



Der Skooner

Porsche Club of America • Great Plains Region

July 2022



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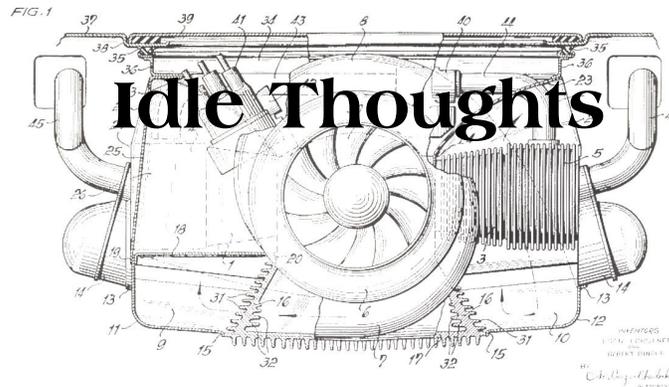


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By David Patterson, GPR President

The Great Plains Region has been busy since I last wrote:

The Carrera GT Club Race at Motorsport Park Hastings at the end of May was yet another opportunity for the camaraderie of the Great Plains Region to be on display. All those in attendance had a wonderful time at the track and at the various evening festivities which culminated in the now customary evening at the Tessman's on Saturday. Club racers from near and far consistently remark on the welcoming environment and well-oiled coordination of the race, and this year was no different. A bit later in this issue of DS is a note to all of the volunteers from one of this year's co-chairman, Joe Chambers. I echo his sentiments and am always grateful for the volunteerism, passion, and support so graciously given by our members.

Someone called in a few favors to provide an absolutely perfect day for our annual picnic held just this past weekend. The eye-candy in the car show held our attention and earned admiring eyes from anyone walking or driving through the park. We all had more than our fill of delicious barbeque and conversation and were reminded of how blessed we are to drive these amazing machines on both beautiful *and* not so beautiful days.

The calendar of events in July continues to provide each of you with ample opportunity to gather and enjoy your membership. Breakfast at Porsche of Omaha or a Ladies Night Out are a fun way to start or end your day. And all are welcome to attend the Porsches and Pickleball event whether you want to swing a paddle or not. You can find all the links to sign up for events at the very top of gprpca.com.

As I look backwards and forward, the Great Plains Region has much to celebrate. Cheers to all of you!

Happy 4th of July.

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

July

July 9th—Breakfast at Porsche Omaha 8:30am (RSVP)

July 9th & 10th—Brainerd Club Race

July 16th & 17th—Overnight trip to Weston, MO—St. George Hotel

July 23rd—Porsches & Pickleball at the Ziegenbein's 5:00pm (RSVP)

July 31st—Ladies Only Movie and Dinner (Time TBD)

August

August 13th—Porsches at Paradise 8:00am

August 20th—Dog Days DE at RPM

September

September 10th—Porsches at Paradise 8:00am

September 14th - 18th—Treffen Fall (Oregon)

September 17th & 18th—High Plains Club Race

September 24th—Fun Run

National Calendar

Club Racing Calendar



Online and Social Media



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



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GPR Club Racing at Motorsports Park Hastings

Story begins with David Safris, Rocky Mountain Region

Man walks on Moon, Woodstock, Space shuttle Challenger, The Slap, and now we have indelibly marked into our minds.. Great Plains Race at Heartland Park 2022 - The track resurfaced version. Yes, it was that memorable.

A small but dedicated group of PCA Club racers and Driving Event (DE) enthusiasts tried the new track surface May 20th, 21st and 22nd at Motorsport Park Hastings (MPH) and I'll try to capture some of the magic here.



The new MPH track surface is smooth, grippy, and flat out the most fun you can have in a car right now. The extra grip showed up in super confident braking zones and very predictable track out acceleration. How does that translate in real terms? Racers I talked to thought they were getting 2+ seconds per lap of time difference from previous years. That - my Porsche enthusiast friends - is a big old heaping of extra speed.



Example: In GTB1 class I have been chasing a seemingly unobtainable record set by GPR member John Marchant nine years ago of 1:34:076. I have been in the 1:34's only a few times in the many times I have visited MPH. Suddenly, 1:34 was an average lap time in the races.

