



Der Skooner

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



The Petroleum Paradox

Jason Bien

Featured on Page 12

Meet A Member

Featured on Page 14

Annual Party Highlights

Featured on Page 17

Rocky Mtn Region PCA Columnist

Danielle Badler

Featured on Page 21



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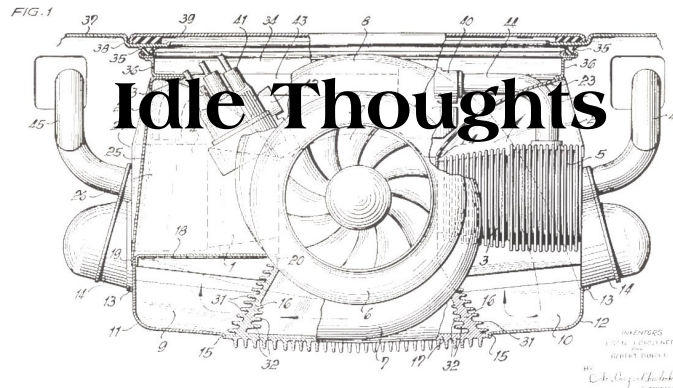
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Der Skooner - June 2022

On The Cover Image Provided By:

Jeremey Kroh



By David Patterson, GPR President

It is no surprise to anyone that the inflationary environment is affecting all of us. And while car lovers have a way of being able to rationalize increasing fuel prices, other costs cannot be ignored. Over the past year-and-a-half, the GPR has made a concerted effort to return some value to membership by welcoming everyone back from the harshest days of Covid with social events that are Club-funded. While "full funding" of events will not last indefinitely, it has been the right thing to do for now and your attendance has been wonderful to see. That said, the need to interject a new cancellation policy for our events is upon us. Please be informed that when RSVPing for future events in the affirmative, if you cancel less than 48 hours prior to the event, you will still be charged for the meal (taxes and fees) that the club has incurred. Specific examples of sudden or unexpected conflict or misfortune will be handled as they arise, but this cancellation policy will otherwise apply broadly. Thank you for your understanding.

This month's message was written bright and early prior to heading out to the track for the final day of the Club Race. With bags under my eyes and a bit of an ache in my back, my heart is full of gratitude for all the people who make an event like this possible. The volunteers for this event have been tireless in their charge to deliver a great event for the betterment of all attending. A special thank you to Joe Chambers for his willingness to support the event when called upon as Co-Chairman along with Roger Williams (Co-Chairman) and Terry Lessmann (Registrar). As I head out to greet this sunny and crisp morning, I could not be any prouder of the Great Plains Region.

Stay Safe. Go Drive!

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

June

June 4th—Donut Drive for National Donut Day

June 11th—Porsches at Paradise (8am)

June 12th-18th—Porsche Parade—The Poconos

June 26th—GPR Annual Picnic and Car Show (11am)

July

July 9th—Breakfast at Porsche Omaha

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

July 31st—Ladies only dinner and movie (Time TBD)

August

August 13th—Porsches at Paradise (8am)

August 20th—Dog Days DE at RPM

National Calendar



Club Racing Calendar



Online and Social Media



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



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



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PORSCHE

Board of Directors Meeting

Minutes of the GPR Board meeting

May 10th, 2022

The Great Plains PCA Board met at 6:00 pm on May 10, 2022, at the Patterson residence. Present were David Patterson, Carol Lynch, Terry Lessmann, Melinda Halvorson, Mike Anderson, Bob Kirchner, Jeremy Kroh and Kurt Halvorson. Rick Mourey was unable to join. Joe Chambers joined the meeting as Rick Mourey's designee to facilitate the Club Race discussion. Eric Elliott joined by phone.

PRESIDENT: David Patterson opened the meeting and reported the logo medallions ordered for placement on club awards should arrive in time for the car show awards at the annual picnic.

SECRETARY: The April 2022 minutes were approved as distributed.

TREASURER: The club's cash balance as of April 30, 2022, was \$72,536. Revenue year to date is \$13,537, inclusive of Porsche Omaha's \$5,000 support. Expenses year to date are \$18,563, including notables of \$7,766 for the Annual Dinner at Champions, \$2,277 for Lifetime members' recognition, \$2,300 for Club Race/DE insurance, and \$905 contribution to Ronald McDonald House (raffle proceeds), for a net year to date loss of \$5,026.

MEMBERSHIP: Chair Lynch reported we have 177 paid GPR members at present, out of 300 primary PCA members assigned to our region. The Lifetime Members were pleased with their award shirts and framed certificates. We have 18 new members for this year. New GPR members will be offered 14 months' membership for the 12 month price as an October promotion. Chair Lynch reviewed other apparel items to be considered for the GPR Web Store.

