show at Eagle Run in early Sept 2020. For me that's when it felt real that my wife and I own a world class sports car.

**What got you interested in Porsches?**

My best friend's step father in the early 80's owned an orange 914 with the black side script. Even then as a young child I knew Porsches were special. I've also seen a lot of Porsches in many quintessential 80's teen movies to add to my initial interest. I've always admired Porsches but from afar but because I was so young I assumed I would never be able to afford a Porsche. I've become more recently interested when I was performing a "classic car search" back in 2018 but nothing was really peaking my interest. Then I dived into the rabbit hole of Porsche, all the different Porsche 911's and different models, then I learned a lot about the odd and quirky 928, and it happened to check all the boxes on my "must have" list so here I am the proud custodian of a 928.



**Any other dream cars you would own? I'm sentimental about the early 70's Dodge Dart/Duster cars because that was our first family car I really remember and the car I learned to drive on. I remember sitting on my dad's lap learning to drive that car as a little kid. My dream car would be a 1971 Dodge Dart Demon. Another car I've always dreamt about having and most car lovers quickly dismiss this car is The 1978 Ford Mustang II King Cobra Edition. As you can see I'm a child of the 70's and I gravitate towards cars that weren't loved or very popular when they came out. I love rare, obscure vintage cars and the stories behind their development.**

**Favorite road trip, track or race?**

I've never had a car on the track or raced. My favorite, most memorable road trip would be with my dad back in September 2007. We did a non-stop, round trip from Omaha to Milwaukee WI to pick up a 1973 Honda CB 500 motorcycle that I purchased from ebay Motors. I can't really say what made that trip so memorable but I've always thought it was because I literally sat next to my dad in a pickup truck for over 18hrs straight and we enjoyed moments of talking and moments of silence but mostly just enjoyed each other's company.



# Pikes Peak or Bust '21

By Kurt Halvorson

Photos by Dave Hart, Dee Hart, Melinda Halvorson and Kurt Halvorson

The idea was hatched on a cold winter night when Dave Hart was musing about warmer weather, sunshine and long drives. I spoke to Dave the next morning when our conversation topics ranged from Covid to politics to church to family and a trip up Pikes Peak. The latter was a new addition to our normal exchange. "What about this Pikes Peak trip?", I asked. Dave explained he was thinking about taking his '69 912 on a road trip to Colorado and said, "wouldn't it be fun to see if it would make it to the summit of Pikes Peak (14,115 feet)?" Now Dave had soloed his way to Colorado in the 912 before, to decompress, enjoy nature and experience the joy of driving his Porsche on a road trip. This time would be different. Could it actually make the summit? How badly would the elevation affect the carburetors? Would it overheat? Would something break on the way out or back? How many spare parts should be brought? What about tools? The questions mounted, but I was interested in learning about when he was going and if I could tag along in my '87 Carrera.

Conversations progressed over the next couple months and the road trip planning started to take shape. The annual International Pikes Peak Hill Climb was scheduled for Sunday, June 27th. Dave suggested we should drive it right after the Hill Climb. Route planning for our cars suggested taking Highway 6 into western Nebraska, dropping south into Kansas, picking up I-70 for 140 miles, and heading southwest on highway 24 into Colorado Springs. Perfect, but now we had better determine if the cars are ready for a 1200 mile trip.

Dave's car is a Sand Beige gem, showing 4,500 miles (on its second time around the clock) and a sympathetic restoration by California's Porsche



Restoration (CPR) several years ago. He took it to his trusted long time German mechanic in Hastings for a complete inspection and all it needed was a valve adjustment, but Dave decided to replace the steering rack as well. My '87

Carrera has 156,000 miles, but has been maintained with an engine and clutch rebuild in its well documented past. Nonetheless, I opted to replace the clutch and all related components before the trip, along with adjusting the ride height higher to make for a slightly more comfortable ride. Everything else checked out a-ok.

As the end of June approached, our confidence levels were sometimes suspect. Thinking of the tools, spare parts and supplies we would bring (just in case), we decided it would be a smart move to ask our wives to join us and drive the SAG (support and gear) vehicle in case we had a breakdown (physical or mental). Because Harts live in Hastings, we decided Melinda would drive our Macan and Dee would ride with her while Dave and I muscled our mechanical steeds across the concrete and asphalt terrain to our destination.

