



# Der Skooner



February 2014

Great Plains Region / Porsche Club of America

Volume 49 Issue 2

## And the winners are...

### Enthusiast of the Year



Past President Steve Wilwerding presenting the Enthusiast of the Year Plaque to Jim Avila.

### Most Improved Driver



Terry Lessman receiving the Most Improved Driver plaque from Past President Steve Wilwerding.

### Dumkoff Award



Sandy Brusco accepting the GPR Dumkoff Award from Past President Steve Wilwerding.

### Family of the Year

Photo not available

Bob and Carol Lynch are the Family of the Year

# Road Trip

In the Great Plains Region, it is easy to be happy driving one of the many tracks within a few hours. However, if you are like me, sometimes you have an itch to drive a new and exciting track with your friends. In 2013, a number of GPR folks made the trek to High Plains Raceway, some of them multiple times! They continue to rave about the event and the facility. The people who did NOT go, but were thinking about it, continue to kick themselves for missing the opportunity. Kick no more.

High Speeds, elevation changes, and a brand new track. Maybe the thought of a 7 hour pull by yourself is a hurdle.

The Great Plains Region is planning a road trip to the Rocky Mountain Region Club Race and DE at the High Plains Raceway. Our plan is to have a group of racers and DE people caravan out to the event, race and DE and trek home together. While there may be strength in numbers, there sure as heck is FUN. A bunch of friends with radios and a relatively easy pull will

make the journey an adventure as well as the experience of driving another great facility. I can hear CW McCall in the background (Convoy... Without "putting the hammer down")

Our friends in the Rocky Mountain region are planning track parties and there are rumors that this will include a live band! For some reason, I do not believe it would be a traditional German "Oom Pah band".

A number of people gave me points to mention about going this summer: "You will not regret it and will always remember it!" The track is exciting, blind curves, off-camber turns, elevation changes and high speed. There will be a Hoosier truck there. The Friday test and tune will yield a LOT of track time. The T&T is run under track rules (passing all over) Two run groups – slower and faster (no novice). It was suggested to me to have your car pre-teched at Woodhouse. The DE spots are limited to 60 cars so you will want to register as early as you can after registration opens in July! For the racers, they will have two sprints and an enduro. I plan on

driving out but hoping my track tires can thumb a ride with one of the many trailers heading out there – So far I have had two offers. I actually bought new tires for the DE! Wow!

If you have interest in driving this exciting new track, please mark your calendar for the August 16-17 event. The Test and Tune is Friday 8/15 and is run under TRACK RULES (as opposed to Club Race or PCA DE rules). Contact John Krecek at 402-995-1470 or johnkrecek@gmail.com or check out the websites for more information. I am sure that you will want to sign up early to avoid being squeezed out of a spot! Can you hear the Rocky Mountain Thunder? (That was either a John Denver or AC-DC song, I believe).

High Plains Raceway:-  
<http://www.highplainsraceway.com/>

Rocky Mountain Region PCA:  
<http://rnr.pca.org/>

Facebook Event Page:  
<https://www.facebook.com/groups/RockyMountainThunder/>

## Help Wanted -

*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](mailto:tcooper@cox.net) or George Poullos at [gpx@cox.net](mailto:gpx@cox.net) or your favorite Board Member.*

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# Sponsor Hot Lap - Benson Body & Paint

Benson Body and Paint was established in 1984 by myself, John Kriegshauser, and my long-time friend, Mike Csellar as a part-time enterprise to facilitate repairs on our own vehicles, and moonlight on the side. In 1985, Mike started a family, and decided to part from the shop while I decided to run Benson Body and Paint as a full-time business.

Having spent several years working in two body shops and attending the Metro Tech Community College Autobody Repair Technology program, I was confident I could make a living doing what I enjoyed by operating my own shop independently. After almost thirty years later, Benson Body and Paint

remains a small, two-man operation.

