



# *Der Skooner*

Porsche Club of America • Great Plains Region  
January 2023





# 2023 Macan

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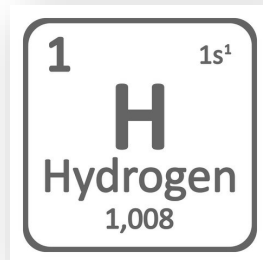
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# *Zero to 60*

**Mike Anderson, GPR President**

I think every Porsche owner likes to go fast once in a while. Sometimes on-ramps present the perfect opportunity to take a run through the gears. So, joining the Great Plains Region Board as the new president reminds me of an on-ramp. You have to move through the gears quickly to get up to speed.

I'd like to start my first column with a thank you to David Patterson, our new "past president," for leaving the position in such great shape as he takes an off-ramp but is staying on the board. It's been inspiring to watch him perform the duties of the president role for the last year. He made it look easy. My thanks also go out to thank Melinda Halvorson for her work as Social Chair for the last several years. She also made it look easy, and it is anything but that. She is taking an off-ramp from the board but will still be visible at as many events as possible. Be sure to thank her for her contribution when you see her. Additionally, I would like to welcome Paul Schudel as he takes the on-ramp to become the new Social Committee Chair. I'm confident he will do a great job with the position.

For those I haven't met yet, just a couple of things to mention. I was in the club in the early 2000s with a couple of different cars. Life throws some curves at you, and I took an off-ramp in 2009. I was fortunate to have a car referred to me (thanks to Kurt Halvorson) at a time when I could head back to the on-ramp, so I rejoined in 2020. I enjoy driving P-cars on the street as well as the track. I was fortunate to drive at four different tracks last year and am looking forward to additional days in 2023. I retired from the everyday work world in October 2021 and haven't regretted it for a minute. My wife, Amy, and I have been married 43 years, have two P-cars, three adult children and four grandkids.

So, you can all tell by now I had a theme for this article: on/off ramps. I look forward to meeting more of you at the upcoming events and hope that many of you will take this opportunity to take the on-ramp to active membership in the club. There are many wonderful people in the group. Please look at the calendar, find a breakfast or a dinner to come to and think about being an event volunteer. There are many opportunities to join the fun.

Be sure to register for the January 14th breakfast at Woodhouse Porsche.

See you running through the gears,

Mike

**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

## January 2023

January 14th - Breakfast & DE 202 at Porsche Omaha 8:30am (RSVP)  
6625 L Street, Omaha, NE 68117

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

January 21st - Annual Winter Party at Champions Run 6:00pm (RSVP)  
13800 Eagle Run Drive, Omaha, NE 68164

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

## February 2023

February 11th - Breakfast at Paradise Bakery 8:00am

Village Pointe 17305 Davenport St, Suite 101, Omaha, NE 68818

February 25th - Ladies Event - Stay Tuned for more info!

## National & Regional Events

January 4th - 2:00pm CST Registration opens for Treffen Atlanta

<https://treffen.pca.org>

## 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://facebook.com/groups)

*You and a Guest  
Are Invited to Attend  
the  
Great Plains Region  
Annual Winter Party*

Saturday, January 21<sup>st</sup>, 2023

Champions Run  
13800 Eagle Run Drive, Omaha

6:00 Social Hour Cash Bar  
Followed by Dinner, Raffle, and Awards

Please RSVP the names of those attending and your  
entree selections on our website, [www.gprpca.com](http://www.gprpca.com)  
by January 14<sup>th</sup>.

Chicken Florentine  
Beef Filet  
Grilled Salmon  
Vegetarian Pasta

You must be a current GPR member to attend this event.  
Join or renew your membership today.

Adults only. No jeans, please.

This event is paid for by your Club. If you cancel your RSVP less than 48 hours prior to the event  
you will be charged for the meal (including taxes and fees) that the Club has incurred.  
Sudden or unexpected conflict or misfortune will be handled individually.



