



# Der Skooner

Great Plains Region / Porsche Club of America

May 2010

Volume 44 Issue 5

## ***Building a Better Boxster***

### ***Part 1*** *by Steve Wilwerding*



Ever since the Boxster was introduced, owners have been looking for ways to add more power. Superchargers and turbochargers were quickly introduced, but the Boxster engine was never built to handle additional boost, and many owners who went this route ended up with ruined engines. However, with the introduction of the 996 (with the same base engine design as the Boxster), people started to think about swapping 996 engines into Boxsters.

About ten years ago, Roock Auto was one of the first companies to offer Boxster engine swaps, at a cost of tens of thousands of dollars (which included around \$15,000 for a brand new 996 engine). A few people paid the money and had their cars converted, but the prohibitive price limited the number of swaps. Then, about four or five years ago, as more and more information about the programming of the engines became available (and as more and

more used 996 engines started showing up), private people started to attempt their own swaps.

Todd Holyoak in Lenexa, Kansas decided to try the swap in his garage. After poring over the technical documentation, Todd was able to figure out what needed to be changed and re-programmed in order for the 996 engine to work in a Boxster. Todd successfully completed the project, and posted an article and pictures on the Internet detailing how to swap engines. Until just recently, that document was the definitive source for information about the engine swap.

I've been following the Boxster swap story for around seven years now, and I can still remember when Todd posted his article, and what a sensation it was. After that, I realized that someday, I wanted to put a 996 engine in my Boxster.

For the last few years, I have been steadily gaining information about the engine swap – what kind of engine I should buy, what other parts I would need,

*Continued on page 8.*

# From the Prez

By Jon Theobald



My new track tires arrived yesterday, a new set of Nitto NT-01 R compound super-sticky meatballs. It's a new tire I haven't tried before but the price was right and they had the sizes I needed. I've tried Hoosiers and Kuhmo Victoracers and liked them both, the Hoosiers being a bit stickier but not lasting as many sessions as the Victoracers that were very consistent and sticky all the way until they corded. The Hoosiers are definitely the "crack cocaine" of the tire world because after you've driven them they are so fast you don't want anything else but they are also quite a bit more expensive and have a short life. So, I'm trying to reach a balance of longevity, stickiness, and price. By the way, I spent less on my tires than I did for Kelli's Mother's Day gift, an unwritten rule of the HMC: the Happily Married Club!

May will be a fantastic month for GPR activities with the May 1 Sonic Show 'N Shine, the first of three events for the summer put on by Ken Kusik. I apologize this article won't be making it out until after this event.

On May 8, we've got the "In the Garage" breakfast and garage interior products display. This year we've teamed up with the BMW club for our gathering at Robert Horstman's store on 176th and Center. The time is from 10 am to 2 pm and Robert will have his assortment of car care products and garage interiors on display. Ryan's Bistro will be serving lunch and drinks in the atrium between the buildings.

May 13<sup>th</sup> is the first of our Fatburger Porsche Pride events at the Shadow Lake Towne Center. George Poullos, our favorite non-Porsche owning GPR member (jab, jab), will be graciously discounting food items for GPR members and will block off a special area for P-cars. Thanks, George!

May 22<sup>nd</sup> we've got a nice drive and winery visit organized by Ardey Clark. We'll be meeting for breakfast in Gretna then taking the scenic route to Brownsville, NE to check out the Whiskey Run Creek winery. Then we'll hit the Indian Cave State Park (time dependent)

and then head back to Louisville for drinks and conversation. It will be a leisurely drive and gathering so plan for most of the day and make sure the gas tank is full! Thanks, Ardey, for organizing this event!

We'll wrap up May with the Woodhouse Ready, Set, Launch 2.0 event at the SAC Museum near Ashland, NE. Last year there were over three hundred visitors at the Museum for the test drives through Mahoney State Park and the other events going on. There will also be food and drinks available throughout the day and activities for the kids, too. Don't miss this Woodhouse event!

May is a busy month. Hopefully you will be able to find an event you can come out and enjoy your GPR friendships and have an excuse to drive the Porsche for a day!



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## In The Garage

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# The Journey

By Steve Eckhart



I'm sure you've seen the pictures by now. Or maybe you've seen the videos on You Tube. At one point, all three automotive magazines in my home had the same car on the cover: the gorgeous, super performance, ecologically friendly, greatest combination of all factors car in the history of the automobile: the Porsche 918 Spyder.