Doug Davis joined the shop in 1995. He does body repairs, parts replacement and fitment, and overall prep. I do these jobs also, as well as color mixing and matching, and paint refinishing. Not to mention the office duties, billing, books etc. As a small shop, we are very focused on the quality of repairs delivered with a personal touch only an independently run shop can provide. Our customers are mostly word-of-mouth, and I am proud to say my reputation speaks for itself.

If you need collision repair, minor paint touch-up, paint polishing, paintless dent repair, complete paint refinishing or restoration on foreign or

domestic vehicles, please keep us in mind.

If you have questions or concerns regarding an insurance claim, or dealing with insurance adjusters, please call.

If you are considering purchasing a used vehicle and have questions regarding paint, body, or mechanical conditions, I will be happy to inspect the vehicle before you buy.

I have repaired several PCA/Nebraska members' cars, and references are available.

I look forward to speaking with you!



*Saturday January 18th was another enjoyable GPR Winter Party. Members taking a few moments to chat before sitting down to dinner and the program. Oak Hills Country Club is warm and welcoming. The service and food outstanding. And spending time with friends irreplaceable.*



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# *Ethanol and Your Porsche* by Jay Ross

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One of the biggest potential problems you face in proper maintenance of your Porsche engine relates to fuel quality – or specifically, lack thereof. Porsches have high performance engines with compression ratios that require fuel of sufficient quality to prevent performance loss and/or damaging detonation. Tetraethyl lead is the absolute best antiknock compound available in gasoline. Unfortunately its use was banned by the EPA years ago. So in order to manufacture gasoline having sufficient antiknock qualities, or “octane,” refiners have had to resort to blending with “oxygenates,” most of which are either alcohols or ethers. Because of toxicity and cost issues associated with some oxygenates, the most popular one being used these days is ethanol. Even when you think you’re buying gasoline that contains no ethanol – referred to as “E0” – there’s usually some ethanol in the blend.

In most states, ethanol is added, by law, to a minimum level of 5.9%. Many fuel pumps display a sticker stating the fuel “may contain up to 10% ethanol,” an intentional disparity which allows the minimum level to be raised over time without requiring modification of the labeling. Until late 2010, fuels retailers were only authorized to sell fuel containing up to 10% ethanol (E10). Then the EPA announced that this allowable limit would be increased to 15% – but only for vehicles built after 2007. Most new vehicle warranties (except for flexible fuel vehicles) authorize fuels that contain no more than 10%. This is a point of contention between OEM’s and the US government, and a source of recent court challenges between the EPA, auto manufacturers, and oil companies. The US government won the last round, which is bad news for Porsche owners. It opens the door for refiners to begin selling more fuel with higher ethanol content. You may have already noticed this at your local filling station.

Ethanol creates a multitude of problems in fuel systems – especially in engines that don’t have onboard computers with knock sensors. From the factory, they’re calibrated to run on one kind of fuel, and can’t make adjustments like modern electronic fuel injection. Engines that were built before the introduction of ethanol were calibrated to run on straight gasoline. Ethanol contains extra oxygen, which throws off the air/fuel ratio, making the engine run too lean. Lean engines run hotter, and have “drivability problems”—specifically, hard starts, rough running, and reduced performance.

Ethanol is hygroscopic. It readily and continuously absorbs water from humidity in air through a process known as “emulsion.” When ethanol becomes saturated, it separates from the gasoline, forming two separate solutions. This is called phase separation. An engine won’t run on the (water-soaked) ethanol solution, which sinks to the bottom of the tank and is highly corrosive. It causes fuel tanks and lines to corrode from the inside out. Tiny pieces of corrosion byproducts break away from the corroded surfaces, and get lodged in carburetor inlets, needle valves, and jets. They can clog fuel filters, and generally wreak havoc to the entire fuel system. Emulsified gasoline is also less volatile, resulting in octane loss, hard starts, and rough/hot running.

