

# *Der Skooner*

Porsche Club of America • Great Plains Region

February 2022

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**Rocky Mountain Region PCA Columnist**

**Danielle Badler**

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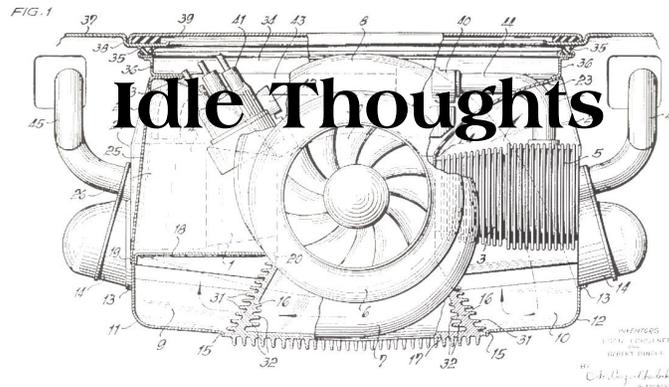
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Der Skooner - February 2022

On The Cover

Image Provided By:  
Keith Lodhia



The inclement weather and slippery roads as of late nudged me into a rabbit hole of research on the history of all-wheel-drive system design and implementation at Porsche. From the Lohner-Porsche to the current 911 Turbo, the evolution and sometimes revolution of development provided an interesting read. The attached PDF link will expand your understanding of the legacy of the all-wheel-drive systems churning away under some of our Porsches.



[https://presskit.porsche.de/specials/en/30-years-awd-in-porsche-911/topic/the-history-of-the-all-wheel-drive-at-porsche.html?file=daten/assets/specials-30-years-awd-in-porsche-911/documents/press/en/PAG\\_30JahrePorscheAllrad\\_PM\\_EN.pdf](https://presskit.porsche.de/specials/en/30-years-awd-in-porsche-911/topic/the-history-of-the-all-wheel-drive-at-porsche.html?file=daten/assets/specials-30-years-awd-in-porsche-911/documents/press/en/PAG_30JahrePorscheAllrad_PM_EN.pdf)

As you have seen in various communications from the club, our Winter Party originally scheduled for February 5th has been postponed. The unfortunate confluence of our chosen date with the expected peak in omicron numbers supported the board's decision. Please make special note of the new date for our aptly renamed Spring Party which will take place on April 29th.

As you know, the Great Plains Region has selected the Ronald McDonald House Charities (RMHC) as our charity for 2022. I often have the honor of delivering your generous donations to our yearly charity recipients following one of our events. On my first delivery to RMHC last month I happened to cross paths with a family who is staying there while their child receives treatment at UNMC. Please know that each member of the family (and all staff) thanked YOU for donating to RMHC. The joy and hope witnessed in the face of such challenge was heartwarming. I can assure you that I walked out of there glossy-eyed but sure-footed that the Great Plains Region is supporting a worthy cause.

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

# Great Plains Region Club Calendar

## February

February 12th—Porsches at Paradise 8:00am

## March

March 5th—Club Paid Social Dinner

Beacon Hills Aksarben Village, Private Dining Room 6:00pm  
(Watch your email for more information to come)

March 12th—Porsches at Paradise 8:00am

## April

April 9th—Breakfast at Porsche Omaha / DE 101

April 23rd-24th—Heartland Club Race in Topeka, KS

April 27th—May 1st—Treffen Spring in Colorado Springs <https://treffen.pca.org>

April 29th—Annual Winter (*Spring!*) Party at Champions Run 6:00-9:00pm

April 30th-May 1st—DE at RPM



## National Calendar



## Zone 10 Calendar



## Club Racing Calendar



## Online and Social Media



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



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**PORSCHE**

# Board of Directors Meeting

Minutes of the GPR Board meeting

January 11, 2022

The Great Plains PCA Board met at 6:00 pm on January 11, 2022, via teleconference. Present were David Patterson, Carol Lynch, Terry Lessmann, Melinda Halvorson, Rick Mourey, Eric Elliott, Jeremy Kroh, Bob Kirchner, Mike Anderson and Kurt Halvorson.

**PRESIDENT:** Patterson opened the meeting and welcomed Mike Anderson as vice president and Jeremy Kroh as newsletter editor. He noted Porsche Omaha indicated their continued financial support of the club for 2022, including named sponsor of the Carrera GT Club Race at MPH.

