



Der Skooner



September 2013

Great Plains Region / Porsche Club of America

Volume 48 Issue 8



*Decisions. Decisions. Decisions.
911? Cayman? Cabriolet? Coupe?
Photo courtesy Steve Gallagher*



*Wow!
A beautiful, black 1600 Super.
Photo courtesy Steve Gallagher*



"The Great Plains Region concluded the 19th season of the neon nostalgia celebration of the automobile, Show N' Shine Cruise Nite, on August 17th. Close to 90 cars with some of the finest car people around cruised in, some from over 100 miles away! There were Speedsters, S trim Porsches and Sunbeams; Caymans, Volkswagen CCs and a Cobra; a Triumph, Audi TTs and Porsche Turbos and a Maserati Ghibli, Golf Rs and MGs. Fifteen different marques were represented including some of Europe's finest: Porsche, Ferrari, Maserati, BMW, Mercedes Benz, Jaguar, Mini and Volkswagen. We saw old friends and renewed acquaintances, made some new friends and heard some great stories. Several Porsches has been rescued and restored. One Triumph owner had his restored and had purchased it new in Lincoln 54 years ago! Under the glow of neon at America's Drive-In: Sonic, just like the old "happy days" of cruising, there were great friends, cars, stories, fun and half price food too! The love of the automobile was alive and well. Its the spirit and power of Show N' Shine Cruise Nites!" - Ken Kusak.



*The immaculate 1959 one-owner Triumph TR3A with its passionate and loving owner.
Photo courtesy Steve Gallagher*

"Welcome Porsche Club" on the sign. Thanks, Ken.

*Gosh, so many styles and colors. Which do I like best?
Photo courtesy Steve Gallagher*



*The Sonic "Show 'N Shine" Club events. P-Cars everywhere. Can't wait until next year.
Photos courtesy Steve Gallagher*



The Starting Line By Tom Cooper

For those of you that missed the Summer Interlude at MAM, it was a great event. The weather cooperated and the weekend turned out to be picture perfect for a DE event. Iowa has redone the Glenwood exit and it took a little getting used to, but after we figured it out everything worked out well.

In August we learned that long time member Sandy Steckman had accepted a position in Seattle and would be moving to the west coast in September. Carol and Bob Lynch decided to give him a surprise birthday and going away party all wrapped into one and invited everyone over for a wine and cheese tasting party on August 23rd. Sandy was quite surprised and caught a little off guard for once. The Region will miss Sandy and he will certainly leave some large shoes to fill at the track.

On extremely short notice, four individuals took their Porsches to the Hot Cars for Hero's auto show that

benefited the Wounded Warrior project. Denny Strauss came away with first place in the European Car class with his stunning 1984 red 911 turbo look coupe and Terry Lessmann came in second with his lime green Cayman S. Thanks for carrying the Great Plains Region banner at this event guys.

Rounding out events in August was the Summerfest Car Show at Lutheran Church of the Master in Elkhorn. In all twenty cars showed up, of which 8 were from the Great Plains Region. Joe Chambers came away with the entrant's choice award for his red Boxster, and Terry Lessman took the coveted children's choice award with his signal green Cayman S.

The date for the annual meeting has now been set in stone and it's Wednesday September 25th. The meeting will be at Roland Manarin's new facility at 505 North 210th Street. Starting time is 7:00 P.M. and there

will be non-alcoholic beverages and snacks. The main focus of the meeting is to update the Articles of Incorporation and the Bylaws, which have not been updated since 1997. All those attending will be given postage paid reply cards to request a very special Limited Edition Porsche Poster celebrating the 50th anniversary of the introduction of the 911. However, as an extra added attraction, Denny Strauss has agreed to do a short presentation of some of his more interesting recent photos, and maybe a couple of not so recent ones for those of us who have fond memories of the past.

We will have a club breakfast in September. However, the date coincides with the Nebraska UCLA game so we will skip the fun run. I'll be at the Heartland Café at 8:00 so those of you that want to make the game can stop by for a quick breakfast before launching to Lincoln.

