



December 2014

Skooner

Great Plains Region • Porsche Club of America



PORSCHE 919 AT CIRCUIT OF THE AMERICAS

See Article on Page 9

Photo by Kurt Halvorson

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President's Column**The Starting Line**

By Tom Cooper

Well we moved the monthly breakfast in November, but this time it was the location that moved. The Heartland Café closed their doors in late October so we had to scurry around and find a new venue. For November, we chose the FarmHouse in Westgate Plaza. Fifteen Porsche enthusiasts were in attendance. We will be on the move again in December, meeting at The Egg and I at 3605 North 147th Street. Several of our members have suggested this venue, and we were able to reserve the meeting room for 8:00 A.M. on December 13th.

The track events for 2015 have been scheduled. We will start off the year with an early spring event at Mid America Motorplex (MAM) on April 24th and 25th. That will be followed by our annual Club Race at Motorsport Park Hastings (MPH) on May 29th, 30th and 31st. This event has already received National approval and most of the volunteers have been recruited. We will return to MPH in July for a traditional DE on the 18th and 19th. The track season will end at MAM on September 19th and 20th with the Fall Finale.

We would also like to have a Street Survival Driving School for our teenage drivers, but we are having a difficult time finding a suitable location. If you know of a large parking lot without a lot of obstructions, please contact John Krecek with that information.

December will be a quiet month after the breakfast at the Egg and I. January will start off with an Open House Brunch at the home of the

New Past President and his wife, 635 Shorewood Lane in Riverside Lakes. The time is from 10:00 A.M. until noon. Members and their guests can come and go as they please, but an RSVP to tcooper40@cox.net by December 23rd will be much appreciated. The only caveat is that you either have to park in our driveway or on the other side of the street or in the circle. There is no parking on our side of the street, and one of the SID board members seems to think it's his duty to have cars towed if they are parked in the wrong place.

January will end with the annual Holiday Party at Oak Hills Country Club on January 31st. This year there will be a cash bar, with the club paying for the dinner for current members and their guest. The entrée selections are Filet Mignon, Bacon Wrapped Stuffed Breast of Chicken or Seared Salmon. Be sure to RSVP with your selection of entrée to our new Social Chair, Kim Burger, Kmburger37@icloud.com by January 24, 2015.

This will be my last column as President. Kurt Halvorson and the entire slate was approved in the voting that ended November 1st. I would like to take this opportunity to thank the current board members for their efforts over the last two years and also thank the membership for making my term as President an enjoyable experience.

Hope to see you on New Year's Day.

Tom

Der Skooner - Volume 49 Issue 12

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 of 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, PO Box 5900, Springfield, VA 22150.



Great Plains Region Porsche Club of America 2015 Membership Form



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PORSCHE

Blue Man Group

By Carol Lynch

Four GPR members attended the Blue Man Group performance at the Orpheum Theater on October 24th and it was a feast for the eyes and ears. It is amazing how much can be communicated among humans when only eyes, hand gestures and body language are used. And three of them are blue humans at that.

For that communication to take place everyone needs to be in the same room and fully engaged with the other individuals – texting somehow does not do the trick. And the Blue Man Group called that to our attention by using large electronic facsimiles of cell phones to make the point with their trademark humor.

With seats in the fourth row, we just missed the plastic poncho row. Lots of wet, colorful stuff was flying around the stage but we avoided any contact. The Blue Man Group got to do all the stuff you would have enjoyed doing as a child, but you were told was improper. And now as adults, we pay money to see very talented people do seemingly simple things that make us laugh and smile. It was great fun.



Photo Above by Joe Chambers

Below:

Bob Lynch, Joe and Cindy Chambers enjoying the evening.

Photo by Carol Lynch



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2014 – 2015 CALENDAR OF EVENTS

DECEMBER

13th Breakfast at **The Egg & I, 3605 N. 147th Street (Note new location!)** 8:00 am
We are trying a new location for breakfast. The Egg & I is on the Southeast corner of 147th and Maple; Lowe's side of the street.

JANUARY - 2015

1st New Year's Day Open House Brunch 635 Shorewood Ln, Waterloo, NE 10 am - Noon
Tom Cooper invites GPR members to join him for a morning open house brunch to provide a great start to the 2015 club calendar. He and his wife Karen will host the event this year at their home. See page 12 for your invitation and details.

10th Breakfast - Location TBD 8:00 am
Check the January issue of Der Skooner or our website for location.

31st Great Plains Region Winter Party Oak Hills Country Club, Omaha 6:00 pm
Cocktails and social hour followed by dinner and awards. See page 12 for your invitation and details.

FEBRUARY

14th Breakfast - Location TBD 8:00 am

MARCH

14th Breakfast - Location TBD 8:00 am

APRIL

11th Breakfast - location TBD 8:00 am

24th-25th Spring Fling Driver Education Mid-America Motorplex
Details to follow in Der Skooner.

