

**FOX VALLEY REGION
PORSCHE CLUB OF AMERICA**

WHALETALES

Fox Valley PCA Region newsletter for members and friends

October 2016



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Above: This 1963 356B owned by Joshua Skog and Gordon Skog competed in the 2016 Milwaukee Concours d'Elegance Aug. 28, an invitation-only judged competition of rare, classic vehicles. Read more about this car on pg. 6.

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Upcoming events

Tuesday, Oct. 4 - Fall Tech Session at The Auto Clinic in Neenah. Hosted by Gordon Skog. RSVP to Gordon at qord240z@live.com. See pg. 5.

Tuesday, Nov. 1 - Mackinaws Social. 5 pm - 6 pm Drinks and social. 6:30 pm dinner. Order from menu. RSVP to mehaen@sbcglobal.net. See pg. 5.

Saturday, Dec. 10 - FVR Holiday Party. Holiday Inn Neenah Riverwalk. RSVP by Dec. 4 to Gordon Skog at gord240z@live.com. See pg. 4 for details.

Join the conversation

Fox Valley Region has a Facebook page where members and friends can share ideas, photos and more. Join the conversation.



From the Region President

Can you believe that it is already October, I can't! September has flown by along with the rest of the year. With the last long summer behind us and the kids back to school, I hope everyone enjoyed their long Labor Day weekend with their families and friends and did some really cool things. We stayed around the area and worked around the house. Although I didn't get to drive my Cayman much, I am hoping October will be different. There will still be many great days ahead especially with the changing of the leaves as autumn approaches.

Unfortunately, we did not have any events in August so I encourage all of you who have an interest in hosting a social event, a driving tour or other opportunity that you feel would be fun for club to call me or another board member to help you get started. It is a great way to get involved and to meet new people. We as a club can also help offset some of your expenses as well.

Next up on our calendar is the Oct. 4 Tech Session at The Auto Clinic in Neenah hosted by Gordon Skog. No reservation necessary. Social starts

at 5:30 p.m. with pizza and drinks provided. Tech session starts at 7 p.m. There will be lots of cars on display and as usual great door prizes. This is always a great event so be sure to attend. Arriving early or late is fine. Gordon will be covering front brakes on a 911 and display a 356 engine build that they are currently rebuilding.

I ask all our members that if you have an interesting story, event or experience that you would like to share, please send it to whaletalesFRV@gmail.com by the 20th of each month and we will try to include it in the next edition of the newsletter for all to enjoy.

In closing, I just want to say thanks to everyone who has hosted an event or who has participated in one of our events that make it so much fun. As we always say in our club, "It's not just the cars, it's the people that make this club so great!"

Happy and safe motoring!

Todd Benz, President

Fox Valley Region Porsche Club of America

Cell 920-217-9564

Email: tbenz@onesourcetechnet.net



The Kohler Grand Prix Indy Car Series was held at Road America this past June.

Photo credit:: Mike Wiviott

It's not too soon to add our holiday party to your calendar

Join us for the FVR Region Holiday Party Dec. 10 in Neenah.



We all know how busy things get for the holidays with commitments for a variety of activities. Be sure to lock our holiday party date on your calendar and join us. RSVP's required by Dec. 4.

The 2015 Holiday Party is hosted by Gordon Skog and Lindsay Daly. Join us to kick off the holiday season for an evening of food, beverage, camaraderie and a silent auction.

Date: Saturday, Dec. 10, 2016

Location: Holiday Inn Neenah Riverwalk, 123 East Wisconsin Ave., Neenah, WI 54956. 920-725-8441.

Schedule: 5-7 p.m. – Social including cash bar, hors d'oeuvres, and silent auction bidding

7-8 p.m. – Dinner - menu to be announced

8-9 p.m. – Business meeting and award reception

9 p.m. – Silent Auction promptly closes with all money collected for charity

10 p.m. – Continued social time in Fan Club

Cost: \$18 per member*. Non-member or additional guests \$30 per person. (*The FVR is subsidizing the cost of the dinner.)

RSVP: Please make checks payable to FVR-PCA and send to: Jim Janes, 5866 Harbor South, P.O. Box 175, Butte des Morts, WI 54927. Include your name and the names of your guests with your check.

Silent Auction: Please be sure to bring an item or items to donate to our silent auction! This is our largest fundraiser for charity, and a lot of fun every year. Items do not have to be Porsche related, so bring anything that you believe will start a bidding battle. Thank you for your generosity!

