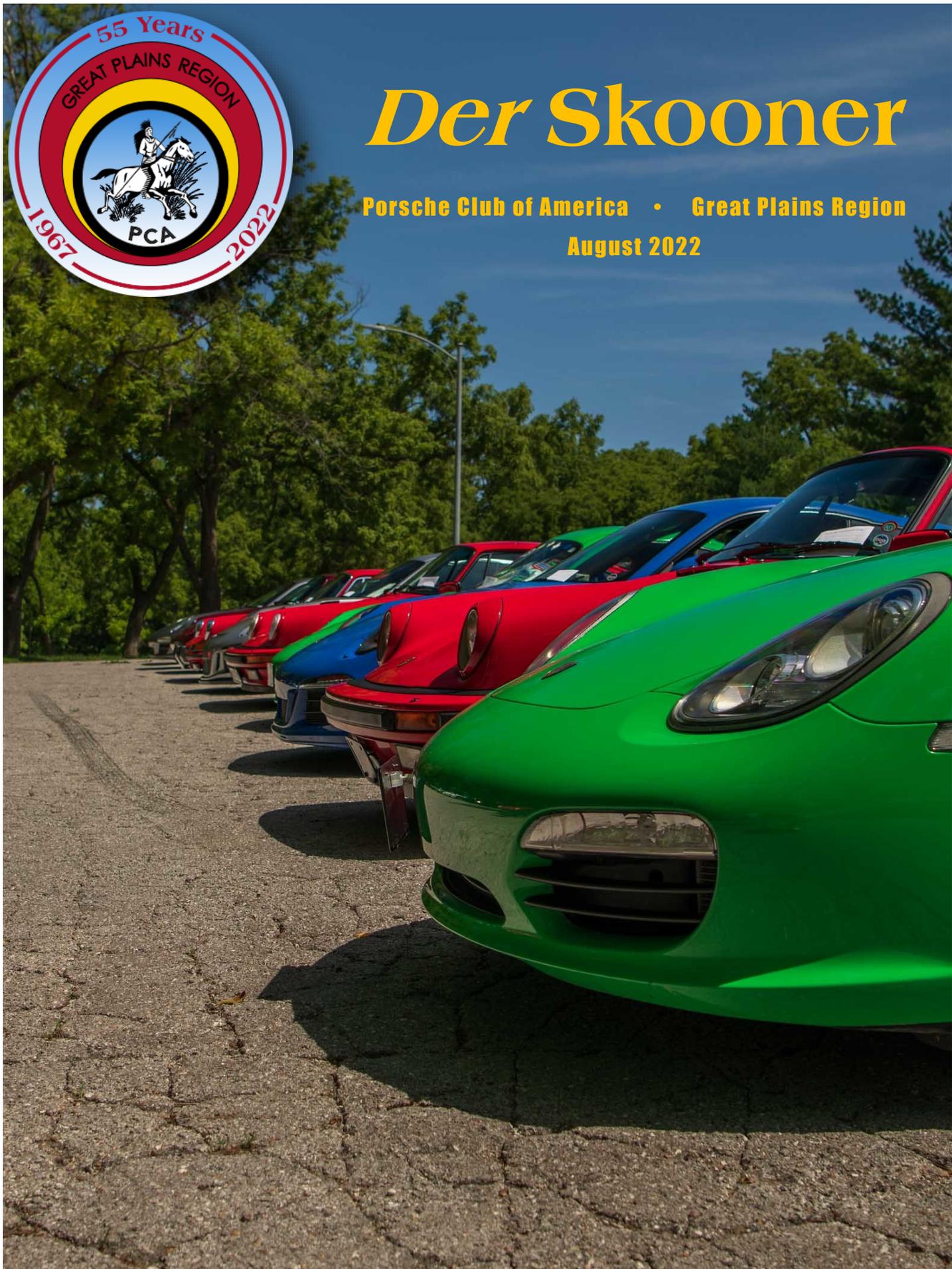




# *Der Skooner*

**Porsche Club of America • Great Plains Region  
August 2022**



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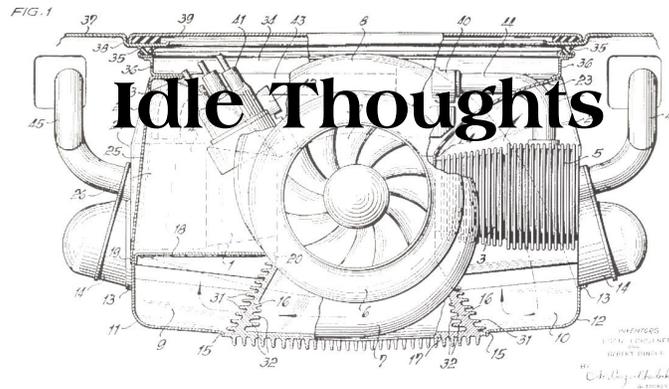


14



22





By David Patterson, GPR President

## PORSCHEair

Our beloved vehicles have always been recognized for their unique engineering and design. To be sure, the “engine in the rear” caused all manner of conundrums as performance, safety, and creature comforts advanced for automobiles. With that as a mental backdrop... and between rain dances, doing battle with Japanese beetles, and pulling garden hoses to parched new landscaping... curiosity and dehydration got the better of me and I wandered down the path looking for information on the very first AC units in a Porsche.

Like most things, the details are many and the key players varied. One particularly interesting article from PelicanParts.com (link below) luckily came up as the very first option in my online search.

As a primer... In the early sixties companies like Arctic Kar and Delanair were the first to design AC units for the 356, with Delanair producing a kit appropriately renamed Porsch(e)air. York compressors were used by a variety of manufacturers but early system generators were hobbled by 6V electrical power until '65 when 12V power became available in “some” Porsches. Over the years, condenser size and location, the number of louvers and hoses, belt composition, and vent locations took a circuitous route to optimize performance, efficiency, and component placement. Eventually, one of the early players (Delanair)

was purchased by Volkswagen and became Volkswagen Products Corp. and had a logo that said CCCCool!

The 70's and 80's brought new companies and designs and eventually true “factory air”.



I suspect that I have provided enough of a teaser for you to click the link below. I have also included a link to a YouTube video of a 356 with AC. The earlier days of problem-solving, trial and error, and ingenuity in the automobile industry have an element that would have been simultaneously charming and maddening. But maybe not as maddening as these damn Japanese Beetles.