Like many of you, I immediately began to plan how I could get my hands on one. I mean, here it was, the first eminently practical Porsche and it's capable of almost 200 mph. It would be a blast to have at a driver's ed or maybe even a club race.

So, I cranked up Microsoft Excel and started to figure out how long it would take for the 918 to pay for itself over driving my 968 to work every day. Assuming gas stays at \$4.00 per gallon, it would only take 1209 years for the fuel savings to kick in. Well, that's a little too long of an economic horizon to sell the "savings" to Stacy. But, what if the current administration decided to pay for the new health care plan with a gasoline tax and the price of a gallon of petrol jumped to \$7.00? Then, it would only take 691 years. Then, my 32-greats-grandchildren could bask in the glow of the savings.

Still a little long on the time horizon, I considered the probability that as a significant piece of automotive history, the 918 is likely to appreciate in value.



*200 mph, 78 mpg! What's not to love? The Porsche 918 Spyder made its debut at the Geneva auto show.*

What if I considered it part of my investment portfolio and used it to fund my retirement? What would Roland Manarin think if I dumped my current investments and put it all into a 918? Then, I took a look at my balances and it just wasn't going to add up. And, it would probably be a hard sell to the IRS to roll over my 401(k) into the 918 "plan". The final nail in the coffin is that I'd have to sell the car right when I would have the most time to enjoy it.

A few days later, I was driving Jordan to school. He started talking about the 918 and said, "They build a car to save you money in city driving, and then make it so expensive, you can't afford to drive it, so, what's the point?" And that got me to thinking, what is the

point of the 918? Does it really matter?

I think that the 918 is important. While I have no hope to ever own one (unless I win a contest or something) – let alone maybe even ever see one – Porsche's history with their super cars is that the technology eventually moves into all of their cars. Consider the 959. At the time, a four-wheel drive sports car seemed like a foreign concept. When I thought of four-wheel drives, I thought of pickup trucks and Jeeps. Now, we have the Carrera 4S, the Targa 4S, the Cayenne family, and the Panamera 4S.

And, it shows that Porsche still believes there will always be a market for sports cars. Which, as long as I'm alive, there will be.

# In the Garage

On Saturday May 8th, come join the GPR and the BMW Club at "In the Garage" to learn how to detail your car and dress up your garage in proper fashion. One of our *Der Skooner* advertisers, Robert Horstman of "In the Garage", has organized a fantastic event for us with drawings on car care products, a new car care line introduction, one-on-one detailing question help, and a 15% discount on car care products!

The event runs from 10:00 am to 2:00 pm and Ryan's Bistro will be serving food and drinks over lunch.

We are expecting 40-50 cars with both Porsches and BMWs so get there early!

"In the Garage" is located on the North side of Center at 176th.

# Fatburger Porsche Pride

On May 13, Fatburger will host their first Porsche Pride night of the year. The Club will be meeting at the Fatburger at Shadow Lake Towne Center at 6:00 PM. Join us for a show 'n shine and discounted food, courtesy of GPR member George Poulos.

In addition, this will be your opportunity to see the coveted Dumkopf Award which George proudly(?) displays at the order counter.

Shadow Lake Towne Center is located at the intersection of 72nd Street and Highway 370.

## Classified

Porsche C2 Alloy Wheels  
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For Directions see [www.kingscrossingvineyard.com](http://www.kingscrossingvineyard.com)

Outdoor wedding

Reception to follow

Cash Bar

RSVP by May 19th to: Adam and Rosemary, 823 Gayle Street  
Papillion, NE 68046 or keske944@cox.net.

# **Upcoming Events**

## **2010 GPR Events**

- In the Garage .....May 8
- Southeast Nebraska Fun Run.....May 16
- Club Race & Drivers Education in Hastings.....June 4-6
- Homestead Days in Beatrice.....June 19
- Candlewood Picnic .....July 10
- Kearney Cruise Nite .....July 17
- Drivers Education at Mid America Motorplex .....July 24-25

## **Woodhouse Porsche of Omaha Events**

Our friends at Woodhouse Porsche of Omaha are hosting the following events. Mark your calendars. More details will follow.