On to the racing -



Mark Steingas was setting the pace most of the weekend in his 996 Cup car. Followed closely Dale Hartzell in an 03 Cup and Henry Davis with his fantastic GT4 Clubsport.



Specific to GTB1 racing:

Race 1 - Mark Hoffman and I were chasing record laps and had a fantastic back and forth race. Hoffman and I talked before the race and agreed that if someone got the inside run we would open up and let them through. We didn't realize it would lead to an almost comical back and forth as neither of us protected throughout the race. I over heated my front tires and by about half way through the race Mark was crushing me in the carousel turns at turns 2, 9 and 13. I had the pace around the back of the track though and led to some fun -hope you see me because I'm coming through again - type moments.

(Continues on page 7)

Hastings

(Continued from page 6)

Don't think for a moment we were letting off though! Between the two of us we ran FIVE new track records and at least that many laps were within a few tenths of the best laps ever at MPH. I pushed my way through turn 13 one last time and won the drag race to the finish for race 1. I have to call out that Hoffman dropped an incredible six seconds off his previous personal best.



Saturday evening was picture perfect out at the Tessman's house on the West edge of town. Great people, amazing location, abundant food and drink. I can't say enough about how this dinner ties the weekend together.



Race 2 - Sunday morning was a bit more controlled in GTB1 and we had our race game tightened up a bit. Every time I thought I had made a gap Hoffman would come storming back with a series of great laps. He passed me in T9 with on-

ly a few laps to go but then go all kinds of out of shape in turn 12 and gave the home team fans a good show sliding his way towards turn 13. I re passed and held on for the remaining laps. The somewhat macabre memory of Race 2 is someone tagged a rabbit in the middle of turn 6 - and tagged in meaning, eh, you get the idea.



Race 3 -This race featured beautiful weather and a general feel of a great weekend coming to a close. Steingas and Hartzell led things out very fast and gapped way in the first few laps. Mark and I ran a tight race in GTB1 until Mark had a window net come loose on his car and with that distraction to deal with I pulled out front to have finally a few laps where I wasn't looking in my mirror into each corner.

There were also tight races throughout in the SP1 class keeping tight times throughout the races.



Cool weather and an ultra fast track led to some fantastic new lap records. I'll list the Race 2 winners here and note what I found as new track records as researched on rennpoints.com - apologies if I miss anyone.

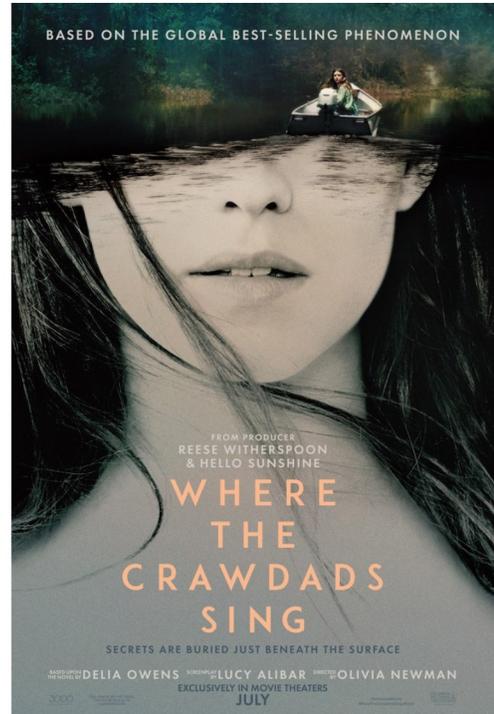
(Continues on page 9)

Ladies Only - Movie and Dinner

GPR Ladies - have you read the book Where the Crawdads Sing? It's a mystery and a thriller. It's popular with book clubs and they recently made a movie about the book. The story is about a woman who raised herself in the marshes of the deep South and becomes a suspect in the murder of a man she was once involved with.

Please plan on joining us **Sunday afternoon, July 31st** for our next Ladies Only event. We'll see the movie in the afternoon and then those who would like to can go to dinner afterwards. Be sure to watch your email to sign up and for more details regarding movie time as it gets closer.

Do you have ideas for another Ladies Only event? Please email Melinda at social@gprpca.com.