SOCIAL: The May item for the Ronald McDonald House (RMH) is on-the-go snack items to include fruit cups, individual chips, crackers, cookies, etc. The item of the month for June will be boxed meals like Hamburger Helper, Mac and Cheese, etc. We received \$1,155 from the raffle ticket sales, donations at the Annual Dinner, and parade laps at the DE – a check will be presented to the Ronald McDonald House May 12th by President Patterson and Social Chair Halvorson. The Annual Dinner was very well received, with compliments to President Patterson's emceeing and Membership Chair Lynch's Lifetime Member presentation. 101 members attended the dinner, which represented 18 no shows and 6 cancellations. The board agreed that for future events members who register and do not cancel within 48 hours of a club paid event (if they can-

not attend) will be billed for the cost of the event. The May 7th Fun Run had 27 drivers and 10 passengers. Porsches at Paradise is May 14th, the Club Race and DE at MPH is the 20th-22nd, and dinner at the Tessman's is on the 21st. Donut shops have been selected for the June 4th Donut Drive. Porky Butts is catering lunch for the Annual Picnic and Car Show on June 26th. A social dinner on July 23rd is planned at the Ziegenbein's as 'Porsches and Pickleball'. An overnight summer drive is being planned to Weston, Missouri on July 16-17. Locations for the New Member dinner in November and the Annual Winter Party are being scouted.

REGISTRAR: The April 30th DE at RPM attracted 16 drivers (after 8 cancellations), including 2 novices. The weather caused us to terminate the event at lunchtime. The May 7th Fun Run had no incidents and was well received. The Club Race and DE at MPH have 42 registrants (in total) at present. The June 4th Donut Run is open for registration on ClubRegistration.net. Stats for reserved RV slots and covered Race Ports at MPH were provided.

SAFETY: PCA insurance for the Club Race weekend has been requested and paid for, and the schedule for the weekend has been approved by the PCA Club Racing Steward. An email was sent to past racers encouraging their participation in our event as racer registrations are down considerably compared to prior years. DE registrations for the event are strong. No national updates this month.

EDITOR: May Der Skooner was published and issued for distribution, with copies provided to Porsche Omaha along with QR coded decals to be placed in the packet of sales paperwork at Porsche Omaha for any customer buying a vehicle to encourage membership in the PCA and GPR. June content will include Meet A Member, Pedro's Garage and a Jason Bien Tech Article.

WEBMASTER: The GPR website is up to date with events through June, plus all DE events. May Der Skooner was emailed out April 30th. RSVPs are open for the Annual Picnic and the Donut Drive link is active on the site. Donut Drive promotion email to go out soon.

The next board meeting will be scheduled for the first half of June.

Respectfully submitted,

Kurt Halvorson, Secretary

**Please join us for our
Annual GPR Picnic
and Porsche Car Show!**

Sunday, June 26th

**Walnut Grove Park Shelter
15050 Q Street
Omaha**

**Arrive at 10:30am.
The Car Show starts at 11:00am
with lunch following at noon.**

Catered by Porky Butts BBQ

**Awards will be presented for the Car Show:
Best Air Cooled, Best Water Cooled, Best 4-Door
and People's Choice**

**All of this will be provided by your GPR Club.
You must be a GPR member to attend.
Immediate family only, please.
40 car limit on the car show. Sign up soon!
Picnic seating is limited. Feel free to bring a lawn chair.**

RSVP by Sunday, June 19th on gprpca.com.

The 959, Part 1

by Pedro P. Bonilla, Suncoast PCA

While recently doing research to produce the Tech Quiz for Suncoast's 60th Anniversary Celebration I relived some of my fondest Porsche memories as I perused long-closed and stored reference books and manuals. To this day, I'm still at awe at some of the special vehicles that were produced in an artisanal manner by that small German company we have come to know and love. But none come close to my fondness of the very special 959. Let me try to condense some of the data I found:

First shown as a static design study forty years ago, in 1981, it received the designation 959 and became the first member of a new and exclusive category of 'Supercars', road legal vehicles with a top speed in excess of 200mph, state of the art design features and price tags to match. The study was based on the 911 which would be developed into a Gruppe B rally car. In 1986 three 959 project cars made their debut in the Paris-Dakar rally, which they won (finishing one/two – the third entry, intended as a support vehicle, finished 6th).



