



Der Skooner



Great Plains Region / Porsche Club of America

December 2012

Volume 46 Issue 12

MERRY CHRISTMAS GPR!!!



Inside Track

By Steve Wilwerding



As many of you are no doubt glad to hear, this will be my last Skooner column as President of the GPR. Combined with my columns as newsletter editor, I think I have had a monthly column for all but a few months of the last eight years. As much as I like to pretend that it is a burden to write every month, the opportunity to share my thoughts with our members has been an enjoyable and humbling experience for me.

As I look back on the last ten years as a member of the GPR, and the last two as President, I am very happy with where this Club has been and, more importantly, where it is going. I am handing over the Presidency to Tom Cooper, who is uniquely qualified for the position and will do great things for the Club in the next few years. Tom will be joined by a superb Board that will include Brian Tessman as Social Chair, Sandy Bruso as Membership Chair, Sally Knapp as Safety Chair, George Poullos as Newsletter Editor, Eric Elliott as Webmaster, Abe Schlott as Secretary, and Bob Lynch as Treasurer. Yours truly will be staying on in an advisory capacity as Past President, but it my goal to fade into the background as

much as possible and let the new Board spread their wings. I also want to thank outgoing Board members Steve Gallagher and Steve Eckhart – they took on two of the toughest jobs on the Board (Treasurer and Newsletter Editor, respectively) and they did marvelous work in their duties.

As is customary for outgoing Presidents, I would like to share a few of my thoughts about this Club and how it can survive and thrive for another 45 years. A lot of this will be a re-hash of previous columns and my talk at the 45th Party, but please bear with me.

First, I hope everyone in the Club recognizes that it runs because of the generosity of our volunteers and sponsors. The good folks serving on the Board, those of you who have volunteered to host and help at events, and our sponsors, are the bedrock of this Club – there is no Club without these people. So, please, give them a pat on the back when you see them at events, and in the case of sponsors, please support their businesses whenever possible.

Second, there is a more intangible component to the success of the

Club, and that is goodwill. We have volunteers and sponsors who spend time and money because of their goodwill for the Club. We have enjoyable events because of our members' goodwill for the Club, and we have succeeded for 45 years because people have always been willing to return the goodwill that they have received from the Club. I chose the term goodwill for a reason – in accounting terms, goodwill is often a quantifiable asset on a company's balance sheet. I don't know that the GPR's goodwill can be expressed in monetary terms, but I doubt many of our members would question its value in their lives.

But goodwill is a fragile thing. If our members decided that petty rivalries, hurt feelings, or personal vendettas were more important than their enjoyment of the Club, then our goodwill would quickly erode, and we would find ourselves without people willing to volunteer for the Board or to run events, and, eventually, we would be left with no Club at all. Therefore, I ask all of you, if you are unhappy with something that the Club has done, or upset with another member, please don't let

Continued on Page 6

CARS

Classic Automobile Restoration Service
Bob Diers Curt Westlund

4820 South 61st Street, Omaha, Nebraska 68117
(402) 734-7575

In The Garage

Interiors for the GARAGE enthusiast
17607 Gold Plaza Suite 105 Omaha, NE 402-934-7696

| | |
|-----------------------------------|-------------------------|
| Garage Flooring - several options | Neon Signs |
| Metal & stainless steel cabinets | Gas pumps/Coke machines |
| Griot's car care products | Zymol car care products |

STOP IN TO SEE ONE OF OUR SALES ASSOCIATES TODAY

Weekend at the Races F1 Grand Prix

By Sally Knapp

I don't know when I became a Formula 1 junkie; if I wasn't one before I went to Austin, I certainly am now. Terry Whitney and his son, Mike, met Sandy Steckman, Larry and Matt Anderson, and me in Austin, Texas for the Inaugural United States Grand Prix at Circuit of the Americas. The four of us left before dawn Thursday, November 15th for the 13+ hour trip to Austin. The highlight of the trip was the stop at Chik-Fil-A for lunch; three of us had never tasted the wildly popular chicken sandwich. We managed to find our rental house without incident, got our tickets, and turned in for a good night's sleep.

