



Der Skooner



March 2013

Great Plains Region / Porsche Club of America

Volume 47 Issue 2



Friday February 8th 40 members of your club attended a fund raising event for SkillsUSA at a very exclusive, not-open-to-the-public private collection in Lincoln, NE. The event, brought to our attention by GPR member and Woodhouse Porsche Sales Manger Mitch Schneringer, was attended by 400 individuals that both support the SkillsUSA effort and wished to view this very, very private collection of outstanding automobiles and memorabilia in period correct settings.



GPR members conversing at Woodhouse Porsche prior to departing for the event.

(We spoke with the owner seeking permission to take photos (prohibited) or obtain (no) literature about the facility for this story. Mr. Koch paused for a few moments and requested that we not even mention the facility by name. His family only opens the collection for charitable fund raising causes and take's nothing - 100% of every ticket sold goes to the sponsoring charity.) There are in excess of 100 vehicles on display from Dusenbergs to 60's era muscle cars, to special vehicles like the Batmobile and the Delorean

from the Back to the Future movie series, to drag strip cars to a one-off Chrysler utilized in the day to introduce the famous hemi engine. Included was an actual 1930's lounge from New York City, a drive-in theater with several 60's correct automobiles and a period correct Drive-In restaurant.!

Several Nebraska chapter SkillsUSA administrators, instructors, students



Students Dustin, Bryan, and Matt completing the overhaul of an air-cooled engine. Future Porsche air-cooled technicians? Photo by student Jake Lanphear

and employers explained the purpose, function and positive results graduates of the various programs have achieved to all attendees prior to opening the entire facility to attendee's. SkillsUSA staff perked up every time we mentioned our affiliation thanking us profusely for the support. Your club represented 10% of the attendance. Another example of a membership that is supportive of worthwhile organizations, events and purposes.

SkillsUSA is a national nonprofit student organization that serves students enrolled in career and technical education training programs at our nation's public high schools and colleges. Jason Novotny, Industrial Technologies Instructor at Gretna High School, coordinated and facilitated our participation. In

conversations with Jason he notes that the SkillsUSA's mission is to empower its members to become world-class workers and responsible American citizens. SkillsUSA complements technical skills training with instruction in the employability skills that make a well-rounded worker and citizen. Founded in 1965, SkillsUSA has developed nearly 9.5 million workers through active partnerships between employers and educators.

SkillsUSA has approximately 15,000 school chapters in 54 state and territorial associations - Nebraska has 99 chapters - and serves more than 300,000 students annually. More than 16,000 instructors and administrators are professional members of SkillsUSA. SkillsUSA members are known in our schools and communities as leaders and skilled professional in training.

Applied Learning

SkillsUSA is an applied method of learning where students practice skills and build self-confidence while helping their schools and



Students Bryce and Tanner exhibiting their welding skills Photo by student Jake Lanphear

communities. SkillsUSA provides experiences in leadership, teamwork, citizenship and character development.

The Starting Line

By Tom Cooper

Well it's mid-February and the snow is falling outside and it doesn't look like we will see much relief before the first of March, just typical Nebraska weather. We added an event in February at the last minute, a fundraising tour of an enthusiast's facility in Lincoln to support Skill USA Nebraska Foundation. We had a turn out of forty members and their guests and raised \$1200 for the Foundation. The Great Plains Region represented ten percent of the total attendance at the event. That was outstanding given the short lead time we had to publicize the event.

For those of you who don't read your Panorama from cover to cover like some of us, there is a change coming some time later this year. If you are not aware, Pano has a new editor and he didn't like the small magazine format and pushed the PCA board to adopt a larger format for the magazine in the future. He didn't say when the change

would occur, but don't be surprised when your copy of Pano suddenly grows up.

Now is the time to start thinking about participating in the annual Porsche Parade. This year the event will start earlier than in the past, June 23rd, and end before the fourth of July weekend. The Parade is in Traverse City Michigan, which I have it on good authority, is a great place to spend a few days. There was a two page spread on the event in last month's Der Skooner, and you can go to our new and improved website at www.gprpca.com/der-skooner/ and check it out if you have misplaced your copy. With the 2015 Parade scheduled to be in California, this is the last one that will be relatively close for a while.

There are still a couple of things on the front burner. One, we are still working on the annual meeting. The original plan was to have it before the end of March, but

both the venues that we wanted to have it at were either booked up for the months of February and March, or doing remodeling for the coming season. We are still going to get that in this year, but it may have to be later on in the season. Second, I am still looking for someone to take the idea of an autocross and make it happen. Every time I mention the idea, I get positive feedback; now somebody needs to step up to the plate and hit a home run.