Lodging: If you would prefer to stay overnight, there is a small block of hotel rooms reserved under "Fox Valley Porsche Club" contact Holiday Inn Riverwalk directly to hold a room in your name.

RSVP deadline: RSVP is assumed by your nonrefundable payment sent to Jim Janes by Dec. 4, 2016. No additions or cancellations can be accepted after Dec. 4 for final planning purposes.

Questions: Any questions can be directed to Gordon Skog, gord240z@live.com



Looks like Santa is already on his way to our Holiday Party.

Photo credit: Flatsixes.com

RSVP by Oct. 27 for our region dinner at Mackinaw's Grill Nov. 1

Please join us Nov. 1 at Mackinaw's Grill & Spirits in Green Bay for dinner and social time.

Schedule: We'll gather between 5 and 6:30 p.m. in our own dining room for some conversation and sharing of stories with dinner from the [menu](#) at 6:30 p.m. (Jimmy highly recommends the Elk Stroganoff.)



Location: For those of you new to Mackinaws, you're in for a real treat. It's conveniently located just off of I-43 at [2925 Voyager Dr. in Green Bay](#).

The hospitality of fellow member and proprietor of Mackinaw's, **Pat Quinn**, has made this an enjoyable and well-attended annual event.

RSVP: Please send your RSVP to Mary and Jim Haen at mehaen@sbcglobal.net by Oct. 27 so we have a head count for adequate seating.

We hope to see you and your guest(s) there.



Fall Tech Session Oct. 4

Join us for an evening of relaxed enjoyment with fellow Porsche members and gain a few tips about Porsche maintenance.

Date: Oct. 4

Schedule: 6 p.m. – 9 p.m. Pizza and snacks at 6 p.m.; tech session to start at 7 p.m.

Door prizes. Yes, door prizes.

Great drinks and food.

All provided by Auto Clinic. Thank you Auto Clinic.

RSVP: None. Just show up.

Location: Auto Clinic, 1495 County Road II, Neenah, WI 54956-1832. Bring your Porsche.

Skogs rescue a 1963 356 B and put it back on the road

Joshua Skog, Gordon Skog's son, drove their 1963 356B to Milwaukee Aug. 28 for the Milwaukee Concours d'Elegance. A judged competition, the Skog's were invited to show their 356B. It competed in the 356 class. Gordon explained that the then owner of the car disassembled it in 1974 to begin a restoration. A short time later, the owner passed away. His widow kept the car, thinking that their children would be interested in finishing the project down the road. They were not interested in doing so.

Enter Gordon Skog and his son Joshua. "Around 2004, my son and I purchased the car from her and began the restoration process," Gordon explained. "It took 10 years and we finished it in 2014. This was the first time in 40 years that the car had seen the road.

"It has only 30,000 miles on it and runs and drives like new," Gordon said.

No wonder the Early Porsche Class chair of the 2016 Milwaukee Concours d'Elegance sought out the Skog 356B in Oslo Blue with red interior to be part of the judged concours competition in Milwaukee. While the car didn't capture the class award, it did capture the attention of the crowds in Veterans Park, which sits along the lakefront in downtown Milwaukee.

There were more than 150 cars competing for awards at the event.

Thanks to Gordon and Joshua for representing the Fox Valley Region in this event and, more importantly, for rescuing this piece of Porsche history.

About the 356 model

The 356 was Porsche's first production automobile. Earlier cars designed by the Austrian company includes Cisitalia Grand Prix race car, and the Volkswagen Beetle as well as Auto Union Grand Prix cars were designed by the German company.

The 356 is a lightweight and nimble-handling rear-engine rear-wheel drive two-door sports car available in hardtop coupé and open configurations. Engineering innovations continued during the years of manufacture, contributing to its motorsports success and popularity. Production started in 1948 at Gmünd, Austria, where approximately 50 cars were built. In 1950 the factory relocated to Zuffenhausen, Germany, and general production of the 356 continued until April 1965, well after the replacement model 911 made its autumn 1963 debut. Of the 76,000 originally produced, approximately half survive.

The 356 was built in four dis-



tinct series, the original ("pre-A"), followed by the 356 A, 356 B, and finally the 356 C.

