



January 2015

# DER Skooner

Great Plains Region • Porsche Club of America



Photo by John Hiatt IV

## A Look Back at 2014 DEs

By Terry Lessmann

Now that winter has arrived and things have slowed down, it's time to look back at my DE adventures this year.

My DE season began in late April at the Spring Fling at MAM. I found some more speed and knocked 4 seconds off my personal best. But this was a prelude to bigger events ahead.

Driving at Laguna Seca was a bucket list type item. I spent a lot of time on YouTube watching videos and found a good one of a GT3 doing one lap. I watched it probably 100 times. I could see what gears he was using and it was from a famous Porsche driver, so I felt he would be taking the proper lines. Arriving at the track and actually driving on it was fantastic. The Corkscrew was awesome! When you plunge over the edge, you can't see the road in front of you and it's such a dramatic drop that a car in front of you can totally disappear from view. Besides the Corkscrew,

the 2 other corners I thought would be troublesome would be 2 & 6 (the track masters told us to be very careful in 6) but I didn't have trouble in either. My trouble corners were 3 and 9, which seemed rather benign but would really cost you speed if you took them a bit wrong. I was probably in a group too high for my experience so I spent a lot of time watching my mirrors, but it was still an experience of a lifetime none the less. I've thought about this event a 1000 times since then and hope I get back to run there again.

In September I attended a NASA event at Kansas Speedway. They run a very tidy event, including mandatory driver's meetings after every session. The course employed the infield road course (similar to Daytona's) in addition to driving on the high banks of the speedway. Instead of driving through Turn 1 of the speedway, you enter the road course and it spits you out into the

middle of Turn 2. They have a series of tire barriers at the end of the back straight so you don't enter Turn 3 at full speed. I'd downshift to 2nd gear through the tire chicane and then accelerate up to 4th gear mid way through Turn 4. Then it was shift to 5th and accelerate hard onto the front stretch. Driving through the banking was a bit weird - you felt planted but that wall didn't seem far away. There was good visibility ahead, so there was no problem seeing anything happening in front of you. It took multiple sessions to build up confidence and speed. The highest speed I saw in Turn 4 was 110. I was running in the mid 120s down the straight but worked my way into the low 130s, with 133mph the highest GPS observed speed. The problem with these bonsai runs is the first turn into the road course section was a 40 mph turn - so you had to knock 90 mph off

*(Continued on Page 5)*

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**THE DRIVER'S SEAT**

By Kurt Halvorson

Another year is behind us. I'm not sure where the time goes, but I recall my late mother telling me "the older you get the faster time will seem to go". That never resonated with me as a child, but like most advice we get from our parents, it's proven to be great wisdom as I've gotten older. It makes me appreciate the passing of time more acutely and not taking it for granted as perhaps I did when younger.

That brings me to my passion for sports cars and my desire to do things now while I can and not wait "until later" - which for several people I've known - never comes. Car clubs are a great venue for all of us to engage our passion and love for the marque - it's the common bond that brings us together and establishes friendships, allowing us the opportunity to learn from one another and share our experiences.

We've enjoyed a variety of experiences this past year and we're planning on having at least as much fun in 2015! We're trying a new breakfast venue at The Egg & I off 147th and Maple for our monthly breakfast. We had 18 in attendance in December - come out and join us next month. We're planning on having a women's group at the breakfasts, which could develop into other activities as well. Ideas for club activities can come from anyone - forward any you have to Kim Burger - he would love to have your input. We have some ideas for fun runs, maybe a poker run with dinner, perhaps an autocross, and of course, social events. Speaking of which, if you haven't RSVP'd for the annual Winter Party, please see page 12 and reply today! A reminder - anyone

who is current on their GPR dues will enjoy the Winter Party at no charge.

January is also the first month where we are emailing Der Skooner instead of printing and mailing it to everyone. This allows us to produce it in color without the additional cost of doing so in print. We will mail you a copy if you contact Melinda, our Der Skooner Editor.

Keep in mind, the benefits of joining the Great Plains Region in ADDITION to the PCA is your ability to participate in events specific to our region and in turn, allow us to try to provide more events at no additional cost to GPR members if we have enough support. We all own what we believe is the premier marque in sports cars, so paying an additional \$30 per year to support our local region should be the proverbial "no brainer" for each of us. Together we'll make 2015 an even better year than 2014 - show your support by becoming a member, renewing your membership, and participating in events. YOU are the club!

