



Dealership Visits

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Dinner Meeting

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FVR Calendar of Activities

FOX VALLEY REGION— 2008 ACTIVITIES

December 6th - Saturday - Holiday Party -Village
Hearthstone in Hilbert. Motel rooms are being held at the Best Western in Chilton (about 5 miles from Hilbert for those wishing to stay overnight) . Hosted by Laura and Jamie Prellwitz. Details on page 18.

FOX VALLEY REGION— 2009 Tentative Events

January 6 Tuesday - Annual meeting and dinner at O' Charley's in Appleton from 7:00 PM. at 3775 W. College Avenue, Grand Chute, WI. Side room is reserved

February 3 Tuesday, Shell oil teleconference.

February 22 Saturday, "LeMans" movie night

March 3 Tuesday, Hal-Ron oil seminar

March 14 Saturday, New member dinner social

April 7 Tuesday, Dinner/ social at Mackinaw's

April 18 Saturday, Veterans hospital event with MKE region

May 1-2 Friday & Saturday, High Mileage event at LTC and WIR

May 3 Sunday, National Railroad Museum event

May 5 Tuesday, Spring Opener at Jim & Linda's 5:30 – 7:00 PM social, dinner from the menu at 7:00 PM



Correction

This photo of Gordon Skog was incorrectly placed into the Poker Run trip photos. It should have been with the photos taken during the Fall Tour.

December 2008



S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
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From your President

Dear Members,

The holiday season is here and I hope this newsletter finds you and yours in good health and spirits. Although this is "off season" for most of our Porsches, our family of members is still the most important part of our region. Take time to relax and enjoy this special time of the year with those who are important in your life, and be thankful for all the special blessings we have.



Thanks again to **Larry and Pat Rogers** for hosting the social and dinner at the Bavarian Inn in November. We had over twenty-five guests and members for a wonderful meal and fellowship. (HINT HINT...It would be a terrific place to visit again next year!)

Congratulations to **John Beck**, who is the winner of the *Whaletales* trivia contest! John and Larry Rogers have been battling it out these past few months, but John was a bigger gambler with his points and came out on top. Thanks to both men for making this challenge for all! John will receive a free dinner at the holiday party as his prize. The contest will re-start this month, with the prize being a \$10 gift certificate towards dinner at the spring opener at Jim & Linda's restaurant May 5. Everyone is invited to participate. You may know more than you think of you do, or just take a guess and earn some points!

Thank you to **Justin Pauly**, our new social chairperson, and **Al Taylor**, our new webmaster. Both of them are new members to our region who have a great deal of positive energy and enthusiasm. I'm thrilled to have them on the board and look forward to the great things they will bring to our region in 2009. Watch for their upcoming bios in future newsletters.

Speaking of next year, I want to send an early thank you to several members who have already offered to host/coordinate an event for next year. Many of you have not hosted anything before, and I truly appreciate your taking on additional work for the club in order to offer our members an even better variety and location of events. Thanks to **Andrew Opicka** for some upcoming tech sessions he is working on and a movie night in February; **Stan Stout** for a picnic/social in August near Scandinavia, WI; **Al Kuck** for hosting a dinner in the Shawano area in April, **Roy & Darlene Geigel** for hosting a social and scholarship event in Manitowoc during the "Thunder on the Lakeshore" airshow in June, **Greg Rigoni** for hosting the fall tour September 18-20 in the Upper Peninsula, **Gordon Skog** for his annual tech session in October, **Bruce & Sue Simon** for hosting a dinner at Artie and Ed's in Oshkosh in summer, and **Jim & Mary Haen** for hosting a "chocolate" tour in spring. If you have an idea, or would like to host an event, please contact Justin Pauly or me and we will gladly help you in any way possible. Our region covers a large geographic area and we would like to have at least one event that is within an hour's driving time of every member's home location.

Our next and last event for 2008 is the annual Holiday Party in the Pfister Room at the Village Hearthstone restaurant in Hilbert. Motel rooms are available at the Best Western in Chilton, about five miles from the restaurant. Reservations for dinner and/or motel rooms are due to me NO LATER THAN DECEMBER 1. The Holiday Party is one of the highlights of region's activities with socializing, music, ice-breaker game, awards, and a silent auction (funds raised go to Multiple Sclerosis Chapter of Wisconsin). Thanks to many of you who contributed and shared your photos from events this year, and with some computer help from **Jamie Prellwitz**, and especially **Andrew Opicka**, we will have an on-going slide show/video memory book during the party as well. The board of directors will be meeting prior to the party to further develop and finalize much of the 2009 schedule. I am anxious to announce it to you shortly thereafter!

Our first event of the near year will be a dinner/social/annual meeting on January 6 at O'Charley's in Appleton in College Avenue. Thank you, **Greg Russo**, for the suggestion.

Remember to get in those holiday party reservations by December 1st!

Peace to all,

Laura



2008 Accomplishments & Highlights

Accomplishments and Highlights of the Second Half of 2008 for the Fox Valley Region

- By-laws were re-written and approved. We now have a working document that should stand the test of time.
- Two tech sessions were held; one in Manitowoc, one in Neenah.
- Three road tours were offered and well attended. The fall tour had record-tying participation and is the best documented event with our region ever; over 400 photos were taken and shared. (Note: Ruben Ledesma, PCA Treasurer, plans to join us in 2009).
- Logo wear continues to be ordered and worn. A special fashion note goes to **Jim and Cindy Janes** who have car color matching green long-sleeve shirts, polo shirts, and hats!
- A dinner/social meeting continues to be held the first Tuesday of every month. Attendance continues to be strong and increasing. We are averaging 25 people at each meeting.
- The free family picnic at Road America was successful again and well attended. Lots of yummy foods and excitement at the race track, too!
- **Nick Proctor** donated a large vinyl banner with stakes to display our region's pride at outdoor events.
- Trout Springs Winery hosted another delicious event, enjoyed by many. A few members from the Milwaukee region also joined us.
- Our region was acknowledged twice more in the "From the Regions" section of Panorama magazine.
- All board positions are now filled. We have a new social chairperson and webmeister. Both are fairly new members who are extremely enthusiastic and passionate about Porsche and the Fox Valley Region.
- **Chris Ingot**, our Zone 13 Representative, participated in our October road tour.
- In total for 2008, we have gained thirteen new members, and re-gained six long-time lapsed members.

THANK YOU to everyone who has contributed in whatever manner to making our region bigger and better. All of your efforts are truly appreciated!!

Laura

From Your Webmeister

Ann and I live about 15 miles south of Wisconsin Rapids. We have three children. Our two daughters are teenagers and our son is giving them a run for their money. We purchased our first Porsche in 2003. It is a 924 and was purchased from a salvage yard in Hortonville. A friend had found it for me and when we went to look at it, it didn't run. We found that the fuel pump wasn't working, we found one on a junk vehicle, installed it on the car, bought it and drove it home. It has been a challenge to keep it running, a perfect vehicle to tinker with, (polite way to say "it is broken down again"). We recently bought a 1985 Porsche 911 slant nose in California this past June. My daughter and I flew out to California and drove it home. We have some unbelievable memories and pictures from our "trip of a lifetime".

My first experience with the club was at a car show in Manitowoc. One of our friends had invited us to participate in it and when I arrived, everyone made me feel so welcomed. That was the beginning of the club bug. It wasn't until this year that we were able to join PCA and we were able to try some events. We participated in a couple of social events, neighboring club sponsored events, a tech session and a picnic.

I have worked at an Electric Cooperative now for nearly 25 years. Until recently, we also had an electrical contracting business that we operated for the last 13 years. During the days of Al's Electric, I created a website for our business. Since I was working two jobs and trying to raise a family, I didn't have much time for traveling or for working on our website. Recently, the position opened up to work with the Porsche website. I offered to help out with the website and I am excited to get started on it.

