



April 2014

Der Skooner

Great Plains Region/Porsche Club of America



Volume 49 Issue 4



The Starting Line - Tom Cooper

Well it's finally Spring although it doesn't really feel like it today with a high temperature predicted to be in the mid thirties. Time to start thinking about getting that garage queen back on the road for some driving fun.

We will continue the monthly breakfast at the Heartland Café in Elkhorn. If the weather looks like it will be favorable we may do a fun run after breakfast, so watch your e-mail for details.

The next big event on the calendar is the DE at MAM on May 3rd and 4th. Registration is now open at clubregistration.net. As I hope you know by now, we will have a ladies only novice class with the classroom portion taught by none other than

Denny Strauss. The ladies will have their own run group. Later on in April we will inspect the conditions at MAM and report any progress that has been made under the new ownership.

Last month I indicated that we would have a fun run to Nebraska City this spring. Well, in the board meeting in March, it was decided to postpone this until the early fall when the apples should be in season and the colors at their peak for the season.

John Krecek, Sally Knapp, Joe Chambers and I had our first conference call with the club race steward, Gary Knoblauch, last month. Gary raced in Hastings in 2012 and is very excited about coming back as steward. The dates for this event are

May 30th, 31st and June 1st just in case you have forgotten. For those of you who aren't planning on racing or doing the DE, but would like to join us for the fantastic party on Saturday night at the Tessman's please drop Brian an e-mail to let him know you are coming. His e-mail address is Brian.Tessman@tdameritrade.com.

The date for the golf tournament has been set for August 9th. Terry Lessmann has agreed to organize this event and is looking at a couple of venues at which it could be held. We should have an announcement of the location in the May issue of the Der Skooner.

Hope to see you at breakfast this Saturday.

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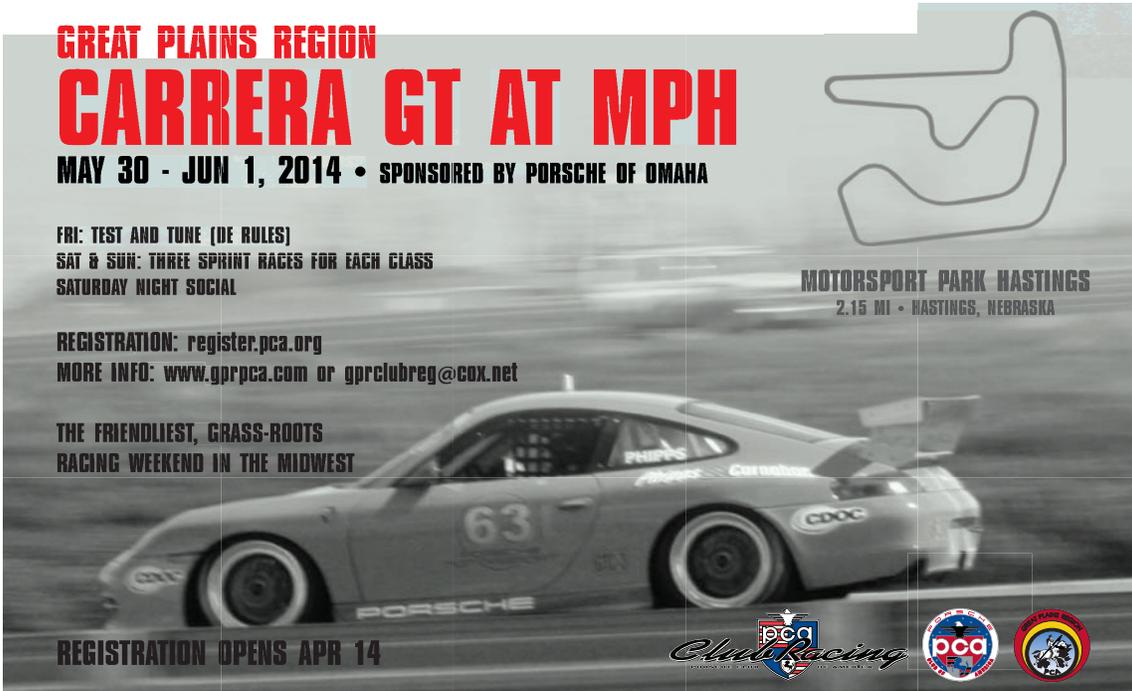
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Ladies Track Event - Denny Strauss