Great Plains Region PCA

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Carol Lynch | Membership Chair | carol.lynych356@gmail.com

Hastings

(Continued from page 7)

Winners List By Class

SP1 - Kris Pippin - just a few tenths from class record on multiple occasions

911Cup - Bret Bailey - New Class record - 1:36:48 lap

D - Walt Fricke

GTA1 - Dale Hartzell - New class record - 1:28:923

GTB3 - Stacy Robins - New class record - 1:34:103

GTC3 - Mark Steingas - New class record - 1:28:664

GTD1 - Jeff Robins - New class record - 1:46:591

GTD2 - Henry Davis - New class record 1:30:578

SPB - Nick Shucker

SPC - Tylar Twite

GTB1 - David Safris - New class Record 1:30:901

If you were there you may have witnessed the fastest club race in the history of the event. I cannot imagine another weekend that sees seven new class records. But if it does happen - I sure hope I am there.

Along with three club races, the DE group ran very clean through the weekend and while there may have been some minor incidents and some torn up infield - the event ran like clock work throughout. This is a great time to point out that these events do not just happen on their own. Many thanks to Joe Chambers and the entire Great Plains Region volunteer crew for all of your varied efforts.

To quote the race steward, Dave Rodenroth, "The atmosphere at the track was relaxed, friendly and everyone, including volunteers, seemed to

be having a good time. The party at the Tessman's garage, which resembles a 1950's service station, was a hit and got a big turnout. Porsches on the lawn, stories & bench racing, cold beer and BBQ made for an excellent end of the day on Saturday. The venison sausage was killer! Smaller races like Hastings are the core of what Porsche Club racing is and should be. I really hope we can find a way to entice our racers to frequent this event and others like it or they may slowly die off. That would be a tragedy. "



Dave also shared the "Workers Choice Awards":

Sprint 1: Mark Hoffman

Sprint 2: Mark Steingas

Sprint 3: David Safris

GT Racing Best Prepared Certificate: David Nelson

Millers Oil Certificate: Chip Smith

Motion Control Suspension: Jeff Robins

Trailex Novice Certificate: Karen Clayton

If you missed it - I can only use the final words here to encourage you to not miss this event in the future. ~ *David Safris*



(Continues on page 10)

Hastings

(Continued from page 9)

Joe Chambers continues with his perspective.

Our annual Club Race in Hastings is always a fun weekend, and this year was no exception. MPH resurfaced the track last October (2021) and we were excited to give it a go. It's smooth, real smooth, and tire friendly. It's fast and fun and judging by the bench racing comments in the paddock, the drivers loved it.

As many of you know, I was asked to step in as the 2022 Club Race Co-Chairman back in April. Given the circumstances, I was happy to help. Rick Mourey had laid a great foundation for me to step in and hit the ground running alongside of Roger Williams, Club Race Co-Chairman. We had planned our budget based on a Club Racer count of 30 and DE participation at 30. We made the DE count but fell short on Club Racers with 17. With the help of donations from Club Racers and DE participants we have managed to offset the financial deficit from the event. We cannot thank enough those that have given us a donation. It was a significant revenue gap that has been greatly reduced, to the point that we potentially live to race another day. The board will enter negotiations for the 2023 race in November. Like your gas and grocery prices, the cost of hosting a Club Race is rising. With the help of a successful track contract with MPH, and a preferred race date with PCA, we are driven to having a better financial result in 2023.

No Club Race can be a success without the contributions of the many volunteers required to run the event. The following is a list of those that sacrificed their weekend to serve the club. These individuals stepped up and volunteered their time and expense to ensure our success!

Please join me in thanking the following people:

The GPR Board of Directors - For their commitment to continuing the legacy of Club Racing
Roger Williams - Co-Club Race Chair & Timing and Scoring Assistant (Multiple years)
Rick Mourey - Safety and pre-race planning
Terry Lessmann - Registrar
Sandy Bruso - Steward Assistant (she has served too many years to count)
Wayne Wray - Scales and Scrutineer Assistant (multiple years)
Dr. Steve Williams - Medical Liaison

The Grid Crew:

Jim Medici
Moe Shanley
Paul De Luca
Abe Schlott
Jeremey Kroh
Mike Anderson
Dave Nelson

None of these guys had ever worked the grid. It was beautiful to see them come together and run the grid like a group of professionals!