June 28th arrived and Melinda and I were off. Heading down I-80 to Lincoln, we kept in touch via walkie-talkies. Once in Lincoln, we opted for Hwy 6 from there to Hastings. Stopping for a break and a refreshment, some teenage boys in a pickup pulled into the gas station and told me "your car is bad ass, dude"! I trusted that was a compliment and thanked them. They asked if they could look it over and wanted me to tell them about it. I think it was the first Porsche they had seen up close. They thought the engine was in front. Nice kids – all of them. Melinda thought I was being assaulted, but they were just gathered around the engine bay looking it over and asking questions. It was a fun diversion.

Spending the night in Hastings, we had dinner with the Harts and planned to leave the next morning for Colorado Springs. Tuesday arrived and we departed by 8:30am. The drive out was largely uneventful, except for Dave's throttle sticking occasionally on deceleration. This caused concern about our proposed mountain ascent, so Dave called Porsche Colorado Springs and spoke to a Porsche Classic tech who said to stop by for a quick check before we headed to the mountain. Continued on page 11.



# Membership News

## Anniversaries

### Congratulations to Bob Diers 20 years

### Congratulations to Rod Feelhaver 15 years

By the Numbers:  
171 Paid GPR members  
295 PCA members in GPR region

Have you made a significant change in your life lately? Retired? Moved? Changed your email address just because it sounded like fun?

If you have done anything that would cause your email address or street address to be different from the one the GPR membership chair has on file – It is time for an update! This will assure that you continue to receive communication from the Great Plains Region. Der Skooner will arrive at your inbox, and you will be in the know about upcoming events.

Remember, you must be a member of PCA (pca.org) to join Great Plains Region.

If your significant other is not on the GPR email list, now is a good time to add them. This will eliminate that oft heard statement: “I did not know that there was a ladies’ luncheon, my husband never mentioned it.” Or whomever has the primary membership will be off the hook for not notifying their better half. As Abigail Adams wrote to John Adams, “. . . remember the ladies, and be more generous and favorable to them than your ancestors.”

If you have a Cox email address and feel that you are not receiving all of the emails from GPR - You may be right! Cox blocks emails from Porsche Club of America’s email system. The address where all of the club emails come from is [enews@enews.pca.org](mailto:enews@enews.pca.org). If Cox is your provider, you will need to contact them and ask them to whitelist the [enews@enews.pca.org](mailto:enews@enews.pca.org) address. GPR and PCA are unable to do anything about this issue with Cox. Hopefully, these email issues can be solved with a modest amount of time and effort on your part.

If you have any additions or changes, please send me an email. [Carol.lynych356@gmail.com](mailto:Carol.lynych356@gmail.com)

Questions? Contact:  
Carol Lynch  
Membership Chair

## A Note from the Editor

As editor, I would encourage you to share your Porsche news, articles, ideas and photos. One of the features in the monthly newsletter is *Meet a Member*. Please consider being featured this year! The process is easy, you can fill out the form [here](#) and upload a few pictures to share your story with the club!

Thank you for additional great article submissions so far this year! Please continue to use the links below to submit articles and Meet a Member submissions.

Article Upload [link](#).

Photo Upload [link](#).

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

The board is looking for a new Editor for next year, please contact David if interested.

Please contact:  
Mark Eichten  
Editor [editor@gprpca.com](mailto:editor@gprpca.com)



## Member Name Badges

Look official at our next GPR/PCA event. The magnetic name badges are \$10, includes shipping.

Please contact Melinda at [melinda.halvorson1115@gmail.com](mailto:melinda.halvorson1115@gmail.com). Don't forget to wear your name badge to all GPR events!



Pikes Peak or Bust - Continued from page 9.

Being cognizant of Dave's four cylinder and four-speed transmission, we never exceeded 75 mph due to the higher RPMs Dave's car was turning compared to my six cylinder 911 with a five-speed. The only stress point occurred when Dave appeared to be slowing due to his stuck throttle, so Melinda put on her flashers to alert traffic coming up behind us on the interstate that we were much slower than the stated speed limit. As Dave said on the walkie-talkies, Melinda needed to be patient following a "geriatric vehicle".

The hotel was a welcome sight by late afternoon. We headed to a Mexican restaurant for dinner and then cleaned up the bugs on the cars after dinner. Dave and I met a couple guys in the parking lot who were driving their BMW motorcycles across country on mountain trails. They were both business owners who had sold their businesses and retired early. They were fascinating to talk to and shared many stories and photos with us about their experiences. They joined us for breakfast the next morning. It's amazing the people you can meet on a road trip.