Activities at a racetrack are usually a "male predominant" endeavor. However it's time that GPR once again gives the ladies of our club a chance to have some fun behind the wheel too. To accomplish this we will be having a ladies only introductory/refresher class at our upcoming Mid America Motorplex DE event on May 3rd and 4th including your very own on track group. You can make this a one day event on Saturday only or return Sunday for additional track time.

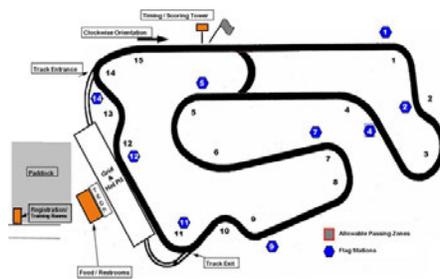
I will have the distinct pleasure of teaching the classroom sessions and will choose appropriate instructors for you. The male instructors will actually be able to carry on a conversation and speak in words of more than one syllable.

Now, you ask yourself "Why would I want to spend a nice spring weekend at a dirty, smelly racetrack with a bunch of gear heads who just might make unkind remarks about my driving abilities?" Well, let's see - It might be fun (check!!); thought about it before but didn't want to be intimidated (forget that, the only person you will be trying to impress is yourself); I enjoy learning new things to make me a better safer driver (you will).

But I don't have a sports car and "old what's his face" won't let me drive his - no problem; I'm not comfortable driving a stick shift - no problem, an automatic is perfect for this course; I don't want my significant other as my

instructor - ain't gonna happen; I don't want a helmet to mess up my hair - now we have a problem - however "helmet hair" is like a badge of courage. "Yeah, I was on the track today, that's why I'm wearing this Chicago Cubs ball cap - so what".

And if there is a guy in your life who keeps talking about how much fun he had at the track you will have something in common to talk about - "so where do you brake for turn one?"



The first time driving on a racetrack can be intimidating but you will not extend beyond your personal comfort zone. Our primary concern is your safety and you will not be asked to do anything to compromise this. You will learn the basics of what track driving is all about from simple concepts of balanced car control to discussing actual racing terms. You will be encouraged to improve, always with SAFETY in mind.

You will obviously need a suitable car to drive. A 1988 four door Buick low rider is probably not appropriate. But you don't need a Porsche or some other high performance vehicle. A small Honda, Toyota, BMW, VW,

etc.,etc., is perfect for this exercise and an automatic is so much the better. Rental cars from Eppley make great DE cars.

This is not racing!! It is teaching. You will use some racing terminology and it can be a little technical but very understandable. In teaching this course in the past, I have found women to be great students. There will be at least three classroom sessions followed by on track sessions with your instructor applying the things we learn in class. You'll be using this knowledge to better navigate the track.

I am your personal contact for this course. You will receive written course information prior to the event. Any questions, comments, concerns please contact me directly. Home: 402-330-1555; Cell:402-639-0921; Email: dstrauss43@yahoo.com.

I want to hear from you.

I want you to walk away from this event feeling good about what you accomplished with the knowledge that a racetrack can also be a ladies world. At your next party when a friend brags about taking three strokes off her golf game you can smile and say "that's nice, but I took six seconds off my lap time".

See you at the track.