This is where I could use your help. If there is something that you would like to see on our site, please, feel free to offer suggestions. Chances are, someone else probably would like to see it as well. My hope is to keep it fresh. Changing the site often will keep it current with the upcoming events, pictures capturing the true spirit of our events, links to PCA, and much more.

Thank you,

Al Taylor



Dinner at Bavarian Inn - Nov 4

Larry and Pat Rogers chose an excellent restaurant once again to host a fall dinner. Approximately 25 members and guests were present. Delicious German and American food were on the menu, and Gemutlichkeit was in the atmosphere. An unseasonably warm fall evening offered the opportunity for some members to still drive their Porsches, even with the top down.

There was no set agenda for the gathering, once again proving "it's the people, not the cars" is a priority in our region. **Nick Proctor** earned a certificate of appreciation for his exceptional involvement in our club this year. **Nick** quickly came on board when a new vice-president was needed and promptly got to work. Since then he's completed many tasks with speed and integrity, including making logo wear once again available to our members; researching, revising and re-writing our by-laws, and donating a striking banner with our region's logo to display with pride at our outdoor events. **Nick** has attended nearly every event since early spring as well. He has been a wonderful support to the president and a terrific mentor to new members also.

Laura gave a short summary of **Andrew** and her field trip the previous week visiting other dealerships in the state to let them know our region exists and we were interested in building some mutually beneficial relationships with them. Lastly, one of our newest members, **Justin Pauly**, as agreed to be our new Social Chairperson for next year! Justin is an extremely enthusiastic new member who has many ideas for events, especially involving Road America. He will help bring a nice balance of activities to our club. Please be sure to welcome him home.



(con't) Dinner at Bavarian Inn - Nov 4



Attendees included: Larry and Pat Rogers, Alan Cayer, Steve DeBaker, Jim & Mary Haen, Nick Proctor, Al Kuck, Greg & Linda Russo, Jim & Lisa Stephenson, Gordon Skog & Debbie Houle, Barb Wise and her daughter, Laura Prellwitz, Joe & Peg Homel, Bob Hawley and friend Jim, Jeanne and John Strublic, Dennis Olson and Justin Pauly.

Meeting with Paul Ellsworth, Bergstrom Porsche

From Laura Prellwitz

Our dealership liaison, Dave Kochinski, had a pleasant and productive meeting at the end of October with Paul Ellsworth, the general sales manager at Bergstrom Porsche. Below are some notes from that discussion. Thank you, Dave, for your on-going efforts to keep the lines of communication open, especially during these tough economic times. Building a mutually beneficial relationship with our local dealer is important. Dave's approach, and the philosophy supported by PCA, is, "What can we do for you?" Our region will be mindful of that when working with Paul.

Notes:

- 1.) **Change in management and operations:** Nothing really new here that you haven't already heard or read. Paul has been involved in the operation since July this year. Operations will be changing over the winter months as you know, to an appointment basis. Bergstrom remains committed to Porsche and sees great growth potential in Porsche's continued expansion of its product lineup. It is important to remind everyone the very nature of a rumor mill.
- 2.) **Panamera:** Paul was part of the dealer network that got to see the new Porsche behind closed doors during the Chicago auto show. No cameras, cell phones were allowed during the sneak preview. Paul did state the most recent spy shots are pretty accurate. He was very impressed with the car and feels it will compete very well with the likes of Mercedes, Lexus, Audi, Acura and BMW.
- 3.) **Recent Porsche Driving School Exhibition at Fox Valley Technical College:** Paul stated this event was in the works for nearly two years which brought together existing customers and Porsche sponsored drivers. There were three events; autocross, skid pad dry, skid pad wet. The drivers took the passengers through the courses demonstrating the effectiveness of Porsche's PSM. Customers walked away totally impressed with the stability management system. However, the timing could not have been worse. With the recent crash in the economy, a number of interested parties withdrew their interest until the economy recovers.
- 4.) **Fox Valley Presence:** We both agree that the Porsche stigma in the valley is in need of growth. Potential customers are not aware of the value built into these vehicles and continue to think of Porsche in sports car terms. Only when Paul is able to discuss the portfolio of options, do they realize there's a niche. We both agree there must be ways to get involved in community events that will help propagate the Porsche marque.
- 5.) **Upcoming Tech Session:** The session is still on for the PDK technical discussion at Bergstrom Porsche.
- 6.) **Bergstrom Customer Base:** Paul stated is is very open to the idea of getting the existing base aware of the FVR-PCA. We agreed there are events that appeal to all types of enthusiasts. Maybe the first thing we could do is send an invite to the customers to some sort of social event locally? Kind of a get acquainted event where they learn of the variety of services we offer.
- 7.) **Continued Support:** In parting, we both vowed to stay in touch on a regular basis and exchanged contact info. Let's wish Bergstrom Porsche success during these trying times!! In summary, I really had a good feeling after meeting with Paul. He really is a nice guy who has been put into a very challenging

Andrew's and Laura's BIG Adventure

I commend the work our dealership liaison, **Dave Kochinski**, has done with our local Porsche dealership and truly want to continue to build on it. Having a mutually beneficial relationship with our local dealer is a priority. However, due to the changes taking place at the Bergstrom Porsche dealership, I felt it was important to reach out to other dealerships in our state and begin networking with them as well. On October 31, **Andrew Opicka** and I took a field trip to Zimbrick Porsche in Madison, International Autos in Milwaukee (soon to be in Waukesha) and Concours in Milwaukee. I recognize these dealerships already have working relationships with the Milwaukee and Central Wisconsin Regions, and certainly do not want to impinge upon that either. However, I do believe there is room for all of us to share our passion for Porsche, too.

Our first stop was Zimbrick in Madison. The Porsche dealership has been in existence since 1993, and their current building was constructed two years ago. It is a very impressive sales and service facility. We met with **Brian Robbins**, associate manager, who has been there since 2000, and has an impressive resume and long personal history with cars and Porsche. He has served on the Porsche advisory board as well. Zimbrick sells approximately 80 Porsches a year and works very diligently to get the customer the car of their dreams. Additionally, their service department has highly qualified staff featuring three clearly labeled "PORSCHE" service bays and has two Porsche-certified mechanics and one Porsche/Audi certified mechanic. We met **Jooyup Lee** their service advisor, and Erik, their head Porsche mechanic, and racing enthusiast. Although Zimbrick is a little too far south for some of our members to visit regularly, they are very open to working with our region in the future and would be interested in hosting tech sessions and group visits with us this winter and into 2009. We would certainly network with the Central Wisconsin region as well.

From Madison, we headed to Milwaukee and met **George Christ**, Porsche sales manager, at International Autos. At the end of November, they hope to be in their new location near Moorland Road in Waukesha. Although we did not get to see it first-hand, the photos certainly show it, too, will be a impressive facility. George also has a long history with Porsche and invites us to visit the new building this winter. We will look for a date (and hopefully good weather) that we could do this, perhaps in conjunction with the Milwaukee region.

Lastly, we made a brief visit to Concours on Silver Spring Drive. **Chuck Kadonsky** was the only salesperson on property as the rest of the staff were all at Road America for the charity driving event to raise money for March of Dimes. Chuck said he would relay the message that we had stopped in and someone would get back to us.

It was a very productive day and time well spent talking Porsche face-to-face with those that also share our passion. We look forward to cultivating the seeds of interest we sowed.

Laura

PHOTOS: Top 3 photos Zimbrick. The three men in third photo (left to right) are: Jooyup Lee, Service Advisor; Erik, head Porsche mechanic; and Brian Robbins, Associate Manager. Bottom 2 photos: International Autos.