Tom



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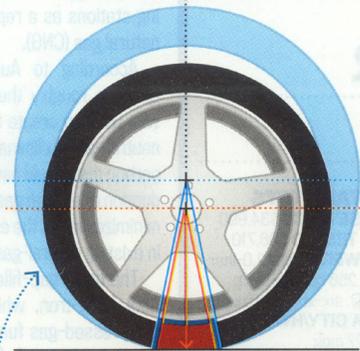
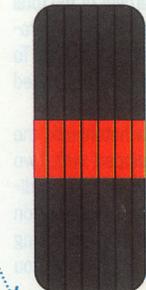
WIDER TIRES PUT MORE RUBBER ON THE ROAD, RIGHT? WRONG.

When you install wider tires without changing anything else, the size of the tire's contact patch (i.e., the rubber touching asphalt) stays relatively constant. That size is based on a tire's overall diameter, inflation pressure, and the weight acting on it. Installing fatter tires widens the patch, but it also shortens it front-to-back. Because of this, cornering gains can be offset by diminished straight-line traction, including braking gains and hydroplaning resistance. The increased mass and friction can also translate to slower lap times and a drop in fuel economy.

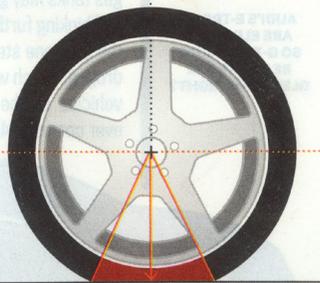
If you want to improve cornering grip, you're better off switching to a higher-performance tire of the same size. Buy right, and you'll get a stiffer sidewall for crisper turn-in and steering feel, as well as a stickier rubber compound and a tread pattern focused on dry grip. —Jason Cammisia

WIDTH WON'T DO IT

Merely increasing the width of a tire doesn't increase the area touching the pavement. It just makes it a wider, shorter patch.



A BIGGER DONUT If other vehicular factors remain constant, increasing a tire's overall circumference is the only way to enlarge the contact patch. Of course, your car's body and suspension were designed around a specific tire circumference. Changing it might cause more problems than it solves.



PRESSURE AND WEIGHT

Reducing air pressure or increasing the weight on a tire increases the size of the contact patch. But again, there are drawbacks. Some poor engineer has already fought this battle: Keep the stock size and just buy a more aggressive tire.

CAR SHOW BY JASON CROSBY



LONG-TERM UPDATE

2011 Porsche 911 GT3 RS 4.0

UNSPRUNG HATE? ALL YOU NEED IS HUB. BY JAMES RENNER

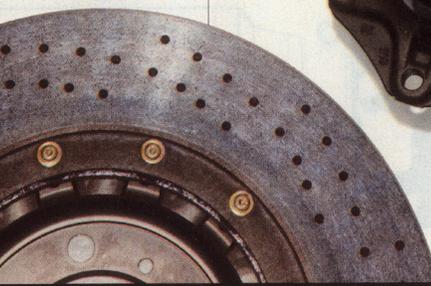
In the marketing materials, Porsche claims the 4.0's standard center-lock-wheel arrangement reduces unsprung weight. According to my scale, that's not necessarily true. Even if it was, the whole system is a huge pain to deal with—you need to buy a special geared tool to amplify the torque to the 440 lb-ft (!) required for each wheel's single nut, and the process of tightening-loosening-tightening is a huge production. The torque is so great that it requires the help of a second person to hit the brakes so the front wheel doesn't spin when you wrench on it, and my wife usually has better things to do.

Always one to look for the elegant (and lightweight) solution, I swapped the whole deal for old-school, five-lug hubs. The change was relatively straightforward; new hubs from a 2007–2008 GT3 and new wheel bearings (\$1700), plus labor (\$1700). I also had to buy new wheels (\$3500), but selling the old ones (\$3000) helped defray some of that cost.

Now the car is on Forgeline GA1R wheels with Michelin Pilot Super Sport tires. A second set of GA1Rs is wrapped in Hoosier race rubber for the track. They may not be as visually appealing to a certain crowd, but they're a heck of a lot easier to live with. Just ask my wife.



SWAPPING OUT THE 4.0'S FACTORY CENTER-LOCK HUBS (ABOVE) FOR MORE TRADITIONAL FIVE-BOLTERS WAS WORTH THE TROUBLE.



VITAL STATS
BASE PRICE \$187,650
AS TESTED \$197,190

POWERTRAIN
4.0-liter H-6, 500 hp, 339 lb-ft;
RWD, 6-speed manual

.....Summer Events Photo Collage!