Friday Practice. Five a.m. came awfully early, but Sandy's breakfast of pancakes, eggs, and coffee made it worthwhile. We had about a 50-minute drive to our offsite parking lot, then another 15-minute ride on a shuttle bus to get to the track. We followed the steady stream of foot traffic toward the gate where we were greeted by many friendly volunteers, track staff, National Guardsmen, police— security was tight. The helicopter traffic was also heavy; there were always several taking off and landing. The day began with F1's first practice session, actually the first time any of the drivers had seen the track. Despite the slow laps, the sound was deafening. These cars screamed, popped, and groaned through the esses, turns 3-5, where we were sitting. Next up were the Historic Grand Prix cars, 30 former racecars that have been restored to their original glory. The F1 cars went out after lunch for their second practice session followed by the 458 Italia Challenge racecars of the Ferrari Challenge Series. Finally, the P-cars, 996/997 GT3 Cup cars racing in the Pirelli GT3 Cup Trophy series took the track for the first time. Strangely, they sounded

muted compared to the F1 cars.

Saturday was the third practice and qualifying for F1, qualifying for Porsches, and qualifying and the first race for the Ferraris. Considering I'm not a Ferrari aficionado, I really enjoyed this race. There was some bumping and fairly aggressive driving, maybe that's why I liked it. I also enjoyed watching one driver lock up his brakes right in front of us and go straight into the gravel trap and tap the Safer barrier. He managed to back out, turn around and continue on. Ferraris have a really, really large turning



radius. But the best part of the day was the Historic Grand Prix race; I absolutely loved watching those former racecars. And the race was made even more interesting because we had the chance to cheer on GPR club member Jack Baker's nephew, Danny, in KeKe Rosburg's former 1982 Williams FW08-11.

Sunday morning, Race Day! If we thought it was crowded the previous 2 days, now there were 120,000 spectators. We had different tickets for the race, so we were all split up. Terry and Mike went separately while Sandy, Larry, Matt, and I watched the GT3 race from Turn 1. It was exciting to watch teenager Madison Snow stave off the competition and win convincingly. Sandy and Matt eventually left for their seats in Turn 3 and Turn 12 respectively, while Larry and I opted to stay at Turn 1 for the start of the F1 race. It was mind boggling, they came screaming up the hill, three wide into the turn. I

remember turning to Larry at one point and saying, "Larry, we're watching a Formula One race!" About halfway through, both of us decided we had been standing long enough and headed over to Turn 2 where we found a nice, grassy slope to rest and view the rest of the race. With ice cream. We were able to see the cars come down the hill into Turn 2 along with the leader board and a monitor with the SPEED channel feed. Lewis Hamilton chased Sebastian Vettel for a good part of the race until he overtook him for the win. We knew leaving the track with 120,000 other

spectators was going to be a challenge, but nothing prepared us for the 1 ½ hour wait for the shuttle bus back to the parking lot. The 13-hour trip home was a blur, the back seat of my SUV wasn't as comfortable as I thought. We arrived home just before dawn, sleepy, groggy, worn out, and in my case, thoroughly overwhelmed by everything I saw.

Final thoughts? Circuit of the Americas is a fabulous venue, the 3.4 mile track has 20 turns, several very tight turns at the end of long straights plus twisty sections. Considering the track was barely finished in time, it looked great, volunteers and staff were helpful and friendly, and everything seemed to go off without a hitch. Not to mention the absolutely perfect weather. We learned a few lessons in case we go again; we have Sandy to thank for putting the trip together. This was the first race I've ever seen outside of a PCA club race and I'd love to go again. PCA Club Racing is working on putting together a club race there in the future— I can't imagine actually racing on that track. I was thrilled to be part of the inaugural race weekend, it was a once in a lifetime experience.

Cross that one off my bucket list.

MEMBERS ONLY - Dad & Me by Mark Hoffman

In the spring of 1966, while living in Spain, David Hoffman picked up his first Porsche from the Porsche factory in Germany; a sand beige 1966 912. In November 1966, after moving back to Ohio, I had my first car ride ever, the ride home from the hospital in that same 912. I can't recall for sure but I'm guessing I wasn't in a DOT compliant car seat in 1966. Not too long after the move to Ohio the US Air Force moved us to Washington DC and then to Fairfield California. The 912 drove every mile of each of those moves.