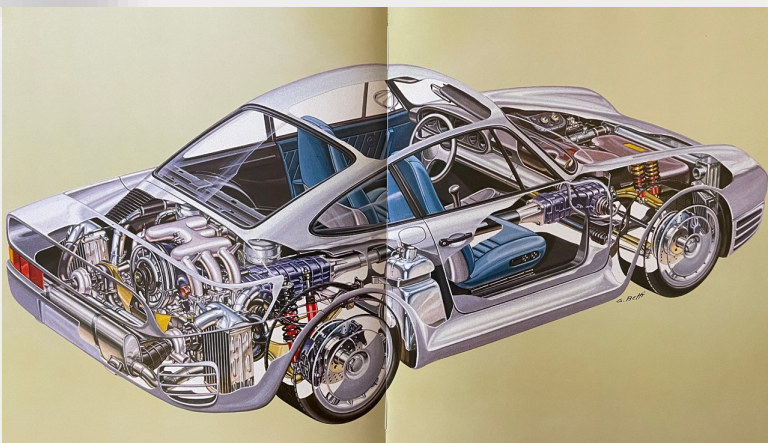
More successes followed and a limited production of 250 cars was announced which would be available for sale as road cars to an exclusive and very lucky few. The initial price tag was around US\$250,000. (Even by today's standards, this was an absolute bargain.) The initial price also included a visit to the Nürburgring Circuit for a factory-run familiarization course, because this was no ordinary vehicle.

The engine was a special short-stroke 2.85L flat-6 with titanium rods and crankshaft and

air-cooled cylinder barrels but with water-cooled heads. Each head had four valves per cylinder and was operated by double overhead camshafts. Twin KKK turbochargers would boost maximum output to 450bhp at 6500rpm with peak torque of 370lb/ft coming in at 5500rpm. All this produced a top speed of 205mph at 7500rpm and a 0-60 time of 3.7 seconds.

Two versions of the car were built. The 'Comfort' model included A/C and additional sound insulation and the 'Sport' version which omitted these, along with the rear seats and other such niceties to provide raw performance.

An all-new four-wheel drive transmission was used with a conventional mid-mounted six-speed gearbox connected to a front transaxle by a large tube housing the driveshaft. The front differential casing also housed a torque-splitting clutch. A new computer control system monitored electronic signals generated by sensors which offered engine speed, throttle position and wheel speed. The latter was derived from the same sensors that controlled the ABS. The computer could calculate the rate of acceleration and thereby the weight transfer front-to-rear could be mapped. With the rear wheels directly driven, the front axle torque could be varied by the computer to give optimum traction and could be controlled manually by the driver or using one of four pre-programmed modes to assist in varying road conditions offering a variable front/rear split percentage between 40/60 and 20/80 depending on the road conditions. The system had a response time between 50 and 100 milliseconds.
(Continues on page 9)



The 959

(Continued from page 8)

The body was basically that of a 911 Turbo, with galvanized steel components and additional body panels made from Kevlar and other glass-reinforced plastic (GRP) materials. The wind-screen was bullet-proof. Braking components came from the 956 racecar and were servo-operated with full anti-lock capability.

The suspension was coil spring/double wishbone design right out of the racecars. Concentric coil springs were used together with twin shock absorbers on each wheel. Each shock absorber had electronically-adjustable variable damping circuitry allowing for computer-control which could vary not only the car's ride height, but also the angle of the body relative to the road. This further enhanced the ground-effect generated by underbody airflow and added yet more stability to the handling.

Providing adequate cooling provided a difficult hurdle which was solved with the now iconic rear wing air scoops which would channel cool air into the very tightly packed engine bay. The car was also shod with magnesium wheels with hollow spokes for a tire-deflation warning system. This was the precursor of the TPMS.

Simply, an outstanding piece of engineering. And it was also quite the eye-candy too! In a future article, we'll get to "the rest of the story". *The 959 in America.*

I am so fond of it that I now own an orange version of the 959. It's a paint-to-sample gifted to me by my talented granddaughter Sofia for my birthday!



For more information on the Porsche 959 and more, please visit my website:
www.PedrosGarage.com

Happy Porsche'ing,

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Porsches & Pickleball

Our next social dinner will be **Saturday, July 23rd at 5:00 pm** at the home of Keith & Ardith Ziegenbein in Ashland. Their home is about 30 minutes from Omaha so it will be a nice drive in your Porsche. There are no gravel roads. A cookout is planned as well as time on the courts playing pickleball. 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.



Put this event on your calendar and watch for more information in the next issue of Der Skooner and by email. Please note if you cancel your RSVP less than 48 hours prior to the event, you will still be charged for the meal (taxes and fees) that the club has incurred. Sudden or unexpected conflict or misfortune will be handled as they arise.

Overnight Trip to Weston, Missouri

We have planned an overnight trip to Weston, Missouri **July 16th- 17th**. Weston, established in 1803, is a charming town tucked into northwest Missouri. The town offers a slice of American heritage with its antebellum homes, historical museums and exhibits, and award-winning wineries.

We'll visit Riverwood Winery for a private wine tasting on our way to Weston. Don't like wine? They also have a whiskey and cocktail bar, and there are several distilleries in and near Weston to try. There are antique and specialty shops on Main Street to explore as well as museums in the area. After checking in you'll have free time until our dinner together in the private dining room of Avalon Cafe. Sunday morning will be on your own for breakfast, then you'll be free to wander

the cute shops on Main Street, visit the Weston Historical Museum, check out the state park, sample a bit more wine at the wineries in the area, or head back to Omaha when you're ready.