It was now Wednesday, Summit Day. Melinda and Dee decided to do some touring while Dave and I attempted our summit. First up was our stop at Porsche to check out Dave's throttle linkage. Arriving at the dealership, we were greeted by a professional looking young service writer with an iPad. He was looking for the VIN. We explained there was no VIN in the usual spot, but instead the car had a serial number. His iPad didn't allow for this exception. Additional dealer help was summoned by him. Dave explained that while the car was in great shape, it required some knowledge and TLC to drive and asked that they come get him when they were ready to pull it into the service bay. Well, as Dave and I strolled the showroom, a service manager came and found us and explained there was "a problem". Upon stating this, he produced Dave's ignition key now in two pieces. They broke it off in the ignition while trying to move it into the service bay. Dave dug deep and summoned his best, most polished public speaking skills and said he hoped they had more key blanks available, as we were still planning to drive the mountain yet that morning. There was no foul language, no increased decibels, no higher intonation, nor faster speech cadence. Dave's composure was intact! Well, after we now had every square inch of the showroom memorized, the service manager came and got us and produced new keys(!) as well as Jeb, a Porsche Classic master technician who checked out Dave's car, as well as listened to mine. Dave's car's throttle linkage was fine, but it could be adjusted to take advantage of another inch and a half of travel. Yep, Dave was missing out on more desirable horsepower! Learning the fix would take another hour or so to fit it into Jeb's schedule, we opted to head out. Dave could have that done back in Hastings.

Another fly in the ointment occurred when we arrived at the Pikes Peak gate entrance. The young park ranger

explained that the governor was doing a ribbon cutting at the summit for the new summit (tourist) building and wouldn't open the mountain to public traffic until noon. Drats! We decided to head to Manitou Springs for an early lunch. Heading back to the Pikes Peak Park entrance about 11:15am, there were now over 100 cars in the lower parking area awaiting the gate opening. We pulled up and expected to be turned back to the lower lot, but we found the same park ranger and because we had arrived earlier and explained our one day summit attempt, she let us stay in the line to be among the first 25 or so cars to be admitted at noon. We parked our cars in the line and walked up and bought our tickets to save time.

The gates opened and the drive began as a conga line - not what we had envisioned for our summit attempt. Conversing on our talkies, we compared RPMs, engine temps and oil pressure. As the air became thinner, engine temps were increasing and oil pressure was decreasing. We passed 10,000 feet, then 11,000 - the cars were struggling and we could only drive in 1st or 2nd gear. The speed limit is 25mph, and in a vintage car that's about all you can hope to achieve anyway. We passed 12,000 feet; the road was getting steeper and we were well above the treeline. There are no guardrails, the outside temp is falling and the curves are getting tighter - hairpin tight. As we begin to wonder how much further, we see the parking attendants for the summit lot - only this day it's at 12,780 feet - mile marker 16, instead of the real summit at 14,115 at mile marker 19. The construction of the summit building has consumed all available tourist parking, so everyone was required to stop here. Double drats! We did learn that the International Hill Climb 3 days earlier achieved the same conclusion we did. They were not allowed to the top either. So, we spent about 30 minutes walking about, taking pictures of the stunning view below us, and allowing the cars to cool off. We held up a Porsche flag as though we were Sir Edmund Hillary summiting Mt. Everest. We had achieved our goal! We celebrated with dinner at a family owned Italian restaurant that evening and made the drive home the next day. The reliability of both cars was impressive. It's a trip we recommend for anyone looking for a little adventure in a beautiful setting with plenty of activities for everyone.



# Pasta Amore Dinner



Comments by Mark Eichten  
Photos by Armando Colorado

Just under 60 members joined in for an evening of great food and companionship. As usual the dinner entrees were delicious and the desserts were a treat. It was fun to see the parking lot filled with member Pcars from the surrounding states. It

was great to see and converse with several of the members in person. I know I personally heard several great stories. Thank you for showing up to support the club. Thank you to the servers for the wonderful service.



# Porsches at Paradise



Comments and photo by David Patterson

On the morning of Saturday August the 14<sup>th</sup> , GPR had a successful showing at the Paradise Village Pointe location. The club will continue to have

breakfast at this location until further notice.

Hope to see you all on September 11<sup>th</sup> at Paradise.