Holiday Party - Dec 6



Holiday Party

Saturday, December 6

Village Hearthstone Restaurant in Hilbert

in the Pfister Room

326 Main Street, Hilbert



Plan now to attend our annual Holiday Party. This is always a well-attended event. The region will be subsidizing the party, so it is only **\$10 per person***!**

The BOD will meet prior to the party at 4:00 PM.

Social time, ice breaker games, bidding on silent auction items, beverages, and appetizers will be from 5:00 – 7:00 PM. We have a private room with bartender. We will also have a “video memory book” projected with a collage of photos from all of this year’s events! Please continue to e-mail any photos you have taken this year.

Family Style dinner will be at 7:00 PM. Menu consists of baked chicken, sliced baked ham, wild rice blend, mixed green salad, vegetable medley, glazed carrots, dinner rolls and butter, coffee and milk, and assorted bars for dessert.

Short business meeting, awards, special recognition, door prizes, etc. at 8:00 PM. Bidding will continue on the silent auction.

Silent Auction* will close PROMPTLY at 9:00 PM. Socializing resumes at the conclusion and distribution of silent auction items.

For those seeking over night accommodations, there is a small block of rooms reserved at the Best Western Stanton Inn in Chilton, which is about seven miles due south of Hilbert on Hwy. 57. Rooms are approximately \$75 plus tax. Please contact lprellwitz@att.net no later than December 1 to book one of the rooms. Unreserved rooms will be released after that date.

*Silent auction items may or may not be car-related. Every year we have an amazing variety of “white elephant” and other items that are donated, which makes the auction a lot of fun. Holiday –related items are welcome, too. Some of us do our Christmas shopping at this event! All monies raised from the auction go towards our charities, Multiple Sclerosis Foundation of Wisconsin and the Fox Valley Technical College automotive program.

To make your reservation, send your check made out to the **Fox Valley Region PCA**

for **\$10 per person** to:

Laura Prellwitz
1115 South 35 Street
Manitowoc, WI 54220



Reservations will be accepted until December 1. No reservations or cancellations can be accepted after that date. NO SHOWS will be required to pay the full amount of \$20 per person, so the club is not penalized for subsidizing non-attendees. (This has been a problem in the past.) If you need to cancel, contact Laura Prellwitz (920-242-1644) directly no later than December 1. *** The subsidy applies for up to **two persons per household.** Additional guests will be charged the full amount of \$20.

Next year’s holiday party will be at the Holiday Inn Neenah Riverwalk on Saturday, December 12, 2009.

Ladies' ONLY Porsche Driving Tour

Ladies' ONLY Porsche Driving Tour

Saturday, June 13, 2009

Did you know that girls can drive Porsche's??? Yes, they can and they do!!! Ladies, this tour is just for you. Maybe you've felt intimidated to drive your car when the "boys" were around, or your significant other always hogs the wheel. These will be non-issues this day. This tour is for ladies' only and there will be only giggling and fun! If you don't know how to drive a manual transmission, let me know and I'll try to partner you with someone else who is driving. Please come and join the women of the Fox Valley Region!!

We will have two meeting areas: 1.) Exit #149 in Manitowoc at the Park and Ride across the street from the Holiday Inn at 8:00 AM. 2.) Exit #183 East Mason Street in Green Bay at Culver's (2945 Voyager Drive) at approximately 9:00 AM.

We will caravan north on Hwy. 57 and stop at the Red Oak Vineyard in downtown Sturgeon Bay for wine tasting. www.redoakvineyard.com

Leaving Sturgeon Bay, we will head north to Fish Creek for shopping and lunch at the White Gull Inn. www.whitegullinn.com

About mid-afternoon, we will start our return trip and drive south to Egg Harbor (there is an optional stop in Carlsville at the Door Peninsula Winery) and spend some time shopping or visiting Lucia Luxury Day Spa. www.luciaspa.com

You will need to make an appointment for you if you wish to go to the spa. They offer facials, waxing, manicure and pedicure, therapeutic massage, reflexology, reiki, hot stone massage and aroma therapy. They are open until 6:00 PM. The phone number is 920.868.1597. If you are not interested in the spa, or need to fill time until your appointment, there is also more shopping, including a few chocolate stores, in Egg Harbor.

Our return trip back to the Green Bay/Lakeshore area will include an ice cream stop at the Culver's in Sturgeon Bay, owned by fellow Fox Valley Region members, Quinn and Jessica Struck.

Please RSVP to Laura Prellwitz, President, Fox Valley Region, no later than June 10th at fvrpca@yahoo.com Please let me know if you need a ride, or would be willing to have a passenger.



Zone 13 Calendar of Events

DATE	EVENT	New	Region
Dec. 2008			
12/1	BGR - Board Meeting @ Sawyers Restaurant on Main St.		Bluegrass
12/4	Milw - Board Meeting @ Brew City, Mequon, WI		Milwaukee
12/6	Chicago Dinner Dance & Awards Presentation @ Lisle Hilton		Chicago
12/6	FRV - Holiday Party @ Village Hearthstone, Hilbert, WI		Fox Valley
12/6	Milw - Holiday Party @ Bristle Cone Pines @ Hartland		Milwaukee
12/6	KY - Christmas Party @ Blue Grass Motorsports		Kentucky
12/8	KY - Membership Meeting @ Blue Grass Motorsports		Kentucky
12/13	LTR - Car Talk @ Panera in Champaign, IL		Lincoln Trail
12/13	KY - Breakfast Social @ Frisch's		Kentucky
12/15	LTR - Dinner @ Lucca's Grill, Bloomington, IL		Lincoln Trail
12/16	LTR - Dinner @ Mario's Pizzeria, Springfield, IL		Lincoln Trail
12/17	CWR - Monthly meeting @ Lee's Automotive	*	Central Wisc.
12/21	BGR - Membership Meeting @ Calistoga, Hamburg Pavilion		Bluegrass
12/27	LTR - Breakfast Social @ Panera Bread, Peoria, IL		Lincoln Trail
Jan. 2009			
1/6	FRV - Annual Meeting & Dinner @ O'Charley's, Appleton, WI	*	Fox Valley
July. 2009			
6/30 - 7/4	2009 Keystone, CO Parade		
July. 2010			
7/3 - 7/8	2010 St. Charles Parade, Pheasant Run, St. Charles, IL	*	National & Zone 13

* Indicates a new or changed event since previous Calendar



2009 Motorsports Calendar

2009 Motorsports Calendar			
Milwaukee Region Events in Bold			
	Dates	Track	Sponsor
	1/24-25	Daytona	Rolex 24 Hours
	4/25-26	Blackhawk	SCCA (Regional)
	5/2-3	Blackhawk	SCCA
	5/2	Autobahn	One Lap of America
	5/8-9	Road America	PCA-Milwaukee
	5/15-17	Road America	SVRA
	5/16-17	Blackhawk	SCCA
	5/22-24	Road America	PCA-Chicago D/E
	5/29-31	Milwaukee Mile	IRL
	5/30-31	Road America	SCCA (Regional)
	6/1	Blackhawk	Badger Bimmers joint event with Milwaukee PCA
	6/4-7	Road America	Suzuki Super Bikes
	TBD	Miller Park	Autocross-Milwaukee PCA
	6/12-14	Road America	Vintage Motorcycles
	6/18-21	Road America	June Sprints
	6/19-20	Milwaukee Mile	Busch & NASCAR Trucks
	7/11-12	Blackhawk	SCCA (Regional)
	7/11-12	Milwaukee Mile	Millers at the Mile
	7/13	Blackhawk	Badger Bimmers joint event with Milwaukee Region
	7/16-19	Road America	Kohler International Challenge (KIC)
	7/25-26	Road America	SCCA
	7/31-8/2	Road America	Ferrari Club of America
	8/7	Blackhawk	Badger Bimmers joint event with Milwaukee PVA
	TBD	Road America	Nord Stern (PCA)
	TBD	Miller Park	Autocross-Milwaukee PCA
	8/13-16	Road America	Generac 500 ALMS
	8/22-23	Milwaukee Mile	SCCA (Regional)
	8/29-30	Road America	SCCA
	8/31-9/1	Road America	Audi Club
	TBD	Miller Park	Autocross-Milwaukee PCA
	9/4-7	Road America	PCA-Chicago TRAC
	9/11-13	Road America	VSCDA
	9/19-27	Road America	SCCA National Runoffs
	10/9-10	Road America	BMW Octoberfast
	10/10-11	Blackhawk	SCCA Regional
	10/17-18	Blackhawk	Milwaukee Cup (Tentative)

