



# Der Skooner



May 2013

Great Plains Region / Porsche Club of America

Volume 47 Issue 4

## THANK YOU Porsche of Omaha!



*Mitch Schneringer, Sales Manager Porsche of Omaha, presenting a \$5,000 Club sponsorship check to Tom Cooper, President of Great Plains Region Porsche Club of America.*

### Mitch Schneringer on GPR Sponsorship:

*"Woodhouse Porsche of Omaha is proud to be a 2013 corporate sponsor for the Great Plains Region PCA. We look forward to another year of great events for Porsche enthusiasts throughout the area. Our full-service dealership is eager to assist Great Plains Region members with any parts, service, body shop, and vehicle sales needs. Please contact one of our dedicated Porsche professionals if we can be of assistance".*

### Tom Cooper on Porsche of Omaha

*"Once again, Porsche of Omaha is sponsoring the Great Plains Region. Their generous sponsorship of our activities is not limited to providing funding for the club race at Hastings, but also helps fund other events like the holiday party, fun runs, social events and the driver education events at MAM. Be sure to let Mitch or the other employees of Porsche of Omaha know how much we appreciate their support when you take your car in for service or purchase another Porsche".*

## CONGRATULATIONS Porsche of Omaha!

### Mitch Schneringer on another Premier Dealer Selection:

*"Porsche of Omaha has been recognized again as a Porsche Premier Dealer. Only 25 dealers are annually distinguished as Porsche Premier Dealers, and 2013 marks the third consecutive year that we have been honored with this prestigious award. In order to achieve this award, a dealership must go above and beyond in both its representation of the Porsche Brand as well as in the delivery of the Porsche Experience. Our employees adhere to rigorous training set forth by Porsche, in order to provide our customers the best possible ownership experience.*

2013  
*Premier*  
Porsche Dealer

# The Starting Line

By Tom Cooper

During April, I attended the Region Presidents meeting in Des Moines. If you don't know, the Porsche Club of America, PCA, has divided the country into thirteen zones and 139 regions; the Great Plains Region is in Zone 10 along with eight other regions. Well, once a year the presidents of the zone get together and exchange ideas on what is happening in their region, receive input on new programs that the PCA has developed, and that's what we did in Des Moines.

One of the new programs that has been developed by the PCA is called Street Survival, and its goal is to make safer drivers out of 16 to 18 year olds. This program is sponsored nationally by The Tire Rack. The emphasis is on how to control your car in everyday situations and to avoid an accident. The program involves a day long event with both classroom and driving experience, and

requires a large paved area of 600 by 900 feet. If this is something you would like your teenager to participate in contact me and we'll see if we can get on the schedule for this year.

Another program that the PCA is in the process of rolling out is a reward program, sponsored by Toyo Tires, for both instructors and DE participants. Exact details are forth coming, but it sounds like each region will be given a set to be awarded to the premier instructor for the region, and a set also for the most improved driver. Just another reason to sign up for the DE at MAM in May.

We are going to continue to meet for breakfast at the Heartland Café on the second Saturday of the month for the foreseeable future. The turnout has been great, and the weather should start cooperating now that spring is here. This is not only a time to

look at what everyone else drives, but it's a great time to catch up with what has happened in the last month.

We will have the Great Plains Carrera GT at Motorsports Park in Hastings, MPH, before the next issue of the Der Skooner comes out. If you have never been to one of our club races, this is an event that you should not miss. The track is great, and you can watch the event from the air conditioned comfort of the Guardrail Club or from a number of vantage points around the track. The Saturday night party at Brian Tessman's parents house is an event that everyone is invited to, just let Brian, [Brian.Tessman@tdameritrade.com](mailto:Brian.Tessman@tdameritrade.com), or your friendly registrar, [gpr-registrar@cox.net](mailto:gpr-registrar@cox.net), know that you are coming so there is enough food for everyone.

Hope to see everyone at either MAM or Hastings.



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**STOP IN TO SEE ONE OF OUR SALES ASSOCIATES TODAY**

As a lubricant manufacturing company, one of the most common questions that we receive on our tech support line is “What is the right type of oil for my vehicle?” The answer is not as simple as you may think. Let’s take a step back and take a look at the technology requirements behind the lifeblood of your vehicle.