MAY

9th Breakfast - Location TBD 8:00 am

29th-31st Carrera GT Club Race & Advanced Driver Education
Motorsport Park Hastings. Details to follow in Der Skooner.

JUNE

13th Breakfast - Location TBD 8:00 am

21st-27th 2015 Porsche Parade French Lick, IN

Stay up to date on all GPR events on our website: www.gprpca.com

* = Not a GPR/PCA sponsored event

Colorado or Bust

You might call it a test for both automobile and man: three weeks after undergoing a heart ablation procedure, and a year after acquiring a restored vintage Porsche, Dave Hart of rural Doniphan, NE set out for Estes Park, Colorado in the vehicle with a little trepidation and a lot of excitement. Hart was somewhat concerned about the mechanical integrity of his mode of transportation. He decided not to trailer the car, a restored 1969 Porsche 912 Coupe, on the 8 hour journey, but instead drove it the entire way—over 1,000 miles in two days. Despite discomfort at driving the car at 75 mph on the Interstate, Hart was pleased with the way the car handled the winding drive through Big Thompson Canyon outside of Estes.

The true test for the restored car, however, came on the journey to and on Trail Ridge Road, the longest, highest road in the Continental United States. Hart was more than satisfied with the car's performance at the high altitude. "The car excelled on the winding canyon road, and exceeded my expecta-

tions to the top of Trail Ridge at 11,000 plus altitude. The engine did not seem to be overly troubled by it."

In advance of the trip, Hart went over the engine to ensure its readiness. "I did not re-jet carburetors or adjust them prior to the trip. My car uses



Dave Hart and his '69 912 atop Trail Ridge
Photo by Dave Hart

about 1.3 quarts of oil every 600 miles. According to my original owner's manual, one can expect to use 1.5-2.0 quarts of oil every 600 miles," he said.

Hart continued, "As I climbed to the top of Trail Ridge, I down shifted as necessary and maintained rpm between 3-4 thousand. Because of the car's inherent balance and rack and pinion steering, and the ability to hold speed in the tight curves, the newer cars had no advantage."

The quick trip served not only to assess the road-worthiness of the restored car, but also as trip down memory lane for the driver. Hart brought along a collection of re-mastered hits from the 60s and 70s, and had enough imagination to recall his undergrad days in the 70s.

"All in all, my age combined with that of my 912 is 107 years old!"

While the trip proved successful, Hart humorously admits to his mid-trip realization of how much air conditioning, electronics, and computers impact the cars we drive.

So, what comes next for the restored pair? "My next endeavor is Pike's Peak. Probably at a more leisurely pace. My confidence level in the mechanics and overall durability has encouraged me," said Hart.

Dave Hart and his 912 win the first ever Der Skooner Photo of the Month. Congrats, Dave! Where will you and your Porsche go? Send a pic to gprnewsletter@gmail.com.



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Thank You 2014 Sponsors!

The Board of Directors of the Great Plains Region, PCA, would like to take this opportunity to thank all of our sponsors for 2014. Without your sponsorship and contributions, we would not have been able to have the various social and driving events that continue to make the Great Plains Region one of the most active clubs in the Midwest.

We plan to continue to have social and driving events in 2015 that will make our sponsors feel that they have sponsored an organization that represents the values of the Porsche community.

Thanks again for your sponsorship, and we look forward to an interesting year in 2015. Your 2014 Board of Directors.

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The GPR Board of Directors made the decision at the October meeting to go green with Der Skooner. In order to help keep costs down, starting with the January issue of Der Skooner, the newsletter will be sent via email to all current GPR members in a PDF format. You will receive the newsletter much more quickly and it will be in color! You will also find the newsletter on our website at www.gprpca.com. If you require a printed version and you contact us by January 15th, we will provide you one. However, the cost savings of going green, coupled with the dues increase is intended to provide more club-provided events for members.

Please be sure that we have your current email address. Send an email to Sandy Bruso, our Membership Chair, at: sandy.bruso@redcross.org with your current email address. Thank you!



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 Happy New Year!*



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Keep Austin Weird

Story and Photos By Kurt Halvorson

The slogan arose from a business alliance in Austin some years ago to promote their business community. It has, however, morphed into a reflection of the live music scene, as well as the liberal and progressive culture Austin is known for. The slogan has nothing to do with this story at all, other than it takes place in Austin. I just thought it was an attention grabber.