Then there’s the issue of oxidation. Oxygen in air causes ethanol to oxidize, which forms insoluble, non-combustible “gum” byproducts. We have conducted extensive testing in this area, and found rapid onset of oxidation in all ethanol blends sold today. Simply put, today’s blends are formulated to be burned today – not tomorrow! In some of our tests, we’ve seen a 20 gallon tank of gasoline completely oxidize in only 30 days!

Running gum byproducts of oxidized fuel through an engine forms carbon deposits in combustion chambers. Carbon deposits remain incandescent in the chamber, and cause preignition detonation, which is the igniting of the fuel charge before the regular ignition spark. If the premature combustion is completed before the occurrence of the regular spark, there may be no identifying noise. So you won’t even know it’s happening. However, if the regular ignition spark follows shortly after the preignition occurs, you will hear a tell-tale pinging noise when the two flame fronts collide. (As illustrated in the sequential series of images below.) Detonation produces significant additional cylinder heat, which can lead to engine overheating. It severely hinders engine power and performance, and increases the octane requirement of gasoline. In extreme cases, it can cause pistons to shatter, cylinders to burst, or cylinder heads to overheat and crack.



# Ethanol and Your Porsche *continued*

If you have a fuel injected engine, oxidized gasoline also causes injector coking. Especially in today's new direct injection engines. This clogs and negatively impacts optimal spray patterns of injectors. The result is poorly nebulized fuel, increased fuel consumption, and misfires. In severe situations, it can also cause the engine to run too lean, increasing operating temperature and the risk of catastrophic engine failure.

Plastic and rubber parts are susceptible to ethanol's degradation byproducts as well. These include seals and O-rings in the fuel system and carburetors. Rubber materials tend to get hard and brittle with exposure, which can cause problems with needle valves in carburetors. Some of these rubber components can be partially dissolved with constant exposure to ethanol and its oxidation byproducts. Bits and pieces can be carried into the engine's fuel system, causing clogs and misfires. Some older cars may still have plastic fuel filter bowls, which will degrade with exposure to ethanol and could leak.

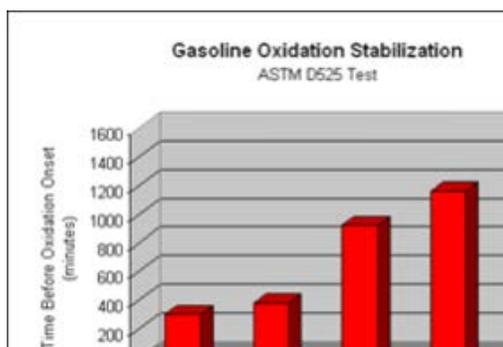
Before 1990, many carburetors were built with alloys that are more prone to corrosion from ethanol. When ethanol contacts older alloy carburetor housings, corrosion can cause tiny orifices to clog. This results in hard starting and poor running, two common complaints. This is a problem for us old car owners, because there is usually no upgraded carburetor that can be retrofitted – at least not without sacrificing the car's originality.

Now that you've been sufficiently warned of the pitfalls and hazards associated with today's fuel blends, there's only one piece of information left to provide: How to prevent them from occurring.

First, go out of your way to find E0 fuel. The less ethanol you run through your fuel system and engine, the better. Second, fill your tank prior to extended downtime or winter storage. This minimizes the amount of air in the tank. Less air means less humidity and oxygen to act as catalysts for the emulsion and oxidation processes. Third, use a quality fuel additive on a regular basis. Especially before and after winter storage. But how do you know which additive is the best to use?

Prompted by the onslaught of ethanol-related fuel problems during the last several years, Applied Chemical Specialties of Omaha has developed a new fuel additive technology. Our new No-Rosion Fuel System Combustion Optimizer utilizes a 100% synthetic aliphatic isoalkane solvent, which acts as a carrier for an entirely new, proprietary "polyether amine" (PEA) detergent. The highly-concentrated nature of PEA allows it to be packaged in a compact, half-pint bottle. This effectively cuts in half the amount of solvent necessary as a carrier – which, in turn, results in a more reasonably priced product. Perhaps best of all, it outperforms other brands of fuel additives in its ability to prevent the plethora of fuel system issues referenced herewith... HOW?