Every car manufacturer builds their engines to very strict performance specifications. In order to meet these specifications, motor oil must be created to fall within tight performance tolerances. These tolerances help maintain good fuel economy, power and performance of the engine. In the owner’s manual of your car, you’ll find recommendations for oil that meet the tolerances of your engine.

Back in the days of mono grade motor oils such as 20W, 30W and 50W, engine tolerances were much more loose and performance attributes such as fuel economy were of less importance than they are today. Heavier, mono grade motor oils provided high oil boundary protection. Boundary protection is when the oil properties chemically react with the moving

metal engine parts. The oil molecules form a protective film or boundary on the surface of the metal. When these metal parts move, the oil keeps the actual metal surfaces from touching each other. It is actually the oil film on each metal surface that moves the parts.

With such a thick and heavy fluid as a single weight, you lose efficiencies such as fuel economy which is very important in today’s vehicles. This is where we start to see the need for modern day, multi-weight motor oils. Basically, a multi-weight motor oil such as a 5W-30 does two jobs. The first number represents the viscosity of the fluid at start up and/or ambient temperatures. The lower the number, the thinner the fluid will be at start up. Thin fluid at start up is good. It allows the fluid to quickly move through the engine parts and lubricate the motor properly before the engine warms up.

As the motor heats up to its optimum operating temperature, the technology in the oil additive allows the oil to thicken. Thicker oil films are needed at higher engine temperatures to best protect your engine while your vehicle is in motion. Further, due to increased robustness of the oil additives, the level of boundary

protection needed to protect the engine is not as great as it once was. This allows the use of thinner oil viscosities such as 5W-20 and even 0W-20, meaning there is less resistance. This makes the engine more efficient and increases both overall performance and fuel economy of your vehicle.

As a Porsche owner, what does all of this mean to me? At Mag 1 / Warren Distribution, we blend and package many different specifications and viscosity grades of motor oils to meet the needs of most all vehicles in the US market. Take for instance an older, air cooled car. In this application you may want to use our Mag 1 racing 20W-50 for two reasons. First, it has higher zinc content and second, it is thicker, for the higher tolerances of those engines. Take for instance a newer 996 or 997. For this application we manufacture both European 5W 40 and 5W-30 for these applications that satisfy the Porsche e 40 requirements.

So, the next time you think about asking your dad, grandpa or that guy you know who knows about car stuff about motor oil...think again about what it is that they are telling you to put into your car. Dust off your owner’s manual and take some to time understand and buy the correct fluids that will keep your vehicle running for years to come!

***Please forward your e-mail messages or letters with tech questions for Doug to [DSchlott@wd-wpp.com](mailto:DSchlott@wd-wpp.com). Doug will provide answers in future articles.***



# Treasurer's Report - Robert Lynch

I am a native Nebraskan, born in 1936. I received my education in Nebraska and went to Chicago for a fellowship in cardiothoracic surgery. I returned to Omaha to establish my medical practice.

I first became interested in Porsche because one of my professor had a Speedster and several others had VW Beetles. The design and engineering captivated me. So, as soon as I could afford to buy a new Porsche I became the proud owner of a 1961, 356 Super Coupe. After it was severely hail damaged, I traded it for a 1965, 356C cabriolet.

Upon my return to Omaha I purchased a 1972, 911 Coupe. You porscheheads know that it had mechanical fuel injection. After several years of attempting to get the car to run correctly with the help of several local mechanics I ventured to Willoughby, Ohio. I set up an appointment with Stoddard Imported Cars and was met by Mr. Stoddard. He looked at the car, took it for a drive and put it up on a hoist where upon he said: "This car has not been out in bad weather and is worth fixing." I was totally impressed with the shop and the people. After several months and many phone calls and pictures I was able to head for Ohio to pick up the car. It now had a high performance 2.8 liter engine with Webbers, a modified suspension, a small rust spot had been cut out of the door post and new paint. It was a great car and I drove it for over 20 years. I later purchased a 1984, 928 from Chuck. My chemistry and Chuck matched and we have been great friends since 1975.