# Ronald McDonald House Charities Omaha Year in Review

By Melinda Halvorson

As we begin a new year, I'd like to take a moment to take a look back at your giving to the Ronald McDonald House Charities (RMHC) in Omaha this past year.

"The mission of RMHC is to create and operate programs that directly improve the health and well-being of children. We strive to do so by providing opportunities that strengthen children and families during their most difficult and challenging times. The specific purpose of the Ronald McDonald House Charities is to support access to care, reduce financial burden, provide psychosocial support keeping families together, enhance clinical experiences and outcomes and help families resume normalcy." - [rmchomaha.org](http://rmchomaha.org).

We all know what a great charity RMHC is and your support this past year was amazing. When I asked for each Item of the Month your generosity was very much appreciated by me, the GPR Board, and more importantly, everyone at RMHC.

Here is a reminder of the items you provided throughout the year: laundry soap and dryer sheets, breakfast bars, K-Cups, adult-aged col-

oring books and colored pencils, individual snack items, boxed meals, various gift cards, childrens' books, diapers, and on-the-go cereal. Your items often over-loaded David Patterson's SUV when he delivered them to the House. Thank you!

In November and December we wanted to do something very special for the children and families who would be staying at the House at Christmas. We collected money to be spent on gifts for "adopted families" at RMHC. Sixteen GPR members donated \$1,175 for this cause! You know who you are and we thank you all very much. It was decided that GPR Board members would shop for gifts for children and adults alike. See the picture below. From left to right, Board members Mike Anderson, David Patterson, Rick Mourey, Jeremy Kroh, and Terry Lessmann, along with a few of their family members went on a shopping spree at Target for the families. The gifts were taken to RMHC Omaha the next day and will be wrapped and under their Christmas tree on Christmas morning. What a blessing it is to bless others by giving. Thank you again for your generous support.



# 2023 Membership News

## By the numbers:

PCA Primary Membership: 307

GPR Membership: 127

2023 is here, and your membership may need to be renewed!

Please take note. Unless you are a Lifetime Member, have prepaid dues for multiple years or recently took advantage of the 14-month membership offer...

### **Your local Great Plains Region Dues Are Due as of 1/1/23**

### **To attend the 2023 Winter Party, your local Great Plains Region dues must be current and paid by January 20, 2023.**

The Winter Party is scheduled for Saturday, January 21, 2023.

All dues that are paid in December of 2022 will be credited to the January 1, 2023, to December 31, 2023, calendar year. Dues are \$30.00 per year for a Primary Member. This payment of dues by the primary member also allows a co-Member to attend club events. If a co-Member would like to show support of the club, and also pay annual dues, the club would be most appreciative.

Dues may be paid on our website, [gprpca.com](http://gprpca.com). Right at the top of the "home page" is a banner that says, "Join or Renew". Click the banner and follow the prompts.

A few items to have squared away when renewing your GPR membership:

- 1) Your PCA National member dues must be current to join the Great Plains Region.
- 2) If you have questions of whether your PCA

National dues are current, please log into your account at the [pca.org](http://pca.org) website to inquire.

- 3) You will need your PCA National number handy (which has 10 digits and is located on your PCA card) in order to renew your membership with the local Great Plains Region.
- 4) If you have questions about your local Great Plains Region dues, please check with the GPR Membership Chair (email is provided below).

Thank you for attending to this important detail in a timely manner. The GPR Board always has great events scheduled for both on and off the track. Your membership is the key to unlock all that fun and camaraderie.

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

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 any questions about your membership with GPR please contact Carol via email:

Carol Lynch  
Membership Chair GPR  
[Carol.lynych356@gmail.com](mailto:Carol.lynych356@gmail.com)  
[Membership@gprpca.com](mailto:Membership@gprpca.com)

## Member Name Badges

Look official at our next GPR/PCA event! The magnetic name badges are \$10, which includes shipping. Click the link at the top of the GPRPCA web home page or follow this link to order yours today!

<https://www.gprpca.com/gpr-member-name-badges/>

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





## A Note from the Editor

2023 is upon us!