Denny Strauss



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Self-Drive Cars . Dick Badler

Let's Hear It For Self-Drive Cars

Oh yes, they're coming. As surely as you know to not engage the parking brake when you come off the track. As surely as you know your summer performance tires at the rear will last 13,000 miles, and no more, if you're lucky.

Self-drive cars are circling and they'll enter your garage in a matter of... what? Probably fewer years than you might think.

Although there do seem to be a few small issues. An op-ed piece ran in the Wall Street Journal a short while ago. It carried the headline "Punch the Accelerator on Self-Driving Cars" and added a subhead that read "The technology exists to save millions of lives. So why are regulators hitting the brakes?"

Reading on, one finds out that the National Highway Traffic and Safety Administration (NHTSA,) the Department of Transportation's regulatory arm, calls it "a scary concept for the public."

The piece generated a slew of letters. One said "If self-driving cars can provide all the advantages claimed as being unique to public transit, wouldn't that pose a threat to the progressives' vision of a car-free future?"

According to the author, it seems the Administration prefers walking, bicycles, streetcars and light rail.

Then there's that ugly liability issue. If something goes wrong, or an accident happens, who does one sue? The user? The manufacturer?

The op/ed authors are crusaders. They excoriate NHTSA with bulleted arguments like "Millions of lives

saved" and "Enriched lives for the disabled and the elderly" and "Less wasted time" and "Revitalized cities."

Great stuff. A lot of love, peace and happiness here. But they're missing the point. Our point.

You see, we too have a point. A big one, which is not to be taken lightly. We should also weigh in on this urgent public debate. Express our opinion. Join the ranks and say, hell yes, bring 'em on.

Why? Here's why.

— Less crowding! Think about it. Visualize every car tootling along in lockstep. Front to back, front to back. Motoring effortlessly and efficiently. It's a beautiful thing to behold.

Especially so because you'll still have your Porsche! What are they going to do, confiscate your you-drive vehicle? It'll never happen.

And that means you'll have room to move! Space on the highway. No left-lane bandits. No cell-phone-induced lane meanderings. No texting-induced coma when the light turns green. Just nice, predictable forward progress... that you'll be able to maneuver through to your heart's content.

— Less crowding! Here's a tip to file away. When the self-drive time comes, be sure to take the alternate way. All the way. All the time.

Think about it; the computer will compute the shortest way to your destination, the most direct and the most fuel-efficient.

Fine! Let it! Because you can go the back way! Go the long way! Go the wrong way! Hooray! Because you'll have the road to yourself!

— Less crowding! Because these robo-vehicles will probably drop off their passengers and purr on to some storage barn somewhere, to be fueled or charged or pressurized or whatever their propulsion systems will require...and then wait patiently for you to summon them for use... and you'll have curbside parking all to yourself.

Such a deal!

Of course, the day will come when you'll have to give in and get one of these self-drive conveyances. If only because there will come a time when you won't be able to buy anything else. What to do?

— Youtube! Think in-car videos on your tablet. Pick the car. Pick the track. Pick the year. And, yes, pick the Porsche.

— Youtube! Just crank it up. Add one of those Jambox bluetooth speakers and let fly. Nobody's going to knock on your door and say, honey, please turn it down. Because, to the outside world, you'll look like everyone else, placidly motoring along in your own hermetically sealed cocoon.

— Youtube! And when you get bored with racing videos, you can watch racing videos with a storyline, like Grand Prix and Le Mans and Senna and Rush.

So, friends, join the campaign! Let's rock this issue! Write your local legislator! And do it today!

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.

TECH TALK Jason Bien

The Future of the Internal Combustion Engine

Since the inception of the internal combustion engine, engineering brainpower has worked tirelessly to squeeze every drop of power and efficiency out of the "accepted" automotive engine design. Over the years, depending on the current market era, every last cubic centimeter of displacement was explored for more power. That is until the late 70's.