**SECRETARY:** The November 2021 minutes were approved as distributed. During December by board email vote, Jeremy Kroh was approved to fill the open newsletter editor position, and the Ronald McDonald House was approved as the GPR's 2022 Charity.

**TREASURER:** The club's cash balance as of December 31, 2021, was \$83,922, vs \$83,398 in 2020. The club's net loss was \$1,656 for 2021 due to slightly lower revenue and higher expenses for club paid social events, and a full year of track events. The board approved a debit card for use by the president and social chair for approved club expenses, as well as a savings account for cash in excess of monthly expense needs.

**MEMBERSHIP:** Chair Lynch reported 7% growth in national PCA membership for 2021, and 24% growth for the GPR from 2019 to 2021. For the GPR: at present we have 108 paid members, and 81 who currently owe dues for 2022. As of January 1<sup>st</sup>, we have 3 new members. An email blast will go out reminding unpaid members to pay their dues. Lifetime members will be recognized at the Annual Winter Party. Chair Lynch and Webmaster Elliott are working to finalize a Lands' End Storefront for GPR members to purchase GPR logo'd goods through our website.

**SOCIAL:** The January 8<sup>th</sup> Porsche breakfast at Porsche Omaha was attended by approximately 35 mem-

bers. The January charity item for the Ronald McDonald House (RMH) is laundry detergent and dryer sheets, and granola bars/cereal bars for February. The Annual Winter Party for all GPR members will be rescheduled from February 5<sup>th</sup> to a future date due to Covid. Chair Halvorson reviewed the tentative calendar of events for 2022 with the board. Potential future event venues were discussed, to include the German American Society and Bennington Park/Old downtown area.

**REGISTRAR:** DE dates will be added to ClubRegistration when confirmed with the venues.

**SAFETY:** A PCA Club Racing magazine article promoting our Carrera GT Club Race at MPH will be featured in the upcoming issue. Our Club Race contract was finalized with MPH; the Club Race application has been filed with PCA. A block of rooms for GPR members attending the Club Race and DE weekend at MPH on May 20-22 are available for booking at the Holiday Inn Express Hastings at a preferred rate. Tentative DE Dates for 2022 at RPM include 4/30-5/1, 8/20-8/21 and 10/8-10/9. A DE Instructor training refresher is being planned for this Spring.

**EDITOR:** January Der Skooner was published. Editor Kroh has received a volunteer for the Meet a Member column for February, as well as an article from Terry Lessmann, with plans to include a national article in Der Skooner as well.

**WEBMASTER:** The GPR website is up to date with the 2022 GPR board members and will be updated with events through the March breakfast. Der Skooner was posted to the website and emailed out to members on December 30th. Webmaster Elliott is working with Membership Chair Lynch to facilitate the addition of the Lands' End Storefront for GPR logo'd merchandise.

The next board meeting is scheduled for February 8<sup>th</sup> at 6:00pm.

Respectfully submitted,

Kurt Halvorson, Secretary

# Upcoming GPR Social Events



**Ronald McDonald  
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In 2020, Ronald McDonald House Charities in Omaha (RMHC) hosted 196 families from 22 states who spent a total of 4,777 nights – with an average stay of 35 days – at the House. Half of these families were making the trip to Omaha for the first time. And while each family shares a common bond, their stories are uniquely their own.

The GPR has an opportunity to support RMHC by providing much needed monetary donations as well as items for families, for the kitchen, and for the House. **The Item of the Month for February is breakfast bars (granola and cereal bars).** Thank you to those who brought 8 boxes of dryer sheets and 5 containers of laundry detergent in January.

Check back each month to see what the Item of the Month will be for the RMHC in Omaha.

## Porsches at Paradise

Please join us for our next Porsches at Paradise on **Saturday, February 12<sup>th</sup> at 8 am.** We meet at Paradise Bakery & Café at Village Pointe, 17305 Davenport Street, Omaha.

The café offers omelets, scrambled eggs, breakfast sandwiches, quiche, yogurt & granola parfait, oatmeal, cinnamon rolls and muffins. Of course, they have coffee, juice, smoothies, and an Espresso Bar.

See you on the 12<sup>th</sup> and don't forget to bring cereal bars for the Ronald McDonald House Charities.