To distinguish among the major revisions of the model, 356s are generally classified into a few major groups. The 356 coupés and "cabriolets" (soft-tops) built through 1955 are readily identifiable by their split (1948 to 1952) or bent (centre-creased, 1953 to 1955) windcreens. In late 1955 the 356 A appeared, with a curved windshield. The A was the first road going Porsche to offer the Carrera four-cam engine as an option.

In late 1959 the T5 356 B appeared; followed by the redesigned T6 series 356 B in 1962. The final version was the 356 C, little changed from the late T6 B cars but disc brakes replaced the drums. (Source: Wikipedia)

The Oslo Blue 1963 356B with red interior owned by Gordon and Joshua Skog is joined by other 356s on the showfield of the Milwaukee Concours d'Elegance on Aug. 28.

Welcome to our new members

Michael Martin, of Green Bay, 2012 Cayman R
Carrera White

Chris Lochmann, of Manitowoc, 2004 Boxster S Arctic Silver

Tom Hedge, of Green Bay, 2006 911 Carrera S Cabriolet GT Silver



Members and their Porsches

Michael Martin recently joined PCA and the Fox Valley Region with his 2012 Cayman R. It's Carrera White and he acquired it in September 2016.

"I started the process earlier this summer in hopes of having a track car for a PCA event," Michael said of his search for this Porsche. "It took longer than expected, but I found the right partner for the journey ahead. We are SOUL Mates," he said, adding that "the number of track events" attracted him to Porsche ownership.

Kevin Head drives a 2017 911 Carrera. He previously owned a 2014 Cayman S but just upgraded to the 911 in late September. The Agate Grey Metallic 911 is equipped with PDK, 20-inch Spyder Design Wheels and the Premium Package.

"I shopped extensively on the Porsche Web Site, reviewed a lot of 911s and, picked it up at Loeber Motors in Lincolnwood (Chicago)," Kevin said. He is a long-time car enthusiast who has owned a number of sports cars and always wanted a Porsche.

Chris Lochmann drives a 2004, Boxster S. It is Arctic Silver over Black and he has owned it for a year. He said he was attracted to Porsche ownership due to the "marque history and heritage as well as model retro styling, engineering and performance potential."

Congratulations to these members who are observing a PCA membership anniversary in October

	Year joined	Porsche year and model
Harvey and Vickie Poling	1986	1970 914
Kevin Possell	1989	1999 911 Carrera
Matthew and Krystal Safranski	1990	2012 911 Carrera
Joachim Loeffler and Angela Juergens	1996	2006 Cayenne
John and Jeanne Strublic	1996	1986 944
Scott and Kelly Quinn	1998	1980 924
Larry and Pat Rogers	1998	1986 928S
Larry and Mary Bergner	2002	1977 911 Targa
David and Linda Kirk	2008	1988 911 Carrera
Robert Geiser 2010	2010	1962 Porsche Tractor model 339 and 1987 944
Mark and Jeanne Richards	2013	2013 Panamera 4S
Karsten and Deanne Stammes	2013	2003 Boxster
John Mathys and Diane Holschuh	2014	2011 Panamera
Joseph and Peggy Homel	2014	1997 911 Carrera Turbo
Todd Kresheck	2015	1991 Carrera Cabriolet

Meet the newsletter editor

By Bev Jurkowski



I am honored to step into the newsletter editor role for the Fox Valley Region to carry on the tradition of excellence that Mark Wilkinson achieved in his years as your editor. I knew Mark and frequently exchanged ideas with him as I am also the

newsletter editor for the Milwaukee Region. How's this?

Well, my husband Mike and I are members of two regions – Milwaukee and Fox Valley. We have homes in both southeastern Wisconsin and Vilas County and spend nearly equal time in both places year round.

We joined PCA in 1986 when I bought my first Porsche, a 1980 924 Turbo. I had been a Porsche enthusiast for several years before stumbling upon the 924 Turbo. Mike had taken me to a used car lot in the Milwaukee area to look at a car that he thought I might like. I never laid eyes on the car he had in mind as the 924 Turbo was sitting there on the lot. It was a fun car to drive with its interesting (or weird) shift pattern in which reverse was below and to the left of first. If you were not careful shifting from 1st to 2nd, a horrible sound of mashed gears told you of your mistake. I learned quickly to be certain of my shift motions.

We drove the 924 to several national PCA Parades including our first Parade in Colorado Springs in 1988 and subsequent Parades in Cincinnati and Traverse City. I drove the 924 Turbo daily in the good weather months.