# Board of Directors Meeting

## BOARD OF DIRECTORS MEETING

Minutes of the GPR Board Meeting August 10, 2021

The Great Plains PCA Board met at 6:00 pm on August 10, 2021, at the Patterson residence. Present were David Patterson, Joe Chambers, Terry Lessmann, Carol Lynch, Melinda Halvorson, Bob Kirchner, Rick Mourey, Mark Eichten and Kurt Halvorson. Eric Elliott joined by telephone.

**PRESIDENT:** Patterson welcomed everyone, opened the meeting and moved discussion to the individual reports from the directors.

**SECRETARY:** The July 2021 minutes were approved as distributed.

**TREASURER:** The club's cash balance was \$88,738 on July 30, 2021. Net income YTD through July is \$890. Revenue totaled \$15,807 and Expenses were \$14,917.

**MEMBERSHIP:** At present, GPR has 165 paid 2021 renewals and 289 primary PCA national members. The board approved a Lifetime Membership distinction for those with 25 or more years of contiguous GPR membership. President Patterson led discussion around ways to recognize such members.

**SOCIAL:** The food drive item for the Food Bank is pork and beans for August and Pancake Mix for September. 123 cans of pasta were donated in July by members. The Tech Session July 17th at SLM Auto Care was attended by approximately 15 members. Fifty-nine individuals attended the July 24th club paid dinner at Pasta Amore. Carol Lynch was our lone member who participated in our club volunteer day at The Foodbank August 7th. The Tech Session at Star Class Motors is slated for August 28th from 9am-11am. A fun run is being planned by Safety Chair Mourey for September 25th with breakfast available at the end of the

run in Fremont. November 13th will be the New Member Dinner with the Board, and the Annual Winter Party will be January 22nd at Champions Run.

**REGISTRAR:** Registration for the August 21-22 DE at RPM is open with a dozen registrants thus far. It was mentioned RPM paved the end of grid to track entrance and patched some damaged areas on the track. Patterson suggested an email go to previous participants to encourage their attendance. Registration is open for the Star Class Tech Session on August 28th.

**SAFETY:** The Club Race de-brief was held with race co-chairs, registrar and president. De-brief notes will be released when complete. Mourey agreed to chair the 2022 Club Race. An advanced DE / Club Racing instruction/ coaching program draft has been reviewed, with a walk through session planned. PCA insurance was requested for the August DE. No National updates this month.

**EDITOR:** August Der Skooner was published. August Dog Days DE will be featured in the September Der Skooner, along with features on Route 66 and a member Porsche road trip. Two potential new advertisers have received pricing. Editor Eichten plans to step down as newsletter editor by the end of 2021. Interested members willing to consider the role are encouraged to contact David Patterson for more information.

**WEBMASTER:** The GPR website is up to date with scheduled events. August Der Skooner was sent out August 1st. The annual license for our credit card processor was renewed for \$29.

The next board meeting will be in person Tuesday, September 14th at 6:00 pm at a location TBD.

Respectfully submitted,  
Kurt Halvorson, Secretary





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## GPR Classified Ads

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Der Skooner

# Traveling Route 66: Missouri to Santa Monica Pier Part 2

Article and photo by Larry Johnson

Leaving Tucumcari in the morning, we navigated our way to Santa Rosa where we visited the Blue Hole. This naturally-formed



depression features crystal clear water to a depth exceeding eighty feet and remains a crisp sixty-two degrees year round. Although Holly and I refrained from diving in, a local scuba club was preparing to enter the water. We headed south and west over fragments of the original Route 66 before passing over the Old Iron Bridge near San Jose enroute to Santa Fe. Once we arrived at the state capital, we dedicated a few moments to the city's historic plaza before retiring for the night. For those wishing to view the works of one of America's finest painters, Santa Fe is also the home of the Georgia O'Keefe Museum.

And then it happened, that one dreaded and unpredictable moment every Porsche owner fears happened approximately twenty-five miles outside Santa Fe. The Boxster's "check engine" light illuminated to inform me something was wrong. Unsure what the cause of the alert was but with no auto repair shops in sight, I reduced speed, navigated away from Route 66 and used the interstate highway to get us to Santa Fe while keeping the vehicle at a reasonable speed. Despite planning carefully and performing preventive maintenance on the Boxster prior to our departure, I had no idea what the problem was. A quick stop at an Auto Zone and the use of a diagnostic scanner indicated the cause of the alarm was related to the catalytic converter. As soon as the clerk asked if I'd exposed the car to extremely dusty conditions within the past few days, I explained the rough travel over the Sidewalk Road. The purchase of a liquid cleaner for the catalytic converter corrected the problem we experienced no further mechanical problems with the car. My fellow Porsche owners: That sudden sigh of relief you heard from the west was me,

expressing joy over the fact I wasn't faced with an expensive repair bill!