Trivia Contest

November Trivia ANSWERS

911 (1989 C4 through 1998 993) ANSWERS



1. What was successfully introduced in the 993's 3.6 liter engine?
d. hydraulic valve-clearance adjustment
2. The 993 had a new Type 950 transaxle with sixth gear. True
3. The steering geometry of the 993 was the same as for the 964. False.
4. Porsche's engineers introduced many new features for the 993. One was:
c. a new parallel-wishbone rear suspension
5. The Type 993 Cabriolet was how much stiffer in torsion than its Type 964 counterpart?
d. 10%
6. The 30th Anniversary of the 911 took place in the penultimate model year of the Type 964 version of the 911. True
7. The underbody cladding of the 911 Carrera 4 (964) had an effect on its:
b. drag coefficient
8. A new feature of the Type 964 was a rear spoiler that deployed electrically at speeds above _____ to neutralize rear aerodynamic lift.
b. 50 mph
9. Well encapsulated to reduce its noise emissions, the Type 964 engine also had which other feature:
d. dual distributors
10. The 1990 Carrers both C2 and C4 were available with all body styles including the Targa. True



JEOPARDY QUESTION: Bet one or all of your accumulated points! "How many Porsche color brake calipers are there and what does each color distinguish or represent?" Porsche brake calipers come in four different colors: black, red, titanium, and yellow. Black calipers are on all base model vehicles. Red calipers distinguish an "S" model line sports car, titanium a Cayenne S. Yellow calipers are on the optional Porsche Ceramic Composite Brakes.

Trivia Contest

December Trivia

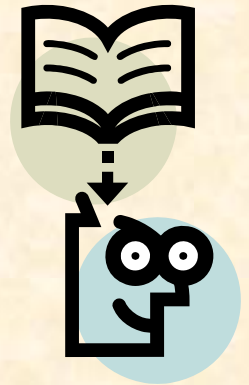


Members, we are starting over with a new trivia contest. We will NOT be wagering points this time, just keeping a running total of the number of correct responses. EVERYONE is eligible to play online!! The prize is a \$10 gift certificate towards dinner at Jim & Linda's Supper Club on our spring opening dinner May 5. E-mail your responses to me prior to the 20th of December. Good luck and/or happy researching! This month's contest has 15 questions.

1. The launching of the Targa was given added impact by its choice as the _____ Porsche.
a. 10,000th b. 100,000th
c. 50,000th d. None of these
Excellence Vol. 1, p.357
2. Series production of the original Porsche 911 officially began in:
a. January 1965 b. March 1966
c. September 1964 d. None of these
Excellence, Vol. 1, p. 348
3. The Porsche 906 debuted at Daytona in 1966 and symbolized a new approach to racecar design; it was smaller, lower, and more aerodynamic. Who masterminded the 906?
a. Butzi Porsche b. Helmuth Bott
c. Ferry Porsche d. Ferdinand Piech
Excellence Vol. 1, p. 359
4. The 906's tubular frame was also used to support its roof, gullwing doors and:
a. Side-mounted fuel tanks b. Wing
c. Front airfoils d. None of these
Excellence, Vol. 1, p. 365
5. The Porsche 914 was introduced at the Detroit auto show in 1969. True or False.
Excellence, Vol. 1, p. 489
6. One of the finest racing achievements in the 914's history was the GT category win and sixth overall at which race in 1970?
a. Nurburgring b. Spa Franchochamps
c. Monaco d. Le Mans
Excellence, Vol. 2, p. 517
7. Bosch mechanical fuel injection was introduced in which 1969 Porsche models?
a. 914 and 911T b. 924 and 944
c. 911S and 911E d. 911R and 911L
Excellence, Vol. 2, p. 534
8. The engine for the original Porsche 917 had a number designation of:
a. 912 b. 917S
c. 901 d. None of these
Excellence, Vol. 2, p. 561



(con't) Trivia Contest



9. The first Porsche Parade was held at the Washington Motel in Gaithersburg, MD in 1956. How many PCA members were in attendance?

- a. 500
- b. 64
- c. 5,000
- d. 200

RPM 2004, p. 4

10. By the time of the second Parade, PCA had 550 members in 21 Regions, mostly in the eastern US. True or False.

RPM 2004, p. 4

11. The first Porsche Parade enjoyed the presence of Porsche factory service reps that provided technical tips. True or False

RPM 2004 p. 4

12. The early days of PCA saw a group of members at local and national sports car races. Many PCAers who spent weekends racing their Porsches came out as winners, such drivers as:

- a. Bob Holbert and Lake Underwood
- b. Derek Bell and Vic Elford
- c. Manny Alban and Pete Tremper
- d. None of these

RPM 2004, pgs. 4-5

13. In 1958, the Porsche Parade moved where?

- a. Miami
- b. Los Angeles
- c. New York
- d. Toronto

RPM 2004 p. 5

14. For the 917-homologation review on April 21, 1969, the Porsche men extended a string the full length of a courtyard and used it to line up how many coupes?

- a. 10,000
- b. 500
- c. 1000
- d. 25

Excellence, Vol. 2, p. 563

15. Bosch developed the fuel injection pump for the 917. True or False

Excellence, Vol. 2, p. 570



4 Steps to Winterize Your Porsche

993C4S "Porsche Cars, Products and LifeStyle"

John S. Irving

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Please visit his website: 993C4S.com



For a fortunate group of you, this post won't be relative. Maybe your Porsche came with the optional snow-plow (like the one on the left, you are lucky enough to live in a climate that allows for year-round driving of your Porsche or, you love your car so much, that you put on snow tires and zip around in the winter weather. If you fall into either of the two latter groups, then I'll have a post for you next week about **Thing to do if you Drive Your Porsche Through the Winter**. For the rest of us unlucky souls, we need to (or feel compelled to) put our car away for the winter.

I've always considered the day my car(s) (especially my Porsches) go away for the winter as one of the **Worst Days of the Year**. As bad as it is, you can still have fun (by driving your Porsche as much as possible) getting ready to put your p-car away. Here's how I prepare myself and my cars for their long winter nap. If any of you do things differently, or think I missed something, please do comment and let me know so I can update this post.

1. SET THE DATE

I live in New England (North Eastern portion of the US), so I'm always looking at the weather forecasts to see what to expect in the weeks to come. I've been fortunate enough to drive my cars all the way up to Christmas some years and in others I have had to put them away before Halloween (although it's been a long time since that's happened).

The first **Porsche I ever purchased was a 1973 911 T** (purchased in 1999) with 45k documented miles (two owners) and original paint. This car is pristine. As a result, I'm obsessed with keeping her as original and clean as possible. This means that the car never sees rain, let alone any snow or salt. Now, nine years later, with a **993** in the garage, I still find the idea of getting salt on my car repellent. So, watch the weather forecast and get your car inside before they start putting salt on the road. Remember, it doesn't have to snow for them to salt. You can get salt on the roads from freezing rain too. As a general rule, I set a drop dead date for putting the car away and then watch the weather like a hawk so I don't get caught.