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*Please Save the Date*

The GPR Winter Party scheduled in February has been rescheduled due to Covid concerns.

The new date for the renamed GPR Spring Party is Saturday, April 29, 2022. The location remains the same - Champions Run, Omaha.

Please watch your email and next month's Der Skooner for RSVP information.

## Shark Attack—My 928 S4 Adventures

Article and photos by Terry Lessmann

Have you ever been neck deep in a love – hate relationship?

My adventure began in Nov 2019. I was fresh off selling a car and I happened to look at the KC Craigslist one Sunday morning. An '87 928 S4 was listed for sale in Spencer, IA. It didn't run



and had obviously been sitting outside for quite a while. Surprisingly the seats looked pretty good (normally the cushions are

torn to bits). I gave the seller a call and found out the owner had been hoping to restore it for 20+ yrs but had had a heart attack and passed at age 64. The seller was his brother-in-law who knew a bit about cars but nothing about Porsches. A quick call to Kurt Halvorson got some info on 928s (all I knew about them were they're cool cars and one was featured in "Risky Business"). Ran a CarFax (amazingly the info went back to 1991) and another call to the seller and she was mine.

The next day I rented a U-haul truck and trailer and enlisted the assistance of a buddy I knew from work and we were off on a 3 hr tour to Spencer. The 928 looked as advertised, so we loaded her up (not easy when she didn't run) and headed back to OMA. A quick stop at a hand car wash got a good share of the 20+ yrs of grime and algae off her exterior. It was an adventure backing the trailer up my driveway to the garage. It's been 40 yrs since I'd done any backing with my dad's trailer, but I got her positioned for her 1 shot into the garage. Houston, the Eagle has landed.

My plan was to get her running, do a few odds and ends, then sell her on. I figured if I just got her running, she'd be worth at least twice what I bought her for. I found a great resource for 928 info was the 928 forum on Rennlist (RL). I also found that 928s have a propensity to burst into flames due to aged out rubber fuel lines spraying

a hot engine. I began buying and replacing all the rubber fuel lines. The first part was easy but expensive as there are several vendors who sell 928 parts. The latter (replacing) wasn't as easy as 30 yr old fittings were not ready to be disturbed. It was a rock fight with each hose and there were many. It was a particularly tough fight getting the fuel tank out and replacing the fuel strainer, but with a few skinned knuckles and an assortment of colorful words, the lines were all replaced and she was ready to attempt a start.

Kurt came over to assist with the start. We began with Kurt bumping the starter while I checked



to see if the timing belt was turning the cams. It was so we moved to the next step of really trying to start her. She would turn over but didn't fire. We focused on the fuel pump and found it wasn't pumping but would work if we hotwired the fuel pump relay, meaning the fuel pump was good. I thanked Kurt for his help and

headed to the forums for ideas (this was when Kurt coined her nickname The Mistress).

I tracked the issue down to two possibilities – the crank position sensor (CPS) or 1 of the 2 computers in a 928. One cost \$50 to replace, the other \$500 to rebuild. I tried the \$50 solution first. However, CPSs are always in inaccessible places and this one was no exception. Adding to the fun was the fact that this one was tougher than an impacted molar to extract. I attempted several methods to get it out but finally gave up after a 2x4, ratchet strap, and a J hook wouldn't budge it. (Continued on page 9)

## Shark Attack

*Continued from page 8*

Time to drill and Dremel it out. I placed a blanket on top of the engine and laid on it while I worked on the CPS extraction. One day I had the garage door open and someone stopped by to see what I was doing, as they'd passed by several times on walks and had seen me laying on the engine. After 2 weeks of this, the CPS came out and I was able to put the new one in. Bumping the ignition produced the same result: no start and no fuel out of the fuel pump. Rats.

I pulled the CPU out of the passenger footwell and sent it to the renowned expert in Arizona. He got it turned around in just a few days. I hooked everything back up and gave her a start. SHE FIRED UP AND RAN! I had a few fuel leaks to chase down, but I was in business. I felt like I'd hit a major milestone in the project. This was April 2020.



I then began a series of smaller projects to address the list of needs. They included changing the brake pads (they put up a tremendous fight) and brake fluid flush, changed the auto trans fluid, and fixed the fwd – back buttons on both front seats. My next major undertaking was the sunroof. It was jammed shut. Roger Williams assisted me in getting it open and sent me the pages from his 928 workshop manuals on removing the sunroof. Turns out I had a broken cable on the passenger side, so I replaced it and the sunroof worked. I am now a 928 sunroof expert.