As we navigate events this year, be on the lookout for a new sign up sheet at events. We will use that to tally attendance points for a nice prize at next year's annual party. How will that work you ask? A point value will be assigned for each event. For example, the monthly breakfast at Paradise Bakery will be worth 1 point. RSVP events (dinners and the annual picnic for example) will be worth 2. Driving Events (DEs, fun runs and car shows) will be worth 3 points. All those points will be tallied and you'll have that many chances in the hat to win. This will be for GPR Primary Members only.



With the conclusion of our partnership with the Ronald McDonald House, the Great Plains Region will turn its 2023 charitable focus to "The Least of My Brethren". Briefly, they assist the homeless with donated items, meals, and assistance with those moving into more stable housing environments. Look for more information from Mike Anderson in the next months issue of Der Skooner where he will lay out the needs of the organization, and how the Great Plains Region can assist with their mission.

A reminder to join your fellow P-Car enthusiasts at Porsche Omaha for their quarterly breakfast! We will again be at the dealership at 66th & L starting at 8:30am. Terry Lessmann will offer his "DE202" class at that time. Among the topics he will discuss include: Visual and data analytics, DEs at different tracks and modifications to your car.

We still ask that you RSVP for the breakfast at Porsche Omaha using the link on our website

which is conveniently located at the top of the home page, as we are limited to the first 50 people that sign up. See you there!

We have a new advertiser starting this month. Please welcome West Omaha Detailing. They have come as a recommendation from member Jim Lang. Their ad this month can be found on page 19. Please give them, and all of our valued advertisers a look!

What is on your agenda this year? New parts? New car? Road trip? I encourage you to send in your best "social media worthy" photo of your new acquisition, or an article chronicling a road trip or the technical aspects of your latest garage project and I will feature it in an upcoming issue of Der Skooner. We would love to share in your adventures in the garage, track, or adventures on the open road. For any inquiries about this, please do not hesitate to contact me.

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

May you have a happy and prosperous New Year!



# Meet a GPR Member

## Madison Petrali

### When did you join the PCA?

2017

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

2011 Cayenne S, 2013 Panamera GTS, 2005 Carrera S. Currently driving a 2018 Macan S.



### Where are you from?

Sacramento, California but now living in Omaha.



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

There's just something about Porsche! They just have "drive me" energy. And as someone who loves to drive, I can definitely appreciate that quality!

### Next Porsche or current project?

Hmmm, I just got PPF and full ceramic coating on my Macan, so I'd say I'm good for now. Like my 997 I may get my calipers customs painted. It's a fun, personalized touch that really makes the car stand out.

### Favorite memory with your Porsche?

Track days with my Panamera GTS since all the guys in the paddock were always a little stunned I was chasing them down (and passing!) them in her, lol. Plus they always commented how they could always hear where I was on track since she sounded so different out there. My favorite P-car was my 997.1.....oh I miss her! My dream was always to have a 911 and a 997 specifically. Autocross, track days, or just running errands around town, nothing compared to her. Especially fun when I'd mount my bicycles to the roof with my SeaSucker when going to bike races, the car always got looks and comments.

### Favorite road trip, track or race?

Track - Thunderhill, Sears Point (NorCal), Miller (Utah). Road trip - Highway 1.



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# Meet a Member

(Continued from page 10)

## What got you interested in Porsche?

I've always had a soft spot for Porsche cars (and F1, but that's a different story, lol). I don't know what it was, maybe just that iconic shape and mystique about the car, but I've loved them ever since I could remember. So to now have owned such a variety of Porsche's, I feel very grateful.

## Any other dream cars you would own?

997 GT3, hands down, yes please.

## What is the top song on your driving playlist?

Anything Foo Fighters.



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Please contact me with any questions and suggestions as we open the GPR Gear Shop!