There have been many trips back and forth, some for medical care, some for car care and some just for fun. Chuck and I seldom get out of the shop when we are visiting each other, we may be working on a car, installing air lines in his shop, putting in surgical lights, or working on a machine. He is an avid restorer of South Bend Machine Tools. Sometimes I even get to help clean the shop and wash the floors. That is just the price of education. We are never sure what the wives do.

I have also been lucky enough to be the pit crew for vintage racing with Chuck. It is a real experience to be around plastic Porsches such as: 910, 907, 908 and best of all a 917. Carol says that the sound of a 917 engine is better than sex, I guess I need more practice. Along with the opportunity to be around great cars I have also met many of the significant people in Porsche history, some factory employees, some race drivers, and some early dealers.

His car collection includes early Gmund, American Roadster, 356 pre A and 356A, B, and C. Numerous early 911, 912, 914, 904, 910, 907, 908 and 917 Porsches complete his collection. He also has a large collection of other cars, including BMWs, VWs, MiniCoopers and Citroens. All are in excellent condition and get driven. Many of these cars are not only restored but have been reengineered to Stoddard specifications.

Chuck was educated at MIT in automotive engineering and help develop the V-8 engine for GM. He was also a consultant to Porsche. He also managed to win three SCCA driving championships for Alfa in his spare time.

This relationship has given me the opportunity to work with and learn from a real master. In addition, I have had the chance to collect some old cars, and develop a great long lasting friendship.

GPR of PCA account balance as of Dec. 31,2012 was \$61,526.64.

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## PORSCHE 911 CARRERA

**1995-98** Porsche's version of the Goldilocks tale is the 993-generation 911, the one many Porschephiles agree that the company got just right. It's an ideal blend of technology and classic 911 air-cooled heritage. Today, a naturally aspirated 993 is a fantastic way to score a legendary sports car for V-6-family-sedan coin, but finding and buying a good one may not be just a roll in the odelweiss in lederhosen. — JAMES TATE

**ASK AN OWNER:**  
**CHARLES JUCKETT**  
(1995 911 CARRERA)

**ENGINE:** The final version of the air-cooled 911 had a 2.6-liter flat-six engine. Most let out a puff of smoke on startup, which can point to worn valve guides. A good pre-purchase inspection (PPI) with a leakdown test should reveal the extent of any problem.



### OTHER PROBLEM AREAS:

Leaky rack-and-pinion steering gear • Excessive oil consumption • Rust around the windshield seal • Weak A/C • Electrical gremlins.

### Any surprises with the car?

[SE] The real surprise was that the only place to do a pre-purchase inspection was the Porsche dealership that had been servicing the car since new, and it performed a surprisingly lackluster inspection, only hitting the main points.

### Any regrets?

[SE] In hindsight, I may have opted to spend up front the additional money I spent on a repaint to get a car with good-condition original paint and fewer miles. Additionally, I would have used a non-dealer specialist to perform the PPI.

### Any advice for shoppers?

[SE] Do your research, read the forums, and look for a while before buying. These cars are generally reliable, but quality maintenance is key. Avoid cars in need of immediate engine or drivetrain maintenance—even at a big cost savings. Many jobs require the engine to be removed and are costly.

### COUGH:

At '96-and-later 993s are likely to encounter the infamous secondary air-injection clug, which trips the check-engine light. Cleaning can be expensive. Be sure to check with a dealer's service department to verify whether all recalls have been performed, and scour the engine for oil drips.

### ESTIMATED USED VALUES\*

MODEL	PRICE	HIGH-MILEAGE	LOW-MILEAGE
1995 Carrera/Carrera 4/ Cabriolet	\$26,000 \$39,000	25	35
1996 Carrera/Carrera 4/ Cabriolet/Targa	\$27,000 \$40,000	25	35
1996 Carrera 4S	\$36,000 \$52,000	25	35
1997 Carrera/Carrera 4/ Cabriolet/Targa	\$29,000 \$42,999	25	35
1997 Carrera S/ Carrera 4S	\$37,000 \$54,000	25	35
1998 Cabriolet	\$29,000 \$42,000	25	35
1998 Carrera S	\$38,000 \$55,000	25	35

### APPROXIMATE REPAIR COSTS:

	PARTS	LABOR
Oil change	\$12	\$88
Cutch replacement	\$850	\$700
Steering gear replacement	\$700	\$600
Tap-end rebuild	N/A	\$7000-\$8000
Dual-distributor belt change	\$15	\$-430
Lower valve cover gasket replacement	\$50	\$350
Upper and lower valve cover gasket replacement	\$90	\$780
Chain box cover gasket replacement	\$80	\$900
Replacement of blower motor resistors	\$70	\$-430
Four-wheel alignment	N/A	\$300

\*1/19 est. for excellent condition, high mileage is about 125,000 miles, low is about 50,000 miles. Dealer \$2000 for Tiptronic automatic. Turbo models not included.