During March there will be a breakfast meeting at the Heartland Café in Old Towne Elkhorn. Various clubs throughout the country use monthly breakfast meetings to enhance contact with their membership, and we will try this once again. The nice thing about the Heartland Café is that it is far enough to give your car a workout, and the food is good. Hope to see you there.

Tom

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STOP IN TO SEE ONE OF OUR SALES ASSOCIATES TODAY

Members Only - Dennis Fitzke

The Helicopter, Paperclip and Tailpipe

The sun was moving low in the sky on the longest day of the year, as we motored down Lynch's lane. Accelerating onto Northern Hills Drive I commented, "I think it did her some good to hit redline a couple of times during the fun run this afternoon – she's running a lot better".

It had been a wonderful afternoon and evening at Carol and Bob Lynch's Solstice Soiree. The latter half of the afternoon about 25 Porsches enjoyed chasing Denny Strauss through the Loess Hills of western Iowa on a scenic and well designed Fun Run, while back at the Lynch's the patio was being prepared for an evening of conversation, dining, and entertainment. We had taken it all in, including a tour of Bob's shop and car collection, a stroll through the arboretum, and stayed to hear the last note played by the Neal Davis Band.

Shifting into third as we headed south on 72nd street, the 944 coughed, then began to sputter, and cresting a hill, died. A couple of attempts with the ignition were to no avail. Looking for a good pit stop, we spotted a half dozen vehicles parked on the south end of a hanger at the North Omaha Airport. Coasting in, we took our place in line. After a few more attempts engaging the starter, we reached for the iPhone and dialed Lynch's. Bob listened closely and said, "I'll send a couple guys right over." The next voice on the phone stated, "This is Jim, I bet it's the fuel pump relay". "I once saw Larry Anderson bypass it with a paperclip! With this bit of good information, we began rummaging

through the car, looking in the console, glove box, a couple of purses, and finally found a lone paperclip under the passenger seat.

With the paperclip securely fastened to my shirt pocket, and the hood popped, we awaited the arrival of our rescuers. In a few



minutes, a Suburban pulled in, and out jumped the confident Sandy Steckman and Jim Avilla with tool kit in hand. After much discussion, and a number of trouble shooting attempts, including utilization of the paperclip, Sandy concluded, "It has to be either spark or fuel, we need to figure out which one". Putting his statement into action, Sandy went to the rear of the Porsche, got down on all fours, and put his nose up the tailpipe. "Jim, tell Dennis to turn it over," Sandy yelled. After a few rolls of the starting motor, Sandy coughed out, "I think it's an ignition problem".

It was about this time a thump, thump, thump, thump could be heard overhead, and shortly a helicopter emerged from the darkening southern sky. It continued in our direction and landed off the corner of the hanger, about twenty yards from our position. After touching down, it did a quarter turn and focused a brilliant, high beam search light directly on us. "Holy Cow! It's the

police helicopter" I heard Jim exclaim. A helicopter door swung open, and walking toward us in the light beam was a uniformed, all business officer of the law. "What's going on here?" he inquired. I did my best to explain the situation and present the group as citizens in good standing. He seemed to understand, however, flatly stated, "this is the Police Air Unit Headquarters, and you are in a tow immediately zone. As soon as one of the officers comes out and notices your vehicle, it will be towed." Preferring to move the Porsche in the light of day, I continued to plead my case. After listening, the officer began a through interrogation and concluded with asking for my license and registration. After taking down my address and phone number he asked, "how early can you have it out of here in the morning?" I responded with "as soon as a tow truck can be here, I would think by 8:00 or so." "I'll tell the officer in charge to give you till noon Sunday", he commanded.

I breathed a sigh of relief, looked over my shoulder, and realized I was standing alone. Apparently my cohorts had headed to the Suburban and left me to negotiate with the law officer. Just like in high school, somebody does the front work, while others take care of the evidence.

As luck would have it, back in the Lynch's kitchen, Irene and Ken Burson were still assisting with party clean up, and offered us an uneventful ride home, as Mary and Irene reminisced about their college sorority days together and the coincidence of reconnecting through the GPR Club.