Rewind to last summer – our registrar and fellow club member Joe Chambers and I embarked on a short road trip to Kansas for the Rolex series Grand Am race at the speedway. It was a terrific opportunity to see and experience the racing action, tour the pits, meet the drivers (Patrick Long, for one), and otherwise enjoy the sights, sounds and smells that are all things racing. Not getting our fill of racing by attending one event last year, we decided to venture farther from home this summer and headed for the highly acclaimed Circuit of The Americas (COTA) in Austin, Texas. Known primarily as the

most recent venue to host the US Grand Prix for Formula 1 the past three years, it has also played host to other racing series and local club events. Easily accessible from the Austin airport, we decided to fly instead of drive this year. Our rental was a Chevy Equinox and we embarked on our journey to the racetrack. Calling it a racetrack is oversimplifying. It is really an entertainment complex with the racetrack, amphitheater for concerts, a smattering of food vendors and plenty of vendor display space. It is also famous for its 15 story observation tower, replete with elevator and admission fee. Fighting a weekend of cheapskate's disease, we did not pay to go up and sadly have no pictures to share from the top of the tower.

So, what exactly did we go to see? We attended a tri-fecta racing extravaganza: a Porsche GT3 Cup race Friday night, the Tudor series Grand Am



race Saturday afternoon, and the main event from 5pm to 11pm Saturday – the World Endurance Championship (WEC) race.

Arriving at COTA from any direction is on a two lane road – they call them “FM” roads in Texas, which means “Farm to Market” from back in the day. While they worked fine for the event we attended, it's a whole different story for the F1 race, taking at least 30 to 60 minutes to exit. Various car clubs had parking cordoned off in the main lots, but given the brand of our rental we decided to save potential embarrassment and not park amongst the

(Continued on Page 10)

Motor Cycle For Sale

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It is almost time for ice racing to start!

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Got Pics?

While attending a GPR/PCA event, feel free to snap some pictures! Send them, along with the names of those in the picture, and a short description of the event, to: gprnewsletter@gmail.com. Your photo might end up in the next issue of Der Skooner!



(Keep Austin Weird, cont'd from Page 9)

German marques. Vipers, Corvettes, Ferraris, Aston Martins and Porsches were well represented in the parking lot, as well as on the racetrack.

Our seats were in the main grandstand opposite the pits. En route to our seats we notice that out of 10,000 empties in the stands, two guys were sitting in ours. We both enjoyed a good chuckle over that. The jumbotron (I'm dating myself) was directly across from us, allowing us a view of all the action around the track. As Friday's sessions were lightly attended, it allowed us time to walk around the entire circuit, peruse



vendor booths and scope out other grandstand seating for possible future events. As evening came we soaked in the GT3 Cup race, which started at dusk and finished well into the dark. Seeing the racing line of GT3s snaking around the track with headlights on and the sunset as a back drop was a scintillating sight to behold if you're a racing fan.

Saturday dawned with the opportunity to participate in the Pit Walk before the Tudor series race. Elbow to elbow with your fellow race fans made for difficulty viewing and getting up close to all the cars, but we managed a few pictures of some of the 911 variants and several of the competitors. We also ran into Mike Vess, who Joe introduced me to as an owner and racer in the Tudor series. Mike came to MPH this summer for the club race to sharpen his skills learning and racing a track with which he had no prior experience.

Speaking of which, it might be helpful to explain there are four classes which race in the Tudor series (which replaced the Rolex series from prior years): DP (Daytona Prototype), LMP (LeMans Prototype), GTLM (GT LeMans) and GTD (GT Daytona). For simplicity sake, the first two classes are cars which don't resemble street cars; the latter two are GT cars recognizable as Porsches, Ferraris, Aston Martins, Corvettes and Vipers. The requirements and restrictions are established as rules at the outset of the year, but certain adjustments may be made by the ruling body during the season if cars are deemed to

be non-competitive in their respective class. Being the winningest manufacturer in history, one could argue Porsche tends to receive an inordinate amount of scrutiny, perhaps to their occasional disadvantage in various races.

The sound of the cars is deafening and symphonic at the same time. Ear plugs are a must if you value your hearing. Whether a flat six or a V8, the exhaust notes are unique to each car and become identifiers even if you're not looking up when a particular car goes by.

In between races we walked to the infield again and scoped out vendor activities and a concert going on in the amphitheater. The weather had been hot with occasional clouds, but no rain on Saturday. That was about to change as we headed into the headliner race – the WEC endurance race featuring the cars which race at the 24 Hours of LeMans each June in France. The cover photo this month is of the Porsche 919 Hybrid – representing Porsche's return to LeMans racing after more than a decade of absence. The race got underway at 5pm to a symphonic chorus of the best engineered automotive machinery known the world over. In the LeMans prototype classes, the Toyota V8 hybrid, The Audi hybrid and the

Porsche 919 hybrid traded off the lead throughout. But an hour into the race the dark clouds enveloped the track and the downpour began. Joe had the good sense to suggest (by my reading his lips) that we go find dinner down below the grandstand. We smartly made our way to the food vendors and watched the race on closed circuit TV while staying dry inside. No sooner had the downpour started that no less than 8 cars went off track trying to brake at the end of the long straight at the outermost part of the track. Nervously watching one of the 919s slide into the kitty litter gravel trap, we thought its racing day was done. Miraculously it was able to extricate itself, but the race was red flagged while everyone got their cars back onto the track and preserved their running order. Once the race was back underway after an hour's delay, it went smoothly to the end under the realm of a starry sky and fireworks from the infield (certainly a distraction for a driver in the dark).