In 1975 the United States passed the "CAFE" passenger car fuel economy regulation into law. This law was introduced more or less in reaction to the first gas crisis of 1973. CAFE was finally rolled out in 1978 where a mandatory 18 mpg average was imposed onto any auto manufacturer selling passenger cars in the US. This was the start of a steep regulatory increase on average vehicle efficiency.

By 1985 this number had skyrocketed to 27.5 mpg. During this era it would have seemed that the beloved performance car would be gone for good, not to mention the US market version of the 911 Turbo. Fortunately, legislation backed off this number slightly and moved it down to 26 mpg in 1986, then slowly rose and held at 27.5 mpg for the next 24 years.

So, what was to be made of such a chaotic time in auto mechanics?

Could there be light at the end of this EGR tunnel? Thankfully, yes. In such trying times as these, innovation had given way to a new breed of engineering minds.

With improvements to fuel injection technology and electronic air/fuel monitoring, engines had become more efficient, and more powerful than ever before. Few fully realized at first how much potential was still up for grabs.

Many often think of the automotive gasoline engine design in two dimensions; carburetion and fuel injection. As accurate as this may be, there are many more facets to this than meet the eye. Such innovations as OBDII, DIS Ignition systems, coil over plug, variable cam timing, and direct fuel injection have paved the way towards making fuel injection the precise science that it is today. So, what could possibly be left? How much more can we squeeze out of our beloved premium dinosaur juice? The next generation may be upon you more quickly than you think.

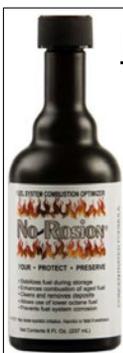
Two new engine designs are in the works for these next generation cars, and as strange as it may seem, these engines are actually eliminating key operating components to obtain higher efficiency. This paradigm shift in engineering has undoubtedly been spurred on by the upcoming 2016 CAFE regulatory deadline, mandating an average of 35.5mpg between passenger cars and trucks. Thankfully, in this day and age, we

now have an abundance of technology to throw at this new benchmark. This will enable our vehicles to still be fun to drive while being incredibly efficient at the same time.

The first of these designs is a new HCCI (Homogeneous Charge Compression Ignition) engine design. Before you spit your coffee out attempting to recite this acronym, know that this technology is anything but new. Well, at least in diesel form it isn't. The concept is as follows: Instead of relying on a spark plug to initiate combustion in a gasoline engine, an HCCI gasoline engine produces enough heat via compression to ignite the air/fuel mixture without the need of a spark plug. Most gearheads in the petrol world would perceive this as a detonation...which in most circles is a seen as a bad word. Fear not car junkies, an HCCI engine is optimized and tuned for this exact scenario to play out on every compression stroke. Through the use of precise computer control on air/fuel flow and engine timing, it has now been made possible to have a gasoline engine dependent on compression for ignition.

What does this all mean at the end of the day? A 30% increase in engine efficiency, less reliance on catalytic converters due to fewer NOx emissions, and fewer mechanical/electrical parts needed for ignition. So, what's the catch?

Continued on Page 8



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Mark your calendar *GPR sponsored events underlined*

April

- 1** Registration opens for 2014 Porsche Parade, Monterey, California
- 12** Breakfast at Heartland Cafe, 2615 North Main Street. Elkhorn, NE. 8:30a-???
- 19** Kuck Motorsports Collection Open House for Nebraska Organ Recovery System. See display ad in Der Skooner
- 26-27** First Fling Driver Education - Brainerd International Raceway Brainerd, MN