Unfortunately the next move was not to be made in a car or accompanied by the 912. At the time there wasn't a bridge to Guam. Maybe there is today; I haven't made it to the west coast lately. The Westphalia VW Camper did make the boat ride to Guam and the '53 356 Cab (a story for another time) hung out in storage for a couple years until we returned to the states. Arriving in Texas in 1976 Dad made it a full 2 month before he bought his 3rd Porsche; another 1966 912. It was his daily driver for over 15 years.

I recall carpool rides to and from school soccer games and Sunday school. I even recall a few times when the whole family of 5 squeezed into the faithful little car. It turns out that when you fold the back seats down you can fit 3 kids on the 'shelf'. Again not exactly DOT approved for today but legal at the time.

Next was a move to Omaha in 1979. The 912 was still a daily driver for several years and even got around pretty well in the snow of Nebraska. Needing a bit more room for his work carpool to Offutt from west Omaha sometime around the mid-80s, a Suburban took over as the daily driver and the 912 was relegated to a 'fun car'. A mild restore kept the 912 looking good but with only a couple hundred miles a year and 912's not being very valuable at the time dad considered selling her. Somewhere along the way he decided he would try something a bit wild. Instead of selling her, he thought he'd try

something he'd always wanted to do: race her.

Dad thought it would be a great to share the experience with me. The plan was that we would go thru the racing experience together. As one of the more difficult things he did to that car Dad and I started ripping the thing apart - seats, carpet, headliner, insulation, heater... everything that could come out did. It then went to the shop for the minimum required safety stuff: roll cage, fire suppression, fuel cell, racing seats and racing harnesses. Nothing else was done. Stock suspension, stock wheels and tires, stock engine. A trailer was purchased, a helmet that fit both of us and a fire suit.



The first event was an SCCA training course at Heartland Park in Topeka. Dad and I shared time in the car. He would go out, I would go out. We had a blast. But as fun as it was dad knew the little car in stock form wasn't going to cut the mustard. The 'investing' started. First was the suspension. Before the next event in Topeka dad had a full race suspension put on the car. Lower, tighter and adjustable. Beautiful. But I'm guessing the budget for the year must have hit its limit because at the next event we still had a stock 90hp motor and original 4.5" tires on 15-inch steel wheels. The suspension was definitely an improvement and the event was a blast until... It was my turn at the wheel and a couple laps in coming off the main strait into turn 1 at Heartland Park the motor went kablamow. I still to this day will not admit ANYTHING but there are some who suggest that I may have gone from 5th to 1st at that

faithful moment of engine disintegration. That dog leg 5-speed shift pattern still trips me up coming from a standard 6-speed. Needless to say our season was over.

That winter the engine went in for a rebuild and dad picked up a proper set of 5.5" Fuch wheels. Next year was going to be great. 20% more power, suspension, wheels and tires. I couldn't wait. And all was good until dad got the bill for the engine. Turns out if I couldn't afford to help rebuild the motor 'next time', I was going to have to sit out until I could. Bummer.

So started Dad's racing adventure. He raced for many years in that faithful little car. He raced from Texas to Minnesota and Colorado to Ohio. Mom was always by his side as his pit crew. Dad always said that behind his wife and kids racing was his third love. However I'd question that some days. I am pretty sure I was a distant third to Mom and the car. The walls of his office at work were plastered with racing pictures, Porsche pictures and pictures of his car. The waiting room at his office had all the standard free magazines that are in all dentists' waiting room but he also made sure there was a photo album of his car his races and his family. In his office at home, the desk was always covered with racing magazines and his walls were covered with calendars and race schedules.

His retirement plans revolved around racing. Car - check. RV - check. Wife who liked to do this too - check. Unfortunately the phrase 'life is too short' hit my parents like a brick wall. Mom passed away suddenly in 2009. It wasn't a good year. Not too long after mom passed dad encountered some health problems that precluded him from racing. In the spring of 2011 things started looking up. Dad was cleared to race again. Without mom it was difficult to make long trips so one PCA DE was all he was able to muster in 2011. But with racing back on his to-do list the planning for 2012 started up.

MEMBERS ONLY (con't)

The spare engine sitting at C.A.R.S. was shipped to Michigan. Vic Skirmants was instructed to 'make it hot'. The racing plans for the summer of 2012 were looking like a lot of fun. A new motor would be transplanted and I had the time off to go to several races with dad as his pit crew. I knew I'd never live up to mom's abilities but it was going to be a blast. Unfortunately, bad luck struck again in mid-2011 and dad's health issues resurfaced. In July 2011 dad's health deteriorated very quickly. He passed away in October 2011.