We'll stay at The St. George Hotel, which dates back to 1845. Room rates are: Queen, \$129; King, \$145. **A block of rooms have been held until June 16th**. Please make your reservation by calling the hotel at 816-640-9902 and mention the block of rooms under "Great Plains Region Porsche Club". Please let Melinda Halvorson, Social Chair, and let her know you are coming by emailing her at social@gprpca.com.

This is a trip you won't want to miss! Questions? Contact Melinda at the email above.

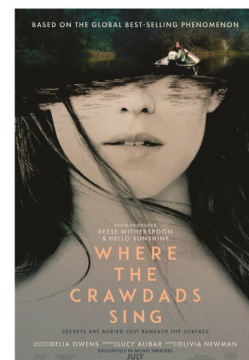
Ladies Only - Movie and Dinner

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.

Please plan on joining us **Sunday afternoon, July 31st** for our next Ladies Only event. We'll see the movie and then those who would like to can go to dinner afterwards.

Be sure to watch your email and the next issue of Der Skooner for more details.

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



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.

GPR Annual Picnic & Car Show - June 26th

Sign up is open for our annual picnic and car show. gprpca.com Let us know how many are coming in your family (immediate family only), and don't forget to sign up to show your car. We also need volunteers.

Overnight Trip - July 16th - 17th

Reserve your room NOW at The St. George Hotel and let Melinda know of your reservation.

Porsches & Pickleball - July 23rd

Watch for the sign up coming soon to the GPR website.



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 June is boxed meals, i.e. Hamburger Helper, Macaroni & Cheese, etc.** Thank you to those who brought on-the-go snack items during the month of May.

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

Check Presentation to RMHC Omaha

Through your generous giving from raffle tickets at the Spring Party, donations, and Parade Laps at the Spring Fling DE, the Great Plains Region was able to present a check to Ronald McDonald House Charities Omaha for \$1,155.00. David Patterson, President, and Melinda Halvorson, Social Chair, presented the check on May 12th. They toured the House with Kari Ketcham and Emily Mozer, staff members. David and Melinda were very impressed with the facility and all they do to provide a home away from home for families while their critically ill children receive medical treatment in Omaha-area hospitals. They left with new ideas in which the Great Plains Region can help this wonderful organization. Contact David or Melinda if you'd like to get more involved.

Thank you, Great Plains Region, for your generosity!



Left to Right:

Kari Ketcham, Development Director, David Patterson, Emily Mozer, Events & Volunteer Director

The Petroleum Paradox – Part 1

Article by Jason Bien

The fragility of the petroleum supply chain was first fully recognized by the American people back in the 1970s, the decade of America's gas crisis. In an era where the average fuel economy of the typical passenger vehicle was less than 13 miles per gallon, American citizens were ill-prepared for oil prices to quadruple in just a matter of months. At the time, little to no regulation on vehicle efficiency existed on the average new car. In fact, the "MPG" acronym wasn't even a part of the American lexicon at the time.



Once Nixon established the EPA in 1970, shortly after congress passed the Clean Air Act, emissions standards were introduced to all new vehicles being made for years to come. A lofty 90% reduction in tailpipe emissions by 1975 was drawn up and placed on the shoulders of the auto manufacturers and their engineers to figure out how to make this a reality. It was either comply or face serious financial penalties. There was just one problem, the American consumer lacked buying motivations for smaller, less powerful cars.

Enter the gas crisis of 1973-74.

The support the United States had shown Israel during the Yom Kippur War landed it on a devastating oil embargo pact enacted by numerous Middle Eastern countries in the latter months of 1973. The resulting supply shortage led to a quadrupling in the price of oil by 1974. The fallout from this soon landed Americans in endless lines at the gas pump all around the country. Seemingly overnight, the automotive consumer began seeking more fuel economic vehicles. A notable and convenient coincidence?



In 1975, congress established the Corporate Average Fuel Economy (CAFE) standards, requiring each auto manufacturer to attain an average fuel economy of 27.5 mpg across their respective lineups based on sales volume of each model by 1985. A radical jump from existing cars on the road at that time.

Even though prior legislation required cleaner tailpipe emissions, manufacturers found ways to "clean up" emissions by the use of clever smog pumps that piped fresh air into the exhaust to "comply" with the tailpipe meters. No actual fuel economy improvements were actually made. In fact, some manufacturers even de-tuned existing models in order to comply.



With the creation of CAFE, compliance from the manufacturers left fewer workarounds and required smaller engines and smaller cars. The American public, still accustomed to large v8 engines and normalized fuel prices, would be a tough sell when it came to smaller and slower cars. Fast forward to the Fall of 1978.