### 0-60-MPH ACCELERATION, SECONDS:

CI tested results.



**993 MODEL-YEAR TIMELINE:** 1995 Porsche introduces the last air-cooled 911 in '94 as the 1995 Carrera coupe. A few months later, the Carrera is joined by the 911 Cabriolet and both are available with all-wheel drive (Carrera 4). 1996 Turbo, glass-roofed Targa and wide-body Carrera 4S variants arrive. Engine management gains OBD II and a variable-intake manifold (VarioRam) that boosts output from 270 to 282 horsepower. 1997 Wide-body Carrera S and Turbo S variants show up. 1998 The end of an era: The final year of the 993 made way for the fully redesigned, water-cooled 996.

photography by ROBERT KERIAN

THIS PICTURE, 22,000 MILES, WAS LEFT TO US BY THE AIR-COOLED 4F101404200 AT THOUSAND OAKS, CALIFORNIA. PHOTOGRAPHY BY ROBERT KERIAN

# Mark your calendar

## May

**4th,5th** - Driver Education at Mid America Motorplex.

**11th** - Breakfast at Heartland Cafe 2615 North Main Street Elkhorn, NE. 8:30a-??.  
Please rsvp to [brian24667@yahoo.com](mailto:brian24667@yahoo.com)

**11th** - Sonic Show 'N Shine. Lincoln, NE

The car truly is the star as the Great Plains Region's longest continuously running summer social blast from the past, Show N' Shine Cruise Nites, return for its 19th year! Where else can you see the newest 911s and the classic 356s and everything in between in the same place. One part Porsche, then blend in one part Ferrari, Mercedes, Lotus, BMW, Audi, Lamborghini, Jaguar, Maserati, VW and Aston Martin (shaken not stirred), and you have all the ingredients for an "automobile enthusiasts dream." You never know what will show up but you can bet there will be at least 100 cars!

Just like the good old "Happy Days" of cruising, carhops, jukeboxes and drivein movies, we will be hanging out under the glow of neon and listening to the oldies at America's drivein "Sonic" at South 48th and Highway 2 in south Lincoln. Mark your calendar now for Saturday nites May 11th and August 17th. Hour are from 6 to 9:00 but you can come and go as you like. Its a cheap date with half price food for everyone. So grab you best ride, your best girl and your Beach Boys tape with "I Get Around." Cruise on out and share the unique SSCN experience. I'll be there early and save a spot for you.