The 919s finished 4th and 5th after having lead the race, but niggling issues and pace kept Porsche off the podium. However in the GT classes (Pro and Am), Porsche finished 2nd and 3rd, respectively. From there the WEC was on to Fuji (3rd place), Shanghai (3rd place), Bahrain (2nd and 3rd place) and Sao Paulo (Nov 30th) to wrap up the season. Here's hoping by the time you read this the 919 Hybrid has logged a class win at Sao Paulo in preparation for the 24 hours of LeMans 2015!



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GPR Board Monthly Meeting Minutes

The Great Plains Region PCA Board met Tuesday, November 4, 2014, at the residence of Carol and Bob Lynch. Members in attendance: Tom Cooper, John Krecek, Sandy Brusco, Sally Knapp, Bob Lynch and Joe Chambers. Kurt and Melinda Halvorson attended by conference telephone call. Steve Gehring joined the call as Acting Secretary.

Secretary: The minutes from the October meeting were unanimously approved as distributed.

President: The new member reception was held, with most of the Board members there. Six new members were welcomed. The spring DE has been set at MAM for April 24-25, 2015 and the fall for September 19-20, 2015.

Club Race Chair: The 2015 Club Race will be held at MPH on May 29-31, 2015. The application to PCA is being prepared. A block of rooms has been reserved at the price of \$135 per night. The rooms will be released 30 days prior to the event. This information will be placed into the February issue of the Club Racing News. There was a discussion about volunteers with the statement that two volunteers were needed for each position. Hoosier Tire Midwest is offering a support crew from Indiana. There was an indication that a store in Minnesota might be willing to come to supply tires along with mount and change people. This will be checked shortly. Racers will be asked to pre-order tires. It was approved to have a Friday night gathering at Kitty's Roadhouse. It will be reserved for a \$250 fee, with a credit for food and drink ordered. People will be asked to pay their own check. For volunteers, the Club would buy a burger and soda. Lunch will be included in the registration fee for racers and will be \$10 for non-racers. It was also approved that there would be a Saturday night event, with a place currently being sought.

Treasurer: October Income - \$226.15
 October Expenses - Club Socials at Schlott's and Lynch's - \$1,394.38; Newsletter - \$312.18
 Cash balance - beginning - \$73,465.18; ending - \$71,984.77

Social: Upcoming events: November breakfast – the Heartland Café went out of business and the November breakfast was held at Farmhouse Café. The New Year's Day Brunch will be at the home of Tom and Karen Cooper, 635 Shorewood Lane in Waterloo. The GPR winter party will be held on January 31st at Oak Hills Country Club.

Membership: No report.

Safety: No report.

Newsletter: November 15th is the deadline for submission for the December newsletter. The newsletter will be contained, in color, on the website and only those members who opt out will receive a printed copy. There was a content discussion with a suggestion to do a technical Q&A section, and a discussion about having a different Board member each month do a column. It was approved to obtain a one-year membership to clipart.com at \$139 for purposes of publishing the newsletter. It was approved to refuse any ads or products referencing Porsche which are not licensed or approved by Porsche. The \$250 charge for business card-sized ads was approved for 2015.

Website: The New Year's Brunch and Winter Party will be added.

Past President: No report.

Old/New Business: There were no other discussions for contributor gifts for 2015. Last year's contributors will be inserted in the December newsletter.

The next meeting will be held Tuesday, December 2nd, at the home of John Krecek. There will be a dinner and BYOB.

Respectfully submitted, Steve Gehring, Acting Secretary

GPR Board Meetings are open to all current GPR members.

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You and Your Guest are Cordially Invited to Attend ...

January 1, 2015 **New Year's Day Open House Brunch at Tom & Karen Cooper's home**

Location: 635 Shorewood Lane, Waterloo, Nebraska

Time: 10 am to Noon

RSVP: To Tom at tcooper40@cox.net BY DECEMBER 23, 2014.

January 31, 2015 **Great Plains Region Annual Winter Party**

Location: Oak Hills Country Club, 12325 Golfing Green Drive, Omaha

Time: 6:00 Cash Bar and Social Hour, 7:00 Dinner, 8:00 Awards

Entree Selections: Your choice of Filet Mignon, Bacon-wrapped Stuffed Breast of Chicken, or Seared Salmon

RSVP: You MUST RSVP by emailing the names of those attending and their menu selection to Kim Burger: kmburger37@icloud.com, BY JANUARY 24, 2015.