May

- 3-4** Spring Fling Driver Education including a Ladies Only ground school and driver group at Mid-America Motorplex. Registration now open at ClubRegistration.net.
- 3** Bob and Carol Lynch invite you to their home for a social event from 7p to 10p. The event is scheduled so all DE participants can attend after a day of driving. Of course all GPR members are welcome, too. The event will be catered by Dante's Ristorante. Beer and Water provided. The cost is \$25 per person which must be received prior to the event. RSVP no later than Tuesday, April 22nd, to Carol Lynch at 402-573-1684 or carol.lynych356@gmail.com. Make checks payable to: Bob Lynch 6100 Northern Hills Dr. Omaha, NE 68152.
- 10** 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 20th 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. Hours are from 6 to 9:00p but you can come and go as you like.
- 10** German-American Society MAIFEST. 3717 South 20th Street. 402.333.6615. Please contact Frank Freihaut at ffreihaut@msn.com. if you want to participate in the German Classic Car show. Please see display announcement in Der Skooner
- 30-31** Carrera GT Club Race and advanced Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. See announcement in this issue of Der Skooner.

June

- 1** Carrera GT Club Race and advanced Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. See announcement in Der Skooner.
- 15-25** 2014 Porsche Parade Monterey, CA
- 16** Annual Meeting. Time and Location to follow
- 28-29** Kansas City Region Club Race and DE, Heartland Park Topeka, KS

July

- 14-15** Cheese Fling DE, Road America, Elkhart Lake, WI
- 19-20** Summer Fun Driver Education. Motorsports Park Hastings, 427 South Showboat Boulevard, Hastings, NE. Details to follow.
- 26-28** Loonacy Club Race and Driver Education, Brainerd International Raceway, Brainerd, MN

August

- 9** Member Golf Event. Time, course and format to be determined. Please stay tuned.
- 30** Sonic Show 'N Shine. Lincoln, NE Please see description above.

September

- 13-14** Fall Finally Driver Education. Mid-America Motorplex. Details to follow

Please visit the respective Region's website or the PCA National site at www.pca.org. should you seek additional information about the non-GPR events noted in Mark Your Calendar above.

Central Iowa Region: www.cia.pca.org
Dakotas Region: dak.pca.org
Schönesland Region: www.schonesland.org
St. Louis Region: www.stlpc.org
Wichita Region: wic.pca.org

Ozark Lakes Region: olk.pca.org
Red River Region: www.RedRiverPCA.org
Kansas City Region: www.kcrpca.org
Nord Stern Region: www.nordstern.org



2014 Carrera S Coupe
#S140045. Basalt Black, 7-speed.
MSRP \$125,360



2014 Cayman
#S140104. Red, 6-speed.
MSRP \$71,565



2006 Cayman S
#A3234. 6-speed, Lapis Blue,
local trade-in. \$35,648



2011 911 Turbo S
#S110020. Red, PDK, 9k miles.
\$127,382



2014 Boxster
#S140115. Sapphire Blue, PDK.
MSRP \$68,935



2006 Cayenne S Titanium
#S140015B. 340 hp V8,
Navigation. \$17,988



2011 Carrera S Cabriolet
#S140106A. Blue, 6-speed,
4k miles. \$79,995



2013 Panamera Turbo
#S130018. White, Agate/Cream
22" ADV.1 wheels. \$139,785



2006 Carrera 4S Coupe
#A3304. Tiptronic, Full Leather.
\$49,635



2006 Boxster S
#A3285 6-speed, Seal Grey,
28k miles. \$28,447



1962 356 Outlaw
Laguna Metallic, 1720 cc 912
motor, truly awesome!



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TECH TALK (continued)- **Jason Bien**

Try 18:1 compression for starters; this is a compression only found in diesel engines until recently. Unfortunately, this means you will most likely be at the mercy of the quality and/or grade of gasoline you pump in your tank...all you turbo owners understand what a difference this can make on performance. At this point it's all speculation as to what octane rating will be deemed as "minimum" for this new style of engine. Nonetheless, this technology is coming quickly down the pipeline and will be available soon at a dealer near you.