(Continues on page 13)

Paradox

(Continued from page 12)

Only five years after the fall of the Shah in Iran, yet another oil shock rippled through the global supply chain. A sudden supply shortage gripped the world as a result of a 50% drop in oil production from Iran. This was precipitated by a mass labor strike of over 35,000 oil field workers in the wake of the “Black Friday Massacre” on September 8th, 1978. This 33 day protest wreaked havoc in the global oil markets, resulting in yet another American gas crisis at the pumps with long lines and high prices.

LINKED

IMAGE

NOT AVAILABLE

Enter the gas crisis of 1978-79.

Consumer demand and buying motivations, yet again, shifted in favor of more fuel economic vehicles. Even if it meant parking a pint-sized, anemic 4cyl 4 door 1983 Chevy Nova in your garage.

By 1970, Ford, Chrysler, and General Motors were all producing multiple vehicles in their respective vehicle lineups with high horsepower big blocks under the hood. For reference, in 1970, Chevrolet was producing six vehicles available with a 454ci v8 engine. By the end of 1976 there were 0. Only a handful of trucks and SUVs continued on with engines of this size.

Fast forward to present day, after decades of technological advancements, power and fuel economy can finally occupy the same space together. For instance, the 2022 Porsche 911 GTS can make 473hp from only three liters of displacement and still achieve a whopping 25mpg on the highway. Just 20 years ago, Dodge was producing the Viper with an eight liter v10 making only 450hp and only achieving 19mpg on the highway and a gluttonous 10mph city.

Though numbers are looking up, a new reality has recently emerged. We may be entering a gas crisis like never before, and it hasn't even begun yet.



To be continued...



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

Meet a Member

Israel & Jacqueline Woodard

Article and Photos by Israel Woodard

When did you join the PCA?

December 2021

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

2017 911 Carrera S Cabriolet



Where are you from?

Florida



What makes your car(s) special?

We bought it from Jacqueline's dad when he ordered his new 911 GTS from Stuttgart.



Next Porsche or current project?

Changing the oil and spark plugs.

Favorite memory with your Porsche?

We don't have one yet! We just bought our 911 in December. We can't wait to start making memories once the weather improves!

What got you interested in Porsche?

David Johnson, Jacqueline's dad.

Favorite road trip, track or race?

We haven't had a chance yet!

(Continues on page 15)

Woodard

(Continued from page 14)

Any other dream cars you would own?

Acura NSX

What is the top song on your driving playlist?

Every Little Thing Is Gonna Be Alright



Thank you to the Woodard's for submitting an article this month! How many of you now have that Bob Marley song in your head!

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Great Plains Region PCA

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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

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Great Plains Region

Annual Party

Photo Credits to Armando Colorado

After a delay from the original date in January, the Great Plains Region gathered at the Champions Club in Omaha in part to present 31 members with “Lifetime Membership” to the club. Those 31 members have been with the Great Plains Region for at least 25 consecutive years.



There were also a few individual awards presented that evening as well. Shown below is club president David Patterson presenting the award for “Most Improved Driver” to Roger Williams.

Two other awards were “Enthusiast of the Year” going to Sandy Bruso (*see photo below*) and “Family of the Year” going to Rick and Theresa Mourey. (The Mourey’s were unable to attend)



(Continues on page 18)

Annual Party

(Continued from page 17)

The board is very appreciative to all who attended and we would like to thank everyone for their hard work in organizing such a wonderful event. Please enjoy some of the more candid photos from the evening, and we look forward to more events this year!

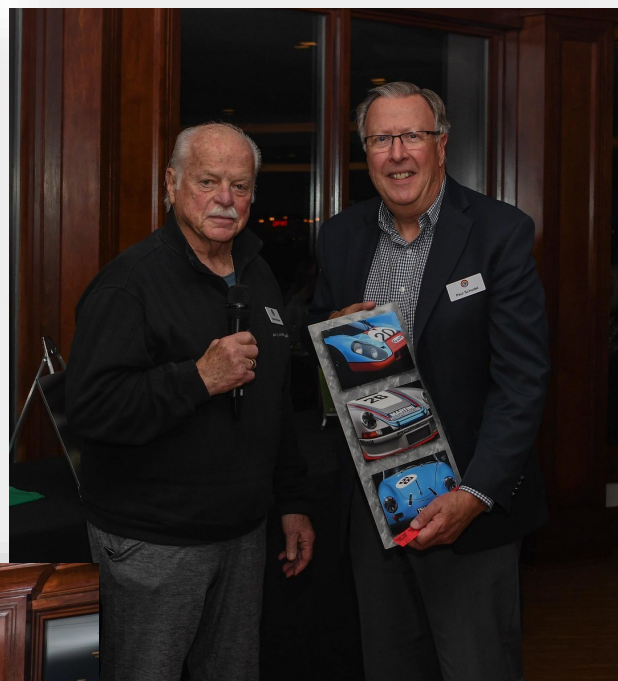


Above: Don't blame Carol for the weather.