The program emphasizes high ethical standards, superior work skills, lifelong education and pride. SkillsUSA activities foster the development of problem-solving ability and teamwork while building

self-confidence and communication skills. These are qualities employers value and look for when hiring or promoting workers. SkillsUSA members grow as individuals and discover new abilities

by setting their own goals, electing officers and planning and carrying out projects within their respective schools. SkillsUSA members work with their instructors and community leaders.

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

This month Dennis Fitzke shares a very, very entertaining story about an experience after Bob and Carol's summer soiree last year. You will thoroughly enjoy the story. Dennis is the third member who has shared something with the membership. Of course Kurt Halvorson started us off with an excellent article about his Porsche Sport Driving School experience. Mark Hoffman followed with a poignant story about the joy of owning a Porsche and a promise made to his father, Dave.

Now it's **YOUR TURN!** Please share your experiences with all of us. Did you participate in a driving school? How about an interesting track you visited? How about that vacation trip in your Porsche? Maybe a scenic drive somewhere cool. Did you do some work on your car?

Your participation makes Der Schooner of greater interest to the membership. Yes, Kurt, Mark and Dennis have really entertained with very cool stories. You can do it, too! Besides, we're snoopy and want to know what you're doing! Send your articles and photos to: George Poulos at gpx@cox.net.

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Sponsor Hot Lap - CQuence Health Group

Relying on the past for a successful future.

In 2011, GPR/PCA member Mike Cassling founded CQuence Health Group, a growing portfolio of health-care companies focused on streamlining health care. Headquartered in Omaha, Neb., the company is designed to expand and improve the future of health-care in our community. According to Mike, the success of the company relies a lot on its past.

Mike's father, Bob Cassling, founded Cassling Diagnostic Imaging in 1984 as a sales and service distributor for women's health, mobile X-ray and c-arm imaging equipment. The company was developed with the idea of helping health-care organizations meet their specific needs in an ever-evolving industry. CDI began working closely with its health-care customers in Iowa, Kansas, Nebraska and South Dakota to ensure they had the equipment, supplies and services they needed to provide their communities with the highest quality of care possible.

Mike joined his father's company in 1985 as a sales executive and was named president in 1996 when his father left the top post and became Chairman of the Board. In 2000, CDI partnered with Siemens Healthcare to sell and service the full line of Siemens imaging equipment.

With a nod to its past success and its commitment to customer service, Mike changed the company name in 2008 to Cassling to better reflect the full range of products and services offered, including diagnostic imaging and clinical networking equipment, and marketing and professional services. While the name changed, the core of Cassling's organization remained the same.

It didn't take long for Mike to realize that other health-care companies—from start-ups to industry veterans—could benefit from Cassling's almost 30 years of industry experience. In 2011, Mike developed CQuence Health Group to provide strategic direction and resources to health-care companies in various business development stages and enable them to become efficient, successful, results-oriented businesses.

The goal of CQuence Health Group, which has 27 employees, is to help its partner companies increase efficiency, improve quality initiatives, decrease costs and enhance the patient experience. In addition to Cassling, there are three additional companies under the CQuence Health Group umbrella.

Developed in 2010, Members.MD is a membership-based private health-care company, serving patients throughout Nebraska and Iowa. Members.MD-affiliated physicians provide private, personal care day or night, seven days a week, and focus on preventive care by working one-on-one with members to develop a comprehensive health plan.

Members.MD offers patients additional services not available in a traditional health-care setting. For example, standard membership benefits include the convenience of reaching your physician 24/7 by phone, email, text or video conference and scheduling same-to-next-day appointments. Mike Cassling says it's an ideal service for busy executives who don't have time to wait, travelers who are often away from home, seniors who need around-the-clock contact, or really anyone who wants to make their health a priority.

Premium membership benefits include care oversight for hospital, rehab, hospice or nursing home visits. The premium level also has the added convenience of in-home and at-work visits. Annual memberships start at \$1,800 and go up depending on services. Members.MD offers a discounted family rate for two adults and two dependents up to age 24. Corporate discounts are available for group enrollment. To learn more, visit www.members.md.

Total Living Choices, which was acquired by CQuence in 2010, provides comprehensive online transitional care solutions that give hospitals, patients and families access to more than 70,000 registered post-acute care providers. Total Living Choices provides resources to help hospitals transition patient care efficiently and

Mark your calendar

March

March 9th - Breakfast Meeting, Heartland Cafe, Old Towne Elkhorn, 8:30 A.M

Please RSVP to Brian Tessman at brian24667@yahoo.com or cell, 402-598-4946 no later than March 8th!