The second and most exciting engine technology coming around the corner is one that will turn the automotive world on its head. This will be done with the introduction of a cam-less internal combustion engine. Yes, cam-less, as in an engine completely void of camshafts all together. A few R&D facilities around the world are working on perfecting this technology, namely Swedish supercar manufacturer Koenigsegg. This radical concept is turned reality by using either electromechanical, hydraulic, or pneumatic actuators to do the camshaft's old job. These actuators control each individual valve (intake & exhaust) independently. Using this

technology, any conceivable cam profile can be achieved on demand automatically or manually. To illustrate the endless possibilities of this technology let's break this up into two halves: Performance and Efficiency.

From an efficiency standpoint, a cam-less engine would allow for a near perfect air/fuel ratio at all times, even at different altitudes or with different fuels. This would be achieved by instantaneously adjusting valve lift and duration to precisely control air and fuel volume. Another added benefit of this technology is the absence of valvetrain resistance. Not being burdened by the resistance created from valve spring compression or frictional drag, this new system would free up a substantial amount of horsepower previously thought to be needed for engine operation. This would enable an engine to run more freely, at more consistent temperatures, and burn more completely during each ignition, thus creating more power with less...which leads us to the other benefit of this design.

The performance end of this innovation is a game changer. An engine with this kind of versatility

would give auto manufacturers and tuning facilities more flexibility and options for engine control than they have ever dreamed of. Imagine, instead of having just a "Sport" and "Sport Plus" button, being able to select from an entire menu of different preset engine tuning parameters...or even make your own. Where a standard cam profile opens its valves in a parabolic fashion, a cam-less actuator setup would allow for a near perfect valve movement and timing.

So, unlike the effects from efficiency restrictions of yesterday, today's efficiency crackdown is actually paving the way for some of the most technologically advanced engine designs ever seen. As these regulations continue to tighten and fuel costs continue to rise, new technologies and fuels will find their way to the automotive industry as the free market sees fit. Innovations such as the two mentioned earlier will likely be as common place as fuel injection has become today.

"You can tell people's characters by the way they drive." – Ferry Porsche



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 real possibility).

The track season is upon us 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 should you know of an "aw nuts" moment.

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

Like many Jody and I took a break from this seemingly extended, unusually cold yet dry winter and headed to Florida for a week or so. Didn't stay long enough. Duh! Certainly will next year. Double duh! Warm temperatures, green grass, clean streets, sidewalks and cars! The only salt to be found was either with your margareta or on your french fries. Then back to reality for us; the streets, cars and sky the color of my hair. Yes, it's good to be home, but...

The first day of spring - the Vernal Equinox - occurred March 20th. It even feels like spring some days. The good news is that it means the "season" is upon us. Our Spring Fling Driver Education at MidAmerica Motorplex is but a month distant. What's really cool is the Woman Only ground school and run group sessions for the weekend. Long overdue. Denny Strauss is moving this exciting event forward and will also be the ground school instructor. He's hand picking the driving instructions that, as he says in his article this month, "...are able to carry on a conversation and speak in words of more than one syllable". The girls are going to

have a blast! Thank you Denny Strauss Saturday night after a fun day at the Spring Fling you'll most certainly want to "chill" at Bob and Carol Lynch's residence. Here's the deal with planning something like this to ensure everyone has a great time with plenty to eat and drink. They need to know who's coming. So, we've got to do our part and let them know we're going to be there! Pretty straight forward. To make it even better we've got to commit with our check book. You need to be there with your friends. So you need to let Bob and Carol know AND, its most important to send Bob your check so there's food and beverage for you. Simple. Looking forward to seeing you there. Guaranteed good time.

Telling you that Jason Bien's column, "Tech Talk", is more than interesting would be an understatement. He discuss's, in some detail, two new designs for the beloved internal combustion engine. Outstanding read! As noted last month, Jason is very passionate about automobiles, racing, technology, Porsche's, etc. etc. and will be sharing his knowledge with us from time-to-time. Lets

hope he makes the contributions frequently.

Guest contributor Dick Badler offers insight into what may be coming down the pike one day - driverless vehicles. I'm guessing none of us is interested in letting someone or something else "do the driving".