2. MAKE A CHECKLIST

While this isn't a necessity, it does make it easier if you haven't put your Porsche away for a nice winter's rest in the past. Things I recommend are as follows:

- a. **Clean it inside and out.** The cleaner the car is when you put it away, the better it will look every time you check in on it. I usually do a complete wash and a put a quick coat of wax on just for that added protection. Don't forget the wheels. The last thing you want to do is leave brake dust on your rims to sit and eat at the finish for the winter.
- b. **Gas it up.** Make sure you have as full a tank as possible. I make it a point to gas up at the station closest to my garage right before I put away my car. With a full tank you help to keep out any unwanted condensation or water build up that can happen when a car sits all winter long.
- c. **Use a fuel additive.** I like **Gold Eagle 22214 STA-BIL Fuel Stabilizer. 32 oz.** . Read the directions and use the proper amount for your tank size. The key with any fuel additive is to put it in prior to filling the tank and then to make sure you drive for a few miles to get the additive throughout the entire fuel system.

(con't) 4 Steps to Winterize Your Porsche

d. **Tire Pressure.** If you're not going to put your car up on jack-stand (which I don't recommend), the next best thing is to get a good amount of tire pressure in each tire. Make sure you don't over inflate past the manufacturers recommend capacity, but you should go over the recommend driving pressure. In general, tires can lose 1 psi per month under normal conditions and an addition 1 psi per ever 10 degree (Fahrenheit) drop in temp. As a general rule of thumb, I put 50lbs of pressure in each tire. You have to remember to do this when the tires are cold or you won't get an accurate reading and you may end up with flat spots. There is nothing worse then taking your Porsche out for the first time in the spring and having damaged tires due to flat spots from storage. Properly inflated tires will avoid this.

Another option to consider is to use some type of tire cradle. Basically, this is a shaped piece of plastic or hard foam that "cradles" your tire and will keep them from developing those dreaded flat spots. One such product to consider is the **Flatstoppers produced by Brute Industries** (the makers of **RaceRamps**.) **Don't forget all 993C4S readers get a 10% discount on RaceRamp Products just by entering the following Race Ramp discount coupon code 993c4s8 upon checkout.**

e. **Battery.** Some people like to take the battery out of their cars or at least disconnect them. Not me. I like to use some form of **SuperSmart Battery Tender** to make sure my battery is always fresh and I'm ready to go. It would be a shame to get a nice Spring day, go to start the car and find you have a dead battery (not to mention, it can get expensive replacing your battery every year). Let's face it, the electronics in a modern **Porsche tend to eat up a battery** pretty easily if the car isn't used frequently. So, either disconnect it or put on some type of **SuperSmart Battery Tender**. What you definitely want to avoid is starting your Porsche and letting it "warm-up" or run to charge the battery. This simply allows condensation to develop or collect in your motor (you won't get it hot enough to burn it off) and can possibly cause long-term damage. Look in your manual, you will see this is not recommended. **Remember, if you do decide to disconnect the battery, you will need to have your radio code handy in the spring to get your system functioning again.**

f. **Cover it.** Even if your car is in a nice heated garage, securely tucked away with the key hidden, I've always thought it a good idea to keep my cars covered. This way, you don't have to worry about anyone or anything bumping into or crawling on or over you nice paint. I use a thick, padded, custom fitted cover from California Car Covers. If you do use a cover make sure it covers your exhaust pipes. If you don't use a cover, you might want to think of covering your pipes with something (those big 16 oz keg cups work great). The idea behind this is to keep out any rodents that might want to try and build a nest for the winter. You laugh, but I've seen it happen to friends cars and it can be very frustrating and expensive.



3. DRIVE IT

This should probably be up at the very top, but I don't want you to forget. The most important thing you can do prior to putting your toy away is to drive it and enjoy as you may not have her back on the road for another 4 to 6 months.

4. VISIT OFTEN

One of the reasons I bought my Porsches in the first place was that I just love the overall **design of the 911** (I'm sure that was a major factor in your decision making process as well). I get a lot of enjoyment simply from looking at my car (although not as much as I do when driving.)

John S. Irving
993C4S.com

Porsche AG's Financial Coup

In case you haven't read about Porsche AG's financial coup in taking over VW.

Date: Monday, November 10, 2008, 9:41 AM

FRANKFURT -- Porsche is proving you can still make lots of money in the car business, especially if you know how to wield derivatives.

The German sports-car maker said Friday that its pretax profit in the fiscal year ended July 31 soared 46% to €8.57 billion euros, or about \$10.9 billion. Eighty percent of that came not from making cars but from sophisticated financial instruments connected to a protracted takeover bid Porsche Automobil Holding SE has been pursuing for a company many times its size, Volkswagen AG.



Photo: Associated Press

Porsche CEO Wendelin Wiedeking, left, and finance director Holger Härter under a display of a Porsche 911 at a 2007 press conference in Stuttgart.

Porsche's profits on those trades totaled more than the current combined market values of beaten-down General Motors Corp. and Ford Motor Co. The outsize gains were scored by a potato-loving chief executive and his Kafka-reading chief financial officer. They teamed up with the offspring of the Beetle creator to engineer an audacious takeover bid -- and outfox hedge funds at their own game.

Porsche is raking in money through a form of options that helped it build up a huge stake in VW since 2005, while keeping other market participants in the dark. The strategy led late last month to a soaring price for VW shares after a Porsche disclosure showed the company, had, in effect, cornered the market on most VW shares.

That put investors who had bet against VW stock in the classic bind called a short squeeze. This one was acute: VW's stock spiked so high that VW briefly was the most valuable public corporation in the world.

Hedge funds that had shorted VW shares -- borrowing them and selling them, hoping to replace them later with cheaper shares -- lost billions over a few frantic hours last week as they wrestled each other to buy the few remaining shares available and unwind their bets. Funds affected, according to people familiar with them, include Greenlight Capital, SAC Capital, Glenview Capital, Marshall Wace, Tiger Asia, Perry Capital and Highside Capital.

Porsche's earnings report provided the latest evidence that the old-economy manufacturer has been taking a page from hedge funds' playbooks, and seemingly beating them at their own game. Thanks to its trading gains, Porsche's net profit for the year rose 51%, to €6.39 billion, at a time when many auto makers are churning out profit warnings, or worse. And those results don't reflect a potentially massive windfall from its trading activity last month.

(con't) Porsche AG's Financial Coup



Wendelin Wiedeking

The final chapter of the drama hasn't been written. German regulators have launched an investigation into whether there was manipulation of VW shares, after some investors accused Porsche of misleading markets. Porsche says that it hasn't done anything wrong and that the fault for the VW share gyrations lies with short sellers. Porsche, meanwhile, faces other obstacles as it tries to clinch control of VW, a company that boasts 15 times as much revenue and builds 60 times as many cars.

Porsche's moves point to the resilience of Deutschland AG, the decades-old network of elaborate cross-holdings that kept companies in domestic hands but had been unraveling. Porsche's VW chase is a kind of corporate German reunification drama: Wolfgang Porsche and Ferdinand Piëch, the board chairmen of Porsche and VW, respectively, are grandsons of Ferdinand Porsche, who created the VW Beetle and founded Porsche before World War II.

The affair traces back to 2005, a time of concern in Germany that VW could be a takeover target of non-German investors and broken up. Private-equity firms, many from the U.S. or U.K., had snapped up more than 5,000 German companies since the late 1990s. Adding to the nervousness, the European Union was trying to strike down a decades-old "VW Law" that capped any single shareholder's voting rights at 20%.

'Swarms of Locusts'

In April 2005, Franz Müntefering, the chairman of the then-ruling Social Democratic Party, called non-German financial investors "swarms of locusts" that land on companies and "strip them bare." Wendelin Wiedeking, Porsche's combative CEO, chimed in, telling a newspaper that Germany needed to stick to a "social market" economy that avoided putting shareholders' interests before those of customers, employees, and suppliers.