Lastly, I would like to thank the outgoing board members for their terrific service to the club and our members - Tom Cooper, President (now Past President); Abe Schlott, Secretary; Brian Tessman, Social Chair; and George Poulos, Editor. Without volunteers like them, our club would not function and you would not be able to enjoy the events you do. Join me in thanking them the next time you see them. Our current slate of directors is listed to the left on this page. Feel free to contact any of us with your questions or concerns. Have a Happy New Year!

**Der Skooner - Volume 50 Issue 1**

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 Kurt Halvorson, 1217 N. 129 Circle, Omaha, NE 68154, and PCA, PO Box 5900, Springfield, VA 22150.



# Great Plains Region

## Porsche Club of America

### 2015 Membership Form



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Preferred Phone Number: (\_\_\_\_) \_\_\_\_\_

Email Address: \_\_\_\_\_

PCA Member Number: \_\_\_\_\_

National Dues Current? Yes \_\_\_\_\_ No \_\_\_\_\_

Car Model: \_\_\_\_\_ Color: \_\_\_\_\_ Year: \_\_\_\_\_

Car Model: \_\_\_\_\_ Color: \_\_\_\_\_ Year: \_\_\_\_\_

Car Model: \_\_\_\_\_ Color: \_\_\_\_\_ Year: \_\_\_\_\_

Please complete all information. All memberships expire December 31<sup>st</sup>.  
You must be a member of the PCA to join the Great Plains Region.

Make checks payable to GPR/PCA for **\$30 January 1<sup>st</sup> and after.**

Mail to: Great Plains Region, PCA  
c/o Sandy Brusco  
2862 Duane Plaza D, Bellevue, NE 68123

Questions? Email Sandy at [sandy.bruso@redcross.org](mailto:sandy.bruso@redcross.org)

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**PORSCHE**



Photo by Dito Milian

## Photo of the Month

Terry Lessmann and his Cayman S win the Der Skooner Photo of the Month for January. Congrats, Terry!

Where will you and your Porsche go? Send pictures and your story to [gprnewsletter@gmail.com](mailto:gprnewsletter@gmail.com).

## Newsletter Deadline

The deadline for Der Skooner is the **15th of each month**. Please email articles and pictures to Melinda at [gprnewsletter@gmail.com](mailto:gprnewsletter@gmail.com). This is YOUR newsletter ... let us know what you and your Porsche are up to!

## On Facebook?

So are we! Join our page: [www.facebook.com/groups/gprpca/](http://www.facebook.com/groups/gprpca/) and start posting Porsche pictures and comments.



*(2014 DEs in Review cont'd from Page 1)*

your speed to make that corner. There were a couple of tricky corners in the infield that I got comfortable with after a day. I hope to get back there next year (NASA said they were hoping for 2 events at the Speedway next year) and see if I can work my way up to 140 mph.

I was in what NASA termed HPDE 2, which is one level about the novices who drive with instructors (HPDE1). Groups 1 and 2 ran together, with G2 gridding in front of G1. In order to move up to HPDE 3, a driver has to demonstrate certain abilities to an instructor, including trail braking, heel & toe, double clutching, and throttle steering. I was one of the faster drivers in G2 and it was fun being the hunter instead of the hunted. I must have been doing something right as I had several G1 drivers tell me their instructors told them to follow me since I seemed to know the proper lines. That felt good. But I'll probably be running in G2 for a

while as I learn the G3 requirements.

I finished the season with a Fast Friday at MAM on Halloween. It was only 45 degrees, making the track quite slick. However, I was implementing a suggestion from a PCA instructor from CA and a couple of things I wanted to try and the results were 3 seconds faster than in the spring. I shared the track with a couple of Corvettes. I generally left them on their side of the track but noticed I was seeing them at about the same place after each lap. So I slowed down and ran several laps with them. On one lap running with them, I noticed I had cut an additional second off my best lap time of the day. So at the end of the day, I had bested my personal record by 4 seconds from MAM in April.

I'm not sure what 2015 holds for DEs. I'll certainly be attending the Spring Fling at MAM but may look at other opportunities too. There may be more road trips to famous tracks. If you go to YouTube and search on my name you'll see my in-car videos.