I spent a lot of time with Dad in the hospital those last few months and we spoke a lot about the car and racing. He asked me to follow thru with his plans for the car – the motor and a restore. I agreed.

The motor was delivered to C.A.R.S. just a few weeks before dad passed away. It sat there for months before I had the courage to go talk to the guys and start the restore project. The project was pretty clear. Bob and Kurt had been talking to dad about the restoration for some time so they knew what to do. We only had a few discussions and then the project was on its way. It is a race car and it was going to race again. It didn't need to be a concours restore but I know dad love the car so I wanted it to look, run and perform well.

The restoration was pretty straightforward: disassemble, fix body stuff, primer, paint, and reassemble. All this was in excellent fashion by the guys at C.A.R.S. Pictures don't do the project and final product justice. It is gorgeous. I know dad would be proud.

As the restore progressed I visited the car often and I hassled the guys at C.A.R.S. at least weekly. It was just so much fun to be down there and see progress. As we went through the process, we discovered a few pretty interesting tidbits.

The body: Dad was in a bit of fender bender



at Brainerd International Speedway in early 2000. Because of a bent body, the fix, from my recollection, required buying another 912 body, cutting his car and the donor car in half and welding the two halves back into one. The people who did this had the wherewithal to make sure that the reconstructed body was as original and numbers matching as possible, so for the most part, the body panels are original. I also learned that it was a 1965 build/1966 model year car. Fairly rare as 912's go.

The engine Dad went through several engines thru the years; I believe 3. Starting in the early 70's he did some buying, swapping and rebuilding of several engines. He even had one of the 912 motors in the 356 at one time. When the 912 went into C.A.R.S. it did not have the original engine. I wasn't sure if it ever had an original motor since dad bought it used. The latest motor in the care was a 69. The engine he just had rebuilt by Vic was in a crate at C.A.R.S.

and I had no idea where or when it was from. In July 2012 the engine was finally uncrated and I got a peek at the serial number. After a bit of research I was able to surmise that the engine going back in was in the ballpark of being period correct for the model year. After 6 weeks and a \$110 check to Porsche, the certificate of authentication came in the mail. I was ecstatic to learn that the engine that went back in the car after almost 30 years was the original engine.

The unveiling: In September of 2012 the project was completed. The car was back together and running. The plan was to take it down to Mid America Motorplex on September 16 and give her a test. A quick call to Vic to find out exactly what he did to the engine so I knew what I was dealing with revealed that the 1.7 liter 4-cylinder was now pumping about 175 hp. Almost double stock horsepower from 1966. Cool. Dad says he wanted it to be 'hot'.

On September 16th, after an uneventful trip to Glenwood, I was greeted by many PCA members commenting on the car and my father. It was very moving. I was then invited to run a solo lap in the car in honor of dad. It was one of the coolest things I have ever done. Good thing I installed a second seat in the car because I am pretty sure dad was with me on that solo lap. All alone on that track, I could swear I heard someone say "you screwed the apex on 3."



UPCOMING EVENTS

DECEMBER

8th - **BREAKFAST at Wheatfields - One Pacific Place - 9a-10a.**

RSVP to: Brian Tessman - brian24667@yahoo.com

JANUARY

19th - **WINTER PARTY**

6P - social hour

7P - dinner

8P -awards/drawing

(\$50 gift cards from Woodhouse, Brix, Borsheims, In The Garage and a DE in 2013 from GPR)

WHERE: Oak Hills Country Club

12325 Golfing Green Drive, Omaha, NE

402.895.3636

SERVING: House salad with balsamic vinaigrette, fresh rolls

Chicken Saltimbocca with garlic and herb roasted potatoes

or Filet Mignon with garlic and herb roasted potatoes

or Pan-seared salmon with garlic and herb roasted potatoes

Black Forest cake for dessert.

COST: \$40 per person

RSVP: steve.wilwerding@gmail.com or 402.319.8623

Inside Track (continued)

that turn into anger or resentment against the larger Club. Every organization like ours has a different success story, but, for those that failed, it always happened because differences could not be worked out amicably and respectfully. It is a testament to the longevity of our Club that we have been able to work through differences in the past, and it is my hope that such camaraderie will see us through in the future.