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

# Mistakes Were Made

Article and photo thanks to Davis Safris of the RMR PCA

A bucket list of tracks for racing in the US has to include the classics in California such as Laguna Seca, Buttonwillow Raceway and Sonoma Raceway. I had my sights on Sonoma Raceway for the end of year race with Yokohama Drivers Cup and I arrived to the track in October full of excitement.



The Esses Racing crew had driven up from Austin, TX with a load of cars including three Radical Cup cars and two Porsche GT3 Cup cars. The overall field was set for the Yokohama Cup race with 18 Porsche GT3 Cup cars with a good mix of 992 and 991 platforms and a few GT4 Clubsports.

The track, the cars, the weather, all lined up perfectly - And then I put my car into a wall in the first session. Whether you club race or participate in the HPDE program, take a read through my mistakes and make sure you avoid them in the future.

## Six Mistakes:

1. Sleep - Racing is a selfish sport and you need to carve out a lot of time before and during the event. I agreed to go to a big group dinner on the evening before the event and was out much too late.

2. Food - I made the mistake of eating five different types of food in a fancy restaurant and woke up with a very unhappy stomach. And by unhappy stomach I mean.. yah.

3. Respect that what you are doing is really very hard. At all times when in the car you must have racing focus. If you have lost focus on what you are doing, you should park the car.

4. Know when to get in the car. I should have made the decision to sit out the morning practice. I was not physically or mentally ready for the rigors of driving a GT3 Cup car on a new track.

5. Know when to get out of the car. Yokohama Drivers Cup events start with a long sixty-minute open practice session. I was in the car for thirty minutes when the crew called me in to check the tires and talk things over. I was ahead of my goals for the morning session, and I should have parked the car. I had this thought and then part of my brain said - we are paying for this track time - use it. First thought was the best one and I should have gone with it.

6. "Slow Lap" does not mean "Sloppy Lap." I ran two more good laps after the pit stop and one of them was my fastest of the morning. I saw a faster 992 coming up from behind and thought I would do a slower lap and let them pass so that I could set up another clear lap. Everything started going downhill here.



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# Mistakes

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I drove off line to allow a safe pass into the corner and I kept driving that sloppy line through the next corner. I went into the next corner slow and turned in very early and was way off where I should have been -and I knew that - it was ok - it was a slow lap. I held a lazy maintenance throttle into the middle of the corner, and I knew that too - but it was a slow lap. As I started back to full throttle the car had enough of my messy inputs and slid and suddenly, I was stopped nose into a cement wall.

The car will be fixed, and I am fine so that is all good of course but I am not happy with the mistakes made leading up to this incident.



Track events have a life of their own with all the cars and people and pent-up expectations. It takes strength to say these things to yourself and your family and team:

I cannot go out to dinner - I have to stay in and rest. I am not physically and mentally ready to drive the car this morning. I had a good session already - I am getting out of the car and will focus on the next session.

Hard to say it would have worked out differently had I avoided these mistakes, but it sure leaves a lot to think about for a long off season.

After doing a lot of high-speed driving, I am happy to have met a wall at a relatively slow speed looping out of a corner. Sonoma has walls right

on the track that do not allow for mistakes and the same loop at most tracks would have led to some cleaning and a broken front splitter.

On the positive side of things - The Sonoma Raceway is an absolutely amazing place. It is located a quick drive outside of Sonoma, California and from the bleachers you can watch racing, see wine country, and the bay off in the distance. If you get a chance to see an event there, I would highly recommend making the trip.

As you prepare for your future HPDE or race events - give yourself the time and space to set yourself up for success. Proper preparation does not guarantee success of course but it means if there is a problem you will know you gave it your best shot in all aspects of the event.