**18th** - In The Garage Show 'N Shine 17607 Gold Plaza Suite 105 Omaha, NE - detail to follow

**31st** - Club Race/Advanced Driver Education at Motorsports Park Hastings. Hastings, NE. Register TODAY!

## June

**1st, 2nd** - Club Race/Advanced Driver Education at Motorsports Park Hastings. Hastings, NE

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

## July

**13th** - Club Picnic - details to follow

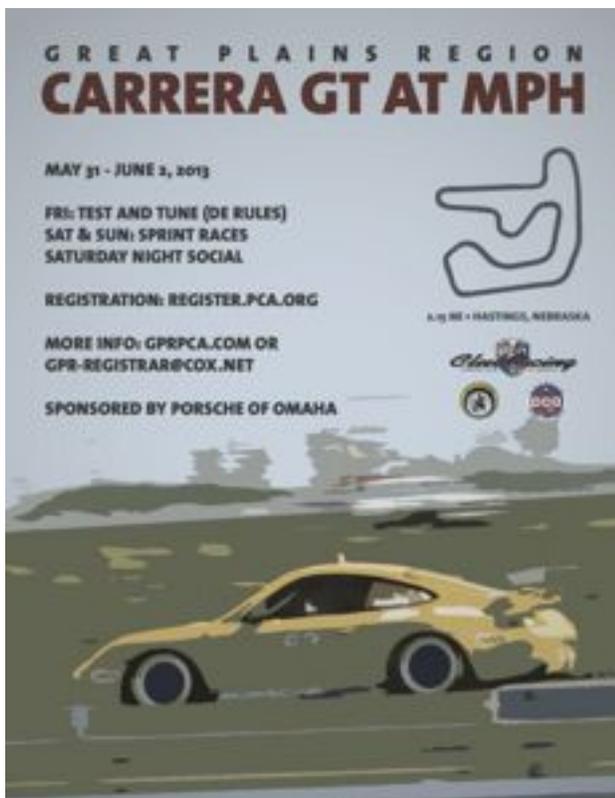
**27th, 28th** - Driver Education at Mid America Motorplex.

## August

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

## September

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



You're INVITED—

The Tessman's Club Race Dinner Party

When: Saturday June 1, 2013

Time: About an hour after the race ends; 6:30ish

Address: 1601 N. Highland Road Hastings, NE.

Hosts: Dennis and Kathy Tessman

Dress: casual

RSVP: [brian24667@yahoo.com](mailto:brian24667@yahoo.com) no later than May 24th





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what happens in the corners, stays in the corners.**

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## Porsche N-Specification Tire Approvals

Sports cars are often described as vehicles that "stick to the road." Sports car tires make a major contribution to this phenomenon. These tires are very complex products meeting numerous, largely contradictory demands. Finding the proper structure that balances these demands for any given application is the great challenge in tire design.

Porsche designs and manufactures some of the highest performance vehicles in the world. Because of the integral role that tires play in vehicle performance, Porsche has integrated tire development throughout their process of vehicle development. To be an Original Equipment tire provider on a Porsche vehicle or be approved by Porsche for the replacement market requires the joint product development efforts of the tire engineers working alongside the Porsche vehicle engineers.

The focus in recent radial tire development for Porsche vehicles has primarily included optimum handling on dry surfaces and the safest possible behavior on wet surfaces, even at high speeds. Tires developed by various manufacturers, in concert with Porsche, offer a specific set of wet grip properties which few, if any, other automobile manufacturers demand in equal measure from the tires they use on their vehicles.

Tires may be specified for a particular vehicle or range of vehicles and must successfully pass the tire company's laboratory tests to assure that they would be capable of adequately supporting the Porsche vehicle while allowing it to reach its top speed on the German Autobahn. Additional laboratory, test track and race track tests are conducted to confirm that the prototype tires meet Porsche's noise, hydroplaning and handling requirements. Prototype tires will also be evaluated to assess their high-speed durability, uniformity and serviceability. Upon test completion, the tires will be released for production.

Production tires that have passed all of the tests and received the engineering department's release can be branded with an N-specification. The N-specification brandings include: N-0 (N-zero), N-1, N-2, N-3 or N-4. These markings on a tire's sidewall clearly identify them as approved by Porsche for their vehicles. The N-0 marking is assigned to the first approved version of a tire design. As that design is refined externally or internally, the later significant evolutions will result in a new generation of the tire to be branded with N-1, N-2, N-3, etc., in succession. When a completely new tire design is approved, it receives the N-0 branding and the succession begins again.

It is recommended that only matching tires be used on Porsche vehicles. Since many Porsche vehicles are fitted with differently sized tires on their front and rear axles, this means matching the tire make, tire type and N-specification. If a vehicle was originally delivered with N-specification tires that have been discontinued and are no longer available, it is recommended to change all four tires to a higher numeric N-specification design appropriate for that vehicle. Mixed tire types are not permissible.

It is also important to know that while Porsche N-specification tires have been fine tuned to meet the specific performance needs of Porsche vehicles, the tire manufacturers may also build other tires featuring the same name, size and speed rating as the N-specification tires for non-Porsche applications. These tires may not be branded with the Porsche N-specification because they do not share the same internal construction and/or tread compound ingredients as the N-specification tires. Using tires that are not N-specific is not recommended and mixing them with other N-specification tires is not permissible.

