



Der Skooner

March 2010

Great Plains Region / Porsche Club of America

Volume 44 Issue 3

3rd Annual Shamrock Racing Chili Feed *by Sean Cahill*



Club members enjoyed delicious chili, racing, and the company at the Shamrock Chili Feed.

Chili! Lots of chili. Chili made with chicken. Chili made with venison. Chili made with ????. Beef stew made for someone special. Add that along with 30 or so of your best friends and the big screen tuned to the Rolex 24 Hours of Daytona, and you have a wonderful weekend on your hands!

Festivities at Shamrock Racing started shortly after noon with the first guests arriving. Within the first two hours, nearly a dozen crock pots of chili were emptied and a big dent was made in the big roaster full that was provided. But with it being such a beautiful day out, the guests arrived hungry and that is what we were hoping for. One of our first arrivals was a guest of Roland Manarin, Harlan

Hains. Harlan flies with Roland and is a very advanced flight instructor. You should have seen the crowd gather round when it was mentioned that Harlan used to be a pilot aboard the famous SR-71 Blackbird such as the one on display at the Air Force Museum by Mahoney State Park. That is an extremely rare feat to fly one of those birds, and we had one of those special pilots eating chili with us!

We had several cars on display from older Porsche 914s and a Triumph Spitfire, to newer Porsche 911s and GT2s and Boxsters. It is always great to stand out and look at the cars and watch people slow down as they drive by to watch, often going to the next corner and turning around to come by for

another quick look. The chili feed was no exception as you would see almost every car drive by twice.

Inside the office Eric Elliott set up his driving simulator game and it was great watching the "big kids" taking turns at crashing cars into the walls at Daytona as well as other tracks. As always, this is a lot of fun for car people, and it sure saves on paint and body repairs compared to driving the real thing!

We certainly appreciate all of our great friends coming down to Beatrice to spend the day with us. We are looking forward to seeing everyone again on March 17th for the famous Shamrock Racing St. Patrick's Day party and show and shine! As always, please attend and bring a friend.

From the Prez

By Jon Theobald



As I was walking into the house from the garage the other night, I glanced back at my car for a final peek before I closed the door. Instead of a sexy goodnight wink I usually get from the chrome-trimmed H-1 headlights, I saw tears, tears of neglect. She wouldn't even look me in the eye. "I'm fine," she whispered, "don't worry about me", and glanced down. Now I've been around women, er, uh... cars long enough to know that "look" and those "words" don't really mean what they say. I stepped back into the garage and cranked the garage heater up a notch, wiped her eyes dry, and left the garage with a heavy, guilt-laden heart. I promptly sat at my computer and began researching track flowers, I mean tires, for the upcoming season. Nothing makes a car happier than a new set of track shoes I hoped!

February 27th was the Out of the Corkscrew Social at the home of John and Pam Krecek. What a great party! The tables were full of appetizers and wine selections brought by members to sample.

One particular wine bottle I noticed was "Cabriolet Fohr-big-jhon", which was brought by Sandy Steckman in celebration of John Krecek's birthday. Happy Birthday John! It featured a picture of John dressed in Roman garb with a strange look on his face that resembled the look one gets after too many adult beverages, in a relaxed pose holding a strategically placed "sword". Nice touch Sandy—that got a lot of laughs! I think the topic of the night was the awful winter we are experiencing and how we all can't wait for spring to get our cars out! Thank you John and Pam very much for hosting the party—it was great fun!

March is a busy month on the calendar with the St. Patrick's Day at Shamrock Racing March 13 which will be a super-fun event with plenty of corned beef and cabbage for all. Sean will also have Speed channel running on a big screen or maybe a good race movie so plan on staying for a few hours if you like!

Next up is the Woodhouse Porsche Collectibles Display on March

20th. After last year's successful Porsche model car display we've expanded it to include all Porsche related memorabilia. March has also been declared "Porsche Pride Month" at Woodhouse Porsche Omaha. Come celebrate with them each Saturday morning of March from 8:30am to 10:00am with complimentary bagels and coffee. Come support our local Porsche dealer and meet the staff and check out the inventory!

Our final event of March is a club dinner at Bella Vita in Elkhorn. The party room has been reserved so come enjoy their fantastic authentic Italian cuisine and extensive wine list. We've had a GPR dinner here before and we're going back due to the fun we all had last time so come out and join us.