# Sip and Script Ladies Event

*Article thanks to Carol Lynch*

*On Saturday, December 10, ten GPR Ladies gathered at Cellar 44 to learn the basics of calligraphy. Wine was available if desired and the day was a lovely, sunny and brisk.*

*We learned upstroke, downstroke and the fine points of using ink in a bottle and pens with changeable nibs. Some of us were a bit messy during the project and wore the evidence of our trials on our index fingers for a few days. Smiles were seen and giggles were heard during our time together.*

*When it came time to do faux calligraphy on a Christmas ball, it was clear to most that a round object offered a whole new challenge for the novice calligrapher.*

*It is always a pleasure when the ladies of GPR gather. Many thanks to outgoing social chair Melinda Halvorson for a great year of Ladies events for 2022.*



*Left: Stacey Warner, Chris Medici and Rachel Hall in the foreground.*

*Below: Pat Shanley and Miranda Sherman in the foreground.*





# Petroleum Paradox, Part 3

*Article thanks to Jason Bien, Porsche Omaha*

## The Currency Connection

In 2022, the United States saw incredible fluctuations at the gas pump. \$3 per gallon gas in January rose to \$5 in June, then back down to \$2.90 by the end of the year. The last time we saw an interannual fluctuation similar to that was back in 2008. As the economy continues to slow going into 2023, prices will likely continue to drop for a period of time. This, however, is unlikely to last for long. In this article, we'll take a look at a few historic milestones that helped shape our currency and will explain its direct connection with the buying and selling of oil around the world. All concluding with the likely future demise of the United States dollar. Let's start from the beginning:

### Bretton Woods Agreement, 1944.

An agreement between the global banking structure and the United States took place, awarding global financial dominance through the implementation of a gold-backed dollar. With the aid of the federal government's citizen gold seizure of 1933 and a booming wartime economy, the US had amassed the largest stockpile of gold in the world. In the wake of this agreement, each ounce of gold was subsequently pegged to \$35 USD. This created an easily convertible option for other nations to trade and exchange wealth to help promote and foster global trade. The IMF and World Bank formed as a result of this agreement, policing this system and acting as a centralized currency exchange for all participating countries.

### U.S.-Saudi Agreement, 1945.

President Franklin D. Roosevelt met with Saudi king Abd al-Aziz on February 14th to discuss the US Dollar's newfound global dominance. The outcome of this meeting resulted in Saudi Arabia agreeing to only sell oil to countries paying in USD. Other oil-exporting countries later followed. This soon gave rise to the term "Petrodollar". As a result, the American economy boomed and created wealth and prosperity at a level not yet seen by the American people. The hegemony on the sale of oil gave the US currency a strength like never before. A trade deficit became a new

problem for the U.S. to deal with as a result. Imports became very cheap, but exports became too expensive for other countries to purchase. Thus, slowing a post-war-time manufacturing economy down at an alarming rate.

### US Stagflation, 1971.

A fledgling US economy had been spending much of its gold-backed currency on cheap imports and not getting an equal amount in return on exports. Nations, becoming weary of the future health of the dollar, started calling dollars back for gold. Fearing insolvency, Nixon removed the dollar from the gold standard to protect the nation's remaining gold reserves. As a result, the value of the dollar quickly plummeted and gave rise to a global floating exchange rate. Profits from oil sales were reduced significantly as a result. Resulting in oil-exporting countries bearing the brunt of a devalued dollar. This economic instability with global trade went on to create decades of uncertainty between U.S. and OPEC relations. As if in a mafia movie, the U.S. continued its monopolistic control over the sale of oil by offering military protection and weaponry to the oil-rich nations selling in Petrodollars.

Now that we know where we started let's fast forward to present day, 2022. Since January 2020, The United States has printed almost 80% of all U.S. dollars that exist. Period. Let that sink in for a moment...Currently, the only thing staving off hyperinflation are the dwindling remaining months of the petrodollar's lifespan. I wish this were hyperbole, but all signs point to a sudden and devastating end to global U.S. dollar dominance in the very near future. A new alliance is forming and quiet agreements are brewing. BRICS (Brazil, Russia, India, China, and South Africa) make up this new alliance of gold-rich nations preparing to oust the American and European position as global currency leaders. This will come as a result of an agreement and announcement of a new deal between the BRICS and OPEC nations. This shift will have unprecedented effects on the American economy. Overnight.