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# 2015 CALENDAR OF EVENTS

## JANUARY - 2015

- 1<sup>st</sup> 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. Contact Tom at [tcooper40@cox.net](mailto:tcooper40@cox.net).
- 17<sup>th</sup> Breakfast - The Egg & I 3605 N. 147th St., Omaha 8:00 am  
Please note the change in date for this month's breakfast. RSVP by Wednesday, January 14th to Kim Burger: [kmburger37@icloud.com](mailto:kmburger37@icloud.com).
- 31<sup>st</sup> GPR Annual 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. Please RSVP ASAP!

## FEBRUARY

- 14<sup>th</sup> Breakfast - The Egg & I 3605 N. 147th St., Omaha 8:00 am

## MARCH

- 14<sup>th</sup> Breakfast - The Egg & I 3605 N. 147th St., Omaha 8:00 am

## APRIL

- 11<sup>th</sup> Breakfast - The Egg & I 3605 N. 147th St., Omaha 8:00 am
- 24<sup>th</sup>-25<sup>th</sup> Spring Fling Driver Education Mid-America Motorplex  
Details to follow in Der Skooner.

## MAY

- 9<sup>th</sup> Breakfast - Location TBD 8:00 am
- 29<sup>th</sup>-31<sup>st</sup> Carrera GT Club Race & Advanced Driver Education  
Motorsport Park Hastings. Details to follow in Der Skooner.

## JUNE

- 13<sup>th</sup> Breakfast - Location TBD 8:00 am
- 21<sup>st</sup>-27<sup>th</sup> 2015 Porsche Parade French Lick, IN

Stay up to date on all GPR events on our website: [www.gprpca.com](http://www.gprpca.com)

Interested in what the other clubs in Region 10 are doing? Check out their websites below:

Central Iowa Region: [cia.pca.org](http://cia.pca.org)

Ozark Lakes Region: [ozarklakespca.org](http://ozarklakespca.org)

Dakotas Region: [dakotapca.org](http://dakotapca.org)

Red River Region: [reddriverpca.org](http://reddriverpca.org)

Schonesland Region: [schonesland.com](http://schonesland.com)

Kansas City Region: [kcrpca.org](http://kcrpca.org)

St. Louis Region: [stlpca.org](http://stlpca.org)

Nord Stern Region: [nordstern.org](http://nordstern.org)

Wichita Region: [wic.pca.org](http://wic.pca.org)

# Radio City

## Christmas Spectacular

By George Poulos

Twelve PCA members/families attended the Radio City Christmas Spectacular featuring The Rockettes on Friday, November 21st. A few convened at the Jackson Street Tavern for some outstanding nourishment and refreshment before attending the musical; outstanding menu, service and environment.

The Orpheum is such a beautiful, ornate facility and we were center stage in rows two and three. One couldn't get any closer to the performers. The event was, indeed, spectacular. The talent. The precision. The perfection. Can one imagine the commitment each performer brings to produce such a spectacular Christmas event? Best of all was the finale, the Nativity, to remind us the true reason we celebrate Christmas!

Omaha was but one of only three cities the troupe traveled to this Christmas season. Those in attendance experienced an outstanding beginning to the Christmas season this year!



**Bob Diers**

**Curt Westlund**

6130 Holmes Street, Omaha, Nebraska 68117  
(402) 734 -7575

Der Skooner

# The Gavel is Passed



Tom Cooper hands over the reigns of the GPR to Kurt Halvorson at the December board meeting.

Photo by Abe Schlott

## Manarin Investment Counsel



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For an appointment with Roland, call 402.330.1166 and mention you are a member of the Porsche Club!

Advisory services offered through Manarin Investment Counsel, Ltd, an SEC Registered Investment Advisory Firm. Securities offered through its affiliate Manarin Securities Corporation, a registered Broker/Dealer, member FINRA/SIPC.

# A Guide to the Meaning Behind Porsche's Part Numbers

By Bradley Brownell, Flatsixes.com

Whether you are a “do-it-yourselfer”, or simply looking to save a few dollars by shopping for your own parts, chances are, as a Porsche owner, you’ve run across those crazy 11 digit numbers (000-000-000-00) that signify the one piece you need for your pride and joy to be perfect again. What does it all mean? How do part houses and Porsche dealerships know how to translate the code to get you the parts you need?

As with everything Porsche does, there are no concrete rules, and this post should simply be used as a guideline, rather than taken as the gospel. That which is true of Porsche today, may be the reverse at any point in the near future. For the time being, though, we’ll break down the 11 digit numbers into four smaller groups to make them easily digestible.