- |                 |  |
|-----------------|--|
| May 29          | Strategic Air and Space Museum                 |
| September 11    | Racoon River Lodge in West Des Moines          |
| September 18-19 | Woodhouse Track Event at Mid America Motorplex |

### **Roland Manarin**

#### **INVESTING**



check it out at [www.manarin.com](http://www.manarin.com)

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# Member Bio: Volker Olbrich

Guten Tag. My name is Volker Olbrich and I was born and raised in Eschweiler, Germany. As a teenager I decided that I wanted to learn more about the USA and I became an exchange Student at Aurora High School (Nebraska). I must have liked it so much here in Nebraska, that I went ahead and attended college at the University of Nebraska-Kearney (UNK).

During my stay in Aurora, I discovered that kicking a football came as naturally to me as kicking a soccer ball. So I ended up playing football for Kearney. In college, I met a girl from Grand Island, whom I married after finishing college.

Once out of school, we briefly moved to Michigan, as I was based in Detroit as an airline pilot for a regional airline. Since Detroit did not suit us very well, we moved to Omaha, which was much closer to family and friends. We have been in Omaha and Bennington now since 2002.

My wife, Chandra, and our 3 children, Blake, Kai and Kade (with #4 arriving in July) live in a quiet neighborhood in Bennington. Our three boys are keeping us very busy and enjoy playing soccer (of course!) swimming, T-ball, and all



*The Olbrich family: Blake is seated between Chandra and Volker. Kade is sitting on Chandra's lap; Kai is sitting on Volker's lap.*

the other activities little boys like to do. Chandra stays home and lovingly cares for the little ones.

I changed careers in 2004 and work for Union Pacific in the Dispatching Center in downtown Omaha, which enables me to be home with my family everyday.

Since I am German, I have a love for German/European cars. I am a big Formula One fan and always wanted a sporty German car. About a year ago I started looking more and more at BMWs and Porsches and really liked the 944. I do need a back seat to take the kids with me from time to time. I would take any opportunity to tell my wife about

the Porsche and what awesome cars they are.

Then, one day last October, on my birthday, I drove home from work and saw a car under a cover sitting in my driveway. Now I could, of course, tell by the shape that it was a Porsche. When I pulled the cover off, I saw a beautiful black 944 Turbo, which my wife had secretly purchased for me. Now that is a great birthday present that I will be speaking of for the rest of my life.

We joined the Porsche Club this year and are very excited to meet other Porsche enthusiasts and joining the activities the club is putting on.

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# ***Ready, Set, Launch 2.0***



## **When:**

**Saturday, May 29th  
10:00am - 4:00pm**

## **Where:**



**28210 West Park Hwy  
Ashland, Nebraska  
Off of I-80 at Exit #426**

- Test drives through Mahoney State Park
- Porsche merchandise boutique
- Food and drink throughout the day
- Fun and games for the kids

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# **Building a Better Boxster (cont.)**

what work needed to be done, etc. I even started emailing back and forth with Todd last summer. Finally, this spring, thanks to a large tax rebate and a year-end bonus, I was able to start seriously looking for a 996 engine.

As the engine swap article had been more widely disseminated, and as engine swaps gained more prominence in magazines like *Excellence*, finding 996 engines for the swap became more and more difficult. When swapping a 996 engine into a Boxster, it is best to get a 996 engine from about the same year as your Boxster – changes in throttle design, engine design, and computer programs make it very difficult to put a newer engine into an older car (though Todd has now done them all, including putting a 3.8 Carrera S engine into a 1998 Boxster). Because I did not want to do a lot of extra work, I decided to get a 3.4 liter engine from either a 1999 or 2000 996, which would take my horsepower from around 200 to around 300.

I searched and searched the Internet, but could not find a good engine. I finally posted a “parts wanted” ad on the national PCA website, and one night in March, I

got a call from a mechanic in Toronto who had a 3.4 liter engine from a 1999 Carrera Cabriolet that had been in a front-end wreck with only 47,000 miles. It sounded perfect, and after some negotiations, I was able to buy the engine for about half the cost of a crate 3.4 from Porsche.

Buying the engine was only half the battle, though. Since I was importing the engine to the U.S. from Canada, I not only had to pay shipping charges, but also had to get the engine through customs. This involved hiring a customs broker, filling out a stack of paperwork, and writing a sizable check (in fact, just getting the engine across the border cost significantly more than shipping it all the way from Toronto to Omaha).