Mr. Wiedeking had helped steer Porsche out of trouble after taking the wheel in 2003 and pushed profit margins to industry highs. He slashed about a fifth of the work force and imported Japanese-style lean-inventory methods. Once, to drive home the point, he strode across a factory floor and smashed shelves bulging with spare parts.

Mr. Wiedeking cultivates a populist persona, even as Porsche sells pricey cars such as the 911. The 56-year-old executive owns a working-class tavern and a small farm, where he harvests potatoes with the help of an old Porsche tractor, distributing sacks of potatoes to employees.

In September 2005 Porsche surprised investors by announcing it would buy a 20% stake in VW, becoming its biggest shareholder in a "German solution" that would avoid any foreign takeover. VW and its home state of Lower Saxony, which held a bit under 20%, welcomed the move by Porsche -- which, significantly, didn't signal that it was interested in a majority stake.

Behind the scenes, Porsche Chief Financial Officer Holger Härter was crunching numbers. An economist, Mr. Härter had joined the company in the 1990s after Mr. Wiedeking recruited him from a floor-products firm in a town where they both lived.

Mr. Härter is known as a fan of Franz Kafka and Ludwig II, the 19th-century Bavarian king whose fanciful castles inspired Walt Disney. He also is the chairman of Stuttgart's derivatives exchange, and in the

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1990s he developed sophisticated models to hedge Porsche's foreign-exchange exposure. Now he is being credited with drafting the financial road map that put Porsche, which makes 100,000 cars a year, in position to take over VW, which makes six million.

'Cash-Settled Options'

The vehicle: "cash-settled options." The buyer of regular stock options gets the right to buy or sell stock at a certain price by a certain date. But in cash-settled options, as the name implies, the buyer gets the right not to stock but the cash difference between the options' "strike price" and the market price of the shares when the options are exercised.

Porsche began buying cash-settled options tied to VW stock in 2005, when VW's share price was below €100. If the price rose, Porsche could exercise the options and receive the difference between the lower strike price and the higher market price. It could then use the money to buy VW shares.

In Germany, an investor needn't disclose ownership of any size holding of options if they are the type settled in cash instead of shares. That allowed Porsche to build a large stake in VW while keeping the rest of the market unaware of its activity.

Such options have one other important twist: Banks that underwrite them typically hedge their exposure by holding actual shares. That takes these shares out of circulation.

By March 2007, Porsche had boosted its stake in VW to 30%. That triggered a German rule requiring it to make a full tender offer for VW shares. The company said it wasn't interested in a takeover of VW. Forced to make a tender offer, Porsche offered the legal minimum price the law let it offer, which was €100.92 for each voting share. Only 0.6% of the remaining VW shares were tendered.

That November, Porsche announced that for the fiscal year ended July 31, 2007, it had booked a pretax profit of €5.86 billion, including €3.59 billion from "the very positive effects" of VW options. Compensation for Porsche's six-person management board more than doubled, to €112.7 million. Mr. Wiedeking pocketed more than half of that.

Green Light

This past March, Porsche's supervisory board gave the green light to take the VW stake above 50%, and this goal was announced. For the six months ended Jan. 31, Porsche disclosed a pretax profit that included €850 million from "hedging transactions in connection with the acquisition of the VW stake." But Porsche denied growing talk that it was gunning for 75% of VW. In a news release, the company said the possibility of that was "very small indeed" and dismissed it as "speculative mind games of analysts and investors."

In mid-September, Porsche disclosed it had raised its VW stake to just above 35%. At the Paris Auto Show in early October, Mr. Wiedeking told reporters a 75% stake was a "purely theoretical option." On Oct. 24, a Friday, VW's share price closed at €210.85 on Frankfurt's stock exchange.

That Sunday, Porsche dropped a bombshell: In a news release, the company disclosed that it owned 42.6% of VW's shares as well as cash-settled options linked to an additional 31.5% of the shares. Porsche also said that it planned to acquire a 75% stake in VW.

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Trouble for the 'Shorts'

When financial markets opened Monday Oct. 27, all hell broke loose. Funds that had borrowed VW shares and sold them, expecting no takeover offer and betting the stock would decline, raced to purchase shares to unwind the bets.

There weren't enough to go around. Part of the reason is that underwriters of cash-settled options typically hedge their risk by owning the shares of the company involved. The shares they owned, combined with those Porsche had acquired, added up to 74.1%, and Lower Saxony state owned 20.1%.

The result was that while some 12.8% of VW shares were on loan, mostly to short sellers, those that for practical purposes were in circulation amounted to only 6% of VW shares.

As hedge funds fought for the remaining VW shares, they drove the stock's price ever higher -- deepening their losses. At the height of the short squeeze on Oct. 28, VW stock briefly topped €1,000, nearly five times as high as on Oct. 24, making VW the biggest company by stock-market value for a few hours.

VW's share price, more recently, has been returning to earth. It ended at €398.21 in Frankfurt Friday, less than half its record high but still nearly twice as high as on Oct. 24.

Analyst's Speculation

Theories abound about how much money Porsche has made in the process -- and whether its strategy might have gone beyond exercising options when the share price rose. Max Warburton, a senior analyst in London at Bernstein Research, has speculated on a multipart strategy Porsche may have executed, given the company's huge derivatives profits and the way VW's share price has continued to rise in recent months, in contrast to the rest of the auto sector.

Mr. Warburton speculated that Porsche may have lent VW shares it owned to short sellers who were borrowing in order to sell; that when they sold, Porsche may have been the buyer; that when the "shorts" desperately needed to buy shares to close their bets, Porsche may have been a seller at the elevated price; and finally, confident the price wouldn't fall, Porsche may have profited by safely selling put options that convey the right to sell at a set price.

A Porsche spokesman said such theories were "not true" because they suggested Porsche broke laws or manipulated markets, and that it didn't. Porsche addressed some specifics of Mr. Warburton's speculation, but not others; it said that the company didn't lend shares -- that, in fact, it considers doing so to constitute market manipulation.

Porsche's CEO, Mr. Wiedeking, has been quiet of late, but a remark that he made in January suggests he isn't likely to get sentimental about hedge-fund losses. "This world is not a playground where children at play are pampered by friendly nannies," he told the company's annual shareholder meeting.

Earlier this summer, German auto-parts supplier Schaeffler Group did something similar, secretly cornering about a third of the shares of larger rival Continental AG. Some investors complain that Porsche and Schaeffler have crossed the line of fair play, taking advantage of disclosure rules that are too loose and regulators that are too tentative.

(con't) Porsche AG's Financial Coup

"We need a different approach, with efficient supervision," says Christian Strenger, a board member at DWS, the asset management arm of Deutsche Bank AG, Germany's biggest financial group.

Bafin's Stance

But Bafin, Germany's securities regulator, the body investigating Porsche's actions, already has given Schaeffler's conduct a clean bill of health. The German finance ministry says it is considering proposing legislation that would force disclosure in the future of cash-settled options. Any such law could take several months to go into effect.

Finance Minister Peer Steinbrück last month reiterated long-standing calls by the German government for increased international regulation of hedge funds. He also has suggested that "detrimental" short-selling be banned. He has shied away from commenting on the VW case.

Some 80% of Germans disapproved of hedge funds in 2005, and that hasn't changed, according to Manfred Güllner, head of Forsa, a polling firm. He also reckons that many Germans like the idea of VW and Porsche, which worked closely together in the 1930s but went their separate ways after WW II, joining forces. "It's history coming together again," he says. "It fits together."

-- Christoph Rauwald contributed to this article.