Well I'm off to the basement for a few races on my PS3 "Shift-Need for Speed" racing video game. With a 110" screen and full surround system, this is as close as I'm going to get to a track for a couple months! Have a great March!



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The Journey

By Steve Eckhart



Last week, I was walking down the hallway at the office and happened to glance outside the window. We have several windows that overlook West Dodge Road, and I often spot a Porsche or two on its way to some unknown destination. I was very surprised when I saw the Oscar Meyer Weinermobile tooling down Dodge! I don't think I'd actually seen the Weinermobile since I was six or seven years old (just a few years ago).

Saturday was Ruth's birthday and her best friend, Mabel, spent the night with us to celebrate. After lunch, we were taking her home. As we approached 156th and Q, Ruth suddenly shouted, "The Oscar Meyer Hot Dog!" She had spotted the Weinermobile in the parking lot of the Bag 'n' Save. We made a quick U-turn and headed over to take a closer look. Sure enough, two nice young women were touring the Midwest, showing off the famous Weinermobile. Ruth and Mabel got Wienie Whistles and I got a few pictures of one of my "dream" cars.

Now, I think the Weinermobile followed the Batmobile (the Adam West, 1966-1969 version) as my dream car. Actually, they were probably at about the same time. I was in pre-school, so their complete lack of practicality (and in the case of the Weinermobile anything desirable in an automobile) had little to do with

anything.

It wasn't long before both cars were supplanted by MGs, specifically MGBs. My dad was (and is) a fighter pilot and my hero. Dad drove an MGB at the time. I always looked forward to sunny weeks in Delaware in the summer when he would take off the top. He had a tonneau cover for the passenger side and with it off, the MG reminded me of the Jaguar D-types. Wherever we went, I hoped that he would take the MG and take the top off. This was the beginning of my preference for sports cars over muscle cars. I never got that excited about Camaros, Challengers, or Mustangs.

Dad sold the MG, MG went bankrupt, and I turned my attention to the "shape of thing to come", the Triumph TR-7. Throughout the late 70s and my first couple of years of high school, I looked forward to the day I could drive (and own) a TR-7. I didn't read many car magazines at the time, so I was blissfully unaware of the Triumph's poor maintenance history.

As I mentioned a couple of months ago, when I finally did get around to buying my first car, my fancy had turned to Porsche. After buying the 914, I turned my attention to the new car from Porsche: the 944. When I graduated from college, I began shopping used 944s. It wasn't long after going on active duty that I

bought the 944. After a year of fun, I had to sell it.

By now, I was a charter subscriber to *Automobile* magazine, largely because David E. Davis and company loved the 944, so they must know everything about cars, right? Anyway, I spent the next 19 years with 944S2 and then the 968 as my dream car.

Why not the 959, or a Turbo, or any of the other 911s? Why not a Ferrari or Lamborghini? Because I think that a dream car should be "attainable". As much as I'd love to get a chance to drive a 959, the odds of actually owning one for me are just too slim. Also, I had so many fond memories of the 944, that I wanted the 968. The closest I'd ever been to a 968 before buying mine was seeing one going the opposite direction on the interstate.

So, what's my dream car now? A 1998-2002 Carrera Targa. I love open air motoring, but Stacy doesn't. I like the way the 996 Targa has the glass going all the way to the back when the car is closed. It gives the impression that you've got the top down even when you don't. And for me, part of a sports car is having the top down (remember the MG?). In a couple of years, I may start the search for that dream car in earnest.

Until then, I'm enjoying driving my dream car. I hope that you are enjoying the journey!

Member Bio: Ardey Clark

I joined the GPR in 1972. In the club at that time was the infamous Howard Shoemaker along with many other great guys and gals. I have two personal drawings by Howard: one was a wedding present and one was a Christmas present.

My first Porsche was a 1966 912, red with a black interior. In 1973 my wife, Joann, and I were transferred to Southern California. We joined the local Porsche club and drove the car a bunch in the warm California sunshine along the Pacific Coast Highway. (*Ed. Note: The greatest road in the world.*)

On a trip back to Nebraska from California for a vacation, the 912 broke the crankshaft in Lincoln. I had the car towed to Bud Dunkalu Road and Track where he confirmed that the crankshaft was indeed broken. A good friend of mine towed us back to California with his car. Once back in California, I purchased a completely rebuilt engine which had quite a few performance modifications done to it. That was one fast 912.

Then, along came the first kid and I sold the Porsche in California in 1976. Shortly after that, we were transferred back to Nebraska. From 1976 until

November of 2009 we were without a Porsche.