But, finally, on March 27, the engine arrived, and is currently uncrated and sitting in my garage. My plan is to update some components, which I will detail in later articles, then get the engine in – I haven’t decided yet whether to attempt it myself, or send it to Todd in Lenexa.

In the meantime, I have also been emailing Wayne Dempsey, who owns Pelican Parts in California.

He has also done the swap, and is working on a book titled *101 Projects for Your Boxster*, of which one is the engine swap. Both he and Todd have been very gracious in answering all of my questions, and just the other day, Wayne posted an article and several pictures from his swap. It is more up to date and detailed than Todd’s original article, and would be invaluable for anyone attempting to do the swap themselves. Stay tuned to *Der Skooner*, as I plan to detail in future articles all of the steps that I will be taking to get the 996 engine into my Boxster.

## **Classified**

For sale: G-Force SA2005 open face helmet. Black, size medium. Only worn a few times - the perfect helmet for DEs. \$100. Contact Steve Wilwerding at 319-8623.

  
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# **Southeast Nebraska Fun Run** *by Ardey Clark*

We will conduct a Southeast Nebraska Fun Run on Sunday, May 16. The trip will highlight the Lewis and Clark Center, the Whiskey Run Creek Winery in Brownsville, and Indian Cave State Park.

Meet at D&K Gretna Café, 104 Glennmore Drive (332-3273) at 9:30 AM for Breakfast. Google search will get you directions. It is located on the South side of the Phillips 66 Quick Shop on Hwy 6/31 in Gretna, one block south of 6/31 and 370 at the light. You can park across the street at the Subway parking lot where there is more room.

From there, we will head south to the Lewis and Clark Visitor Center ([mrb-lewisandclarkcenter.org/](http://mrb-lewisandclarkcenter.org/)). Here are the directions:

1. Take 6/31 south past the Flying J Truck Stop and past Schram Park along the Platte River.
2. Head south on Hwy 50 to Manley NE
3. Take Hwy 1 East to Hwy 73&75 to Nebraska City
4. Follow the Nebraska City By Pass towards I-29.
5. About ½ mile east past the lights on 73/75 on the right will be the entrance to the Lewis & Clark Visitor Center.

The next stop will be the Whiskey Run Creek winery ([www.whiskeyruncreek.com](http://www.whiskeyruncreek.com)).

1. Go back to 73/75 south to Hwy 67 East towards Peru, NE.

Follow Hwy 67 to Hwy 136 east to Brownsville.

2. In Brownsville, we will drive down Main Street to the Winery which is at the end of Main Street.

At the winery, we will break for wine and cheese. Be sure to choose a designated driver before going into the winery. We can spend time in Brownsville if you want as it is a neat old town ([travel.nostalgiaville.com/Nebraska/brownville62398.htm](http://travel.nostalgiaville.com/Nebraska/brownville62398.htm)).

The final attraction of the day will be Indian Cave State Park.

1. Head south on 67 from Brownsville to Indian Cave State Park. Watch for the state park signs.

If you don't have an annual state park pass, you will need to buy a Day Pass to get in the park.

For those of you that have never been the park has a lot of history on St. Deroin which was an old river town. You can find more info at [www.visitnemahacounty.org](http://www.visitnemahacounty.org).

1. Leaving the park, go South on 67 to 73 West.
  2. Take 73 to Hwy 50.
  3. At Steinauer, take Hwy 50 North back to Louisville for refreshments and conversation.
- We want to make sure that everyone has plenty of time to see all the sights, so no hurry.

We may forgo the Indian Cave State Park leg for another time depending on what the group wants to do and the time of day.

The approximate mileage of each leg is:

Gretna to Nebraska City 51 miles

Nebraska City to Brownsville 33 miles

Brownsville to Indian Cave State Park 11 miles

Indian Cave State Park to Hwy 50 40 miles

Steinauer to Louisville NE 50 miles

Total mileage is about 185 not counting the Park drive. Trip leader Ardey Clark promises, "We will stop for bathroom breaks, refreshments, gas, etc. This is your trip. I am just a guide. So, whatever the majority wants to do, I'm okay with it."

**C A U T I O N - C A U T I O N - CAUTION:** On the trip from the Café to Hwy 50 along Schram Road beware of TURKEYS and DEER no matter what time of day. They like to hang out here.

One final note: please have a full tank and bring your Porsche!

Please RSVP to Ardey Clark ([jclark70@cox.net](mailto:jclark70@cox.net)) by Friday, May 14, so I can get a head count for the café.