[Pelican Technical Article: History of Porsche A/C for the 911/912/356 \(pelicanparts.com\)](https://www.pelicanparts.com/technical-articles/history-of-porsche-a-c-for-the-911-912-356/)

<https://youtu.be/C-rnWtl2Zjw>

# Great Plains Region Club Calendar

## 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

## October

October 1st—Oktoberfest DE at RPM

October 8th—Breakfast at Porsche Omaha 8:30am

October 22nd—Porsches & Pizza Oktoberfest

## National Calendar

## Club Racing Calendar



## Online and Social Media



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



[gprpca.com](http://gprpca.com)



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



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

# Board of Directors Meeting

## Minutes of the GPR Board meeting

July 12, 2022

The Great Plains Region PCA Board met at 6:00 pm at the Lynch residence. Present were David Patterson, Eric Elliott (by phone), Carol Lynch, Terry Lessmann, Melinda Halvorson (by phone), Mike Anderson, Bob Kirchner, Jeremy Kroh, Rick Mourey (by phone) and Kurt Halvorson (by phone).

**PRESIDENT:** David Patterson opened the meeting. It was noted the Social Chair position will be open for nominations for the 2023 ballot this fall. All other directors wish to run again for 2023.

**SECRETARY:** The June 2022 minutes were approved as distributed.

**TREASURER:** The club's cash balance as of June 30, 2022, was \$73,971. Revenue year to date is \$17,226. Expenses year to date are \$29,027, including \$13,325 for club paid social events and \$6,927 for the PCA Club Race at Hastings, for a net year to date loss of \$11,801.

**MEMBERSHIP:** We have 192 paid GPR members at present, out of 473 primary PCA members assigned to our region. Discussion ensued around ideas for promoting GPR membership amongst PCA members who have not yet joined the GPR, as well as encouraging PCA membership in general for Porsche owners, which in turn will increase our rebates from PCA. The PCA emailer program will be utilized as a reminder for PCA renewals and an encouragement to join the GPR as well.