The next undertakings weren't so easy. I needed a key made (I discovered the only key that worked was a valet key that wouldn't lock the

doors). This should be simple but not on a 928. They have a special blade that locksmiths don't carry and can't cut. I wasted several months with a vendor who had a lot of excuses. I bit the bullet and bought a key from Porsche for \$180, but it arrived from Germany in 3 days. I also needed a windshield. It didn't just have a crack, it looked like someone hit it with a baseball bat. If I had a 79-84 or 89-95 shark, it would be easy to find an inexpensive \$300 windshield. But I had the 85-88 version with a radio antenna in it, which made it impossible to find at any windshield shop. After searching and waiting on a vendor in Atlanta for a month, I gave in, reached deep, and bought factory glass for \$1800. It also arrived from Germany in 3 days. At least the Mistress looked better with a new windshield.

Next up on my To Do list was the steering wheel. The stitching had come loose around the majority of the wheel. I need to step back a second and talk about colors. Not long after I bought the Mistress, someone on RL decoded my VIN for options and colors. The color in the pics looked like an Atlas Gray but it turns out the actual exterior color is Felsengrun – Granite Green Metallic. It was a 1 year only option on the 928 in 87 and only available on 911s in 87 & 88, so it was somewhat rare and a striking color. The interior color was a combination of Granite Green and bone. The steering wheel was GG. It took some searching to find that color in steering wheel leather. I thought that would be the hard part, but I was wrong. I couldn't find an upholsterer in Omaha that would sew steering wheel leather. Luckily, I located someone in Lincoln who did a nice job.



*Continued on page 11*



## See Thousands of Porsche Images in over 500 Colors.

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

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# PORSCHE CLUB OF AMERICA

## Shark Attack

*Continued from page 9*

It was about this time (early Sep 2020) that GPR was going to have their annual picnic and car show at Champions Run. What a perfect time to debut the Mistress. Baby got a new pair of shoes (tires) and I began a 4-step polish on the exterior. For an old paint job, she shined up nice. Got the interior highly detailed and looking good. She cleaned up well for her coming out party and was a hit at the show.



There were still several issues that needed to be addressed but most of them were electrical in nature. Electrical issues are not my forte but I thought I'd tackle them during the upcoming winter season. Try as I might, I wasn't making progress on them and it was frustrating. In Jan 2021, I decided it was time to move the Mistress on to someone who could get her to the finish line. Also, two items she needed were a timing belt and water pump. They are very complicated to replace on a 928 and it's way above my pay grade. I placed For Sale ads in several websites and clearly stated the timing belt needed replacing. I still got several inquiries asking if she would be capable of long distance drives. And this was in the middle of our cold snap. An email from someone in Columbus, OH asked if I thought he could drive the shark back to OH. I said I wouldn't drive her to Columbus, NE, which was 50 mi away. Oddly enough I never heard back from him. But a guy from Denver swooped in and trailered her off to Colorado in March. He

felt certain he could address her shortcomings and he loved the color.



Gone but not forgotten. She fought me hard at every turn, but she is a gorgeous automobile. I'm satisfied that I took a car with 1 foot in the grave and gave her new life. She deserved that. 928s are such cool cars.

If you're interested in the blow by blow fist fights, I documented everything in a vlog on the Boxster forum. It also covers the stories about almost burning down the garage, my title / DMV experience in the COVID era, and other adventures.