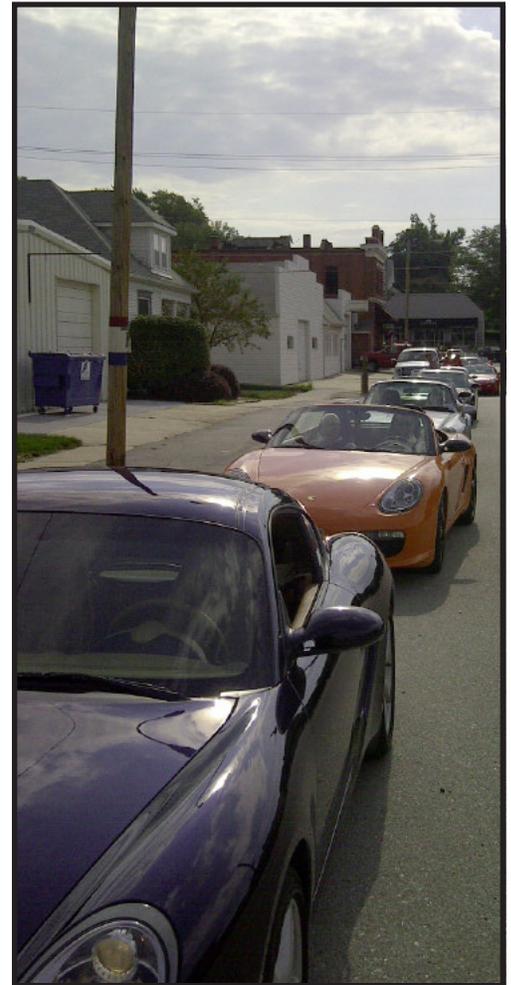
"...and there we were at Dead Man's Curve". Denny Strauss sharing yet another wonderful experience with fellow members at the Summer Picnic at Riverside Lakes Park Pavillion in Riverside Lakes on July 13th. Photo courtesy Tom Cooper



It's all about the preparation. And without our wonderful women nothing would get done correctly. Thanks to Carol and Karen. Photo courtesy Tom Cooper



The Summer Interlude Drive Education at Mid-America Motorplex the end of July. We need to check with our Safety Chair to confirm dancing is allowed in the staging area without music! Photo Courtesy Tom Cooper.



Beautiful Porsche's decorating the streets of Elkhorn ready to start another Saturday Strauss Scenic Sightseeing Spree - also known as a Fun Run - after breakfast at the Heartland Cafe August 10th. Photo Courtesy Brian Tessman



Those beautiful Porsche's are now in front of the new Manarin Investments facility in Elkhorn after the Fun Run. Remember that the GPR Annual Meeting will be held in the Community Room September 25th. Thanks for letting us use the facility Roland! We're vevry appreciative! Photo Courtesy Brian Tessman.

.....Summer Events Photo Collage! *Continued*



Unfortunately we received short notice on this very special "Hot Cars for Hero's" event held at the MidWest Neuro Science Center. Great turnout considering the short notice. Many thanks to Jay Burr for the absolutely beautiful brown and white track 911's, Denny Strauss for the immaculate red 911 and Terry Lessman for the super green Cayman. Nice looking MG next to Terry. Photo courtesy Tom Cooper



Once again GPR membership rises to the occasion. Eight members displayed their Porsche's at the Lutheran Church of the Master's Summerfest August 25th. Not only did GPR participate a couple members came away winners as noted below.



Sandy and Christie Steckman are leaving Omaha for a career opportunity with Microsoft in Washington State. Under the guise of a GPR Wine and Cheese event Bob and Carol Lynch sponsored a surprise going away/birthday event for Sandy. Master of Ceremonies John Krecek presents Sandy with a GPR Lifetime Membership plaque.



Terry Lessman won the Children's Choice Award (L) Joe and Cindy won the Entrant's Choice Award (R). Presenting is Kurt Halvorson. Photo courtesy Tom Cooper



A large contingent of well-wishing friends gathered to celebrate with Sandy and Christie. Everyone is listening intently to a story about Sandy. Sandy did so much to forward GPR and its activities. Both Christie and Sandy will be missed.