**SOCIAL:** The July items for the Ronald McDonald House (RMH) are gas cards and gift cards to stores like Target, Walmart, Hy-Vee, Baker's, etc. August's item will be children's books. The annual picnic and car show featured 65 attendees, 8 no shows and 4 attendees who didn't RSVP. Breakfast at Porsche Omaha was well attended. Seven couples have committed to the overnight summer drive to Weston, Missouri on July 16-17. Porsches and Pickleball on July 23<sup>rd</sup> has been cancelled due to low RSVPs. The Ladies Only movie and dinner July 31<sup>st</sup> has 9 registrants. The club will pay for the movie tickets. A Fun Run is

being planned for September 24<sup>th</sup> and other social events are in discussion for the fall.

**REGISTRAR:** Dog Days DE August 20<sup>th</sup> at RPM opens for registration July 23<sup>rd</sup>.

**SAFETY:** PCA insurance for the August Dog Days DE on August 20<sup>th</sup> will be requested from PCA by the end of July. Chair Mourey is planning a site visit to RPM on August 19<sup>th</sup> for clean-up and a track review to assess track conditions. Nationally, 2023 DE minimum standards are under review – further updates next month.

**EDITOR:** July Der Skooner was published and distributed to advertisers and members. Looking for more Meet a Member submissions for Skooner. The August issue should include another tech article, picnic recap, Parade recap, and a "trip down memory lane" article on IMSA racing from the early '80s by a long time member. Working to land another potential advertiser as well.

**WEBMASTER:** GPR website is up to date with confirmed events through October. July Der Skooner was emailed out June 30<sup>th</sup> to members. Elliott instituted the one master GPR Gmail account for the board with individual email forwarding ability for specific director issues. Patterson noted a question will be added to the electronic membership form to indicate how a member came to join the PCA and GPR (via the website, friend referral, etc.).

**OTHER BUSINESS:** Patterson reported a Club Race debrief meeting was held in the past month with the Club Race team, facilitated by Safety Chair Mourey. Discussion addressed determining PCA's vision and commitment to smaller venue events, the desire to data mine the number of racers within our geographic region (within a day's drive) to determine potential attendees, and the ability to address future costs or subsidies from PCA. Chair Mourey will report back after information is gathered. Marketing cards (the size of business cards) will be produced for placement on Porsches seen around the region to encourage club membership, as well as cards to promote DE events when people inquire.

The next board meeting will be August 9<sup>th</sup> at 6:00pm.

Kurt Halvorson, Secretary

# Upcoming GPR Social Events

## Porsches at Paradise -

### August 13<sup>th</sup>



Please join us for our next Porsches at Paradise breakfast on Saturday, August 13<sup>th</sup>. We meet at Paradise Bakery & Café at Village Pointe, 17305 Davenport Street, Omaha.

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

See you on the 13<sup>th</sup> and don't forget to bring children's books for the Ronald McDonald House Charities.

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 August is children's books.** Thank you to those who brought gift cards during the month of July.

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

## Volunteer Opportunity

This is a fantastic volunteer opportunity with RMHC Omaha. To sign up, please contact Emily Swett at 402-346-9377 or [eswett@rmhcomaha.org](mailto:eswett@rmhcomaha.org).



### Friday, August 26, 2022 • Participating McDonald's • Nebraska

We invite you to stop at any participating Nebraska McDonald's locations to purchase the 2022 Big Red Friday flag for just \$5 each. All proceeds benefit the families staying at Ronald McDonald House Charities in Omaha. The 2021 flag design will be revealed mid-August. Follow RMHC in Omaha on social media to stay updated.

**Volunteer opportunities:** From 6:00-9:00am that day, we need volunteers to build excitement at these restaurants, and help sell flags to customers. It will be a great chance to have some fun, and guarantee yourself a chance to buy a flag, as they're only available while supplies last!

# The Petroleum Paradox - Part 2

Article by Jason Bien

Nearly 50 years since the first gas crisis of the early 70s, the world is yet again on the cusp of another looming fuel disaster. With numerous factors involved, the long-term future of fossil fuels is beginning to look extremely volatile.