## The First Group of Three Digits XXX-000-000-00

These are probably the easiest to decipher, but again, there are some extenuating circumstances that can throw you for a loop. Most Porsche parts use a 3 digit prefix that relate them to a specific model in the Porsche range, usually the one that they were first designed for. However, Porsche has been known to carry these parts on to later models (e.g. 914 emergency brake switches are also used for 968 door light switches).

Standard model prefixes include 901, 902, 911, 930, 914, 928, 964, 986, 996, etc. which usually correlate to the model on which you will find them.

999, 900, or N prefixes generally denote hardware components with multiple uses.

As the 914-4 used a Volkswagen derived “type-4” engine, there are many VW part numbers used, 022, 021, and 113 are common prefixes for these parts.

The 924/944/968 trio of cars were originally developed for use as a new Volkswagen sports car using existing components such as the Audi 2.0 liter

engine, VW MK1 derived front suspension, and VW Super Beetle derived rear suspension. As such, many of these components use VW part numbers.

The automatic transmission found in the 928 is a model that was developed with Mercedes Benz, and uses their part numbering system, with prefixes like 115, 126, and 722 to show for it.

Transmission or Engine parts can often receive their own prefix based on the number of that engineering exercise – 915, 741, 547, 950, etc.

## The Second Set of Three Digits 000-XXX-000-00

Moving on we get to the meat of the part number. The first number in this second series of three digits signifies the section/system of the Porsche where the part can be found (i.e. Engine, Transmission, Front Suspension, Rear Suspension, etc.). The final two numbers in the series are related to the diagram number, within Porsche’s PET system, on which they can be found (PET is the internal system of diagrams used for seeking out an individual part, most often found at dealership part counters). After some digging, this seems to be more based on coincidence than actual fact, but it seems that as the second and third digits increase in value, the part is found deeper in numerically higher diagrams. Using the below outline, I’ll explain which numbers correlate to which system, and list a few of the components that can be found there.

### 100 – Engine

Rotating assembly, Flywheel, Case and Cylinder Head related components

### 200 – Fuel and Exhaust

Fuel Tanks, Pumps, Lines, Regulators Mufflers, manifolds, gaskets, tips, turbochargers

### 300 – Transmission

Clutches, Pressure Plates, T/O bearings, internal components, mounts, clutch slave cylinders

### 400 – Front Axle/Steering

Front wheel bearings, wheel seals, uprights, hubs, lug studs, suspension components, steering wheel, steering rack components, column mounted switches.

### 500 – Rear Axle

Drive axles, rear wheel bearings, trailing arms, rear wheel bearings, hubs, lug studs

### 600 – Wheels/Brakes

Wheels, center caps, spacers, lug nuts, master cylinder, calipers, pads, rotors

### 700 – Levers/Pedals

Accelerator, clutch, and brake pedal assembly, accelerator and clutch cables, clutch master cylinders, hood, trunk, fuel door, and engine cover release cables, transmission control levers and linkages

### 800 – Body

Sheet metal, trim, emblems, decals, interior components from upholstery to hardware, all HVAC components

### 900 – Electrical

Engine ignition system (distributor, coil, plugs and wires), alternators, starters, windshield wiper and washer system, ignition and dash switches, electric motors, in-car entertainment, lighting

## The Third Set of Three Digits

### 000-000-XXX-00

These are an internal code for the “actual number of the part”. This does not seem to have any significance to the end user, perhaps this is based upon the engineering project number for that specific piece, or perhaps it has no significance at all. As far as we, the people buying the parts, are concerned, the number could have been pulled from thin air after a long liquid lunch at the local Biergarten.

## The Final Two Digits

### 000-000-000-XX

These are known as the “modification number”. For the most part, Porsche produced parts end in a pair of

*(Continued on next page)*

*(A Guide to the Meaning Behind Porsche's Part Numbers, cont'd from Page 8)*

zeros. When you see something other than these two zeros it means there has been a modification to the piece from its original production run. This could be a minor change in the material specification, or even a significant change in the exterior dimensions of the part. Either way, each subsequent modification will receive a new part number with an incrementally higher modification digit. Often, these modifications are completed before the part is even installed on a production-line automobile; however, occasionally there are super sessions that will replace an earlier number. This knowledge has been gleaned through several years in the Porsche parts industry, and thousands of hours spent poring over physical parts, as well as the PET system's signature black and white outline drawings. While PET access is generally limited, Porsche themselves have allowed free access to a PDF version of the catalog, as a resource for owners of Porsche models produced before 1998.