April-May-June

April 27th - Sonic Show 'N Shine. Lincoln, NE

May 4th and 5th - Driver Education at Mid America Motorplex

May 31st, June 1st, June 2nd - Club Race/Driver Education at Motorsports Park Hastings

June 23rd-29th - 58th Annual PCA Porsche Parade - Traverse City, Michigan

July

July 27th and 28th - Driver Education at Mid America Motorplex.

August

August 17th - Sonic Show 'N Shine Lincoln, NE

September

September 28th and 29th - Driver Education at Mid America Motorplex

Sponsor Hot Lap - CQuence Health Group (cont)

empowers patients and families to research post-acute care options according to their quality of life “wants” and quality of care “needs.”

The most recent addition to the CQuence portfolio is Encounter Telepsychiatry. Encounter provides patients in rural communities with on-site and remote psychiatric care from licensed psychiatric providers who live in Nebraska. Encounter’s providers work with a patient’s primary care physician to manage their psychiatric symptoms, medication intake and care outcomes. Encounter’s convenient psychiatric services are available to health-care facilities of almost any size, in any location.

Mike knows that for CQuence and its partner companies to be successful, he must retain and recruit the best employees in the industry. Under Mike’s leadership, CQuence has developed programs and benefits to encourage personal and professional growth. For example, monthly development classes, branded “CQuence University,” cover topics from communication tips to parenting advice. There also is an onsite fitness facility that offers group classes five times a week. In addition, CQuence has been honored with the Platinum Well Workplace Award from the Wellness Council of America and was named a Best in Class Employer by Avatar HR Solutions with an employee satisfaction rate of 93 percent.

Mike says that CQuence Health Group will continue to explore opportunities to impact health care. He’ll do so with his eyes on the future and an appreciation of the past.

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PORSCHE

Members Only - Dennis Fitzke (con't)

The next morning...“I’ve hauled a lot of corvettes,” the tow truck driver boasted as we arranged an assortment of short end 2X4’s under the hot Sunday morning sun, in an effort to not destroy the front spoiler while winching onto

the flatbed. Once loaded, I made a quick call to Larry of Anderson Certified Automotive and asked if he could diagnose what we had not been able to. “Drop it off out front, I’ll take a look,” Larry flatly responded before hanging up the

phone.

As so often happens at GPR events, a situation that would appear stressful to the casual observer, turned into an unforgettable adventure.



Determining the Age of a Tire from the Tire Rack Tech Center

When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Number (often referred to as the tire’s serial number). Unlike vehicle identification numbers (VINs) and the serial numbers used on many other consumer goods (which identify one specific item), Tire Identification Numbers are really batch codes that identify the week and year the tire was produced.

The U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) requires that Tire Identification Numbers be a combination of the letters DOT, followed by ten, eleven or twelve letters and/or numbers that identify the manufacturing location, tire size and manufacturer’s code, along with the week and year the tire was manufactured.

Tires Manufactured Since 2000

Since 2000, the week and year the tire was produced has been provided by the last four digits of the Tire Identification Number with the 2 digits being used to identify the week immediately preceding the 2 digits used to identify the year.

Example of a tire manufactured since 2000 with the current Tire Identification Number format:



In the example above: DOT U2LL LMLR 5107. 51 Manufactured during the 51st week of the year. 07 Manufactured during 2007

While the entire Tire Identification Number is required to be branded onto one sidewall of every tire, current regulations also require that DOT and the first digits of the Tire Identification Number must also be branded onto the opposite sidewall. Therefore, it is possible to see a Tire Identification Number that appears incomplete and requires looking at the tire’s other sidewall to find the entire Tire Identification Number

The use of a partial Tire Identification Number on the one sidewall (shown above) reduces the risk of injury to the mold technician that would have to install the weekly date code on the top sidewall portion of a hot tire mold.

Tires Manufactured Before 2000

The Tire Identification Number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as today’s tires, the week and year the tire was produced was contained in the last three digits. The 2 digits used to identify the week a tire was manufactured immediately preceded a single digit used to identify the year.

Example of a tire manufactured before 2000 with the earlier Tire Identification Number format:



In the example above: DOT EJ8J DFM 408. 40 Manufactured during the 40th week of the year. 8 Manufactured during the 8th year of the decade. While the previous Tire Identification Number format identified that a tire was built in the 8th year of a decade, there was no universal identifier that confirmed which decade (tires produced in the 1990s may have a small triangle following the Tire Identification Number to identify the decade).