Upper Right: Crabcakes! Excellent service provided by the Champions club staff.

Mid Right: Raffle winner Paul Schudel with artist Denny Strauss.

Lower Left: Another group photo of Lifetime Members



(Continues on page 19)

Annual Party

(Continued from page 18)



Above: Ed Wainwright and Karen Claros



Upper Right: Sandy Steckman giving the thumbs up!

Mid Right: Brian and Ellie Feregrino

Below: Catherine Grimaldi was another lucky raffle winner

Lower Right: Joe and Cindy Chambers



PCA Racing at Heartland Park

Story by David Safris, Rocky Mountain Region

Photos by Kyle Ray

The 2022 PCA racing season kicked off earlier this year in Florida for the annual race at Sebring. For those of us not blessed with southern addresses, we had to wait for the season to start last month in April at Heartland Park Topeka. A number of Great Plains Regions racers and DE drivers made the trip to Topeka and represented the region very well.

The race featured thirty-six Porsche cars spread across eleven classifications. Three classes dominated the event with ten SP1 - 944's, eight SPB - Spec Boxster and eight GTB1 - Caymans. A number of classes had one or two cars but generally those classes are close enough to some other class to create a good race. Ever wonder if a Spec Boxster would be faster on a race track than a 944? Or asked if a Cayman race car could track down an older cup car?

These matchups happen all the time and PCA multi class racing provides many "races within a race" racing opportunities.

I was there racing my number "05" MOMO Cayman in GTB1 class along with GPR drivers Shawn Keeler and Mark Hoffman. My GTB1 car is based on a 2011 Cayman S and was one of the original Napleton Interseries cars. GTB1 cars are very capable with a great HP to weight ratio and the addition of down force, big brakes, etc. With eight cars in GTB1 class I knew the weekend was going to be hectic.

The Heartland Park schedule featured one sprint race on Saturday afternoon and two on Sunday. While the weather was overall good for the weekend Saturday also featured a

steady 20-30mph wind through the day. It was a little tiring to say the least. Here is a quick recap of the GTB1 racing for the three races.

(Continues on page 21)



Heartland Park

(Continued from page 20)

Race 2 in GTB1 saw Hoffman out of Omaha, NE take the checkered flag after Slankard retired early due to a mechanical issue. I was 2nd for the second time and was just a few feet off of Mark's bumper as we crossed the line. Shawn moved up to 6th but was running a strong 4th before a spin moved him down a few places. Sadly, one of the GTB1 Caymans backed into the wall

and gapped out in front as I tangled with the Clubsport. I never got the pass and had to settle for my third 2nd place finish as Keith crossed the line for an uncontested win. Hoffman grabbed 3rd and Keeler in 6th.

With lap time gaps running in the tenths of a second all weekend it was one of the most competitive club races at Heartland Park in a number of years. The Heartland Park Topeka race is hosted by the Kansas City region and they definitely know how to throw a well run and well attended



on one of the final turns of the race and it was a tough moment to see that car on the flat bed. Hopefully it will be patched up and back on the track yet this summer.

Race 3 had a little of everything. Keith Slankard was back with his car fixed up and set a ripping pace. We had a GT4 Clubsport in the front of the field most of the race and I was right there trying to hang with them in the lead group. Keith managed to pass the Clubsport with a few laps to go

event. There were Driver Education (DE) sessions throughout three days starting on Friday, and it was jammed full of eye popping cars.

Hats off to both the DE drivers and the club racers. Other than a few local yellow flags the event was kept on schedule and the cars for the most part kept safe.

Look for my recap on the Club Race held in Hastings, Nebraska, in the July issue of Der Skooner.



Members Making a Difference!

PCA members make a difference in their community!

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

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

READ ALL OF THE HEART-WARMING MEMBER STORIES: www.pca.org/members-making-difference

OR SUBMIT YOUR REGION'S CONTRIBUTION: www.pca.org/contact-members-making-difference



PORSCHE CLUB OF AMERICA

May Fun Run

Ft. Calhoun and County Roads

Article and photos courtesy of Kurt and Melinda Halvorson

About 40 members in 29 Porsches and 1 Ferrari gathered Saturday Morning May 7th at 8am under sunny skies and warming temps to begin the GPR's Spring Fun Run.

After enjoying donuts and socializing, Kim Burger reviewed the PCA safety briefing and the route with the participants. Dividing into 3 groups, we began a 51 mile drive north to Highway 36, east to the river, north and around Ft. Calhoun, and back along the high ridge roads near Ponca Hills. The snow crab trees, redbuds and planted fields hinted at a Spring that has struggled to arrive in the Midwest. No incidents, and only a few non-Porsche interlopers due to traffic added to an otherwise tranquil and lovely morning drive.