The petroleum industry, like many others, has many moving parts and is heavily compartmentalized. Reliant on market speculation, currency exchange rates, tariffs, government regulation, and demand. All changing on a continual basis, creating an ideal environment for a wildly speculative marketplace amongst global trade networks. Few examples show the cracks in this volatile commodity better than what happened in the Spring of 2020. A time when, for a brief moment, the price of crude oil actually went negative on the open market.

## US oil prices turn negative

Price per barrel of WTI



Source: Bloomberg, 20 April 2020, 20:15 GMT



On March 11<sup>th</sup>, 2020, a global pandemic was announced by the World Health Organization. This announcement sent shockwaves through the world markets at an alarming and unprecedented rate. One particular industry suffered an immediate drop in demand and a spike in volatility. The transportation and travel sector. Each quarter, futures contracts are purchased based on the speculative values of petroleum demand. However, the large multinational conglomerates involved with these purchases never intend to actually take possession of commodities. These purchases, in simplistic terms, are highly sophis-

tics bets on where the price of crude oil will be at the end of the quarterly contract. At the very beginning of Q1 in 2020, the devastating economic impact of this newly discovered virus had yet to be seen. Thus, these contracts were underwritten with the anticipation that crude pricing would be business as usual upon their maturity.

On April 20<sup>th</sup>, 2020, after over a month of record devaluation, the price of crude began the day at a mere \$18 per barrel. Later that same day, only hours later, the WTI index for crude had slipped to a never-before-seen price of -\$37 per barrel! The market selloff for these contracts had entered a sort of 11<sup>th</sup> hour fever pitch fire sale. Contract holders became frantically desperate to unload their positions at the last minute. This panic selling echoed the debt and CDS selloff of the 2008 financial crisis.

In short, market uncertainty for petroleum demand led to the procrastination of institutions holding these futures contracts. Essentially, waiting for positive news on strengthening demand, holding out until the last minute. Literally. By mid-April, this good news everyone had hoped for never came. These financial institutions needed to find last-minute buyers for their maturing contracts, or face dealing with millions of barrels of oil and nowhere to put them. After all, these are not petroleum companies. They are simply investment operations for commodities futures and other financial vehicles alike.

In more relatable terms, this would be like a small investment company with no storage space buying a truckload of snowblowers during the summer at a discounted rate, with the intent to sell to a retailer at a profit later that winter. Only to wind up having unforeseen above-average temperatures lower the seasonal market demand. Instead of slightly cutting profit margins and selling on time, the company decides to wait until the very last opportunity before the impending drop-ship date to start making panicked phone calls begging for buyers and practically giving their product away.

As outrageous and fiscally irresponsible as this seems, the oil version of this story actually happened.

*(Continues on page 9)*

## Paradox Part 2

(Continued from page 8)

In the realm of market speculation and future value prediction, unpredictable events such as global pandemics didn't yet exist in risk assessment playbooks. After this incident, with actuarial data now available as a reference, pricing predictions and market moves can be more proactive next time. Hopefully there won't be a next time. So, when you're at the pump paying \$4-\$5 per gallon, that price is in part thanks to many different forms of market manipulation from futures traders around the world.

Unfortunately, this is just the tip of the iceberg, the real struggle is ahead. With our SPR (Strategic Petroleum Reserves) being depleted at an alarming rate, the inevitable end of the Petrodollar's dominance, and our crippling foreign reliance on crude refining; we stand to face one of the most abrupt and long-lasting energy crises in US history. The events leading up to this critical point are already in motion and only require a few nudges to send the energy markets into a

tailspin.

Part 3 of this series will delve into where we are now and where we're likely headed. To be continued...



Great Plains Region PCA

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Carol Lynch | Membership Chair | [carol.lynch356@gmail.com](mailto:carol.lynch356@gmail.com)

# GPR Annual Picnic

## *And Car Show*

Article by Jeremey Kroh and Photos by Armando Colorado

The weather was fantastic for the 2022 iteration of the Great Plains Region PCA Annual Picnic. Calm winds and temps in the 70s were on hand to greet nearly 70 attendees and over 20 cars.