**Day Seven: June 22. Santa Fe to Albuquerque.** On most days, the drive from Santa Fe to Albuquerque requires just over an hour's time. This, of course, is not the case if you expect to use Route 66 to get there. While we could have remained dedicated to reaching the west coast as quickly as possible by relying on multi-lane and well-paved roadways, we chose to complete the journey to Albuquerque by occasionally detouring from Route 66 and on this day, elected to make our way west via the Turquoise Trail. Receiving its name from the many turquoise mines and ghost towns located along the way, this winding road connects the high country around Santa Fe with Albuquerque. For sixty miles over narrow roads, this ancient avenue simultaneously offers pleasing vistas and the need to drive slowly. If you retrace our steps, you'll pass through the old mining towns of Tinkertown and Madrid before connecting with Interstate 40 and the route into Albuquerque. Once in Albuquerque, we passed by the Kimo Theatre which opened one year after the birth of Route 66. Erected to feature stage productions and musicals, the Kimo was the first theatre in New Mexico to fuse art deco with American Indian architectural style. Destroyed by fire in 1968, the theatre was resurrected during the 1990s and today is home to concerts and festivals featuring classic movies. Venturing twenty miles off Route 66, we spent the night at the Los Poblanos Historic Inn and Organic Farm. After battling temperatures reaching as high as 112 degrees, it was a relief to dine and sleep in air-conditioned comfort.

**Day Eight: June 23. Albuquerque to Winslow, Arizona.** Before leaving New Mexico, we made time to stop by the Acoma Pueblo in Laguna, the Rio Puerco Bridge and Devil's Cliff while navigating the vehicle through ancient lava beds. We ascended to an altitude of 7,263 feet and crossed the Continental Divide outside Thoreau, New Mexico.



Arriving in Gallup near midday, we detoured two blocks off Route 66 and lunched at Jerry's Café recommended in each of our guidebooks and a must stop location for anyone traveling along the Mother Road.

Along the route from Chicago to Santa Monica, there are many instances where Route 66 and a major highway share the same space. This was the case as we passed into Arizona near mid-afternoon. Traveling on Interstate 40, we diverted off Route 66 again and drove to the Painted Desert and Petrified Forest National Park near Navajo, Arizona.

This special attraction is the only national park in the United States to protect and encompass an original section of Route 66. Visitors wind their way along a 28-mile, two-lane loop maintained by the National Park Service and are presented with mile after mile of amazing views. The northern section of the park includes the Painted Desert offering views of multi-layered strata, deep canyons, and badlands. Visitors to the park will find the petrified forest in the southern sector along with historic structures, archaeological sites, and fossil beds dating back more than 200 million years. Also located in the park is a rusted 1932 Studebaker found on an historic section of Route 66.



Soon after leaving the Painted Desert, we returned to Route 66 through Holbrook, Arizona, where we found ourselves at one of only three existing Wigwam Motels still in operation in the United States. Built as part of a chain during the 1930s, the motel in Holbrook is located directly on Route 66 and for those who wish to spend the night, yes, you are afforded the opportunity to sleep in a tepee-shaped room. To add to the historic



charm of Route 66, several 1950s-era autos are parked on the property. By late afternoon, we pulled into Winslow for a one-night stay at La Posada Hotel and Gardens where we spent the night in the Shirley Temple Room, directly across the hall from the Ava Gardner Suite.



Yes, it was THAT Winslow. Anyone who has been a fan of the band The Eagles is well-aware of the significance of Winslow, Arizona, and the small town's mention in one of rock and roll's most famous songs. No Route 66 traveler can resist the urge to visit the "Standin' On The Corner" Park in downtown Winslow and Holly and I were no exception. The corner features a flat-board Ford as well as statues of Eagles band member Glen Frey and Jackson Brown. Despite visiting the site after sunset, we found the location filled with tourists from every corner of the globe.



**Day Nine: June 24. Winslow to Kingman, Arizona.** Another blistering hot day with temperatures reaching 112 degrees. As we neared the Arizona-California border, it was clear the weather would be unforgiving.