Mark your calendar GPR sponsored events underlined

September

- 7th** Annual Schlott Steak Fry. 18708 Nicholas Street. Elkhorn, NE. 6p-??? Please bring your favorite beverage and either a dessert or side to share. The club will provide the steaks. PLEASE RSVP to Brian at brian24667@yahoo.com. no later than September 1st. to ensure we have a steak for YOU! Please bring your swimming suit should you wish to take a dip in the hot tub!
- 8th** - Salsbury House Concours D' Elegance, Des Moines, IA
- 14th** Breakfast at Heartland Cafe. 2615 North Main Street. Elkhorn, NE. 8a-???
- 15th** - Autocross at Road Yoder, Wichita, KS.
- 18th** - Panamera Launch Event at Porsche of Omaha. Time to be announced
- 21st-22nd** - Last Fling Driver Education, Brainerd International Raceway, Brainerd, MN
- 22nd** - Autocross , Ameristar Casino, Kansas City, MO
- 25th**- Great Plains Region Annual Meeting. 7pm. Manarin Investments Community Room. 505 North 210th Street, Elkhorn, NE. Non-alcoholic refreshments provided.
- 28th-29th** - Fall Showdown DE at Mid America Motorplex, Pacific Junction, IA.



October

- 4th-6th**- Octoberfest Club Race and DE, Hallett Motor Racing Circuit, Hallett, OK
- 12th** Breakfast at Heartland Cafe. 2615 North Main Street. Elkhorn, NE. 8a-???
- 20th**- Autocross at Road Yoder, Wichita, KS.
- 24th-27th** - ESCAPE to LA
- TBD** - Driver Education at Mid-America Motorplex, Pacific Junction, IA

November

- 9th** Breakfast at Heartland Cafe. 2615 North Main Street. Elkhorn, NE. 8a-???

December

- TBD**- 911 Turbo Launch Event at Porsche of Omaha

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<http://escape2013.pca.org>



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Time: 5 - 7, unveiling at 6 pm
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Dress: casual
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PORSCHE

Guest Contribution - Richard D.Badler

What Was That?

Are you like me? Say you're traipsing down the street, lost in your own thoughts and... you hear it, the blat of a highly tuned, high output voiture du sport.

Your head does an immediate snap swivel. Just like what happens when the doctor taps your knee with his hammer. And you peer, this way, that way, for where that glorious sound is coming from.

If you're really good, you've already concluded that the exhaust note is coming from a flat plane crankshaft, or a turbo flat six, or a vintage four-banger. You look, and look, and there it is. Cool. Bingo. Chalk it up.

In Denver, this involuntary tic once led me to glance up and outside a restaurant to see a Ferrari Enzo, red, just tootling down a side street... the only time I've ever seen one in actual motion on the road.

Another time, I heard something... my neck swiveled... and I spotted... a Veyron in motion. Triple black. I was able to follow on foot, and saw that the thing was pulling up to a local Marriott. But, by the time I got to the front door of the hotel, the driver was gone. So I asked the doorman who was driving. Some rock star? Sports hero? Celebrity? "No," he said, "some guy. He just parked it and went in."

In LA a few months ago, I was cruising in traffic in a rental on Santa Monica Boulevard from the 405, on my way to West LA on a Sunday morning to meet my daughter and son-in-law for brunch and, when I got to the cross streets that exit from Beverly Hills, what passed across my bow? An Aventador.

Then there was the Vector in Santa Monica a few years ago. And the Blower Bentley in Laguna Beach, with a Colorado Grand sticker on it. Parked at a meter, like the guy was about to come back with his Starbucks frappe. I have a photo of this one.

I know, I know, what you see in ten seconds in Monterey in August trumps my spottings to smithereens. But I haven't made it to Monterey in August... yet. I'm still adding to my own list. And, besides, you expect it there. Even though a high percentage of high-dollar exotics and classics were probably trucked in, and never went anywhere. I think it's much more fun when the spotting is a chance dichotomy with everyday vehicular conveyances. In the real world. When you least expect it.

So, when I spent a week in Paris last month, I kept a list.

Now, understand, Paris is, in my considered opinion, the finest walking city on earth. Wherever you look, it's the best picture postcard you've ever seen.

But the streets are chock-a-block with mini-hatches. Smarts. The Toyota version. And a sea of econoboxes we don't see here - Seats, Skodas, Citroens, Peugeots, creating hardly enough room for all the scooters - including those crazy Piaggios with the two front wheels - to squeeze to the front of the queue at every stoplight.

Which made it all the more startling when, my first of three and a half days on foot, I watched as a vintage Bugatti, bleu, Type 35, je crois, literally wheezed into this miasma. Mind you, this was a weekday morning.