First, it contains ingredients that stabilize gasoline. These ingredients prevent ethanol and other oxygenates in gasoline from oxidizing to form non-combustible, insoluble gums that cause carbon deposits and coking.



We are able to quantify our product's **oxidation stabilization** performance using the ASTM D525 Standard Test Method for Oxidation Stability of Gasoline. In this test, oxidation of gasoline is artificially accelerated by laboratory means. The amount of time before the initial onset of gasoline oxidation is quantified. In our tests, our product outperformed the top three fuel stabilizers on the market today, as illustrated in the graph to the left.

No-Rosion Fuel System Combustion Optimizer also contains ingredients that prevent emulsion, and inhibit corrosion of all metals in a fuel system. We have developed a proprietary dispersant package for our product that solubilizes and combusts phase-separated ethanol in fuel – without risk of deposit formation. Included in this package are specialized polypropylene lubricity agents that prevent any issues related to combustion of the water-solubilized fuel.

So the product effectively stabilizes fuel, thus preventing deposit buildup and associated problems to fuel systems and engines. But what about engines in which there are pre-existing carbon deposits that were formed from having run broken-down fuel in the past? That's where the PEA detergent technology comes into play... (continued on page 8)

# Mark your calendar GPR sponsored events underlined

## February

8th - Breakfast at Heartland Cafe, 2615 North Main Street. Elkhorn, NE. 8:30a-???

## March

8th - Breakfast at Heartland Cafe, 2615 North Main Street. Elkhorn, NE. 8:30a-???

## April

12th - Breakfast at Heartland Cafe, 2615 North Main Street. Elkhorn, NE. 8:30a-???

## May

30th-31st Carrera GT Club Race and advanced Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. Details to follow

## June

1st Carrera GT Club Race and advanced Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. Details to follow

## July

19th-20th Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. Details to follow

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## ***Ethanol and your Porsche - continued***

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The PEA detergent in our product fully dissolves carbon deposits that have formed in combustion chambers, and on intake valves and piston crowns. It washes them away from the surface, allowing them to be fully burned during the combustion process. It also removes gums and varnishes formed inside fuel tanks, fuel lines, carburetors, and injectors. Its presence also allows broken-down fuel to be safely burned without the risk of forming new deposits. This is much different from non-PEA detergents found in other fuel additives, which don't solubilize deposits. If deposits are not fully solubilized, they can break away in small chunks that damage valve seats, and get lodged in catalytic converters.

Our proprietary PEA detergent is also unique in that it has a higher flashpoint and lower viscosity than PEA formulas found in other brands of fuel additives. In our research, we have observed that the thinner, much higher pressure fuel streams in modern Direct Injection fuel systems require PEA to have unique physical properties in order to achieve optimal clean-up. A higher flash point reduces volatility when injected directly into the high heat environment of the combustion chamber. This enhances clean-up. And a lower viscosity allows more optimal delivery to deposit sites. Again, this enhances clean-up. These are just a couple of important factors that differentiate our product from the competitors' products – some of which don't contain any detergent. You would probably be very surprised to learn which of the major brands contain no detergent – just solvent. This severely limits their cleaning abilities.

No-Rosion Fuel System Combustion Optimizer provides three important performance features, all in one product: (1) clean-up, (2) keep-clean, and (3) fuel stabilization. One concentrated half-pint bottle treats 20 gallons of fuel. It treats any type or grade of fuel, won't harm catalytic converters or oxygen sensors, and is EPA, CARB, and TOP-TIERTM compliant. Add it to your tank before and after winter storage, and every few thousand miles of driving in order to maintain a clean, optimally performing fuel system.

The absence of tetraethyl lead from today's fuel blends creates problems in addition to those already mentioned. It reduces the octane level of fuel, decreases performance, and causes recession of non-hardened valve seats in the engines of older cars. This will be the topic of my next article.