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## Petroleum Paradox, Part 3

*(Continues from Page 15)*

As of December 2022, prices at the pump have been dropping steadily. Pacifying the American people through the New Year. Unfortunately, this will soon be coming to an abrupt halt. Because it has to. To date, since January 2022, nearly 200 million barrels of oil from the SPR (strategic petroleum reserves) has been exported to Europe and other countries, including China.

This drawdown has also been used to level out pricing within our country as well. In the end, the bitter truth of this is, we're at our lowest reserves in almost 40 years. All while simultaneously sending a signal, to the very countries that sell oil in exchange for U.S. dollars, that we don't need their oil and neither does Europe. Spitting into the wind if you will.

Opening the door for a new agreement that will not include the United States. Once our precious reserve currency status is lost, the world will quickly see that the emperor has no clothes as the whole house of cards comes crashing down.

This all begs the question, what happens next?

Stay tuned for Part 4 - CBDC, a new currency rises from the ashes...



## PCA Sim Racing provides fun and competitive online racing against PCA members from all 14 Zones!

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>

FOR MORE INFORMATION: <https://pcasimracing.com>



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As a former Porsche Premier Technician, I love Porsches.

As a writer for **FORD PERFORMANCE**, I understand what it's like to sit at a desk for far too long.

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## Have you signed up for PCA Juniors?

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

**SIGN UP HERE. IT'S FREE!** <https://www.pca.org/pca-juniors>

Download and enjoy custom coloring sheets created by coloring book illustrator Fireball Tim.

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**PORSCHE CLUB OF AMERICA**

# Rocky Mountain Region

*Article thanks to Danielle Badler of the Rocky Mountain Region PCA*

## Do You Stop to Smell the Roses?

You drive a Porsche, right? And, despite all their brand extensions, their SUVs and their forays into design in recent years, Porsche still describes itself as a sports car maker, right?

Ok then, how do you react to this story? It popped up in my Facebook feed, and I've been trying, for several weeks now, to get a grip on it.

To paraphrase, the story is that an Airbus A380 is making steady progress, crossing the Atlantic, at 30,000 ft and 560 mph. All of a sudden, out of nowhere, a Eurofighter appears. This is a very hot seat, with a V-max of Mach 2 and a 60,000 ft ceiling. The fighter pilot goes into an airshow routine, with a few barrel rolls, dives, vertical climbs and so forth.

There's airwave silence for several minutes. Then the fighter jock gets on the radio and asks the commercial pilot what he thinks of his plane's performance – it's a muted what do you think of that? And the Airbus pilot laughs and says something like, cool, but I stood up, walked to the rear, used the bathroom, got myself a cup of coffee and had a snack.

Which leads to the moral of the story. I quote, verbatim, from the posting, "When you're young, speed and adrenaline seem to be great. But, as you get older and wiser, you learn that comfort and peace are more important.

"This is called S O S. Slower, older and smarter."

It's interesting that, in the comments section, people weighed in with "I heard it was an SR-71 pilot," or "a 747" or "an F4 Phantom." In other words, apparently, the story, in some form or another, has been around aviation circles for years.

And so, too, has been the conundrum.

My father had a private pilot's license. When I was in my early teens, we'd go up in Cessna 150s and 172s. We'd come over our house, and

my mother would come out and wave. My father would bank the wings. Then he'd let me take the controls. And I learned to fly straight and level, to climb, to descend.

The fact is, it really was very undramatic. The only time I got my blood pressure up was once, when my father was with an instructor, getting certified for a new airplane. I was in the back seat. We went into a stall. On purpose. All of a sudden, the plane shook, the nose dropped and we ... we lost lift. We began falling.

Now, that incident was exciting. But the rest of it? I found the whole routine of flying just that, a routine. Everything was highly regulated and specified, in terms of what you could do, when and how. It just didn't excite me. And I never pursued my own license. Maybe if my father did aerobatics ... but he didn't, and neither did I.