And it made the Audi R8, white, look all the more startling, later in the day. The same goes for the MGB GT, BRG, and the '30s Citroen, black. All in the traffic zoo. Where were they going? Why?

Day two saw a 599 GTB, fly yellow, a red 328 GTS, with the top on. This one I admired for quite a while. My foot speed was about the same as his, along the Quay D'Orsay.

Let me make something clear. There were plenty of Porsches, mostly 911s and Boxsters. They were easy to spot. You just looked for something squat in a sea of shrunken panel trucks that seem like they'll tip over in a crosswind, onto one of

the Porsches. I didn't even bother to write them down.

No, what stopped me in my tracks was the Caterham on day three, brushed metal body, that big number 7 painted in the front radiator grill. Just immaculate. Then I saw another 599. And a few Astons.

When I passed Avanti Motorsports, near the Eiffel Tower, I discovered that anyone in Paris can join in the fun, if they have the means. In their showroom was a 356 coupe, baby blue, a Healey 3000, a real 289 Cobra, with two exhaust pipes exiting just behind the passenger door... and what sure looked like a real D-Type Jag, fin behind the cockpit and all. I didn't go in to verify. I was moving on foot, in Paris.

I know, I shouldn't count these, they weren't actually on the street. But, hey, this was in a business/residential quartier, adjacent to a patisserie and a clothing boutique.

The last day, another Caterham, BRG, with a couple inside, inching up the Rue de Rennes. All I could think of was, where do they put their shopping bags?

A few nutty "voitures Americaine." A Cadillac Fleetwood Brougham, one or two '80s Mustangs, a C-4 Vette, with the Euromarket license plate wrapped around the American-size inlay. What do these people do for parts? I didn't have a clue. I was too busy, adding to my list of cool cars, on foot, in Paris, the greatest walking city on earth.

The next time you're out and about in a big city, I'd like to tell you to look and listen. But, if you're like me, I don't think I have to. Just don't stop, you're making good time.

About the writer...

Dick is currently board president of Alliance Francaise de Denver, and a member of Rocky Mountain Automotive Press Association. He writes regularly for outlets that include TFLCar.com, Planet-9.com and High Gear, the publication of the Rocky Mountain Region of the Porsche Club of America. Over the years, Dick's owned six Porsches. He still has number three, a '78 911SC.

....that's what I'm talking about

There will be several opportunities to spend time with your fellow club members in September. First on the agenda is the Schlott Summer Steak Fry on the seventh. Abe and Kelly are such gracious hosts and they once again open their wonderful home to the membership. It has been, and it promises to be, a fun time for adults and children alike. You don't want to miss this annual event. And you also want to be fed - so send a note to Brian Tessman at brian24667@yahoo.com. before September 1st to ensure there will be a steak on the grill for YOU! Compliments of your club, of course. Remember to bring your favorite beverage and either a side or dessert to share. It's a GREAT time! Yes, Abe and Kelly have big screen televisions in case you want to watch the Huskers play Wyoming on TV.

Next up is breakfast at Heartland Cafe in Elkhorn on the 14th. Sometimes we have a Saturday Strauss Scenic Sightseeing Spree and sometimes we don't. This time is just a darn good breakfast at a reasonable price and another opportunity to "shoot the bull" with friends at this popular event. What could be better than that?

Then it's the Porsche Panamera Launch event at Woodhouse Porsche of Omaha on the 18th. Mitch and his crew ALWAYS do it right. I know it's getting old....but you do not want to miss this event either. Eric will have more information on our website as we get nearer to the event.

On the 25th the Great Plains Region Annual Meeting will take place in the Manarin Investments community room. This meeting is a BIG DEAL. It's an opportunity to share thoughts on the direction of your club. There will be challenges going forward - there always are - and we need to talk. The Board of Directors needs input. PLEASE take time to attend this meeting.

And then three days later the final GPR sponsored Drivers Education of the season will be held at Mid-America Motorplex. It's just about a guarantee that it will be warmer than the first two. Plus it's a bye week for the Huskers so you can make it to the track. All together now "you do not want to miss this event either".

We're doing a bit of "catch-up" with pictures for some events that occurred earlier in the year. Hopefully you'll enjoy. -Ed.