After the Milwaukee Region hosted the 2001 PCA Parade, and again being surrounded by so many great Porsches, we were determined to upgrade to a 911. I wanted to enjoy that classic Porsche profile that remains distinctive today. We soon found a

1990 Carrera 2 Targa, a 964 model in Porsche factory designation. The car was being sold by an independent dealer in the Milwaukee area. He bought it at auction so we became the third owner.

We enjoyed the Targa on drives to several more Parades including Hershey, Charlotte and St. Charles. We've done some Fox Valley region drives in the Targa too. It's a great car and loves to stretch its legs. It's covered for the winter now.

My daily driver is a 2016 Macan S which replaced my 2003 Audi A4 Avant. The Macan is pure Porsche and a fun way to do errands. I am so lucky.

As to my PCA experience, in addition to being the newsletter editor for the Milwaukee Region, I am also the webmaster and I have served on the board. Mike and I were chairs of the hospitality suite for the 2001 Parade in Milwaukee, too.

I am retired after nearly 40 years in corporate communications. I have a degree in journalism and still do some freelance writing for some great clients. I'm looking forward to hearing from members as to what they want to read in the monthly newsletter and welcome contributions and suggestions.

You can reach me via email at Beverly.jurkowski@sbcglobal.net.



The Common View**Cayman GTS road test: 'Porsche therapy at its best'**

by **Robert Dean** (PCA Member since 2009)

I test drove a Jet Black Metallic 2016 Cayman GTS (981) in late September. My goal was to compare the drive to a 2012 Cayman R (987.2) which I enjoyed for several years as an owner. I also wanted to celebrate some nostalgia associated with one of the last Cay-



man 981s to roll off the assembly line in Osnabruck, Germany. In years past, the Boxster and Cayman were manufactured in Germany, and assembled in Finland for Porsche by Valmet Automotive. Since teaming up with VW, both manufacturing and assembly take place in Germany.

Some of the specifications of the Cayman GTS as tested include:

- Jet Black Metallic paint with black leather and Alcantara interior with seat ventilation.
- 3.4-liter, flat-six aluminum engine with 340 hp at 7400 rpm / 280 lb.-ft of torque at 4750 – 5800 rpm.
- Double overhead cams with four valves per cylinder
- 6-speed manual transmission with dual-mass flywheel (PDK shift (with paddle shift option))

with launch mode

- Porsche Active Suspension Management (PASM)
- Porsche Torque Vectoring (PTV)
- Park assist front and rear
- Reversing camera
- Gas consumption: 22 mpg city/31 mpg highway
- 20-in. tires
- Brakes contain 4-piston aluminum monoblock fixed calipers in red (front and rear)

The model tested also has the Sport Chrono Package with Sport and Sport Plus buttons. Sport exhaust is also present, which provides deeper tone and growl to the exhaust as preferred with the touch of a button. That option was also present on the Cayman R, which I enjoyed very much. It provides an edgy vibe and reminds the driver of the ever present race car DNA. The PASM and PTV assist with handling.

The red calipers provide an appealing visual contrast to the black

exterior. The GTS also has navigation, AM/FM/Sirius radio and a Bose surround sound speaker system. As tested the Cayman GTS was loaded with options and has an MSRP of \$93,455.



Continued on next page

'The GTS handles phenomenally well with excellent balance'

Continued for page 8

I have always enjoyed the visual appeal of the Porsche Cayman. From the beginning in 2006, the Cayman had a curvy profile to which is still present 10 years later, though slightly more subdued and modern. The black lettering of the model designation provides a subtle cue to the observer. The headlight shape adds to the presence of the hood, with a convex curved, clear material covering the headlights. The rear tail lights have a unique ducktail shape to them, combining various contours that create a highly distinctive red and white light combination. As always, the Cayman side grills / intakes are present. It also has the trademark stylistic curvature where the smaller rear side windows meet toward the roofline, forming a sharp C design. This hints at the iconic 911 styling and attests to the lineage of the Cayman.



When climbing inside the Cayman, one notices the 12 o'clock mark on the steering wheel. If engaged in performance driving, or everyday driving for that matter, it is designed to alert the driver toward straight wheel positioning. The seats are very comfortable, and the elevated PDK shifter makes it easy to put into gear. The paddle shifters provide the option to change gears on your own. The rest of the control buttons for the options and stereo equipment are easy to reach and situated where one would expect them to be.