What I did do, as soon as I got my driver's license and had scraped up enough money, all of \$800, which was all I had, was buy my first sports car. A '64 Triumph TR-4. I'd have bought a Porsche in a heartbeat, if I could have afforded it. I mean, nothing even comes close. Which is what I wanted.

And, as I get older, I feel the same. I don't feel an urge to slow down at all. I feel just the opposite. The clock is ticking, so it's time to get it all in, or as much as I can. And that's the opposite of S O S. Smarter? Maybe. Certainly more experienced. Older? Well, it beats the alternative. But slower? Please!

A few years back I did a Porsche drive in the mountains of southern Colorado. We were moving at, let's just say, a rapid rate of speed. I was following the leader. Someone else, in what looked like a relatively new C4S, was following me. Then there was a big gap. So we pulled over. And the driver behind me literally leapt out and exclaimed, "wow, that was great!"

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# Badler

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Then there was the time the Porsche Parade was at Keystone Resort in the Rockies. One of the events was a drive through the mountains, farther west. I was mid-pack, following a pristine Carrera with Michigan plates. The driver, it turned out, just tootled along, letting the trail of cars, up ahead, get farther and farther away. Up over Hoosier Pass and onward. My blood pressure started rising like I had a broken radiator hose. Finally, just finally, at last, I was able to pass. And I blew by, without so much as a look over.

At our next stop, someone up ahead, who had seen the whole episode in his rear-view mirror, came up to me and said, "we were wondering when you'd pass."

Exactly. S O S be damned. I want the zest. Until I can't do it anymore.



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# Alternative?

Article thanks to Pedro P Bonilla, GCR PCA

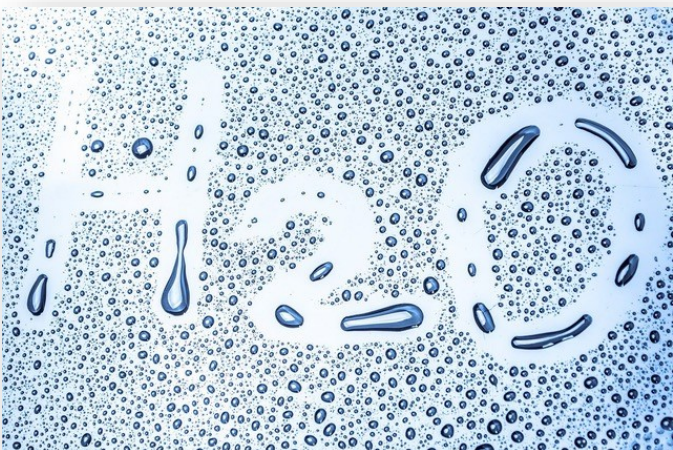
*If you read one of my recent articles, I questioned whether full-electric vehicles (EV)s were really better than internal combustion engine'd (ICE) cars, looking at the PROs and CONS of each one.*

*My conclusion was that they were not really better (yet) but I really didn't delve into whether there are other alternatives. I think there are ... and I'm convinced and have been convinced for many years that it will involve Hydrogen.*

The whole world is being rushed into battery-powered cars and conventional wisdom believes that they are a perfect for our future. Some large auto-makers such as Hyundai, Honda and others, including me, don't buy it.

During the past months Hyundai has been running a world-wide public relations campaign citing the advantages of an alternative source of electrical power – fuel cells. Even though fuel cell technology has been around for decades it has never fully caught on.

A fuel cell generates current from a chemical reaction between oxygen and hydrogen. Oxygen, from the air, reacts with (compressed) hydrogen from a storage tank aboard the vehicle that can be replenished at a filling station, like gasoline. The beauty of the fuel cell is that, even though it creates an exhaust, since it's a chemical reaction between oxygen and hydrogen, that exhaust is just (pure) water.



And, just like EVs, there are reasons not to embrace hydrogen. Up to now, hydrogen has been extracted from natural gas in a process that emits greenhouse gasses, as Elon Musk strenuously argues, although attempts to produce “clean” hydrogen are under way from quite a few enterprises which feel very confident that they will succeed.