Finally, I would like to close with a few thank you's. First, a big thanks to my predecessor Jon Theobald. He was a model of what a GPR President should be, and I am still trying to learn the lessons that he so ably demonstrated. Second, to the men and women who have served on the Board during my tenure – my work as President was made substantially easier because of your excellent and thorough work in your positions.

Last but not least, thanks to all of you, the members of the GPR – it has been an honor, privilege, and frankly, just a lot of fun to serve as your President. I am constantly amazed at the level of commitment our members have to the Club, and I have never, not for a single moment, regretted my decision to serve as President.

Keep the shiny side up, the pedal to the metal, and I hope to see all of you down the road!

Roland Manarin

Registered Investment Advisor

www.manarin.com

**INVESTING
FOR THE REST OF YOUR LIFE**



Call Dixie at 402.330.1166 for an appointment with Roland.

Manarin Securities Corporation, a registered Broker/Dealer, member FINRA/SIPC. Advisory services offered through Manarin Investment Counsel, Ltd., an SEC registered advisory firm.

MACK LEASE OF OMAHA



**Daily Truck Rentals
Full Service Leasing
Contract Maintenance**



**7210 L Street, Omaha, NE
402-331-7700**

BACKPACK PROGRAM

"We have several families with 3-4 children who are at the poverty level that would not be able to make ends meet without this program."

-BackPack Program coordinator at Westbrook Elementary School in Omaha

1 in 5 children in Nebraska and western Iowa under the age of 18 is at-risk for hunger. The Backpack Program is designed to provide food for hungry children at times when other resources are not available, such as during weekends and school vacations.

Approximately 3,700 children in more than 150 schools in Nebraska and western Iowa receive backpacks full of nutritious food each week. The bags are discretely distributed to hungry children each Friday at school so they have something to eat during the weekend. Your contribution can help us fill those backpacks.

The Woodhouse Auto Family, KAT 103.7 and KGBI 100.7 urge you to help by participating in the Woodhouse Challenge and donate to Food Bank for the Heartland's Backpack Program.

\$500,000 will sponsor 3,125 children for an entire school year!

To make a donation, please go to www.woodhouse.com or www.FoodBankHeartland.org.

We also accept cash, check or credit cards.



- 55% of teachers notice a positive change in students receiving Backpacks
- 78% of parents say their child shares the Backpack food with siblings

"(The) healthy food makes me grow."

- Student at Franklin Elementary School in Council Bluffs

Goal: \$500,000

| | |
|----------------------|-----------|
| Woodhouse: | \$150,000 |
| Woodhouse Employees: | \$150,000 |
| Community Match: | \$200,000 |



Sponsor one child for entire school year

\$160

One Backpack costs \$4/week

BackPack consists of:

- Two breakfast meals
- Two entrees
- Two snacks
- Shelf stable milk
- Two juices



Sponsor Hot Lap - Warren Distribution

Warren Distribution was founded in 1922 by James Schlott, the great grandfather of club members Doug and Abe Schlott. It remains a family-owned business today, and Doug and Abe are the 4th generation of Schlott's to be actively involved in the business. Our company started in 1922 to meet the lubricant needs of the growing mechanized farming industry in the Midwest in the 1920's and 30's. There have been many reinventions of the company along the way, and in fact our current name is not at all descriptive of what we do.

Today our focus is on manufacturing of high quality lubricants and chemicals, primarily for the automotive industry but also still some for the farming and agricultural industry. The majority of what we make are automotive lubricants such as Motor Oils, Transmission Fluids, Gear Lubricants and Hydraulic Oils. Our primary customers are national retailers, and we now have 3 blending and packaging facilities nationwide to allow us to effectively reach all areas of the US. You will find our products on the shelves at places like Auto Zone, Advance Auto, O'Reilly, Pep Boys, Tractor Supply, and Wal-Mart. These stores typically employ an approach having several national brands such as Pennzoil and Castrol, commanding premium prices, as well as a private or store brand, sold at an opening price point. While we do blend and package for one major oil company, Warren primarily supplies the private label lubricants to these retailers. All of the products we make for these customers meet the same current API SN/ILSAC GF-5 specifications that are met by all of the major brands on the shelf. They are formulated and licensed to meet the warranty requirements of most domestic and import cars sold in our market place. (There is a different oil spec required for most modern Porches than there is for most domestic cars; more to come on that in a future issue.)