Tires should be replaced no less than in pairs on one axle at a time. Only tires of the same tire make and type must be used. However, in case of tire damage such as cuts, punctures, cracks or sidewall bulges that cause a single tire to be replaced for safety reasons, the remaining matching tire on that axle must not exceed 30 percent wear. If the remaining tire has more than 30 percent wear from new, it should also be replaced. Handling inconsistencies may result if this is not done.

Initially, new tires do not offer their full traction. Drivers should therefore drive at moderate speeds during the first 60-100 miles (100-200 km). If new tires are installed on only one axle, a noticeable change in handling occurs due to the different tread depth of the other tires. This happens especially if only rear tires are replaced. However, this condition disappears as new tires are broken in. Drivers should adjust their driving style accordingly.

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

This issue Board Member Bob Lynch takes a very unique path to providing our membership with the required Treasurer's Report. What a fascinating report. What wonderful experiences he has so graciously shared with us. You'll want to read it at least twice because it is a most unique Treasurers Report!

Lubricants! The singular most critical component absolutely necessary for us to pursue our passion. And our club is blessed to have a lubricant manufacturer, Warren Distribution, as a major sponsor. Member Doug Schlott brings his *Ask the Experts* column to Der Skooner this month. Its a great article that dispels some of the old wives tales about oil. Always good to get the straight scoop from an expert. What's really neat is that Doug will answer your lubricant questions in future columns. So, don't be bashful. We know you have a question or two. Send those questions to Doug because We ALL want to know the answer!

Have YOU paid your darn GPR membership dues? Some of you HAVEN'T. Please send your \$20 check to Treasurer Bob Lynch yesterday. We don't want him to get too grumpy!!!

We have mailed letters to a number of you asking for your help to sponsor the Porsche Club in 2013. We thank those of you who have already responded for your generosity, but we are still far short of our sponsorship goal. If you received a letter, we ask that you consider helping to support your Club this year. If you did not receive a letter but would still like to help out, we would be appreciative of whatever donation you could make.

Please contact Steve Wilwerding at 402-319-8623 if you can help this year.



## **....heard it through the grapevine**

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 Dummkopf Award becomes a possibility).

The track season is upon up and the opportunity to generate an "aw nuts" moment that is witnessed by lots of folks is greatly enhanced.

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](mailto:gpx@cox.net) should you know of an "aw nuts" moment.



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# Check it out....

The 911 at 50! That's right, the iconic 911 has been in continual production for 50 years, starting with the 901 and continuing with the 911, 964, 993, 996, 997 and now the 991! Pretty cool! And as a Porsche owner you're on cloud nine if a Road & Track subscriber. If not a subscriber you'll want to visit the local bookstore and buy the June issue - it's devoted to the 911! Story after story, article after article, little known fact after little known fact. Well, you get the message.

Speaking of Road & Track magazine.....The May 2013 issue has a section called The Boot. In the section is an article titled "Go Fast, Have Fun, Drive Home. It's a couple pages devoted to preparing you and your vehicle for a day at the track. Very good, informative article appropriate for the season.

As the article notes...."Your first time should be a beautiful thing".

Are you one of those "just so darn difficult to buy for" when it comes to gift time? Well, you don't have EVERYTHING and to prove it why not drop in at In The Garage. You're bound to find something you need. And with Father's Day on the horizon you'll most surely know how to drop a hint or two.

## **An Invitation from our Dakota Region PCA friends - DRPCA 2013 Loess Hills Exploratory Adventure**

Weekend of June 14, 15, 16

What- - A TRUE back roads exploration of the loops and byways of the unique geologic region of Western Iowa known as the Loess Hills. (The correct pronunciation is "luss" hills.)

This year we will center our tour in Sioux City, Iowa and South Sioux City, Nebraska. Our drive will occur on roads we haven't explored before. These promise to be the most scenic in the area. Some of the roads are gravel so bring a vehicle you feel comfortable driving on that surface.

The drive will take place on Saturday June 15. We plan to start the drive at 10 am from the Marina Inn.

Maps and a written description of the route will be available. Each person will need to sign a PCA release form before we depart Sioux City Saturday. For those not wanting to drive limited seating will be available in sedans or cars with greater than 2 seats.