A little trouble shooting on a fuel leak brought all the mechanics out. Once that was sorted, Porky Butts BBQ was served.

The late morning provided ample time for members new and experienced to wander about and exchange tales and facts about their cars. This years get together really provided a chance for our members to look over a wide variety of cars in various configurations and colors.

On display were cars going back in time to a 356 and 914, through a 928 and into various years of 911, Boxster, Cayman and a Panamera. All gleamed in the summer sun and parked in their Sunday best waiting for the judges to make their rounds.



(Continues on page 11)

# Picnic

*(Continued from page 10)*

As lunch concluded, and the judges with their winners in hand, awards were presented by club president David Patterson for Best Air Cooled, Best Water Cooled, Best Four Door, and Peoples Choice.



Roger Williams (*Best Air Cooled, 930 Turbo*)



Bruce Bode (*Best Water Cooled, 911 GT3 RS*)



Rob Halverson, *Best Four Door ('13 Panamera)*



Pete Jardine, *Peoples Choice (911 GTS Club Coupe)*

*(Continues on page 13)*



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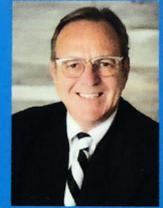


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# Picnic

*(Continued from page 11)*



Hopefully you had your camera out and took photos of your favorite car or gathered your family with you around yours, and had great conversations. I'll leave these last few photos with you in any case.

With this year's picnic soundly in the rear view mirror, many thanks go out to all that helped organize the event.

We look forward to seeing you next time!



# Porsche Parade 2022

*Article & Photos by Kurt and Melinda Halvorson*

When Kurt first started talking about going to Parade in 2022 in the Poconos, all I could think about was the long drive. I thought the Poconos were in New York. Nope, they're in Pennsylvania. That doesn't seem much closer, but maybe a little. We decided to make the drive in 2 ½ days so it wouldn't be so long of a drive each day. That worked out nicely. We both enjoy driving vacations and the drive was beautiful the closer we got to Pennsylvania – so many trees and rolling mountains. We didn't see our first Porsche until Pine Township, PA. It was the gorgeous Riviera Blue 993 that was featured in a recent issue of Panorama. We saw the car several times during Parade, and we were finally able to connect with the couple at Concours.

Parade was held at the Kalahari Resort in Mt. Pocono, PA. We have never seen a resort this large. We tried to take a picture, but it wouldn't all fit in the photo – only in panorama mode would it fit. Here are the stats: 977 guest rooms, 220,000 sq ft indoor/outdoor water park (largest in America), 230,000 sq ft convention center, a 40,000 sq ft arcade and entertainment center, and 11 restaurants. The resort has 2 towers of rooms, and of course our room was in the north tower, which was the furthest away from the convention center on the south end of the resort. It took 10 minutes to walk from our room to the Parade activities in the convention center. We enjoyed the African décor with animals, plants, and art along the way. The owner of the Kalahari resorts is from Wisconsin. It's an interesting story – google it if you're interested.

We thought we were the only ones in attendance from the Great Plains Region, but after checking the list of attendees we saw that Mark Bergerson from our region was also there. Kurt sent him a text and we connected at dinner every evening. Mark decided to do mostly self-driving tours on his own during the week, although he did end up signing up for a few group tours.

Parade events didn't officially start until Monday, so we spent Sunday evening on our own. There are banquets every night that you can sign up for, but we like trying local area restaurants instead. After dinner we came back to the resort

and went exploring.

A favorite of many attendees are parking lot walks in the evening – it's a car show unto itself. Kurt photographed many of the unique examples and specialty license plates (there are some highly creative people). One of the exhibit rooms had several Porsches on display so we were able to see the 911 Carrera GTS America that was revealed nationally on social media the next day. It's a beautiful car. The recently released Sport Classic was also on display.



*911 GTS America*



*911 Sport Classic*

*(Continues on Page 15)*

# Parade

*(Continued from page 14)*

We decided to spend Monday at Concours. It's always fun to see the variety of Porsches and how carefully they are prepared. It's like witnessing an OCD therapy session. This year's was supposed to take place on a local golf course, but due to concern over rain it was moved to the convention center parking lot. The only other least desirable location for a concours that we've attended was at French Lick in 2015 when concours was held in a parking garage due to incessant rain.