Customers often ask what the difference is between the private label products we manufacture and the major brands out there. The answer is between \$1-\$2/quart in marketing funds the majors have built into the price of their products. This goes to support their TV advertising, race teams, retail promotions, etc... As an example, one major brand mentioned above had a marketing budget of \$25 Million this year alone. All of the products are made from the same or very similar high quality base oil, of which there are only 3 major refiners in the US. All are also supported by additive technology from one of 3 major suppliers in the US. The additive companies who supply us, and who also supply the major brands, are the ones who do the engine testing and license their (our) products with the API (American Petroleum Institute) and other OEM Car Manufacturers. So, all of the oils on the retail shelf, be they major brand or private label, have passed the same engine tests and been licensed by the API. This does not always hold true for lubricants sold in bulk to quick lubes; corners are often cut on those products in order to give the cheapest possible oil changes.

As our members know, cheaper is not always better. Just like with Porsche, you get what you pay for. Mag 1 is a house brand that we sell to smaller independent repair shops, like Anderson Certified Auto Repair. It is also API licensed, but is formulated significantly above the requirements set forth by the API to provide enhanced wear protection. It is a true premium lubricant. I have been running Mag 1 in all my cars since I was 16, including our 911 and Boxster. This year we have been testing our new top tier European 5W-40, that required by most modern Porches, on the track in our Mag 1 race car- the new 911 GT3 RS 4.0 you may have seen Doug or I learning to adjust to this summer.

Now THAT has been some fun testing!

...That's what I'm talking about!

A BIG thank you to all the members that have contributed to Der Skooner the past couple months!

Last month Kurt Halvorson wrote an article about his experience at the Porsche driving school. It was well written, informative and inspirational. He shared some driver education with us. Pretty cool!

This month Mark Hoffman shares a story about the relationship he enjoyed with his father Dave and their passion towards the "family" 912. "Dad and Me". Wow!

And Sally Knapp shares her experience at the inaugural US Grand Prix at Circuit of the Americas. She attended with Sandy Steckman, Larry and Matt Anderson. Will it inspire you to experience such a race next time the opportunity presents itself?

How about those special Porsche photographs we've added to Der Skooner? Let's thank fellow members Denny Strauss and Randy Dotson for sharing. Surely you have a special photo or two to be shared with our readers? Please send them to me.

Last month Woodhouse Porsche told us about their business. We all know they sell Porsche's. But did we know the entire history, the awards they've won, the community betterment programs they've developed? Makes one proud to have them as a sponsor!

This month we learn more about Warren Distribution. They've been around since the 20's - coming up on 100 years! Not many organization can tell that story! They're doing some pretty exciting things with lubricants that benefit us all. Proud to have them as sponsors too.

You've experienced something neat or funny or inspirational or exciting or emotional that the membership would simply love to read about. Please share it with us - it makes for a better organization and a better Der Skooner.

It's all about sharing and that's what I'm talking about! Ed.

Social Activity Guidance

We're contemplating an evening at the boats next spring. Dinner and other activities. Would you attend?

I wish to develop events for our female members and spouses. Maybe you have an idea or two.

What type of events are of the greatest interest to you?

We want a robust social calendar and your thoughts make that possible.

Please let me know if you wish to sponsor an event. How about a wine and cheese evening at your house?

I'm here to serve you. Brian Tessman - brian24667@yahoo.com

Superior Chemistry. Superior Performance.



Check it out...

...in car video of Mark driving the Hoffman 912's memorial to Dave lap at Mid-America Motorplex September 16th. What a great sound! It's good to see the 912 back at the track where it belongs. Good memories indeed.

<http://youtu.be/MFLhRraljWg>

Snow Schools - Want to brush up on your winter driving skills? Don't worry - snow IS coming. The Porsche Winter Driving Experience is available in Montreal, Quebec or Finland. 2013 program dates are January 31st-February 14th. (Two day is \$5,028; three day \$6,034.) www.porsche.ca/camp4



Photo of this lucky driver courtesy of Randy Dotson

Have you some interesting Porsche photographs?