Kurt Halvorson - Pace car
David Patterson - Pace car
Melinda Halvorson - Tessenman Party
Carol Lynch - Parade Laps
Bob Kirchner - Treasurer
Eric Elliot - Club Race promotion

Best regards,

Joe Chambers



Hastings

(Continued from page 11)

Photos will round out the review of the weekend festivities. Shown to the right is John Schrum receiving his Novice Class DE certificate from Roger Williams. Below, two minutes until DE track time.



Middle Right: Brian Feregrino with our Tessman hosts

Below: Grid Volunteers Moe Shanley, Paul DeLuca and Jeremey Kroh

Below Right: The Paddock



Photos for the article and newsletter cover are provided by: Armando Colorado, David Safris, Brian Feregrino and Jeremey Kroh



Board of Directors Meeting

Minutes of the GPR Board meeting

June 21st, 2022

The Great Plains Region PCA Board met at 6:00 pm on the Summer Solstice at the Patterson residence. Present were David Patterson, Eric Elliott (by phone), Carol Lynch, Terry Lessmann, Melinda Halvorson, Mike Anderson (by phone), Bob Kirchner, Jeremy Kroh, Rick Mourey (by phone) and Kurt Halvorson. Joe Chambers joined the meeting for the Club Race discussion.

PRESIDENT: David Patterson opened the meeting, provided perspective on summer events, and indicated initial budget discussions would begin under Other Business after each director's report.

SECRETARY: The May 2022 minutes were approved as distributed. Halvorson asked the directors to think about whether they wished to run again for the 2023 board, to allow for fall nominations for any open positions that may result.

TREASURER: The club's cash balance as of May 31, 2022, was \$73,584. Revenue year to date is \$15,543. Expenses year to date are \$27,610, for a net year to date loss of \$12,068. Kirchner noted not all Club Race revenue/donations and expenses were accounted for in May due to the timing of the event. June's results will provide a more accurate year to date summary. The Club's tax return was completed by our independent CPA. Kirchner provided data points on social event costs and Club Race costs over the past 10 years.

MEMBERSHIP: Chair Lynch reported we have 187 paid GPR members at present, including 26 new members for the year, out of 486 primary PCA members assigned to our region. Lynch provided a forward looking snapshot of potential Lifetime Members over the next 5 years to understand the potential loss of dues revenue from this membership class.

SOCIAL: The June item for the Ronald McDonald House (RMH) is boxed meals, while July will be gas cards and gift cards to stores like Target, Walmart, Hy-Vee, Baker's, etc. We received \$250 from parade laps at the Club Race for RMH. The June 4th Donut Drive attracted 25 cars and 37 participants. RSVPs are down (compared to prior years) for the Annual Picnic and Car Show June 26th. Breakfast at Porsche Omaha is July 9th – sign up required. Six couples have committed to the overnight summer drive to Weston, Missouri on July 16-17. Sign up is now open on the GPR site for Porsches and Pickleball July 23rd at the Ziegenbein's home in Ashland. A Ladies Only event will include a movie and dinner July 31st. The New Member dinner in November will be at Oak Hills Country Club and the

Annual Winter Party will be January 21st, 2023, at Champions Run.

REGISTRAR: The Club Race and DE at MPH had 17 racers (down 40-50%) and 29 DE participants (strong DE participation). PCA indicates Club Race participation is off approximately 25% overall this year, with lower attendance at smaller venues. The June 4th Donut Drive was split into two groups for safety and vendor convenience. Dog Days DE in August at RPM is the next driver's event.

SAFETY: PCA insurance for the Weston, Missouri overnight drive has been requested. A Club Race debrief will be scheduled within the next couple of weeks. Mourey reported the PCA's latest Region Focus was on the National DE Program, with a refresher of requirements, a focus on gaining participants and retaining them, women's programs and event marketing. He noted GPR remains compliant with tech, registration and DE management requirements. In-car communicators and helmet ratings were discussed.

EDITOR: June Der Skooner was published and issued for distribution, with copies provided to Porsche Omaha. July content will include the Hastings Club Race recap, Pedro's Garage and a Jason Bien Tech Article. August's issue will include a Porsche Parade article from participants who attended.