Steve Gallagher has offered to be one of the Club's photographers. Thank you very much Steve! We've been seeking at least two individuals to accept this important responsibility. It's unrealistic to expect Steve to attend and memorialize each and every event that occurs. So, we still have the "Help Wanted" sign out for a second photographer to share the responsibility. Do you know your way around a camera or smart phone?

Don't forget to get your "allocation" of our "Nice Car" business cards from your favorite Board Member. They're designed to introduce our Club to folks that have a nice car (Porsche or other marque) and may seek guidance on how to drive it or simply want to refresh some skills.

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.

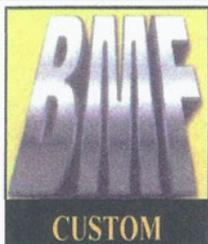
Please contact Tom Cooper at tcooper@cox.net or George Poullos at gpx@cox.net or your favorite Board Member.

EVEN MORE Help Wanted

Over the last year or so we've been blessed to have members share some of their knowledge and personal experiences with us. The stories and articles have been entertaining, educational, amusing, interesting and thoughtful. Maybe we've even learned a couple more things about our friends.

Is not our Club better because of their participation and contributions?

BUT we need MORE from YOU! Please share your experiences with all of us. Did you participate in a driving school? 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. Send your articles and photos to: George Poullos at gpx@cox.net.



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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.lynch911@gmail.com

Secretary:

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

Membership:

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

Web Master:

Eric Elliott
736 West Godfrey Dr.
Lincoln, NE 68521
402.770.7986 (h)
ericelliott@mac.com

Club Race Registrar

Joe Chambers
17069 Dora Hamann Parkway
Omaha, NE 68116
402.493.0207
jbchambers2@cox.net

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

PCA Zone 10 Rep:

Kim Fritze
612.275.4891
zone10rep@gmail.com

GPR Board and Monthly Meeting Minutes

March 2014 GPR Board Meeting Minutes

The March Board meeting of the Great Plains Region PCA was held Tuesday, March 4th at the residence of Sally Knapp. Board members in attendance: Tom Cooper, Bob Lynch, Sally Knapp, Sandy Brusco, Joe Chambers, Brian Tessman, and Abe Schlott.

Secretary: The minutes from the February meeting were approved. Abe discussed the idea of creating a GPR facebook group in addition to our current page as a way to increase member engagement online. Will Plan to work with Eric to get this set up.

President: Tentative date of June 16 and venue TBD for the Annual Meeting. Proposed amendment to By-Laws to include 2 year terms for board members with no term limits. Discussed club medallions.

Registrar: 2014 DE Schedule: May 3-4 at MAM, May 30-June 2 Club Race and DE at MPH, July 19-20 DE at MPH, Sept 13-14 DE at MAM. Working on contracts and fees. We are also working to put together the rest of the 2014 calendar. Fees for all DE's were discussed. Hoosier tires should be at our Club Race at MPH if 3 sets of pre sales are confirmed.

Club Race Chair: Our event application has been approved and the contract for the race has been signed. Check mailed to MPH.

Treasurer: The monthly report was presented.

Social: Discussed dates for a fall golf tournament and a fun run. Possibility of an upcoming dinner at Heartland Cafe.

Membership: Only 74 GPR members have renewed their memberships so far this year. We have a total of 245 primary members and 169 affiliate members. Andrew Nelson of Omaha, NE is our newest member. There is a new national membership chair.

Safety: The May DE was discussed, and Sally will get insurance for all of our upcoming track events. Discussed getting some club helmets for those who come with an expired helmet.

Newsletter: George submitted the newsletter report prior to the meeting.

Website: The website is up to date. Website domain has been renewed.

Next meeting will be April 1, 2014 at Bob Lynch'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.

Editor
6221 North 158th Avenue Circle
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