For more detailed information relating to fuel system maintenance issues, I invite you to visit the TECH INFO section of our company website: [www.No-Rosion.com](http://www.No-Rosion.com). If you have any questions that are not answered on the web site, drop me a note at: [jross@norosion.com](mailto:jross@norosion.com). I'll be happy to include answers in a future issue of Der Skooner.

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### **About the writer - Jay Ross**

Jay Ross is a chemist with over 25 years of experience in commercial, industrial, and automotive engine fluids. He serves on the ASTM D15 Engine Coolants and ASTM D02 Petroleum and Fuels committees. He is an avid car enthusiast, and assists collectors and museums in the preservation efforts of their vehicles. His firm, Applied Chemical Specialties, researches, develops, and manufactures private label coolant and fuel additives for many brands you'll find in your local parts store. They also have their own brand, No-Rosion, which is sold directly to consumers.



*A bunch of your friends enjoying breakfast at The Heartland Cafe earlier this month. I think they're talking about you - wondering where you were! They're hoping you'll make it Saturday February 8th. See you around 8:30a?*

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

FIRST and foremost I extend a profound apology to Carol and Bob Lynch, our Family of the Year. They should have been highlighted on the cover of this month's Der Skooner. Frankly, they deserve better than the blurry photograph I took Saturday evening at the Winter Party - so blurry I didn't use it. Our club has some pretty cool members and as a group engages in some pretty neat events. We need to memorialize these events to a greater extent with quality photos for the participants and to share with members that can't make every event. We need a darn photographer or two! Surely one or two of you know your way around a camera. Please consider becoming a Club photographer. If more than one raises their hand we will generate better coverage of club events while making it easier to make the commitment.

The Winter Party Saturday the 18th was simply enjoyable. No snow. No fire. No real reason not to attend. Just a very comfortable evening with friends. So, lots of folks showed and had a great time. Oak Hills Country Club is such a warm and inviting facility. The upper level is very accommodating and its easy to find a friend or two and obtain that favorite refreshment. The lower level, where the tables were immaculately presented, is just the right size to provide us the intimacy we seek. Very cool!

The Heartland Cafe Breakfast event remains very well attended. Once again about 20 club members sat down for a pretty good breakfast at a great price AND conversation. Makes for a nice relaxing start to the second Saturday of each month. You really ought to come out. There's plenty of room.

It's hard to believe that we'll be on the track in a couple months. You'll need the basics: fuel, tires and brakes. Jay Ross offers an outstanding article on the use of ethanol type fuels in Porsche's. Jay is exceedingly experienced and knowledgeable about fuel. You will want to study, not just read, the article. Jay will answer your questions in future editions of Der Skooner. Don't be bashful.

Another item that you might consider is the ROAD TRIP to High Plains Raceway August 15th-17th. John Krecek provides some detail on page 2 that will whet your appetite. Here's guessing that interest will be high. Best get this road trip on your calendar today and don't forget to register!

Benson Body & Paint is a new advertiser in Der Skooner. Owner John Kriegshauser has painted a number of member vehicles over the years. The most memorable for me is Jim Avila's brown 911. (Remember how fabulous that car looked - even without Jim in the driver's seat)? Simply stunning paint! I'm guessing you have a favorite, too. John shares his thoughts in the Sponsor Hot Lap on page 3. We thank John for exhibiting confidence in presenting his products and services to the membership. Please give Benson Body & Paint an opportunity next time you need body repair and or paint.



## Woman's Only DE this season

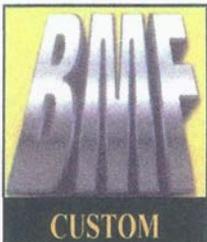
Exciting news - there will be a Woman's Only DE this season which includes woman only class room instruction and run group. What's even more exciting is the level of interest. Promises to be an absolute blast!

At the winter party there was a drawing; the winner would enjoy the Woman's Only Driver Education event free of charge.