My interest in cars never died. In that time I built two cars. I had a 1956 Chevy which was highly modified and a 1928 Ford Sedan rebuilt from the frame up into a hotrod. We also have a 2007 Harley Ultra Classic motorcycle. Last year we rode the Harley to Yellowstone Park and back as well as making several trips to Sturgis. We have driven the cars as far as Reno, Nevada, for a car show.

My wife enjoyed the cars and the motorcycle, but I started to want another Porsche. In October 2009 we sold the 1956 Chevy and I found a 2003 Guards Red Boxster S with a black interior in the *Panorama* in Tampa with only 10,000 miles. I made a deal on the phone and Joann and I flew down, bought the car, and drove it home. I was able to drive the Boxster for a few miles before winter hit. Now

it sits in the garage with a cover on it waiting for spring to come back.

JoAnn and I have three boys; all three live in Nebraska. We have one granddaughter and a Jack Russell Terrorist named Louie.

My wife and I have planned a trip in June to the Grand Canyon in the Boxster via the scenic route with Rick and Ginni Krancj who also have just rejoined GPR in their Boxster S. Rick was a member with me back in the 70's and we have maintained our friendship by playing golf.

I love to drive and look forward to putting some miles on the Boxster and participate in some GPR events as soon we get rid of this #%&* SNOW. So if you are up for a ride or a trip call us. Not sure about the racing yet but love a good Gymkana like we use to have in the good old days.



Ardey and Joann Clark first joined PCA in 1973 and have recently rejoined Great Plains Region.

Upcoming Events

St Patrick's Day at Shamrock Racing March 13

The Shamrock Racing St. Patrick's Day Party will be held Saturday afternoon, March 13, at Shamrock Racing in Beatrice. This annual event keeps growing, with plenty of Sean's famous corned beef and cabbage. If you wish to bring a side dish or some of your favorite beer to share, that would be appreciated.



As in past years, if the weather is nice, plan on a show and shine in the parking lot. The big screen will be going with either a good race on the Speed Channel or a good race movie, so plan on staying all day. We plan on starting about 1:00 p.m. and ending when the last Irishman leaves! RSVP to Sean Cahill at 402-239-1238 or wldrivr@aol.com.

Woodhouse Porsche of Omaha Events

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

Saturdays in March	Porsche Pride Month 8:30-10:00 a.m.
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

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G50 Transmission Rebuild by Abe Schlott

The last few laps at Boo Bash in October were great, but near the end I began to notice my clutch slipping and feeling not quite right. I got through the last few laps OK, after swapping the front tires and cleaning off huge amounts of mud and clay from under the wheel wells after my wife Kelly lifted off the throttle and went off at turn 3 of MAM. However, since that great day in late October, lingering concerns have made me wonder if now was the right time to replace my clutch. After all, my car only has 80,000 miles on it and I've heard of some lasting at least 125,000 before requiring replacement. I was worried that I would get right into the middle of track season at our June Driver's Ed (DE) and Club Race at Motor Park Hastings, lose the clutch, and ruin my weekend. As the December and January snows and extreme cold



Engine dropped, now the real work can begin.

wore upon my patience and nerves, I snapped one day in mid January. All of a sudden it seemed like a good idea to go out to the garage and begin dropping my engine and

transmission in order to proactively replace the clutch. I had to change the oil anyway, so why not leave the engine dry and just drop it- only a few more bolts, right? Yes, it's been that bad of a winter here in Omaha!

After warming up the car (which took quite awhile in the sub zero temperatures) and draining the oil, I pushed the car back into the garage and into position to jack up the rear end as high as possible. I went to Larry Anderson's shop to

Continued on page 10.

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Meet our team:

Mitch Schneringer
General Manager



Mitch began selling cars in 1997 at Woodhouse Ford as a summer job during college. After graduating in 1998 from Nebraska Wesleyan University, with a degree in Economics, he returned to Woodhouse full time. Throughout his career, Mitch has worked at various dealerships within Woodhouse and has been employed at Porsche since 2005. As a long time German car fan, Mitch enjoys offering the quality and performance level that only a Porsche can offer. Mitch and his wife, Renee, live in Fremont. His hobbies include golf, skiing, and taking his Porsche to the track and other PCA events. In 2009 Mitch and Renee drove their Boxster S to the PCA Parade in Keystone, Colorado and look forward to the 2010 Parade in St. Charles, IL. With no children yet, Mitch recruited his father in law, Russ Rabeler, to join him in the ranks as a Porsche Boxster S owner. They enjoy attending track events together, and later on meeting up with their wives for dinner to share with them the fun stories and experiences that they have in their open cockpit P-cars.