Another drawback at this time for consumers is the overwhelming lack of refueling infrastructure. And yet the fuel cell does have one incredibly appealing feature: unlike charging the battery in an EV, a fuel cell vehicle can be refueled and moving again in minutes. That's of particular interest in industrial and defense applications.

Electric vehicles are appealing for military and industrial applications because of their stealth capabilities to the former and because of zero-emissions in enclosed environments (warehouses) to the latter.

A convoy of electric military vehicles barely makes a sound when compared with their gas-powered counterparts, but they won't be finding many charging stations in battle zones.

GM's Chevrolet Colorado ZH2 offers a potential solution, because it can run 400 miles on a tankful of hydrogen that can be quickly replenished at the base, using a refueling tanker truck, or by using hardware that can produce it's own hydrogen in the field.



Similar logic is also at play at large warehouse-dependent companies such as Amazon which just announced a deal with an important hydrogen fuel-cell company (PlugPower).

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# Alternative?

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Amazon will purchase 23% of the company and start using its hardware to power some of its forklift trucks. The fuel cells will be swapped into battery-powered forklifts that now must sit idle many hours a day while being recharged. By using hydrogen, Amazon will be able to continue using low-noise vehicles that don't emit toxic exhaust fumes indoors, yet only need a few minutes to replenish fuel and continue work practically uninterrupted.

These two examples are niche use cases, but they do serve to demonstrate that there is still room for the hydrogen cell.

Porsche is hedging its bets, though.

On one hand it has fully embraced EVs. It has been producing the Taycan for a couple of years, the all-electric Macan is on its way next and there are multiple electrified prototypes of Porsche's different models being tested; but the 911 will not go full EV any time soon, it will become a hybrid inspired by the 919 platform, although it expects that a whopping 80% of its lineup will be electrified by the end of this decade.

On the other hand, as I explained in another of my recent articles, Porsche has committed many of its resources in the development of eFuel. Porsche also considers another importance percentage: 70% of all Porsches ever produced are still on the road.

They acknowledge that many of today's cars still run on gasoline and simply removing them from the global fleet isn't a tenable option for a variety of reasons.

Porsche is very clear that eFuel is not hydrogen. Porsche is not looking at fuel cell vehicles. They state that the main reason is weight.

eFuel is instead a derivative from hydrogen. The process begins with electrolysis, which splits water into hydrogen and other gases. From there Porsche captures carbon dioxide from the air and combines it with hydrogen, to produce synthesized methanol.

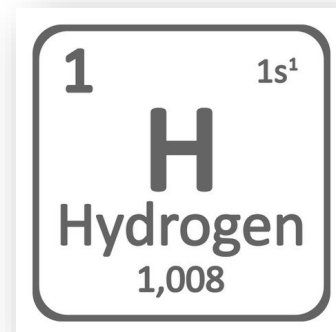
Porsche tacks the "e" on the front of eFuel because it foresees using renewable electricity resources to handle the electrolysis process. That's why Chile was selected for the pilot program: wind turbines in South America can produce up to four times the energy of similar setups in Germany.

The big advantage of eFuel is utilizing existing CO2 in production. It "closes the loop" using a byproduct of internal combustion engines to then fuel them in the future. Porsche predicts a "wheel-to-wheel" CO2 reduction of 85%.

A cleaner-burning fuel is an important improvement on its own, but there are other advantages to eFuel. For starters, since it would be refined in the same way as existing fuel, it could be used in ICE with no adjustments. No retrofitting necessary.

Porsche says that the current pilot plan costs hover around \$10 per liter of eFuel. Within the next 4-5 years they expect that the costs could come down to \$2 per liter (\$7.50 per gallon) which is comparable to the cost of gasoline in many European countries today.

Either way, the element of the future is sure to be the first element in the Periodic Table of Elements, and the most abundant resource in the Universe: **Hydrogen**.



For more information on Hydrogen Cells, EVs, ICE and more, please visit my website: [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche'ing,  
Pedro

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