<http://986forum.com/forums/off-topic-discussions/76564-project-lazarus.html>



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# Meet a Member

## Keith Lodhia

Article and Photos by Keith Lodhia

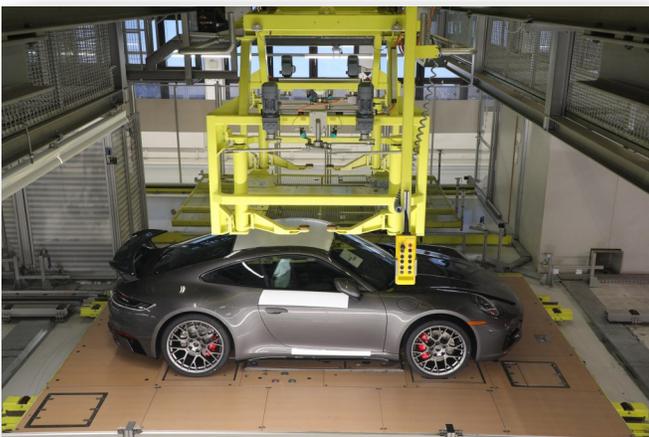
New member and longtime admirer

### When did you join the PCA?

August of 2021

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

Currently coming in February, a 2022 911C4S with sport design and aerokit! Presently a 2018 Panamera 4s . Traded in a 2015 Macan turbo for Panamera last April while awaiting 911. (Waiting 11months !)



### Where are you from?

Nebraska

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

They are all Porsches! The engineering is spot on in every model I've driven thus far. After driving a 2018 GT3 on track in October 2020, I was hooked on the brand and am on my 3rd Porsche and counting!!

### Next Porsche or current project?

GT3, GT3RS , or GT4RS

### Favorite memory with your Porsche?

Every time I drive my Porsches I appreciate them a little more!. Porsches are layered in excellence that that takes time to fully unpeel, digest, and experience :)

### What got you interested in Porsche?

I saved up \$2400 and bought a 1970 1.7L 914 when I was 20 years old. Prior to that I had posters on the wall of a 930 whale tail and my next door neighbor owned a 1985 black Targa.

### Any other dream cars you would own?

I have owned many nice cars but right now (except for more Porsches!) none on the wish list:).

### Favorite road trip, track or race?

Last October, Road America was awesome in the ACRX! COTA really great experience as well.



Would YOU like to be featured? Follow [THIS LINK](#) or email your editor! [editor@gprpca.com](mailto:editor@gprpca.com)




**Members Making a Difference!**

## PCA members make a difference in their community!

Porsche Club of America Regions create fantastic opportunities to give back and support many different aspects of their communities.

Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

**READ ALL OF THE HEART-WARMING MEMBER STORIES:** [www.pca.org/members-making-difference](http://www.pca.org/members-making-difference)  
**OR SUBMIT YOUR REGION'S CONTRIBUTION:** [www.pca.org/contact-members-making-difference](http://www.pca.org/contact-members-making-difference)



**PORSCHE CLUB OF AMERICA**

## Membership News

### February Anniversaries

5 years—Tom Berger

20 years—Steve Gallagher

50 years—Gayle Burr

### By the Numbers:

GPR Membership is 116.

PCA Primary members are 301 .

### Time to Renew Your GPR Membership!!

Check your PCA membership card and confirm your membership is current.

You will need your PCA number to RENEW your GPR membership!

Go to [gprpca.com](http://gprpca.com) and look for the "About" Link. Use the drop down menu to select "Become a Member."

One year renewal is \$30.00. You can also renew for two (\$60) or three years (\$90). You may pay by check or credit card.

**If any** of your contact information has changed, please let us know.

The Great Plains Region Board works to ensure there are numerous social and car events for you to enjoy. Many social events are completely supported by the club. Your club dues must be paid for you to enjoy the fun.

If you have a question about your membership with GPR please contact Carol via email:

[membership@gprpca.com](mailto:membership@gprpca.com).

## A Note from the Editor

What a fantastic breakfast at Porsche Omaha on January 8th. For me, this was a first time getting up close with a 911 GT3. It certainly has an imposing stance. Even sitting still, it looks like it could hit Warp 9.9 (sorry, I'm a Star Trek geek as well). Many thanks to Mitch Sneringer and his staff. See page 22 for a few photo highlights. We look forward to getting together again this spring!

This is your newsletter and we'd love to hear about your tales from the winding road or track! If you would like to send in an article for consideration, please send an email to:

[editor@gprpca.com](mailto:editor@gprpca.com)

If you are new to the club or haven't been featured in the Meet A Member section, please consider submitting an article and [use this link](#).

Thank you for your ongoing support of the newsletter!

Jeremey



### Member Name Badges

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

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



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## I Was So Much Older Then

Article thanks to Danielle Badler of the Rocky Mountain Region PCA

I don't know. Every once in a while, that wave of emotions comes crashing over me. And I have all I can do to keep from losing it. It happened a short while ago, when I came across a video of "My Back Pages" on Facebook, with Bob, of course, joined onstage by Roger McGuinn, Tom Petty, Neil Young, Eric Clapton and George Harrison.