WEBMASTER: The GPR website is up to date with events through July, plus all DE events. June Der Skooner was emailed out June 1st to members. Elliott apprised the board of upcoming Google pricing changes to our director Gmail accounts and our RSVP forms we have been using (Google documents). After discussion of alternatives presented by Elliott, the board agreed to use one master GPR Gmail account and retain Google documents for RSVP forms use. Costs will be \$3/mo. under this arrangement through 9/20/23.

OTHER BUSINESS: Patterson recognized Joe Chambers for stepping in to chair the Club Race and taking the "baton" from Rick Mourey, who regretted being unable to attend. Patterson then led general discussion around budgeting, covering our current process of budgeting by event, based upon prior years' experience and current year projected costs. Other discussion considered a more consolidated budget for social events vs. driver events (DEs) and the Club Race. No conclusions were reached as to a preferred method. Variables affect both social events and driver events as they occur each year. Discussion will continue at future meetings.

The next board meeting will be July 12th at 6:00pm.

Respectfully submitted,

Kurt Halvorson, Secretary

Upcoming GPR Social Events

R.S.V.P.



Have you RSVPd for our upcoming events? If you have any questions regarding your RSVP, please contact Melinda at social@gprpca.com.

Porsches & Pickleball - July 23rd

Sign up NOW on the GPR website, gprpca.com.

Ladies Only - Where the Crawdads Sing movie and dinner - July 31st

We'll see the movie Sunday afternoon then go to dinner afterwards for those who would like to. Put this event on your calendar and watch your email to sign-up!

Contact Melinda to get your name on our Ladies Only email list.

The Mission of Ronald McDonald House Charities in Omaha (RMHC) is strengthening children and their families during their most difficult and challenging times.

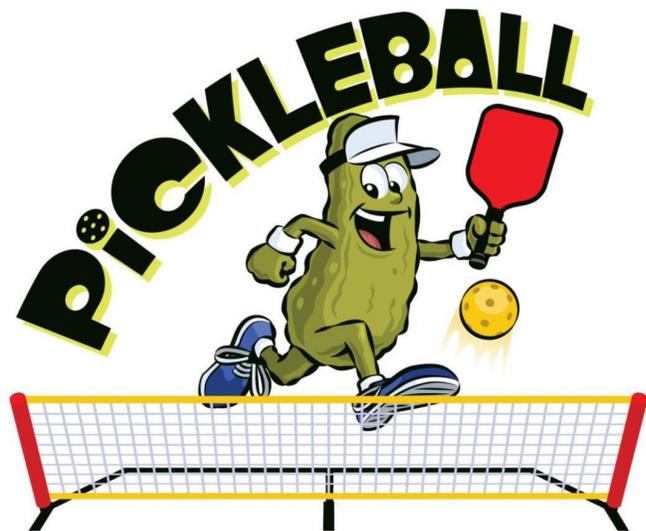
The GPR has an opportunity to support RMHC by providing much needed monetary donations as well as items for families, for the kitchen, and for the House. **The Item of the Month for July is for the families: gas cards and gift cards to Target, Walmart, CVS, Walgreens, Baker's, Hy-Vee, Family Fare, etc.** Thank you to those who brought boxed meals during the month of June.

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

Porsches & Pickleball

We hope you'll join us for our next social dinner on **Saturday, July 23rd at 5:00pm** at the home of Keith & Ardith Ziegenbein in Ashland. their home is about 30 minutes from Omaha - a nice drive for your Porsche. There are no gravel roads. A cookout is planned as well as time on the courts playing pickleball if you like. The Ziegenbeins have an indoor court as well as an outdoor court. Never played? Keith will teach you. All you need to bring is a pair of tennis shoes. Keith will supply the paddles. No pressure to play, though. It will be a great evening to relax and socialize with your Porsche friends. Our thanks to the Ziegenbeins for their hospitality.

RSVP NOW on our GPR website: gprpca.com. The cut-off for sign-ups is Saturday, July 16th. Sign up soon!



Please note if you cancel your RSVP less than 48 hours prior to the event you will be charged for the cost of the meal (taxes and fees) that the Club has incurred. Sudden or unexpected conflict or misfortune will be handled as they arise.