MEMBERSHIP DIRECTORY

The Great Plains Region is going to publish a new membership directory. The latest version was published in 2009. The directory will include each members name, address, telephone number(s) and e-mail address(s). This directory will only be distributed to Great Plains Region members and is restricted for their use only. Commercial use and distribution outside Great Plains Region members is strictly prohibited.

If you DO NOT want to be included please e-mail Tom Cooper at tcooper40@cox.net with "Opt Out of Membership Directory" in the subject line.

PLEASE advise Tom Cooper of your OPT OUT decision no later than September 30, 2013.



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Check it out...

Front License Plate - Owners of certain vehicles registered and licensed in Nebraska can now obtain authorization to display but a single license plate on a "Special Interest" vehicle.

From the Department of Motor Vehicles website: "A special interest motor vehicle is a vehicle of any age being collected, preserved, restored, or maintained by the owner as a leisure pursuit and is not used for general transportation of persons or cargo. Vehicles with Special Interest plates cannot be used for business or occupation or regularly for transportation to and from work. Driven on public roads only for occasional transportation, public displays, parades and related pleasure and hobby activities".

Please visit <http://www.dmv.ne.gov/dvr/pdf/spltyplapp.pdf> for further information including an application.

FOR SALE - 1990 Porsche 944 S2 Cabriolet. Red exterior with black interior. All original, 30,200 miles. Only driven in sunny weather with top down and custom zip open tonneau cover like 911 Speedster. No winters ever! Excellent original paint, interior and running gear. Clean engine compartment and undercarriage looking near new. Only 90 year model has two back seats. Two sets of original alloys. Time to have someone else enjoy this car. Still have other Porsches' to enjoy. Owned last 20 years by 44 year PCA member. \$16,000. Charles J, Werp, Omaha, NE. 402.397.4206 or werpspeed@cox.net.



FOR SALE - 1992 Porsche 968. Guards red. Converted from a street car several years ago (still street legal). It has been raced in SCCA and PCA events. Full roll cage, adjustable suspension, racing seats with newer 5-point harnesses, hot lap timer, cool suit, new clutch, new torque tube, serviced at Woodhouse 2 weeks ago with oil change, brake flush/blue racing brake fluid, new battery. Two sets of wheels/tires: 17" Michelin Pilot Sport on stock wheels, 18" Hoosiers on BBS 3-piece wheels. No accidents, no issues, runs great (low 1:40's at MAM (Glenwood, IA) and MPH (Hastings, NE). Car could be converted back to street version (still has carpeting, rear seats). Over \$40,000 invested. Not raced yet this season. Asking \$26,900 - need to see to appreciate. Call Steve @ 402-301-9013.



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Great Plains Region Porsche Club

Minutes of August 6th, 2013 Meeting

The Great Plains Region PCA Board of Directors met August 2nd, 2013, at the home of George Poullos. Members present: Tom Cooper, Bob Lynch, Sally Knapp, Sandy Brusco, Brian Tessman, Steve Wilwerding, and George Poullos. Also present was Eric Elliott.

Secretary: The minutes from the July meeting were approved.

President: Annual meeting needs to be rescheduled, date TBD but likely 9/25/2013. Discussed continuing monthly breakfasts and board agreed to continue with them. Discussed proposed bylaw amendments to be presented at the GPR annual meeting.

Registrar: Still looking for someone to replace Tom Cooper as registrar in 2014. Discussed results of July DE at MAM. Board confirmed they were okay with the 48 hour cancellation policy in effect for DE events. September MAM DE will keep same entry fees as the July event. Discussed inviting other clubs to DE events and related accounting and organizational issues.

Treasurer: Bob presented the monthly report.

Social: Discussed upcoming activities: 8/10 Breakfast & fun run; 8/17 Sonic Show & Shine; 8/23 Party at Bob and Carol Lynch residence; 8/25 Summerfest Car Show; 9/18 Panamera launch event; Steak Fry date TBD, 9/7 or 9/8 likely; Holiday Party date TBD, will hold in same venue as previous years.

Membership: One new member in July. Unanimous motion carried to make Sandy Steckman a lifetime GPR member.

Safety: No safety issues from the DE.

Newsletter: Deadline for next issue will be third week of August. George gave advertising report.

Website: Up to date, will add Panamera Launch to site and send email about August events.

Past President: No report.

The next meeting will be September 3rd, 2013.

Respectfully submitted, Eric Elliott



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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