Upon returning to our starting point at Plaza North on 90th and Military, participants continued their socializing, catching up after a winter of limited Porsche driving and time apart. It was good to gather again, and to look forward to more outdoor activities with the vehicles we enjoy.



Membership News

June Anniversaries

5 years—Brandon Koom
25 years—Steve Wilwerding
25 years—Roland Nleves

By the numbers:

PCA Primary Membership: 305

GPR Membership: 184

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.

A Note from the Editor

A funny story from the RPM DE event.

I was a casual observer for a cold and misting DE event at RPM at the end of April. The weather I'm told probably kept a good number of Porsches in their stables. It also kept many members and their families in heated trailers and the pavilion drinking coffee and eating doughnuts.

As noon approached, it was decided to run the parade laps, then call it a day. I was asked to take a friend around and I agreed.

I believe I was 2nd out, right behind Bob Lynch.

Never being on a track before, I felt my nerves creep in. As I looked behind me, I saw the line of cars behind me, and what seemed like the Grand

Canyon between Bob and myself. This was lap 1. And there went the exit.

Lap 2.

I caught up a little on the straight away. In the middle of a "getting to know you" conversation with my passenger, and "getting to know the next corner", I felt my rear end not wanting to do what I told it. I was starting to figure out that the rubber on those 17" wheels wasn't too friendly with the cold and wet conditions. I hadn't had my car out in such conditions yet. I backed off.

Where was the exit again?

I explained to my passenger my thoughts, she agreed. Time to duck off the track.

After all had finished their laps, I hear one of the kids ask me if the silver car was mine. I said yes it was.

"Why were you going so slow?" Ouch. Time to shop for tires.

This is your newsletter and we'd love to hear about your tales from the winding road, track or 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!

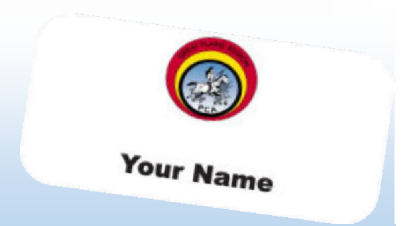
Jeremey



Member Name Badges

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

Please contact Melinda at Melinda.halvorson1115@gmail.com. Don't forget to wear your badge to all GPR/PCA Events!



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Rocky Mountain Region

Article thanks to Danielle Badler of the Rocky Mountain Region PCA

Remembrances of Things Past

Please indulge me. I'm writing this on Mother's Day. Which, this year, is very significant to me. Because my mother passed away several months ago.

My mother was 93. When I tell that to people, I often get back, "oh, you should be thankful for that, for her long life." And I am. Although her body fell apart, my mother had her wits about her until the end.

I'm the oldest of three. My parents were relatively young when they had me. So, in recent years, I found myself one of few people my age with a parent still alive. And, even more rare, someone I could talk to.

But that didn't make the experience of her passing any easier. A friend said to me, "now you're an orphan." And she was right. I hadn't thought about that. I knew I'd miss her badly. Although she was 2,000 miles away, and I hadn't lived near my parents in four decades. I had been visiting every few months, for years. And we spoke weekly, if not more often. But the idea of that safety net, of that soft nest to fall back into ... suddenly it was gone.

After the funeral, which was on Long Island, NY, I rode down to suburban Maryland with my sisters. And, the next day, we went to my mother's abode in an independent living community. And we started wandering around the apartment. Opening shoeboxes. File cabinets. Sifting through piles of notes she had written, about things she needed to do, people she needed to call.

What an odd feeling it was, poring over a life that had ended. Sorting through what was left. None of us really wanted much of anything. But I did take a photo collage off the wall. Now, that was very significant to me. Because, in the collage, were photos of my sisters and me as babies. And, partially cropped, a photo of my sisters leaning against, there it was, my first sports car, a '64 Triumph TR-4. A car that literally changed my life, at 17.

I bought that car with every cent I had at the time, all of \$800. It was a self-esteem machine. Something that said something about who this inward-focused insecure, directionless teenager really was. And it gave me the self-confidence to go to college and try to actually make something of myself.

Above the photo of the Triumph was a photo of my father, washing his first of three Mercedes, in the driveway. A 250S from '67. He loved that car. Just as he loved the 250C he replaced it with. And the '78 450SL that I actually found for him. In Louisville, KY, where I lived for a few years in the early '80s. My parents flew out and drove it home. But, alas, I couldn't find a photo of the 250C or the SL-ella.

I couldn't find a photo of the '72 2002 I bought when I graduated from college, either. Nor my first Porsche, the '76 914 I bought in '78. Nor any other cars that I or my parents had owned.