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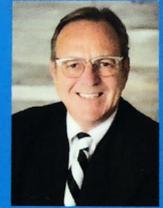


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The 959 in America

Part 2

by Pedro P. Bonilla, Suncoast PCA

In a previous issue we discussed the beginnings of the 959 as well as its technical advances and immediate racing successes.

Now we'll tell you the rest of the story.

The 959 was never meant to be a street car and certainly not a California car to be driven on normal city roads. Two years after the Gruppe B appeared at the Frankfurt Auto Show (1983), Porsche announced the introduction of the 959 with a production of 200 cars to homologate the model for competition. Even at the price of \$250,000 all of the cars were quickly spoken for.

When the U.S. Department of Transportation requested 4 cars to crash-test, Porsche said no. Without approval from the National Highway Traffic Safety Administration (NHTSA) the 959 could not be sold nor driven on US soil.

Two of the first buyers of the 959 were Microsoft co-founders Bill Gates and Paul Allen. News of the banning of the 959 in America was not well accepted by the pair who decided to ship their cars to the West Coast anyway. Their contraband was soon discovered and impounded and reportedly confined to a California warehouse for more than a decade.



With no way to lawfully enjoy their 959s at home, some wealthy US owners decided that changing the law was what they'd do. In 1990 a Seattle-based company called Vehicle Technologies, Inc.

launched an attempt to import the 959 and have it approved for the USA, an effort that was quickly thwarted.

Several year later, a group called The Special Vehicle Coalition engaged discussions regarding proposed new legislation that would allow cars of note that were never sold new in the USA to be imported as individually owned show exhibits. This costly and lengthy campaign finally paid off in 1998 with the arrival of the "Show and Display" (S&D) Law which permits significant cars such as the 959 to be driven on US roads for up to 2,500 miles per year.

S&D however did not exempt the cars from having to be emissions compliant. The Environmental Protection Agency (EPA) requires that vehicles less than 21 years old used on US roads need to meet air emissions standards for the year of manufacture.

So, making a 959 compliant was not going to be easy, especially in California. For starters, the 959 never had catalytic converters nor was its Motronic's brain programmed to recognize an oxygen sensor (although the car was built with the wiring harness and bung for a sensor). Reportedly a few factory retrofit kits were made available but it's difficult to know if that's true or not.

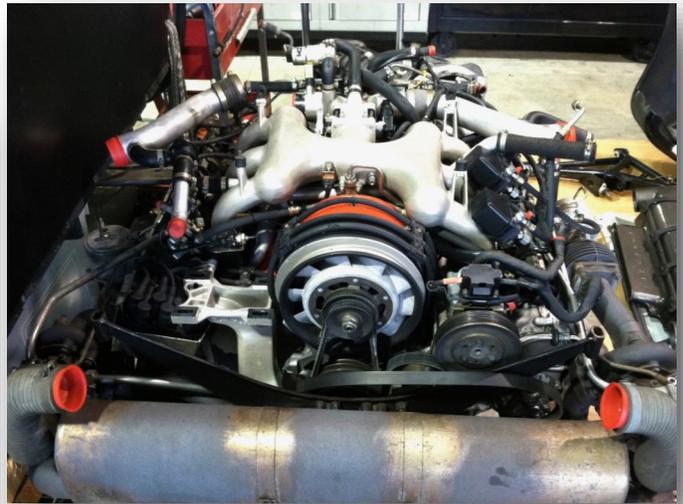
The first company to gain NHTSA and EPA approval for a Porsche 959 under the S&D legislation was G&K in Santa Ana, CA. They partnered with GIAC, a developer of vehicle software and the first 959 was certified on September 2001. It took almost \$50,000 of work to do it.

Because the 959 had its engine derived from the 935/76 racecar which later also powered the 956 and 962C to victories at the 24 Hours of Le Mans, there were those who hoped for more from the newly certified 959 than just clean/green performance. Enter Bruce Canepa, a California racer who became a Porsche fanatic. In 1988 he purchased a 959, which he thinks to this day, is one of the best – if not the best – all-around sports car ever made. He also believed that the 959 had some additional potential performance built-in. He figured that it was good for 600 hp so he set out to modify the 959 to make 600 hp while still hitting the EPA emissions targets.