We have a block of rooms reserved at the Marina Inn located at 385 E. 4th Street, South Sioux City, NE for Friday June 14 and Saturday June 15. Please call the Marina Inn directly to reserve your room. The block is listed as Dakota Region PCA or Porsche Club. These rooms will be held until 5/24. Phone is 402-494-4000. The rate is \$129 a night. This includes breakfast on Saturday but not on Sunday. Sunday brunch from 9-2 is not included in the room fee.

Dinner on Friday June 14th is at Minerva's in Sioux City at 2945 Hamilton Blvd at 7 pm

Dinner on Saturday June 15th is at the hotel restaurant, Kahil's Steak, Fish and Chophouse at 6:30pm. Kahil's was awarded Wine Spectator magazine's 2012 Award of Excellence for its excellent wine list.

We hope to stop at Grandma's Café in Moorhead for lunch Saturday.

Please RSVP (reply) to me at [lps4902@yahoo.com](mailto:lps4902@yahoo.com)

Linda Shields



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# GPR Board and Minutes

**President:**

Tom Cooper  
635 Shorewood Lane  
Waterloo, NE 68069  
402.779.2261 (h)  
tcooper40@cox.net

**Past President:**

Steve Wilwerding  
4811 Davenport St.  
Omaha, NE 68132  
402.319.8623 (h)  
steve.wilwerding@gmail.com

**Treasurer:**

Robert Lynch  
6100 Northern Hills Dr.  
Omaha, NE 68152  
402.573.1684 (h)  
robert.lynch@gmail.com

**Secretary:**

Abe Schlott  
727 S. 13th Street  
Omaha, NE 68102  
402.977.5885 (h)  
aschlott@wd-wpp.com

**Membership:**

Sandy Bruso  
2862 Duane Plz. Apt D  
Bellevue, NE 68123  
402.612.7931 (h)  
brusos@usa.redcross.org

**Safety:**

Sally Knapp  
919 Bayberry Dr.  
Bellevue, NE 68005  
402.291.9350 (h)  
sallyknapp@juno.com

**Social:**

Brian Tessman  
12929 Jessie Avenue  
Omaha, NE 68164  
402.598.4946 (h)  
brian24667@yahoo.com

**Der Skooner Editor:**

George Poullos  
6221 North 158th Avenue Circle  
Omaha, NE 68116-4027  
402.679.4915 (m)  
gpx@cox.net

**Web Master:**

Eric Elliot  
736 West Godfrey Dr.  
Lincoln, NE 68022  
402.770.7986 (h)  
ericelliott@mac.com

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

**PCA Zone 10 Rep:**

Kim Fritze  
612.275.4891  
zone10rep@gmail.com

Great Plains Region Porsche Club

Minutes of the April 2, 2013 Board Meeting

The Great Plains Region PCA Board of Directors met April 2, 2013 at George Poullos's house.

Members present: Tom Cooper, Bob Lynch, Brian Tessman, Sandy Bruso, George Poullos, Steve Wilwerding, Sally Knapp, and Eric Elliott.

**Secretary:** The minutes from the March meeting were approved as presented.

**President:** Tom has obtained a copy of the Club's Articles of Incorporation and forwarded to Club Historian Denny Strauss.

The Region 10 Presidents meeting will be held April 21 in Des Moines.

**Registrar:** The May 4-5 DE is now open for registration on ClubRegistration.net. We are still waiting on official word about the Steward for the Club Race.

**Treasurer:** Bob presented the monthly report.

**Social:** Upcoming events include Casino Night April 6, Monthly Breakfast April 13 in Elkhorn, Cayman Launch at Woodhouse May 1, and the In The Garage Show & Shine May 18. Brian is also working on a governor's proclamation for our Club Race.

**Membership:** We have two new members. There are currently only 88 GPR members who have renewed their dues this year. The Board discussed printing a new member brochure.

**Safety:** Sally has applied for insurance to the May DE and the Club Race weekend.

**Newsletter:** The deadline for the May issue is April 22.

**Website:** The website is up to date, and Eric will send an email out about Casino Night and the May DE.

**Past President:** 2013 Club sponsorship letters are in the mail.

Respectfully submitted, Steve Wilwerding



**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

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Photo of 917 and RS Spyder at Monterey Historics courtesy Denny Strauss