Too bad. I was really hoping to locate a photo of the '67 Buick Wildcat convertible that I took my road test in. My mother took me. I drove that car into Manhattan the night of my Senior Prom. Three couples. It's a wonder my parents let me. It's a wonder we survived.

Nor any photos of the '62 Buick LeSabre that the five of us virtually lived in for five weeks in '62, when we drove cross-country to LA, and back.

But I did see, in that collage, the three boats that my parents owned, during my teen years. On all three boats, the routine was the same. My father was captain. My mother was first mate. But I, I was helmsman. I drove. Of course I drove.

I also tried to locate a box, filled with car models I had made, out of kits from – was it Revell? I was having serious memory-land issues. I had last seen this shoebox about 20 years earlier. Unbeknownst to me, my mother had saved three or four cars that I had made from kits, holed up in my basement craft area, which was a plywood sheet, balanced on an old, warped pool table. A 427 Cobra. A Corvette Stingray. An early 911. No luck.

(Continued on Page 21)

Badler

(Continued from page 20)

But I did take another photo off the wall. This one, with a penciled date on the back, 4/47, was of my parents, and my father's two older brothers, and their wives, and my father's younger sister, and his parents, my grandparents. It looks like they were at an affair, a wedding, maybe. Not for my parents. They wouldn't marry for another year and a half. Today, the only one alive is the wife of my father's middle brother. And she's in her mid-90s.

When my sisters and I go, maybe my daughters will be able to recognize everyone in the collage photo, and in the group photo. Maybe not. And then, the memories will be lost to time. As I said, I've had a lot of trouble with Mother's Day this year.



The Great Plains Region Invites You to

Come *Track* with us!

Here are the dates for the remaining 2022 DEs

**Raceway
Park of the
Midlands**



Dog Days DE

August 20th

Novices are welcome

**Raceway
Park of the
Midlands**



OktoberFAST DE

October 1st

Novices are welcome

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

DE at RPM

Photo credits to Armando Colorado

The Great Plains Region held it's first DE of the year on April 30th. While it was a chilly and rain shortened day, the drivers made the most of the morning on the track. A few new drivers also made their way around the track as well. Terry Lessmann held DE instruction in the hut while other drivers were on the track or keeping warm and dry in their trailers.



DE at RPM

(Continued from page 28)

Enjoy a few more select photos, courtesy of Armando Colorado.



GPR Classified Ads

Classified advertisements are free to GPR members. If you would like to place an ad, please contact the editor.
editor@gprpca.com

Porsche 944 1985.5 \$12,000

Beautiful, very clean 1985.5 Porsche 944. Everything has been done that needs to be. Timing belt kit was done with a new water pump and thermostat. Full tune-up was recently performed. She is ready for the next 100,000 miles! Please contact me with any questions.



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As a former Porsche tech, 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>

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PORSCHE CLUB OF AMERICA

Porsche Club of America September 3, 2020

Events News Magazine Classifieds Technical

e-Brake News

Dear e-Brake News subscriber,

Porsche Club of America delivers e-Brake News to your inbox every Tuesday. This is the August monthly recap.

Check out the [August issue of Porsche Panorama](#) and scroll down for the top e-Brake articles of the month.

Scroll to the bottom to vote for the Porsche of the Month, and to see July's winning photo.

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TECH TACTICS
Porsche Club of America

V1 for 2025 is here!
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GO

1. Six rare and special Porsches you can still afford (for now)

PCA—The Porsche market led the big 2011-2015 resurgence in the collector car market, setting trends that continued over the next slightly cooler five years.

[Read More](#)

2. Here are the Spring 2020 Member Only Raffle winners of a Taycan 4S

PCA—Meet the members who won and find out whether they chose the car or the cash prize.

[Read More](#)



Griot's Garage e-Brake Photo of the Week contest

Are you a member and took a stunning photo you want to share? Submit your pictures to potw@pca.org. Be sure to include your contact information, your Region name, and a few sentences about your picture.

Please note: You must have taken the photo and possess full copyrights to the image. We do not accept photos taken by non-PCA-members.

[Visit GriotsGarage.com](http://Visit.GriotsGarage.com)

Vote for your favorite Porsche Photo of the Week

Each month, we will feature the Porsche of the Week photos from the previous month. Then we will tally the votes and crown a new Porsche of the Month winner. PCA, in partnership with Griot's Garage, will be giving away a Concours Lawn Kit to contest winners and a PFM Speed Shine Kit to randomly selected voters.

[Click here to vote for your favorite photo](#)

August 4



August 11



Want to stay up-to-date on all the latest PCA and Porsche news?

Subscribe to the club's weekly email newsletter, e-Brake News, which includes news articles, exclusive stories, and video from all over the internet.

e-Brake News has a bit of everything, from tech to road tests to motorsports — and you don't have to be a PCA member to subscribe! Every Tuesday evening, e-Brake will have the latest on PCA National events and club programs and entertaining, informative content.

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