On Tuesday we had scheduled a bus tour to Mountain View Vineyard – about 30 minutes away through the rolling hills from the resort. It was a pretty drive, and the vineyard was quaint. We had a buffet lunch with 4 flights of wine on a patio overlooking the vineyard and met a very nice couple from South Carolina.

Wednesday, we watched Autocross for a couple of hours and then drove to the town of Jim Thorpe, PA. It's an old coal mining and railroad town with local shops and things to see. We had coffee at Muggles' Mug, which was a Harry Potter themed coffee shop with interesting décor and personnel – all Harry Potter devotees. We continued our walk through the old downtown area to the train station for a reserved train ride on the Lehigh Gorge Scenic Railway. Mark Bergeron joined us for the 90-minute tour. We carved our way through the mining areas and heavily treed landscape, glimpsing waterfalls and winding rivers along the way. It was very pretty and very relaxing. The rhythm of the train can lull you to sleep as Kurt can attest to.

Thursday was the highlight of the week for us. Each Parade we've been to we do the Gimmick Rally. It's far less stressful than a traditional TSD (Time, Speed, Distance) rally where the setup committee literally tries to trick the competitors into making mistakes through their directions.

This Gimmick rally seemed to be just the right amount of competition to be fun and to give ourselves a chance to finish at least in the middle of the pack.

This year's rally consisted of completing 9 stops at points of interest, collecting a sticker for your "bingo" card from the 9 points of interest, and playing games at 6 of the stops (think croquet, badminton over your car, ping pong, corn hole (bean bag toss), putt putt, shuffleboard, and blind autocross – more on that in a minute). You receive your instruction packet at the starting point and have 20 minutes to read all your materials before you leave at a specified time, 2 or so minutes apart. Everyone goes to all 9 points, but not in the same order so as to avoid stack ups.

One of the challenges is trying to get cell service to utilize your phone's GPS for the points of interest. We left the starting point with no cell service and within 2 blocks had to turn around and go the other way.

*(Continues on page 17)*

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# Parade

*(Continued from page 15)*

Our first stop was Minisink Park. Melinda located it on Maps and off we went. The whole rally was to take about 5 hours, and this first stop was 48 minutes away – seemed far to me, but ok, maybe the other points are on our way back. Beautiful drive through eastern PA into New Jersey (directions said you may cross over state lines). We arrive in a township in New Jersey – a lake town – just a gem. We arrive at the park per our GPS and there is no entrance, just a turnout in the road. After asking for directions at the local gas station and realizing there was nothing more than a forest preserve named Minisink Park, we got back in the car and looked at the points of interest sheet. The Minisink Park we were supposed to go to was in Pennsylvania, a scant 6 miles from our starting point.

Now that we are 90 minutes behind schedule, we decided to try to make the other 8 points. Along the way we managed to get to 6 of them playing croquet (did average), shuffleboard (Melinda did well), putting (Kurt saved our points there), and blind autocross. Blindman autocross is where the driver is blindfolded, and the navigator directs the driver through the coned course with time penalties for hitting cones. We did manage a very respectable time (per the proctor at the site), with NO cones hit. GPS caused us more problems due to spotty cell service, so we ultimately ran out of time trying to get to the last three stops. You may read about our DNF on the list of Gim-mick Rally participants in the Parade issue of Panorama – ha. Maybe next time we'll do better!

Friday and Saturday brought Parade to a close with a couple more banquets and the traditional car Parade through the town. Mark Bergerson stayed and participated again in this year's Parade – complete with police escort and hundreds of cars. It's quite the spectacle. While Mark was enjoying the final event, Melinda and I were on our way to Hershey, PA and Gettysburg to round out our road trip. After 3311 miles in our Macan, we made it back home.

We hope to attend future Parades as there are activities and all things Porsche for all ages and interests. Plan to attend the next one, to be held June 18-24 2023 at the La Quinta Resort & Club in Palm Springs, California– you will not be disappointed!