In the end, I hope this information is helpful to you, and that you find what you are looking for. The quantity and quality of support in the Porsche parts industry continues to amaze, and even if you can't find the parts you need, there is sure to be someone out there who can help.



The GPR would like to thank the 2015 advertisers in Der Skooner for their generous support this year. Please keep these businesses in mind when you are in need of a particular service as a way of showing your appreciation.

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If you would like to advertise your business in Der Skooner, please contact Melinda at [gprnewsletter@gmail.com](mailto:gprnewsletter@gmail.com) for more information.



And another Thank You goes to **Brian Tessman** for his kind gift at the Piston Level to provide further financial assistance to the club.



In order to help keep costs down, starting with this issue of Der Skooner, the newsletter will be sent via email only to all current PCA and GPR members in a PDF format. You will receive the newsletter much more quickly and it will be in color. If you would like to print the newsletter you will be able to do so in this format. You will also find the newsletter on our website at [www.gprpca.com](http://www.gprpca.com). The cost savings of going green, coupled with the dues increase is intended to provide more club-provided events for members.

In order for you to receive the electronic newsletter we must have your current email address. Send an email to Sandy Bruso, our Membership Chair, at: [sandy.bruso@redcross.org](mailto:sandy.bruso@redcross.org) with your current email information. Thank you!



## December Breakfast at The Egg & I



18 GPR members enjoyed breakfast together in December at The Egg & I at 3605 N. 147th Street in Omaha. The food was good and so was the company. As you can see, there are plenty of empty seats at the tables. Please join us on **January 17th** for our next GPR breakfast at The Egg & I. (Note this is not our normal 2nd Saturday of the month.) Email Kim Burger, [kmburger37@icloud.com](mailto:kmburger37@icloud.com), and let him know you will be there.

Above and Right Photos by Kurt Halvorson

Right:  
Carol Lynch, Glen Page (back to camera),  
Terry Lessmann, Brian Tessman

Starting in January, we will have an area for the ladies to sit together and get to know each other. Let's call it the **GPR Ladies Pit Crew**. We might even talk about other things besides cars! Carol Lynch and Melinda Halvorson will be there. Who else is in? Email Kim Burger with your RSVP.



Left:  
Checking out Roger Sherman's '87 turbo  
Tom Cooper, Kurt Halvorson, Roger Sherman,  
Steve Ginn, David Adler

Photo by George Krijan

# GPR Board Monthly Meeting Minutes

The Great Plains Region PCA Board met Tuesday, December 2, 2014, at the residence of John Krecek. John hosted the attendees with a wonderful steak dinner.

Members in attendance: Tom Cooper, John Krecek, Sandy Brusco, Brian Tessman, Sally Knapp, Bob Lynch, Melinda Halvorson, Kurt Halvorson, Joe Chambers, Steve Wilwerding, Abe Schlott, Eric Elliott and Steve Gehring.

Secretary: The minutes from the November meeting were unanimously approved.

President: Tom Cooper stated that the contracts were not yet available from MAM. There was a suggestion from the Viper Club to do a joint event. After discussion, the consensus was to have the Viper Club join GPR at a DE and the Vipers would have their own run group. After discussion, it was approved to donate \$1,000 to Woodhouse for its support of the Food Bank for the Heartland backpack program. Tom pointed out that most of the funds came from parade laps. Tom Cooper then handed off the president's gavel to Kurt Halvorson. The Board expressed its sincere appreciation to Tom for his many good efforts on behalf of the Club.

Treasurer: Interest income: \$5.50; admin expenses: \$263.44; newsletter expenses: \$353.94;  
November ending balance: \$71,372.89

No other officer or committee reports.

The next meeting will be held Tuesday, January 6, 2015 at 6:00 P.M. at the home of Kurt and Melinda Halvorson.

Respectfully submitted, Steve Gehring, Acting Secretary

GPR Board Meetings are open to all current GPR members.



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**A Publication of the Great Plains Region • Porsche Club of America**



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

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

**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](mailto:kmburger37@icloud.com)

BY JANUARY 24, 2015