Getting to know Mitch:

- 1. How many years/months have you been with the Woodhouse Auto Family?**
11 years
- 2. If married. . . what is your spouse's name?**
Renee
- 3. Where were you born?**
Born in Broken Bow, Nebraska
- 4. What is your first thought when you wake up in the morning?**
How's the weather outside?
- 6. What kind of car do you drive?**
2005 Boxster S and 2006 Cayenne S
- 7. What is/was your favorite vacation?**
Renee and I really enjoy spending time in Colorado; although golfing in Scotland with my father for 10 days provided many ever lasting memories.
- 8. What is one thing most people do not know about you?**
I was president of CBA and Investment Club at Nebraska Wesleyan University.
- 9. What is your favorite pasttime/hobbies?**
Golf, skiing in Colorado, cooking & driving Porsches at the track
- 10. What kind of music do you listen to most?**
I listen to a wide variety. My favorite artist is Dave Matthews Band.
- 11. What is your favorite movie?**
Airplane! It's a quirky comedy from 1980, but always one of my favorites for a good laugh.
- 12. What is your favorite food?**
My wife has me hooked on Sushi. Lately I've been trying to eat much healthier and more natural foods.
- 13. Tell us something that makes you happy.**
Driving the line is euphoric.
- 14. What is your favorite Porsche?**
That's an impossible question, as I truly enjoy many different Porsches. Considering the winter this year, I cast my vote for a Cayenne Turbo.
- 15. What color would it be?**
Crystal Silver Metallic
- 16. Where would you rather drive your favorite Porsche: race track or scenic road?**
Race track

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2010 PCA Parade Registration

Registration for the 2010 Porsche Club of America Parade in St. Charles, Illinois, begins soon! The registration web site opens on Tuesday, March 9. All registrations entered online or postmarked before midnight, Thursday, March 11 will receive the same priority.

Nestled in the scenic Fox River Valley and just one hour west of Chicago, St. Charles, Illinois offers the perfect setting for the 55th Porsche Parade. Running from July 3rd through July 9th, 2010, it

is time to start planning your visit now.

For details, see the Parade web site at parade2010.pca.org. You can also access the Parade web site from the main club web site at pca.org.

It's only 431 miles from Omaha to St. Charles. According to mapquest, you can make the drive in 6 hours and 48 minutes.

If you plan to attend Parade, please let members of the board know and we can try to arrange a caravan.

If you wonder what it's like to attend a national club event, see the articles on PCA Escape and Parade in the January 2010 and August 2009 editions of Der Skooner for a Great Plains member's perspective.

If you can make it, you won't regret it! There's no better place to see that it's not just the cars, it's the people.

Porsche Pride at Woodhouse

Woodhouse Porsche in conjunction with the Great Plains Region of the Porsche Club of America will be holding a Porsche Memorabilia show on Saturday, March 20, from 9:00 a.m. to 12:00 pm.

The show is one of the events Woodhouse Auto Group will be hosting as part of "Porsche Pride Month".

Bring some of your most prized collectibles down to Woodhouse Porsche (Friday or before 9:00 a.m. Saturday morning) to share with us. We hope to see a wide assortment of items, so don't be shy. Leave that winter boredom at home and plan on coming down to Woodhouse Porsche to spend some quality time with your car friends. Woodhouse Porsche is providing bagels and coffee.

Please let Russ Standage at rstandage@windstream.net know if you would like to bring a collectible to show.



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Upcoming Events

2010 GPR Events

St. Patrick's Day at Shamrock Racing	March 13
Woodhouse Collectibles Display	March 20
Dinner at Bella Vita	March 27
Breakfast at Wheatfield's	April 10
Club Race & Drivers Education in Hastings	June 4-6
Drivers Education at Mid America Motorplex	July 24-25

Dinner at Bella Vita March 27

We're having dinner at Bella Vita restaurant. We'll meet for cocktails and social time starting at 6:30 p.m. We'll be seated for dinner at 7:00 p.m.. Steve Wilwerding will provide more details on menu and other plans to those attending as the date gets closer.

If you want to attend, you need to RSVP to Steve Wilwerding at 319-8623 or steve.wilwerding@gmail.com.