# Membership News

## July Anniversaries

15 years—George Poulos

### By the numbers:

PCA Primary Membership: 303

GPR Membership: 193

### Membership has its perks!

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

## A Note from the Editor

What is a car club? If you were to draw up a Venn diagram for PCA, you'd have overlapping circles of professionals and executives, blue collar and retired folks. At the center is that iconic crest born in Stuttgart. That is what ties us together. The admiration and appreciation of all things Porsche. The drive to show up for coffee on the occasional Saturday morning puts a smile on your face. Time at the track has you obsessing over the smallest detail with your brakes. A fun run has your kids vying for that co-pilot position. A car club is about sharing stories and experiences.

If you've done any modifications or just picked up your latest acquisition, or "hey, I just put a fresh coat of wax on", I invite you to share a photo and

a small caption. I'd love to make a new section of member "shorts".

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 or photo with a caption for consideration, please send email me directly at:

[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](#).

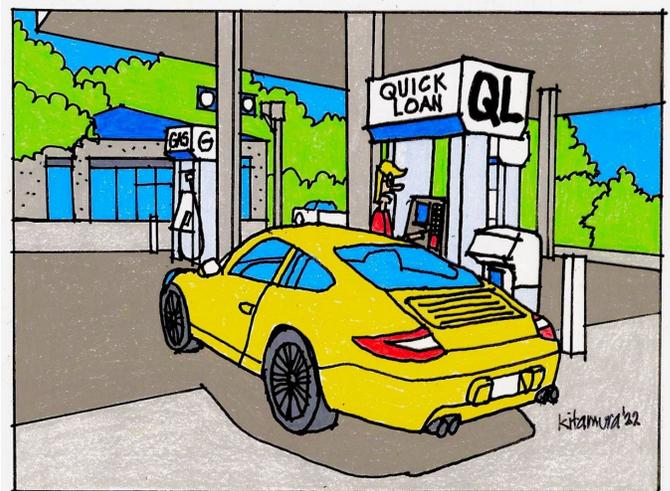
If you feel you've got a knack for organizing events, please consider offering your talents to the club. GPR Club stalwart, Melinda Halvorson, has decided to step away from that board position at the end of the year. The GPR Board will be taking nominations for her position soon!

Thank you for your ongoing support of the newsletter!

Jeremey

Kit's Kar-Tune

Courtesy of Bob Kitamura - Central California Coast PCA



## 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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**PORSCHE CLUB OF AMERICA**

# Rocky Mountain Region

Article thanks to Danielle Badler of the Rocky Mountain Region PCA

## This Magic Moment

Let us all now praise the magic moments in our lives. Because, God knows, right now we really need them.

What am I talking about? I'm talking about what moves you. To your soul. You feel it in your bones. Take the title song to this column. A moldy oldie by The Drifters, yes. But the experience ... "So different and so new. Was like any other. Until I met you. And then it happened. It took me by surprise. I knew that you felt it too. By the look in your eyes...."

Right? It's not just personal. It's a human condition revelation. It can be plaintive. I have a playlist of songs to, figuratively, slit your wrists by. Like "Comin' Back to Me" by the Airplane. "Whatever happened to wishes wished upon a star? Was it something that I made up for fun? I saw you, I saw you comin' back to me."

Another personal favorite ... "What's New," the Linda Ronstadt version with the Nelson Riddle Orchestra. "Adieu. Pardon my asking what's new. Of course, you couldn't know. I haven't changed. I still love you so."

"Why" by Annie Lennox.

And it can be joyous. It just so happens that my claim to fame, come what may, is that I was at Woodstock. All four days. And I'm often asked what was the best performance. And I respond, without hesitating, that it was Santana. Nobody, or at least nobody I knew, had ever heard Latin-rock fusion before. And the ultimate was their closer, "Soul Sacrifice." I just happened to come across a video of the performance, celebrating the birthday of drummer Michael Shreve, who was 20 at the time. The video was minus all the frou-frou of the edit used in the movie. Just the performance, straight-up. And, you know what? The experience was still, after all these years, eight minutes of pure transcendence.

I also get it from Beethoven's Ninth Symphony. My line is simply this. God said to Beethoven,

Ludwig, write this down. And he did.