Have you seen it? Do a search, it'll take just a few seconds. Then sit back, crank it up and savor the experience.

I know for a fact that I'm not the only one who has been dramatically moved by the song and the performance. All I had to do was scroll down to the on-line comments. Here's a sampling.

"In a hundred years this performance will still be around and listened to. My god. It's so beautiful and so brilliant."

And "This makes me cry from nostalgia. They are from my generation ... and still some of the greatest music of all time. What a lineup."

And this is my favorite, "Even today, no matter what anybody says, this is the best and can't get any better than this. Long live Bob, Neil, Eric and Roger. Did I leave anyone? RIP George and Tom!"

Why is that comment my favorite? Because the writer knows that, one of these days, every one of us will be gone. Dust. Ashes. What will live on? Maybe something that we've given to the world, if we're one of the lucky ones. And that's about it. The music, captured on video, may remain. But the memory of us, of who we are, or were, and did, will fade away ... becoming only faces on a screen.

*Continued on Page 18*



**GREAT PLAINS REGION**  
**CARRERA GT AT MPH**

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*Danielle Badler, Continued from page 17*

Yeah, I try to accept that reality. I really do. But, sometimes, like when I watch the Dylan video or, and here's another one that just destroys me, the video of The Traveling Wilburys performing "End of the Line," it really does become tough duty. Notice the empty rocking chair they set up for Roy Orbison, who had recently passed. Of the five musicians, only Dylan and Jeff Lynne are alive today.

I live with the pathos at home. When my parents downsized, and moved to a retirement community, about eight or nine years ago, they asked my sisters and me what we wanted from the house. A couch? A rug? A lamp? Take whatever you want! I asked for two things. A set of misty photos my mother took, looking out to a lake that their house bordered. Because the view, the ephemeral vista, brought back fading memories of all the family gatherings at that spot. And an old upright radio.

Not just any radio. This is a wood-framed example of beautiful craftsmanship from the '30s that stands about four feet tall. It still works. You open these two doors, and revel in a yellowish



glow that slowly luminesces the dial, as it actually warms up. One AM dial in a semicircle. It's stunning, at least to me.

My parents shipped it to me. I took my time to unpack the box. I didn't have much of a choice – it was wrapped like it was a treasure from King Tut's tomb. And

to me, and my parents, it could have been. Because I distinctly remember that radio, in my grandparents' apartment in The Bronx, NY, from when I was very young.

I took out all the tubes (tubes!) and put them away for safekeeping. One tube had a build date from 1939, and said it was guaranteed for six months.

Now, when my sisters and I pass on to rock and roll heaven, who will remember the story of that radio, and what it meant to a long-gone immigrant Eastern European family in The Bronx? My mother's father was a milliner, a hatmaker on the Lower East Side. How long, how hard, during the Depression, did he work to save for that radio? I can only guess.

My daughters might guess too. They never knew my grandparents. But they've heard the stories about that radio many times. And they might tell their children ... or maybe they won't. Maybe they'll sell the old box at auction, to someone who will turn it into a quasi-classic liquor cabinet.

And then there's my 911 SC. From 1978. My grandson saw it for the first time this past summer. The car certainly means a lot to me – I've owned it for more than 33 years. It's been registered in four states. My older daughter rode home with me when I bought it. She loved it, especially those jump seats that fit her perfectly. Will my grandson remember? Or care? He's seven, the same age my daughter was. I really don't know.



We've all seen the stories of aging boomers going on obsessive searches for that car, the one they coveted in high school, the one they used for a first date, the one that unlocks all the memories of a youth that faded a long time ago.