(Continues on page 16)

The 959, Part 2

(Continued from page 15)



Nowadays though, the 959 can be used in the USA with no certification other than the S&D Certificate. This is because the EPA requirements expired once the 959 turned 21 years old. A total of 337 cars were built before production shut down in 2009. Most of the 959s in America were modified to comply with the existing regulations, but after 2010 a few factory-original 959s have come to America.

Based in Scotts Valley, CA, Canepa Design changed their 959s from a sequential-turbo setup to a twin-turbo operation using Garrett turbochargers. They installed new engine management systems and new exhausts which included catalytic converters. Two versions were prepared: A Phase 1 making 575 hp and a Phase 2 making 640 hp. They also offered a suspension package with tuned dampers and titanium coil springs plus a new clutch and pedal assembly to improve feel. The original wheels were modified to accommodate 245/45R17 front and 75/40R17 rear Michelin Pilot Sport2 rubber.



For more information on the Porsche 959 and more, please visit my website:
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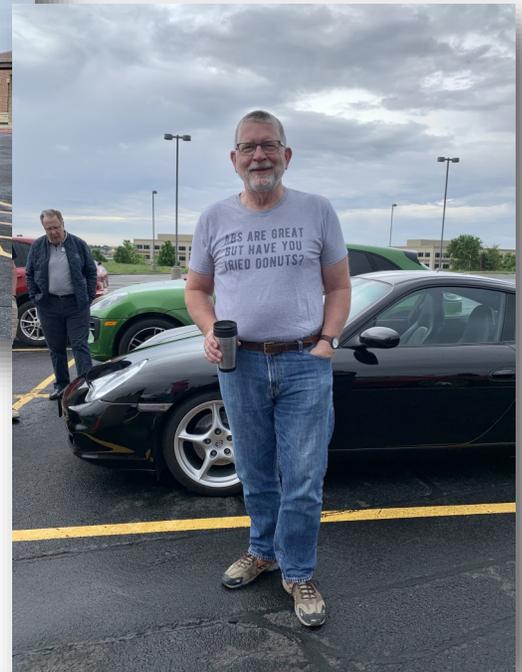
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2022 Donut Drive

Article by Jeremy Kroh and photos courtesy of Melinda Halvorson and Mark Eichten

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The Great Plains Region celebrated “National Donut Day” for the 2nd year in a row on June 4th with 37 donut seekers in 25 cars. After the 8:15am drivers meeting led by Kurt Halvorson, the two groups of cars made their way to Donut Run in Gretna, and Stan’s Bakery and Coffee House in Plattsmouth. The main route between the two bakeries was Platteview Road. Group 1 concluded that the best donuts were down at Stan’s in Plattsmouth. A wide range of Porsches and a pair of Mercedes Benz were on parade. Be sure to join us next year!



Membership News

Carol Lynch, Membership Chair

July Anniversaries

10 years—Rick Mourey

30 years—Dennis Fitzke

By the numbers:

PCA Primary Membership: 307

GPR (Dues Paid) Membership: 189

PCA Co Members: 179

GPR Total Membership: 486

Membership has its perks!

GPR Membership is at an all-time high with half of 2022 over. Congratulations to everyone who has joined and paid their dues for 2022. Your support and participation make our club fun and worthwhile.

Be sure to visit the GPR Gear Store for items with our unique logo on them to show your support of the club as you attend other events across the Porsche universe. GPR does not make any revenue from the sale of these items.

Go to gprpca.com for all you need to know about being a GPR member.
Enjoy a drive in your Porsche!

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. Some 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.

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. Don't forget to wear your badge to all GPR/PCA Events!

A Note from the Editor

You might have read about my embarrassing parade lap where it seemed like my tires weren't up to the cold, rainy track conditions at RPM. Let's hope that problem is behind me! I contacted Marions Tire about a set of Continental Extreme-Contact DWS06+ tires and had those installed recently. I'll share my thoughts on those in due time. I will say, they look fantastic compared to what the car came with when I bought it last year.



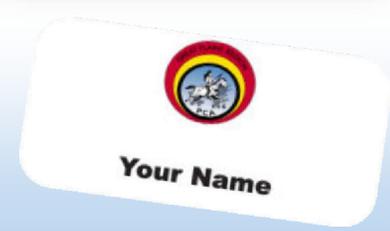
As you might hear at the comedy club, be sure to tip your waitstaff, and patronize our advertisers.