Midway between Winslow and Kingman, we left Route 66 for a six-mile drive to Meteor Crater, a 550-foot-deep hole in the Earth's surface created when a gigantic meteor

traveling at 26,000 miles per hour slammed into the Earth approximately 500 million years ago. As the best-preserved impact site in North America, visitors are presented with the opportunity to walk the crater's rugged rim. Enroute to Flagstaff, at one point while traveling on Interstate 40, we caught site of the southern rim of the Grand Canyon. Rolling into Kingman during late afternoon, we registered at El Trovatore Motel, one of the few, pre-World War Two motels erected along the Mother Road still which continues to offer overnight lodging to travelers. According to our guidebook, among the motel's many guests, Hollywood celebrities Clark Gable, Marilyn Monroe, and James Dean stayed at least one night at this unique destination. Now, the motel can add Holly and myself to its list of celebrated visitors.

**Day Ten: June 25. Kingman, Arizona, to Barstow, California.** If you choose to travel the Mother Road in either direction, make a point of dining at Mr. D'z Route 66 Diner before leaving Winslow. You'll find vintage vinyl covered booths and bar stools, fading posters and photos, and most importantly, excellent food. Erected in 1939 specifically to serve Route 66 travelers, the diner offers plates overfilled with high quality food at a good price as well as an opportunity to step back in time and share a meal with Route 66's distinguished past. It was here we decided to detour away from Route 66 due to the route ahead becoming exceptionally vertical as well as including a series of severe switchbacks which I did not have the desire to expose the Porsche to. Instead, Holly and I drove to Oatman, Arizona, via I-40 before reconnecting with Route 66 for the twenty-mile journey over a winding and twisting, two-lane road bordered by fields of cacti.

Legend has it Oatman was named after seven-year old Olive Oatman who'd been kidnapped in 1845 by members of the Apache tribe. Drive slow as you enter Oatman: Wild burros roam the streets.



According to several sources, the burros are the descendants of those used by gold miners during the 1850s. Somewhat tame, the burros make a point of roaming unmolested through the streets while accepting treats from tourists.

Leaving Oatman and back on I-40 again, we followed the advice of our guidebook and made sure to gas up at the Arizona-California state line before crossing the Mojave Desert. The importance of having a full tank of fuel and at least one gallon of water per passenger cannot be overstated when crossing the desert. With the temperature holding steady at 114 degrees, we followed the guidebook's advice and took no chances. Be prepared to pay a high cost for a gallon of fuel: filling stations and convenience stores on either end of the desert have no reservations when it comes to charging an exorbitant price for a gallon of gas. The journey across the desert provided Holly and I with sweeping vistas of high mountains, picturesque cliffs and mesas, and wide, barren fields covered with Joshua Trees. Another word of caution: We also noted

several broken-down autos alongside the highway, a testament to the environment and it's unforgiving nature.

**Day Eleven: June 26. Barstow to Santa Monica Pier.** Another relatively short day of driving. Or so I believed. Before reaching Santa Monica and Los Angeles, we made a brief stop at the Bottle Tree Ranch to take in the view of a sculpture consisting of thousands of soda bottle, old auto parts, discarded signs and pieces of machinery (photo on the back cover). With the heat rising, we were off again, eager to arrive in Santa Monica.

Anyone who has had the "pleasure" of driving through Los Angeles at any hour of any day knows trying to navigate through this sprawling, densely packed city can be something of a challenge. We reconnected with Route 66 ten miles outside Los Angeles and let me just say this: I will never again complain about the traffic in Omaha where driving a distance of no more than five miles requires very little time. Not so in Los Angeles. Expect to spend at least an hour or more in your car if you decide to drive the same distance across Los Angeles.

But, we were there: We'd reached the end of the road. The only task awaiting Holly and myself was to make our way to the pier to the



Route 66 kiosk. This proved easy and we snapped several selfies to celebrate the achievement. We also made a point of purchasing a "We Did It!" certificate to celebrate the event.

And so, except for the four-day return journey, the trip was over. We left Los Angeles the next morning, heading east through California, Nevada, Utah and Colorado and finally into Nebraska. Our journey came to an end on June 30 after two weeks and 4,000 miles. Waiting for me was the pleasant task of sorting the many photos and videos taken on the trip.