To compare the drive of the GTS to my prior Cayman R, I immediately selected sport mode and turned on the sport exhaust. The sport mode leads to higher revs, which leads to more exhaust notes. Despite the roar that can be achieved with those modes activated during highway driving, the exhaust sound is not overwhelming or distracting to the driver. Without the sport exhaust, the engine sound is still very much

present, but more subtle.

I drove the GTS on both the highway and through the countryside to experience different terrain and traffic conditions. Just like the Cayman R, the GTS handles phenomenally well, and the mid-engine placement provides for excellent balance and a feeling of control in cornering. Steering is very responsive and tight, with a short turning radius. Braking is strong and puts one at ease in varying driving and traffic conditions.

Driving through the countryside leads to a feeling of enjoying the moment and the drive.

It's Porsche therapy at its finest. The power and torque of the GTS are reminiscent of the Cayman R, but with added feel and handling. The exhaust system of the GTS sounds even

closer to what you would hear at the track. And whether using the paddle shifters or the PDK in automatic mode, shifts are quicker than what was possible with the manual shift in the Cayman R.

At the end of the day, the matchup between the Cayman R and GTS is an excellent one. Both are extremely fun to drive and experience. In terms of handling and amenities, I must give the edge to the GTS. The ongoing evolution of the design and drive for the Porsche brand is unmistakable. The drive attests to the hard work and accomplishments of the engineers and drivers at the track, which carry in a parallel direction to the sports cars available to us at the marketplace. Enjoy the ride!

A special thanks to Shane Hecker, a Porsche brand representative at Bergstrom Premier Motorcars, in Appleton, Wisconsin, for providing access to the Porsche reviewed for this article.



General information

Editorial Policy

Whaletales is your official source for news of FVR events (past, present, and future) and is proudly distributed monthly by the Fox Valley Region of the Porsche Club of America. Statements and opinions appearing in Whaletales are those of the authors, and not necessarily those of PCA, FVR, 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 FVR-PCA. Other regions are welcome to reprint Whaletales articles, provided that the source and author are credited.

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Please send all information (writings and pictures) as an attachment in your email, do not let silly concerns about spelling, grammar or the like prevent you from sharing your story about your favorite Porsche or your extended family of Porsche friends – but please do include the name of event, captions for photos, and the names of people in photos. And don’t forget to include the name of who took the picture. We appreciate member submissions and want to give credit.

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National PCA website: www.pca.org

Region Facebook page: <https://www.facebook.com/profile.php?id=100008321265800>

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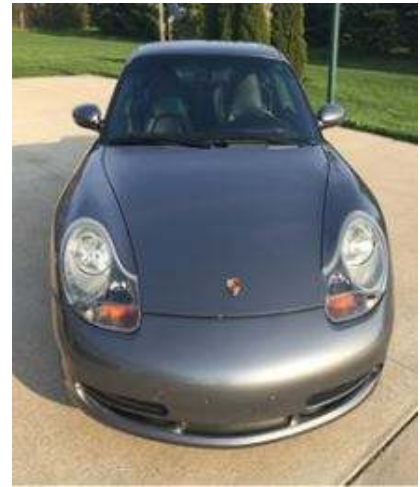
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Contact Todd Benz if interested
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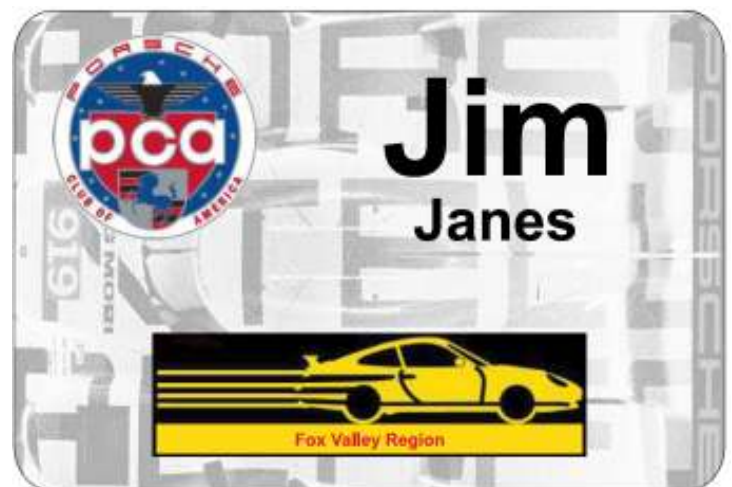
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