SHARE them with us so we too can **Check it out...**

Sent photos to George Poullos at gpx@cox.net

Winter Car Storage Available

Dry, heated, secure auto storage available for your special, valuable Porsche.
13508 "C" Street - a.k.a. The Bat Cave! Only \$95 per month!
Please contact Denny Strauss
402.639.0921(cell) or 402.330.1555 (residence)



RE/MAX
Advantage

Each Office Independently Owned and Operated

Jim Acuff CRS

Residential Sales

Cellular: 402-490-0202
Residence: 402-457-4055
Office: 402-390-2900
Email: jim@jimacuff.com

MARION'S
Tire
"Quality Tires
... at Prices You Can Afford"

Complete Line of Custom Wheels

Phone (402) 553-9393

5028 Northwest Radial Hwy. Omaha, Nebraska 68104

BF Goodrich

Multi-Mile

Goodyear

GPR Board and Minutes

President:

Steve Wilwerding
4811 Davenport St.
Omaha, NE 68132
(402)319-8623
steve.wilwerding@gmail.com

Past President:

Jon Theobald
12537 Burt St.
Omaha, NE 68154
(402)659-6068
jontheo911@yahoo.com

Treasurer:

Steve Gallagher
2233 N. 161 St.
Omaha, NE 68116
(402) 445-2092
stevegallagher89@yahoo.com

Secretary:

Abe Schlott
727 S. 13th Street
Omaha, NE 68102
(402)977-5885
aschlott@wd-wpp.com

Membership:

Sandy Brusco
2862 Duane Plz. Apt D
Bellevue, NE 68123
brusos@usa.redcross.org

Safety:

Sally Knapp
919 Bayberry Dr.
Bellevue, NE 68005
sallyknapp@juno.com

Social:

Brian Tessman
12929 Jessie Avenue
Omaha, NE 68164
brian24667@yahoo.com

Newsletter:

George Poulos
6221 North 158th Avenue Circle
Omaha, NE 68116-4027
gpx@cox.net

PCA Zone 10 Rep:

Kim Fritze
zone10rep@yahoo.com

Web Page: <http://gpl.pca.org>

Web Master: Eric Elliot

Minutes of the Great Plains Region Porsche Club of America Board October 30, 2012.

Board Members Present: Steve Wilwerding, Steve Gallagher, Brian Tessman, Sally Knapp, Tom Cooper, Steve Eckhart, Bob Lynch

Others Present: George Poulos, Eric Elliot

President: Thank you to the board members without you all the events we put on this year could not have happened.
Discussed Holiday Party plans for January 19, 2013

Secretary: Approved minutes from the previous meeting. Board election results were as follows:

| | |
|------------|--|
| President | Tom Cooper |
| Social | Brian Tessman |
| Safety | Sally Knapp |
| Membership | Sandy Brusco |
| Treasurer | Bob Lynch (Steve Gallagher declined election. The board unanimously elected Bob Lynch) |
| Newsletter | George Poulos |
| Secretary | Abe Schlott |

Registrar: Planning a DE for May 4-5 at MAM. Club Race and DE at MPH May 31 – Jun 2. DE at MAM July 27-28.

Treasurer: Reviewed the financials of the September DE and 45th Anniversary Party.
Discussed charitable contributions to The Salvation Army and Boys & Girls Club.

Social: Upcoming events

| | |
|--------------------------|----------------------------|
| November 16 | Dinner at Bonefish Grill |
| November 30 | Dinner at Harrah's 360 |
| December 8 | Breakfast at Wheatfield's |
| January 1 | New Years Brunch at Hilton |
| January 19 th | Winter Party |

Membership: No report

Safety: Nothing to report

Newsletter: George Poulos is taking over as Editor through the end of the year.
Discussed finding additional advertisers.

Website: Up to date

Past President: No report



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.

Editor
6221 North 158th Avenue Circle
Omaha, Nebraska
68116-4027

PRSRT STD
US POSTAGE
PAID
OMAHA, NE
PERMIT NO. 1313

A Publication of the Great Plains Region / Porsche Club of America



40 years of separation from Porsche Reunion at Laguna Seca. Photo courtesy of Randy Dotson