...heard it through the grapevine



"It was Saturday afternoon practice session. I was going into the corner faster than I had with traffic behind me I didn't want to take a chance of spinning so I drove off the track and would have reentered the track after the cars passed. On the outside of the carousel is the access road to the inside of the track. I didn't know there was a 4" curb that I hit and it launched me. We went back and measured I flew about 30' flat. Only damage was a compressed left front strut. It was my 5th race weekend of my rookie season. Needless to say I didn't get to race Sunday but I did go back the next year and did get to race". Roland Neves



Jim Avila says: "OPEN HOOD SURGERY"

Thank you, Jim for sharing with us. Very appropriate, too.

From time to time we act incredibly human and produce genuinely humorous "aw nuts" moments that could be shared with the membership. Such moments usually bring a smile to everyone's face accompanied with the utterance "there but by the grace of God go I". (Of course if one is exceptionally human earning the infamous Dumkopf Award becomes a possibility).

We'd like to know about those "aw nuts" moments. Of course we will never publish the moment without the offenders permission.

Sent a note to George Poulos at gpx@cox.net should you know of an "aw nuts" moment.

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Help Wanted - we're still looking *(hint, hint)*

Your club is seeking an individual willing to memorialize events through photography.

Do you enjoy taking really cool photographs? Do you enjoy participating in Club functions? Photographs tell a wonderful story and our club has some great stories to tell. We seek a member who has the vision and can memorialize our stories for posterity.

Please contact Tom Cooper at tcooper@cox.net or George Poullos at gpx@cox.net or your favorite Board Member.

Check it out...

<http://autos.yahoo.com/blogs/motoramic/50-years-running-porsche-911-remains-world-sports-212809374.html>. A fine article in Motoramic titled "After 50 years of running, how the Porsche 911 remains the world's sports car"! Heads up from Sandy Steckman.
"Our cars are meant to be driven not polished - Ferry Porsche"

Denny Strauss Gallery In The Garage color photos from the Pebble Beach Concours, Monterey Historic Races and Concorso Italiano are now available for purchase both at In the Garage and at Automobuild.com. The collection is mounted on hard board, sized 12"x18" and 20"x30", ready to be hung on that special wall in your office, gallery or shop.

FOR SALE - 1970 Porsche 911 with ST style bodywork built by Cox Motorsports for vintage racing in 2005. Bright yellow. Two time Concours winner at Chicago Historic Races. Converted to street use in 2010 could easily be returned to full race form. 2.5 liter, twin plug, Weber carbs. Dyno at 235 hp. Many extras. \$60,000. Call Denny Strauss for details. 402.639.0921 (cell).



FOR SALE - four chrome OE Porsche wheels with Continental ContiSportContact tires. 205/50-17 and 255/40-17. Mike Cassling. Contact Frank at 402.960.8988 to view wheels and tires. \$800 obo.



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Great Plains Region Porsche Club - Minutes of the February 5, 2013 Board Meeting

Attending were board members Tom Cooper, Steve Wilwerding, Bob Lynch, George Poullos, Sally Knapp, Sandy Bruso, Brian Tessman, and Abe Schlott. Also present was Eric Elliott.

Social:

Discussed Club Race dinner party @ Tessman's
Discussed upcoming Skills USA fund raiser event in Lincoln
Pasta Amore dinner Feb 23rd- limited to 20 people, so sign up fast

Secretary:

Approve minutes from previous meeting.

President:

Discussed postponing annual meeting until April
Discussed driving events at MAM May 4-5, July 27-28, and September 28-29
Discussed DE and Club Race in Hastings May 31-June 2
No upcoming Zone 10 meetings known; Events are listed on clubregistration.net

Registrar: No report

Treasurer: Bob Lynch reviewed financials. Monthly report is out.

Club Race Chair:

HQ Hotel- Holiday Inn Express has reserved a block of 30 rooms for us at \$124.95/night.

Membership:

2 new members for January; 36 paid local dues.
Discussed ways to leverage National memberships and new Porsche owners
Discussed multiple requests to make a directory with an opt-out option

Safety: Discussed DE insurance for driving events and any rolling wheels events

Newsletter:

Sent extra Der Skooners to PCA national, local non GPR members last month and will send a followup letter to encourage new members to join the club.
Discussed advertising updates

Website: Up to date. Sending emails for upcoming event reminders

Past President and Chief Driving Instructor:

Discussed Club Race Sponsorships

Next meeting will be on Tuesday, March 6th at 6:00 PM.

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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