Cinema. The scene in Alien, you know the one. The bathroom scene in Psycho. I saw Jaws at a preview. Had no idea what I was in for. Then, just for us gearheads, there's the whole of Grand Prix and Le Mans. Films to be savored.

Sport. Everyone who plays golf knows the ecstasy of a purely hit shot. "Golf shot!" is what players yell. And, every round, you hit enough of them to get you to come back, and beat your brains out, one more time.

It has nothing to do with money, necessarily. Money is simply an enabler. It enables you to buy your golf clubs. You're a/v system. Your Porsche. What you do next is up to you.

Like going searching for the perfect corner. Rather, the perfectly executed corner. Where you leave nothing back. At the limit of adhesion. And you do the same in the next corner. And the next. And you complete a perfect lap. Is it really possible? Of course it is, it's magic.

Or go searching for the perfect road. Tail of the Dragon, without traffic. Southern Utah – start with Route 24 to Scenic Route 12. Recommendation; do it during a shoulder month, preferably midweek.

Rte 128, from the 101 Freeway to Mendocino. Stands of redwoods, the sun glinting through the canopy of green. Then you break into the brilliant sunshine of a golden meadow. Then it's back into the forest. Then sunlight. Then redwoods. Then sun again. You'll know you're close to the end of your glory drive when the sun is replaced by coastal fog.

And the cars that take your breath away. Do you remember the first time you saw a 911? A split-window Vette? An E-Type? A Ferrari? The first time you sat in one? Or drove one? Or bought one?

And the venues. Years ago, the company I worked for actually held a global senior management meeting in Monaco. I had never been. Turns out, our hotel was on Casino Square. We checked in and went for a walk.

*(Continued on Page 21)*

# Badler

(Continued from page 20)

I wanted to look at the boats in the harbor. Boats is not the right word, but you get the idea. There was an elevator that took you down to the quay. We got in. It descended, stopped, and the door opened ... to ... the tunnel! One step out of the elevator and there I was. I was standing in the tunnel in Monaco. I started shaking. Mumbling to my companion that this is the tunnel, this is the tunnel, this is the grand prix tunnel! I got a lot of weird looks. And I didn't care.

Was that a magic moment? It was for me. A moment I'll never forget. And that, my friends, is what gets me through this life. I'm collecting a mental scrapbook of moments. Moments that transcend. I hope you have your own snapshots. So you can say the same.



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October 1<sup>st</sup>

Novices are welcome

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

# IMSA at Road America

Article and photos thanks to Ken Burson

The International Motor Sports Association, also known as IMSA, was organized in 1971. For nearly a decade it was dominated by Porsche with drivers like Peter Gregg, Hurly Haywood and Al Holbert.



Since the late 1970's, my buddies and I would head to Road America in Elkhart Lake Wisconsin for the Camel GT, Pabst 500 endurance races. I always felt as if Road America was built in the middle of a national park. The weekend also had a vintage race where 917K's and Can Am cars battled it out. It would be another decade before I had the opportunity to race on that track.



I followed other IMSA GT races around the country via Competition Press and in early 1981 there was a well-known Porsche driver by the name of Brian Redman campaigning a Chaparral prepared Chevrolet powered British Lola T600.

The Redman team won the IMSA GT season opener at Laguna Seca. This was the first race the car competed in! Redman and co-driver Sam Posey went on to win at Lime Rock and again at Mid-Ohio. To make things worse, there was a second Chevy powered Lola driven by an equally talented driver and team owner Chris Cord. It looked as if Porsche would have stiff competition for the dated 935.

In late August of 1981 John Paul Jr. and Sr. put there #18 Porsche 935 on the pole early only to be knocked to the outside pole by Rolf Stommelen and Harald Grohs in their #3 Porsche 935 M16. This put Porsche in the front row but right behind the front row were the two Lola Chevy's, the yellow #7 of Redman and Posey and the red #19 Budweiser sponsored racer of Cord and Adams.



As with all endurance racing, many participants fail to finish. John Paul Jr. was very fast but ended at 13th position due to engine problems. Ultimately the pole setting Sommelen / Grohs, Andial Meister entry won the race. The Earth was back on its axis. The Redman / Posey Lola came in second and the Cord / Adams Lola came in third.



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