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

Jeremy



Rocky Mountain Region

Article thanks to Danielle Badler of the Rocky Mountain Region PCA

Let the Sunshine In

We're into summer car show season now. That time of year when all those rolling objects of desire seem to emerge out of rabbit holes to meet, at least for a day, the warmth of the sun and our admiring eyeballs.

I wander the fields, ogling the moving works of art. And, often, my thoughts turn to, when it comes to car collecting, what would I do? If I had virtually unlimited funds to play with?

Sure, I could make a list of my favorites. I could even compare my choices with fellow wannabe collectors, and argue over what should be included, and what shouldn't. I could concentrate on race cars, or Porsches, or Porsche race cars. Whatever I want. After all, it's my money, and the rest be damned. Right?

I like Jay Leno's line, "I'm doing what you would do, if you were me." And "This is what you do, if you have more money than brains."

Uh, I wish it was that simple. Take Ralph Lauren. I have a bit of an affinity for Ralph. He grew up in The Bronx, a son of immigrants from Eastern Europe, like both my parents. Ralph's birth name is Ralph Lifshitz. He started by designing and selling men's ties, deliberately wider than the style at the time. They were a hit. And the rest is history.

Autoweek profiled Ralph a few years ago, and recently re-ran the piece. They talked with him, and toured part of his collection, sequestered in a nondescript warehouse, somewhere in upper Westchester County, NY, probably not far from his compound in Bedford.

The gist is that Ralph doesn't like to get his hands dirty. He has a team to do that for him. And that squalid barn belies what lies inside, where each moving jewel is perched on a low platform against a stark white background. Each gem, we learn, is road-registered and just begging to start up for a spin. Ralph is a driver. And he has at his disposal a ... ok, let's do the

Porsches first, an RSK, a 550 Spyder, a Carrera GT and two, that's right, two 918 Spyders. Although I believe there are a 930 Turbo and at least one Ruf as well.

Jaguars. A D-Type that ran at Le Mans, an XKSS, an XK120. A Blower Bentley that also ran at Le Mans. Two Mercedes-Benz 300SLs, a Gullwing and a Roadster. The "Count Trossi" SSK. McLarens ... an F1 LM, another F1, a P1.

According to the article, the cars get shipped around the country as the Lauren family follows the seasons to their various abodes. There's the house in Montauk – a friend tells me that, in years past, Ralph would drive something from the collection to dinner at the East Hampton edition of The Palm on Sunday nights. Apparently, it became a tradition.

Ralph also has a ranch outside Montrose, CO. I know, I passed it once, on a bus from Telluride to the Montrose airport, when the ski resort's airport got fogged in. We rounded a corner and there it was, the most perfect fence I had ever seen. And it went on, and on, and on, until we got to the timber-arched entrance to the Double RL Ranch. That's what it said. Then the fence went on and on, again.

According to Autoweek, Ralph really likes to exercise his collection on the roads around the ranch. Okay, let's pause again, on that sentence. Ponder the idea of tootling along, rounding a corner in southwest Colorado, and just like that, his 918 rips by and disappears, that fast, with nothing left but the exhaust music.

Ralph's number one priority, says Autoweek, is the car must be beautiful. Well, yeah. Second, he says, "It has to have the engineering to back up its looks.... I saw them as moving art. I saw it long before most people did." And racing provenance doesn't hurt.

(Continued on Page 21)

Badler

(Continued from page 20)

.And those collectors, looking for financial return? “That’s a different guy,” Ralph says. “That’s not the guy that loves cars – that’s an investor.”

Ralph doesn’t like the color red on cars. Except ... yeah, well, you know what’s coming. A 250 GTO, a 250 Testa Rossa, a 250 GT Spyder California, a 250 LM, a 275 GTS/4 NART Spyder. There are more red cars in the collection. I’m just running out of space.

And out of breath. What’s my favorite? Please. What’s the collection worth? Double please. What a collection. What a life. Ralph wins. Wins what you ask? I don’t know. All I do know is the summer sun is shining. On him.



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Here are the dates for the remaining 2022 DEs

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Midlands**



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August 20th

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**Raceway
Park of the
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OktoberFAST DE

October 1st

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Check ClubRegistration.net for more information as it becomes available.

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