Article Submitted by: Larry Rogers



Movies

Movie Name	Car Type	Misc. Information
48 Hours	356 Speedster	
911 30 Years	911	Porsche Feature Video
A Civil Action	911 Targa	2-3 scenes with John Travolta driving the 911
A Man Apart	911 Cabriolet	Two scenes
A Time to Kill	356 Cabriolet	Bullock's black 356 cabriolet
Against All Odds	911 Cabriolet	
American Graffiti	356	
Annie Hall	911	Woody Allen and Diane Keaton take a ride in her brother's 911
April Fools Day	914	in the ferry loading scene
Bad Boys	964 Turbo	
Bachelor Party	911	3 or 4 scenes
Backdraft	944	During an explosion
Banji Runner	928, 911, 935	lots of footage of the 928 racing the Pantera
Beethoven	911	
Beetlejuice	928	
Benjamin	911	
Beverly Hillsbillies	Carrera Cabriolet	very little footage
Big Chill, The	911 T	several scenes
Big Picture, The	911 Cabriolet	1-2 minutes
Blown Away	911SC	several minutes - not the Tommy Lee Jones movie
Body Language	Carrera Cabriolet	
Bull Durham	911	1-2 scenes
Bullit	356	best car chase scenes of all time!! Count the number of hub caps the Charger loses. I hear it loses five!!
Caddyshack	911	one scene of spewage containment!!
Cannonball Run	Kremer 935 (Replica?)	driven by Burt and Dom
Cannonball Run 2	928	black 928 S crushed by Bigfoot 4x4
Cars	911	The role of Sally
Cellular 2004	911 Cabriolet/Cayenne Turbo	blue 996/911 carjacked by Tim Rero Chris Evans; Kim Bassinger in a Cayenne 1 turbo tries to escape but runs into the garage
Chasers	Carreras	
Civil Action	911 Targa	John Travolta's black 911 Targa
Class	911 Cabriolet	
Clockwise	911	Stars John Cleese. This black 911 parks outside a hospital as Cleese looks for his wife. Later, Cleese and a student steal a silver 911 Carrera cabriolet with red interior and phone dial wheels. Several nice shots, including the driver illegally overtaking a semi, causing an oncoming car to skid off the road. Film shot in England.
Coming Home	356 Speedster	
Commando	911	look for damage after Arnold pushes the 911 over ???
Condorman	911	five slantnoses
Day After Tomorrow, The (2004)	911 Coupe	a couple of scenes feature a black 911 Coupe which is then crushed by a flying bus
Days of Thunder	928 S4	parking lot to thank her for being his doctor.
Dead Run	928	928 with cookie cutter wheels
Deal of the Century (1983)	924	Chevy Chase, Sigourney Weaver, Gregory Hines. Early scene in the movie where a latino couple bash in the windows of a 924 that was owned by Gregory Hines. Gregory then goes into the trunk of the 924 and pulls out a flame thrower and torches the latino couples' ride.
Doc Hollywood	356	several minutes - nice footage
Donnie Brasco	911	owning a 911
Downhill Racer	911 Speedster	couple of minutes
Dream Machine, The	911	lots of footage
Eye Of The Beholder	928	Ashley Judd drives a metallic blue 928
Face Value	Boxster	
Fantastic 4	911 Turbo	
Faster Pussycat Kill Kill	356	check the All Movie Guide!! - Not on Video
Final Option, The	928	features a purple 928
Flash Dance	930	
FM	356 Cabrio	The Jeff Dugan character, late for work as a D.J., races through the streets of L.A. in a yellow T-6 Cabrio
For Love of the Game	993 Cabriolet	Billy Chapel (Kevin Costner) is driving a 993 Cabriolet when he meets Jane
Freshman, The	911 Speedster	Marion Brando parodies his godfather role, playing a mob boss who makes a film student (Matthew Broderick) an offer he can't refuse
From Dusk to Dawn	911	
Get Shorty	911	Red Slantnose Cab

(con't) Movies

Movie Name	Car Type	Misc. Information
Good Guys Wear Black	911	
Gone in 60 Seconds (Original)	911 Targa	parked by the motel during big chase scene
Gone in 60 Seconds	'74 Carrera RS	
Grand Theft Auto	911	The beginning of the movie has a Porsche 911 Carrera and a Rolls Royce in a high speed chase.
Gumball Rally	911 Targa	
Hannibal	Boxster	FBI agent (Ray Liotta) drives a Boxter throughout the movie
Harper Movies	356	Paul Newman is the driver!
Hallow Man		Kevin Bacon's Porsche
Her Alibi	356 Cabrio	Tom Selleck drives a silver T-6 Cabrio
Herbie 1,2,3...		
Hidden, The	928	hero FBI agent drives gold '86 928 S
Highlander	356	one scene
Hollywood Knights	356	one scene
Honey, I Blew Up the Kid	911	
Honor Thy Father and Mother	911	true story of the Menendez brothers. One brother buys a 911 after casing in on murdering his parents
How to Lose a Guy in 10 Days	928	brief shot of silver 928 in traffic
I Am Sam	911	Michelle Pfeiffer drives this newer 911
In Car 956	956	entire video
Joy	356	
Kid, The	996 Cab, 356 Speedster	starring Bruce Willis
King of the Mountain	356	racing up and down Mulholland Drive
Kiss the Girls	911	Morgan Freeman drives a black 911
K2	356	1-2 scenes
Lady Bugs	911	
Last Chase, The	917	stars Lee Majors. Cool footage especially the chase between the 917 and a vintage 1953 Sabre fighter jet flown by Burgess Meredith
Le Mans	917, 911	entire video
Legally Blonde	Boxster	Reese Witherspoon drives a blue Boxter throughout the movie
Leonard Part 6	928	928 with a tank turret for a roof in this Bill Cosby movie
Life is a House	911	Kevin's Klein's character is kind of a loser but there are some nice shots of the car
Lifeguard	914's, 911's	
Local Hero 1983		
Looker	928	gold 928 blinded by looker light gun and driven into fountains
Love Potion #9	930	1-2 scenes
Marque of a Legend		Porsche Feature Video
Martial Art II		
Mask	964 Speedster	One scene at night club
Matador, The		A turbo blows up within the first 30 minutes of the movie
Matrix, The	944	profile of 944 as seen out the window of sedan our good guys ride in
Matrix III	911	a black 911 is featured; possibly a 1970
Middle Age Crazy	928	Bruce Dern trades his Olds wagon for a 928
Mission Impossible 2	911 Cabriolet	
Monkey Shines		
Modern Problems	911	"You can't commit suicide, you just bought a Porsche!"
Modern Romance	911	
Mr. Destiny	550 Spyder	
National Lampoons Vacation	914	when Clark buys the gun, it's in the background
Nine Months	911 Cabriolet	
Nine to Five	914	Two of them when the girls take their boss to the hospital
No Mans Land	911, 930	tons of cars
Not Another Teen Movie	944	1986 Guards Red 944 with chrome "phone dial" rims in one of the final scenes an Arena Red 993 is parked behind the SWAT van at the MGM Grand Valet
Ocean's Eleven	993 C4 Cabriolet	driven by the boss
Office Space	911	the character played by Craig Kilborn drives and crashes (on top of Jeremy Piven's character actually) a Guards Red 911 SC
Old School	911 SC	
On the Beach	550 Spyder	racing while waiting for the nuclear fallout
One Hour Photo	Boxster	mistress entering the hotel
Pacific Heights	993	Michael Keaton's character drives a silver 993 Cabriolet
Parenthood	993 Cabriolet	Matthew Modine's character drives a silver 993 Cabriolet (not sure this is correct)