Steve Wilwerding enlisted the assistance of Pam Krecek to draw the winning ticket. Kelly Schlott held the winning ticket! Congratulations Kelly!

If Steve would have held the bowl a bit higher Pam would have needed a ladder to pick the winning ticket!

Tall people are so insensitive!



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# Check it out...

## Caption Contest

It was pleasing to see the response to our Caption Contest. Last month Dennis Fitzke provided a great response.

Now comes Jay Burr not only with a Caption Contest entry, but interesting background as well. Enjoy!

A few years ago a bunch of us were racing at Road America. Denny was driving a 356 at that time. The door latch on the passenger side did not work well. Every time Denny would turn left the passenger side door would fly open about as far as he is indicating in the photo. He would then swerve hard in the opposite direction to get it to close. It never did close and I don't think he was black flagged if my memory is correct. As you know, he was strapped in so tightly that he could not reach the door handle with his right arm.

Caption: Denny....."while club racing at Road America in my 356 the door kept flying open about this far when I turned left. I tried to swerve to close it but never did. For some reason I did not get the black flag and finished the race."



## Treasurer's Report Year Ended 2013

GPR ended 2013 in the black by \$168.54, while the \$61,695.18 bank balance looks excessive, you must remember the club spent \$61,526.64 in 2013. GPR would have lost \$10,500.00 if not for generous sponsors. Donations this year were \$2,000.00 less than in 2012.

In the past, track events supported all GPR activities, in recent years this has not been the case. We need to find new sources of revenue. In the past, GPR has supported community charities, as well as sponsor events for members. If we are to continue to support charities as well as GPR events, it will require more GPR member support. For instance, less than 10 members supported the Woodhouse Challenge benefiting Food Bank for the Heartland's BackPack Program. GPR Club support could include a dues increase and individual donations. More track participation would also increase the bottom line. Additionally, the Club could charge for individual events which are now club supported.

### Balance Sheet 12/31/2013

<u>Assets</u>	
Cash and Bank accounts:	\$61,695.18
Total Assets:	\$61,695.18
=====	
<u>Liabilities &amp; Equity</u>	
Total Liabilities & Equity	\$0.00
	\$61,695.18



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# ***GPR Board and Monthly Meeting Minutes***

The Great Plains Region PCA Board of Directors met January 7th, 2013, at the home of Bob Lynch. Members present: Tom Cooper, Bob Lynch, John Krecek, Sally Knapp, Sandy Brusco, Joe Chambers, Steve Wilwerding, and Abe Schlott.

**Secretary:** The minutes from the December meeting were approved.

**President:** Talked with MAM regarding upcoming DE dates. Completed annual region report, which was accepted. 2014 events calendar (with planned events so far) is online. National board meeting is in San Diego in February. Discussed club race and DE, both at Hastings.

**Registrar:** Discussed MAM reopening in 2014. Proposed having one DE in late April and one in September to Jim Howe, as well as a possible women's DE.

**Club Race Chair:** Application is approved by national.

**Treasurer:** Bob presented the monthly report. Discussed additional sponsorship ideas. Approved a motion to buy new batteries for radios.

**Social:** 38 RSVP's so far for holiday party. Breakfast this Saturday at Heartland Cafe in Elkhorn. Considering a Rolex 24 viewing party at the loose moose and a February dinner in Midtown Crossing.

**Membership:** Directory has been mailed and received by the membership. 2 new national members approved and ratified in December for a total of 242. 9 local members paid YTD.

**Safety:** No update.

**Newsletter:** We have received annual advertising commitments from 7 of 7 advertisers in the January issue of *Der Skooner*. Those advertisers are Marion's Tire, Manarin Investment Council, BMF Custom, Custom Realty, Benson Body & Paint, Warren Distribution, and Branching Out.

**Website:** Website is up to date with all known events up to and including the July DE. Website will be updated to reflect the 2014 board, including the two new positions of Registrar and Web Coordinator.

The next meeting will be February 4th, 2014 at Sally Knapp's residence.

Respectfully submitted, 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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