*Continued on Page 19*

Danielle Badler, Continued from page 18

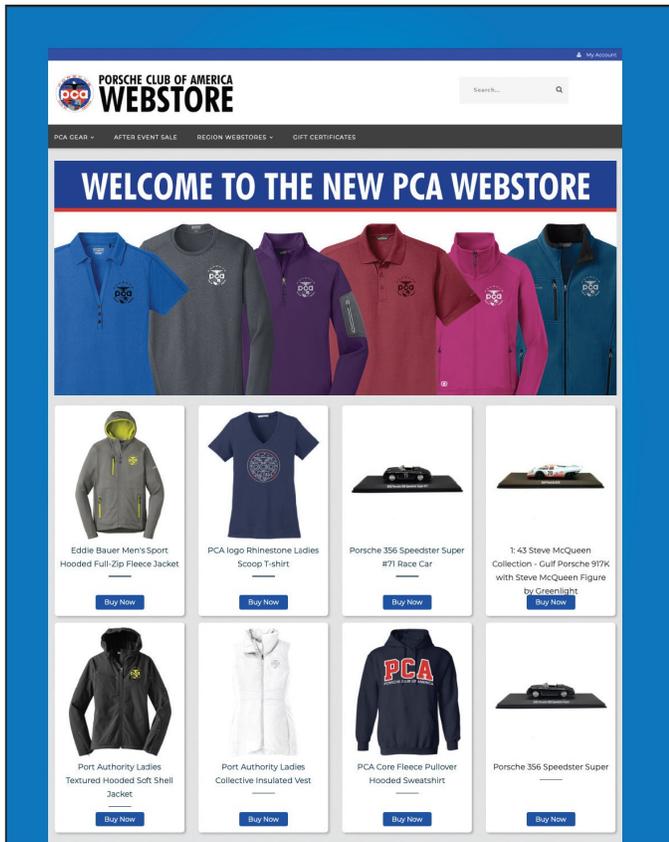
And then we see the stories of someone's passing, and the heirs wanting to liquidate everything, to give grandpa's toy to a loving family that will enjoy it for another generation. What do they do? They call in someone like Wayne Carini, who happily obliges. And maybe the vehicle does find another loving home. Like my grandparents' radio.

I've thought about selling my SC. Many times. Especially during the winter months, when all I can do is start it up and roll it back and forth in my garage spot. But then I get sentimental. The skies clear, the sunroof opens and off I go. Should I sell it? At that moment, there's no way. Even if it's running poorly. It's not dead yet. And neither am I.

I turn on the radio. What do I hear? Neil Young. Singing "Long May You Run." It's good to be alive.



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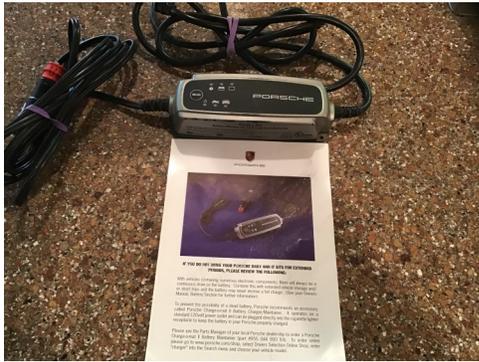


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## Photo Highlights

Photos by Armando Colorado



*Upper Left:* Porsche Omaha GM Mitch Sneringer welcomes the GPR and highlights their partnership with the Omaha Food Bank

*Upper Right:* David Patterson gives opening remarks

*Mid Page:* GPR Members' Turbo S looking speedy!

*Bottom Left:* Surveying the showroom over the wing of the GT3

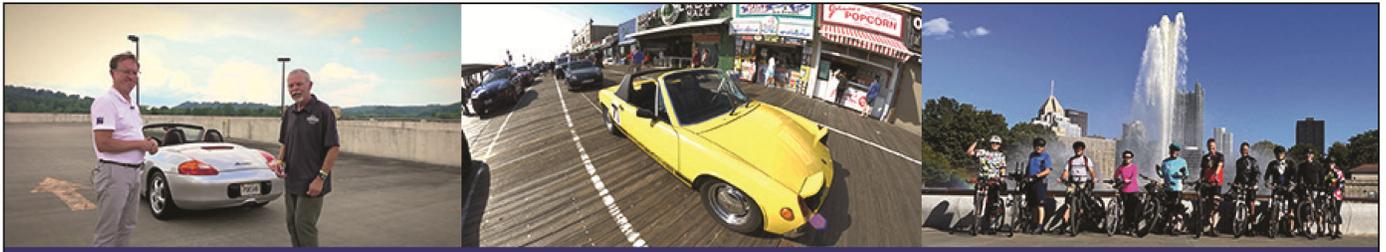


*Upper Left: Side Profile of the GT3*

*Mid Right: GPR Members spied over the hood of a Macan as they look over the GT3*

*Lower Mid Right: Boxster 25 embossing*

*Bottom Left: Boxster 25 waits for its new home and warmer weather*



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