(con't) Movies

Movie Name	Car Type	Misc. Information
Patriot Games	Carerra	1-2 scenes
Point Break	356	
Porsche		Porsche Feature Video
Porsche, Story of		Porsche Feature Video
Porsche 356 Close Up	356	Porsche Feature Video
Porsche 911 & 930 Close Up	911, 930	Porsche Feature Video
Porsche Video Manual		Porsche Feature Video
Porsche 911, 944	911, 944	Porsche Feature Video
Porsche, The Racing Legend		Porsche Feature Video
Pretty in Pink	911	
Private Benjamin	911	
Project 2078		Porsche Indy Car Project
Raise the Titanic	930	one brief scene
Rally Car Experience	911	entire video - GREAT in-car
Return of Dragon, The	356	Bruce Lee's red 356
Risky Business	928	several minutes
Roller Ball 2002	964/965 Turbo	LL Cool J drives a black 964/965 Turbo in the beginning of the film during street lounge scene
Rookie, The	928	Clint Eastwood and Charlie Sheen out to bust a car thief ring, a 928 is destroyed when it is dropped off the back of a car hauling 18 wheeler
Salsburg Connection, The	911 Targa	a nice lime green 911 Targa is shown throughout the film, driven by the main character. The movie ends with a good shot of Barry Newman and the girl driving off on a dirt road.
Scarface	928	also 911 in lot and showroom
Sexy Beast	911 Coupe	stars Ben Kingsley. Shows footage of a silver C2 or C4 coupe.
Shampoo	356 Cabriolet	
Sin City	550 Spyder	driven by the character "Goldie"
Sixteen Candles	944	many scenes
Slapshot	911	Paul Newman's wife in this film drives a green 911
Soldier, The	930	silver 930 jumps Berlin Wall
Species II	993/4S	brief scend where lead character played by Michael Madsen stands next to his car
Speed Merchants, The	911	video follows 1972 season of Endurance Racing
Sports Car Experience	962	entire video
Spy Game	912	Robert Redford's 912
Starsky and Hutch (2004)	911 Targa	brier shot of a black 911 Targa in the alley when Starsky and Hutch decide to go after Reese Feldman
Stripes	911	unarmed
SuperTroopers	964	
Taxi Driver	912 or 911 Targa	a burgundy 912 or 911 Targa drives by in the scene where DeNiro and Cybill Sheppard meet for coffee.
Tequila Sunrise	911	features a black 911 throughout
Three Fugitives	911SC	
To Live and Die in LA	924	1985, An early foot chase passes a dark green 924 in an alley
Top Gun	356	1-2 scenes
Torque	993	
Transformers	Dealer	
Treacherous	356 Cabriolet	the hero, a race car driver, drives a silver 356 Cabriolet
True Romance	911	
Twins	911	Arnold !!
Untold, The	911/964	the actor Lance Henriksen's character drives one in the opening sequences
Victory by Design		Porsche Feature Video
Walking Tall (latest version)	996 Cabriolet	Rock does some damage to the car
Waterboy	Boxster	
Waynes World II	911 Speedster	one scene
Weekend At Bernies	911	and 911 golf cart !!
When a Man Loves a Woman	911	
Who Dares Wins (known as The Final Option in the U.S.)	928	mid 80's British movie about the takeover of the Iranian Embassy in 1982 and its SAS liberation. Lead character drives a 928.
Wierd Science	928S	
Willie Wonka & The Chocolate Factory	356	Charlie finds his "Golden ticket" just in front of a 356....you can see the front bumper and hood
Wimbledon, 2004	356 Cabriolet	Peter Cort drives a silver 356 Cabriolet, shown in several scenes

Porsche Newsletter Highlights

Highlights from the Porsche Newsletter - Issue 11/2008 Porsche Cars North America



ALMS 2008: Porsche wins all championship titles.

Once again in 2008, Porsche was the most successful manufacturer in the American Le Mans Series. In the season finale in Laguna Seca, Porsche secured the manufacturer's title in the LMP2 prototype class as well as among the GT2 sports cars, thereby winning all the possible titles. Timo Bernhard's summary of an energy-sapping season: "That was the toughest season of my career. The fact that we won all the titles was only possible because we scored consistently in all races."



The new Porsche Communication Management.

The 911 Carrera and 911 Targa 4 models are equipped as standard with a brand new generation of the Porsche Communication Management (PCM). As the central control unit for audio, navigation and communication equipment, it is now even more efficient, more versatile and yet easier to use.



All-wheel drive at Le Mans. The Porsche 961.

After the Porsche 959 took 1, 2 and 6 place in the Paris-Dakar Rally in 1986, a second technology star, project name 961, also proved its versatility on the race track that same year. The Porsche 961 thus became the first all-wheel drive car in history to race in the Le Mans 24 Hours and, at same time, it secured a class victory in the IMSA-GTX category.



The beautiful pages. The 2009 Porsche calendars.

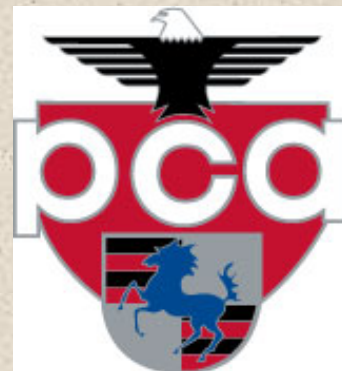
Experience exciting new interpretations of the Porsche world. Take a look at the new 2009 Porsche calendar with twelve unusually presented "answers" to the question of how Porsche continues to increase efficiency and optimize consumption. Or see our "Style Calendar", whose thirteen motifs demonstrate the attractive styling of the 1939 Porsche 64.



The Legends are coming!

Improving on perfection is something Porsche manages to deliver. And ourSport Driving School in Birmingham is no exception. The School is now offering a fantasy camp where you can spend a day on the track with some of Porsche racing's finest legends - Derek Bell, Vic Elford, Hurley Haywood, Patrick Long and Brian Redman. The Porsche Legends course runs December 16 and 17 at Barber Motorsports Park and is offered to recent graduates of the advanced Master's course.

Anniversaries



December PCA ANNIVERSARIES

New Member

	<u>City</u>	<u>Car</u>
Marty and Karen Smith	Oshkosh, WI	1998 Boxster

Member Transfers:

	<u>City</u>	<u>Car</u>
David and Elsa Brule	Iron Mountain, MI	1996 993 RSR and 1999 996

Member Renewals:

	<u>City</u>	<u>Car</u>
Albert Dorsch	Shawano, WI	1986 911
Stephen Gering and son Drew Gering	Oconto, WI	1981 924 and 1985 944
Michael and Nancy Hagerty	Green Bay, WI	1999 Boxster and 1999 986
John and Charmaine Luczak	Fond du Lac, WI	1986 944
Mark and Ramona Metz	Wisconsin Rapids, WI	1985 911SC and 1996 993
Andrew and Elise Opicka	Green Bay, WI	2003 911
Larry and Pat Rogers	Appleton, WI	1986 928S
Stan Stout and	Scandinavia, WI	1987 911

Winter Tires

Set of 4 Michelin Pilot Alpine Winter Tires.

Front: 205/50 R17

Back: 255/40 R17

Tires have about 1/4" thread remaining.

\$125 or best offer

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General Information

Club Address

FVR-PCA
c/o Laura Prellwitz
1495 Winchester Road,
Neenah, WI 54956
Phone: (920)242-1644

Officers

President - Laura Prellwitz
lprellwitz@att.net
fvrpca@yahoo.com

Vice President - Nick Proctor
Nick@theproctors.com

Secretary - Mary Haen
mehaen@sbcglobal.net

Treasurer - Larry Rogers
fvrpca@sbcglobal.net

Membership - Gordon Skog
Gord240z@hotmail.com

Librarian/Archivist - Jim Haen
mehaen@sbcglobal.net

Social Chair - Justin Pauly
jepauly@mac.com

Insurance Coordinator –Denis Olson
pcar@olsonsgatheringplace.com

Webmeister - Al Taylor
ataylor@wtct.net

Technical Chairperson– Andrew Opicka
andrewop@itol.com

Newsletter Editor - Herb Velazquez
hvelazquez@new.rr.com

Dealership Liaison– Public Relation
Dave Kochinski
dave930s@gmail.com

Zone Rep - Chris Ingot
CIngot@aol.com

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