**If You Go.** My account of traveling along the Mother Road from Omaha to the Pacific coast in a two-seat, convertible-topped vehicle with limited interior space may inspire you to consider taking the same trip. If this is the case, allow me to offer suggestions on what you will need to consider before, during, and after the trek to Santa Monica Pier.

First – and I know this goes without saying – make sure your vehicle is in top operating condition. I performed every preventative maintenance task I am capable of doing on my car, but I neglected to consider the catalytic converter. It was fortunate for me the remedy was easy and inexpensive, but we all know the reason for the “check engine” light coming on could have been far more serious and expensive to resolve. And the possibility of finding a qualified Porsche mechanic or dealership is unlikely in the wide opened spaces between the more densely populated cities located along Route 66.

Also, plan your trip well ahead of time. Before our departure, we purchased Route 66-specific guidebooks and a set of maps which focused on the route’s path through each specific state. With space inside the Boxster being limited, there was no room to unfold a large-scale map. In many stretches of the road, Route 66 comes to an end with little or no warning. Without these helpful guides, we might have found ourselves lost or having to retrace our steps. You can purchase the maps and guidebooks on Google or Amazon.



Also, consider taking the trip with someone. Before departing, Holly and I discussed the many wonders we expected to find. Driving to the west coast with my wife not only provided me with a capable copilot but also allowed us to share so many unexpected joys we had no idea existed because they weren’t listed in the guidebooks.

Along with taking the trip with someone, expect to face the possibility of having to decide whether or not to divert off Route 66 for more stable roadways. On more than one occasion, we faced the decision to remain on Route 66 and the possibility of encountering uncertain and possibly hazardous driving conditions, or diverting to an interstate highway. Despite your best intentions, unless you have an unlimited amount of time, it’s impossible to see everything. Only you can make the decision when to remain on the Mother Road or to detour off the route.

Also, despite the road ahead seeming to be smooth and drivable, don’t expect perfectly paved roads. We frequently and unexpectedly encountered deep and potentially dangerous potholes and raised lips on bridges which jolted the car so severely I was certain the front suspension was coming off. In the more rural areas of Route 66, slow down before crossing two-lane bridges: you’ll be glad you did.

After being thrown about the Boxster’s interior on several occasions, I decided to remember getting to the west coast as quickly as possible was not one of our priorities. Slow down and enjoy the ride.

Prepare to be shocked by fuel prices. The farther west we drove, especially as we neared the California state line, gas prices rose accordingly. If you’re like me and refuse to fill the fuel tank with low octane fuel, you will quickly come to expect to pay a higher price to fill the vehicle. On the other hand, I don’t recall filling the Boxster with gas which included alcohol or some other unwanted additive. Still, despite this, even I experienced “sticker shock” once we crossed into California where the cost of fuel averaged in excess of four dollars per gallon.

Take a camera. Again, this too goes without saying. As a freelance photographer, I rarely leave home without a camera. For this special, I mounted a small GoPro camera to record the road ahead and another to record the views behind us to provide a different photographic perspective. I also included a digital SLR and each night, downloaded images to an SD card for safekeeping. Ever cautious, I also downloaded the photos and videos to the cloud in the event I misplaced one of the SD cards.

**A final word:** I cannot say enough about two very important elements which had a direct impact on the success of our journey along America’s most historic road. First, there’s my little car. Except for that uncertain moment outside Santa Fe, the Boxster hummed along like a jewel. I know how fortunate I was in taking a twenty-one year old car along a route which had the potential of offering more negative than positive situations. Over the course of our trip, we covered the same distance as driving from Boston to San Diego, then turning east and returning to Oklahoma City. Yet, we endured nothing out of the ordinary and I feel grateful my car performed at a high level.

Most importantly, however, I need to thank my wife. I’ve mentioned the value of traveling Route 66 with a companion and it’s important to me that I commend Holly for not only making the trip one for the books, but for putting up with me under such cramped and sometimes uncertain conditions. We had the time of our lives and I can’t begin to imagine making this once in a lifetime with anyone else but her.

So, there you have it: my account describing the opportunity to check off another item on my bucket list. I hope you’ve enjoyed reading about our experiences. If you feel the itch to take off on a similar journey over Route 66 and have questions, feel free to contact me at [CelticRover20@aol.com](mailto:CelticRover20@aol.com).

Safe travels, my GPR friends.

To see the full article click the link: [gprpca.com](http://gprpca.com).



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