March Breakfast at Wheatfields Cancelled

Please note that we have cancelled the breakfast at Wheatfields originally scheduled for March 6.

Club Race and DE @ MPH - June 4-6

DE @ MAM - July 24-25

Mark your calendars now for the 2010 GPR Club Race at MPH in Hastings June 4-6. While the final schedule has not been set yet, we will have the track Friday through Sunday.

Also, the second DE of the season will be at Mid America Motorplex July 24-25. Details to follow.

We are always looking for volunteers, so if it looks like you may be able to volunteer either weekend, please mark your calendar and plan to join the GPR in Hastings and Pacific Junction.

Transmission Rebuild *(cont. from page 6)*

purchase all of the necessary parts, including an upgraded Turbo clutch. I saved money buying from Larry and he gave me many pieces of invaluable advice (like not forgetting to install the old starter ring on the new pressure plate prior to reinstalling it.) After starting the job with a woefully inadequate Haynes manual, I ordered a Bentley manual that gives much more detail on my model year and the newer G50 transmission. After one Friday night and a few hours on Saturday morning later, my brother Doug and I had the engine and transmission on a furniture cart on my garage floor and I climbed into the then-empty engine bay and enjoyed a refreshing ice cold beer. Doug's compensation was mainly in Bud Light but I'm also planning to cover his admission fees into one of our DEs this summer. That was the morning of our annual awards dinner.

I had to borrow a special tool to remove the flywheel bolts, but otherwise the clutch removal went very smoothly. The clutch itself was disintegrating, so my timing was right and my concerns justified. I also put in a new shift fork with upgraded bronze journal bearings, but it quickly became obvious they were not going to fit. Some mid model-year changes were made in 1987 and a few cars were built with some parts interchanged between the old and new designs. I took the parts to our awards dinner at the country club to show them to Larry and he told me how to adapt them to fit. After having the flywheel resurfaced, the next weekend the new clutch and



Abe Schlott couldn't resist making engine noises as he pretended to be the mighty flat six from his 911.

pressure plate were installed along with a fresh rear main seal and we began to raise the engine and tranny back up into the car. After another late Friday night we had everything bolted back in and began to reconnect wires, hoses, oil lines, and everything else. As of the time of writing this story, I am

about 95% complete and am ready to put oil back into the engine and start it. It has been a fun project, and relatively easy to do. I would be happy to help anyone who wants to undergo the same repair—will work for beer!

GPR Board and Minutes

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Great Plains Region Porsche Club**Minutes of the February 2, 2010 Board Meeting**

Attending were board members Jon Theobald, JR Sanders, Steve Wilwerding, Tom Cooper, Steve Eckhart, and Abe Schlott. Also present were Eric Elliott and Past President John Krecek. The meeting was held at Investors Realty.

Social: Discussed Candlewood picnic 7/10, Bella Vita dinner on 3/27 as well as alternate dinner plans and restaurants, Karting in April, Wheatfields breakfast 2/13, Lauritzen Garden event, a car show at Rick's Boatyard, national parks building, Village Pointe, or In The Garage.

Secretary: Minutes amended and approved from the January meeting.

President: First DE will be at the club race at MPH on 6/4-5-6, Club Race sponsorships, and DE in July with BMW club and possibly a chapter from Iowa. Second DE will be at MAM on 7/24-25.

Registrar: Nothing to report.

Club race chair: Club Race announcement is in PCA News, Club Racing News, and Panorama. Sending marketing e-mail to all registered club racers.

Treasurer: Jon Theobald reviewed January financials.

Membership: One new member so far this year; 43 paid memberships to date as of 2/2.

Safety: No safety issues to report. Discussed Helmet dating and seat belts.

Newsletter: Member Bio for March – Ardey. Abe Schlott to write an article on his engine removal and clutch replacement and include a photo.

Website: 2010 Board members have been updated on the website – Eric needs photos of Abe and Tom.

Past President and Chief Driving Instructor: No report. Reviewed various websites related to new web domain and those of other regions.

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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Once again, John and Pam Krecek hosted the Out of the Corkscrew Social. See page 2.

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

Inside This Issue



Was this ever your dream car? See page 3.



Porsche Pride days are coming to Woodhouse



This gorgeous 2003 Boxster S was Ardey and Joann Clark's ticket to rejoin GPR. See page 4.



Preparing to drop the engine for a transmission rebuild. See page 6