# ***Homestead Days***

## **4TH ANNUAL FLYING CONESTOGAS HOMESTEAD DAYS**

# **FLY IN**

**SATURDAY - JUNE 19TH, 2010**

## **BEATRICE MUNICIPAL AIRPORT**

- \* **FLY IN LUNCH**
- \* **11:00 a.m. – 1:00 p.m.**  
Free Will Donation \* \* Free to those that fly in \*
- \* **Aircraft Static display**
- \* **10:00 a.m. – 1:00 p.m.**
- \* **TRANSPORTATION:** To & From:  
Homestead National Monument & Homestead  
Days Activities @ Chautauqua Park



**Great Plains Region**  
Porsche Club of America

**The Great Plains Region - Porsche Club of America**  
**Will be doing a "Show & Shine" at the Beatrice Airport starting at**  
**11:00 a.m. Come and view the cars and talk to the owners about**  
**Porsche Club Drivers Education Programs.**

THIS FLY IN IS HELD IN CONJUNCTION WITH THE HOMESTEAD DAYS CELEBRATION. THE PARADE BEGINS DOWNTOWN BEATRICE AT 9:00 A.M. COME FOR THE FUN - ACTIVITIES ALL DAY. IF YOU NEED TRANSPORTATION TO THE PARADE - HOMESTEAD NATIONAL MONUMENT or HOMESTEAD DAYS ACTIVITIES @ CHAUTAUQUA PARK — CALL THE AIRPORT IN ADVANCE AND WE WILL PROVIDE YOU WITH A CAR OR A RIDE. (402) 223-5349

**FOR MORE INFORMATION, PLEASE CONTACT:**  
**DIANA AT THE BEATRICE AIRPORT: 402 223-5349,**  
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# GPR Board and Minutes

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**Web Page:** <http://gpl.pca.org>  
**Web Master:** Eric Elliot

Minutes of the April 6, 2010 Board Meeting. Attending were board members Jon Theobald, JR Sanders, Jim Avilla, Steve Wilwerding, Tom Cooper, Steve Eckhart, and Abe Schlott. Also present were Eric Elliott and Past President John Krecek.

**Social:** Sonic Show-n-Shine 5/1 and 8/28. In the Garage event 5/8. Woodhouse at SAC 5/29. Club Race at Hastings 6/4-6 as well as Tessman's dinner. 6/19 Homestead days in Beatrice. 7/10 Candlewood Picnic, 7/17 Kearney Cruise Night, 7/24-25 DE at MAM. 9/18-19 Woodhouse Track Experience.

**Secretary:** Minutes approved from March meeting

**President:** Jon talked to Jim Howe regarding July DE contract, deal is verbally finalized.

**Registrar:** Nothing new. Registration opens 4/19 for Club Race and DE.

**Treasurer:** Jim Avilla reviewed March financials.

**Club Race Chair:** Discussed advertisers and sponsors Bosselman's and Woodhouse.

**Membership:** 5 new members, 222 PCA national members in our region, 84 paid GPR members, 16 comp, 140 total GPR members, short 40 on paid memberships. Discussed sending membership information to all non GPR national members. Tom will be again sending emails to those people who have not paid their memberships with a paypal link.

**Safety:** No safety issues to report.

**Newsletter:** Need a member bio for April, need more info for April Der Skooner. Wedding invite for Adam Kinske will be in Der Skooner.

**Website:** Updated with all social events, will be adding newly-scheduled events. Paypal button and page will be up. No progress on new website last month.

**Past President and Chief Driving Instructor:** No report

Respectfully submitted by Abe Schlott



**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 or the Editor. The Editor reserves the right to edit all material and to publish only material that is felt to be in the best interest of GPR/PCA. Other regions are welcome to reprint *Der Skooner* articles provided that the source and author are credited. Address changes must be sent to both Tom Cooper, 635 Shorewood Lane, Waterloo, NE 68069 and PCA, P.O. Box 5900, Springfield, VA 22150.

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**Omaha, NE 68130**

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## ***Inside This Issue***



New member Volker Olbrich and son Blake pose with Indiana Jones. Volker's younger son, Kai, poses with a very special birthday present. See page 6



Learn about the latest in car care at In the Garage.  
See page 4.



Will as many cars make the Southeast Fun Run as joined us for the Sonic Show 'N' Shine? See page 9.