

FOX VALLEY REGION PORSCHÉ CLUB OF AMERICA



WHALETALES

MARCH 2007

**PREVIEW -
2007 Fall Tour
Page 14**

**10 YEARS of LIBRARY...
Please read on Page 4!**



**PORSCHEPLATZ RACING
Pages 5 and 6**

**New EDITOR'S CORNER
Pages 7-8**

FVR CALENDAR OF EVENTS

CALENDAR

FOX VALLEY REGION— 2007 ACTIVITIES

March:	31st Saturday- Zymol® Presentation 11:00 AM, at: Porsche of the Fox Valley- A Division of Bergstrom 2986 Victory Lane. Appleton, WI 54913 Sales (800) 218-2058 <i>Hosted By: Andrew Opicka - 920-217-1010</i>
April	Open
May	1st -Tuesday -Pipe Dinner Run at Jim & Linda's
June	2nd — Saturday -Tour of State Parks in Door County
July	Tour and picnic at Trout Springs Winery
August	12th — Sunday -25th Annual Manitowoc Car Show
September	3rd — Monday—Annual Labor Day Picnic - Road America
September	11th — Tuesday—Auto Clinic Tech Session
September	14th to 16th — Friday to Sunday Michigan— Wisconsin Fall Tour with Milwaukee and FVR PCA Across and Around Lake Michigan (see details on page 13)
October	Open
November	Open
December	Open



There are many dates open to host an event. If you are interested in doing this please contact Rick Slater at fvrpcal@new.rr.com to set it up. We hope to see you out and about this year at some of the club events!

MARCH 2007



Su	Mo	Tu	We	Th	Fr	Sa
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
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Inside this month's issue.....

FVR Calendar of Events	2
From the President	3
10 Years of Library— J. Haen	4
PORSCHEPLATZ —	
St-Petersburg and Sebring	5
PORSCHEPLATZ - Houston	6
Celebrate Porsche -Kohler. WI	6
EDITORS CORNER (New)	
The Porsche 924— A Different	
Direction (by Dean Lewellen)	7-8
From Within the 13th Zone	9-10
Zone 13 Calendar of Events	11-13
2007 Fall Tour Preview	14
Advertising Corner	15
New Members & Anniversaries	16
FVR-PCA - Positions to fill	16
Back Page Stuff	17

FROM THE PRESIDENT

*From the President
Rick Slater*



Greetings All;

We have an opening for webmaster. Please contact me at fvrpcal@new.rr.com to express your interest.

Our calendar for 2007 is filling in. Many events are still tentative.

February: Open

March: March 31st Zymol Presentation 11:00 AM, At
Porsche of the Fox Valley-A Division of Bergstrom
2986 Victory Lane.
Appleton, WI 54913
Sales (800) 218-2058
Hosted By: Andrew Opicka 920.217.1010

April Open

May May 1st Pipe Dinner Run at Jim & Linda's

June Tour of State Parks in Door County

July Tour and picnic at Trout Springs Winery

August Manitowoc car show

Labor Day picnic

September Auto Clinic tech session

September 14-16 FVR Fall tour across and around Lake Michigan

October Door Count Fall tour with Milwaukee PCA

Sincerely

10 YEARS OF LIBRARY

Ten years and counting...

By Jimmy Haen

Your lending library began when I wrote an open newsletter article published way back in March 1997.

Since then it has grown rapidly.

As of Feb. 2007, I am pleased to report we have had about (202) items listed in the FVR PCA lending library available to you free and easily most anytime at Gordon Skog's Auto Clinic in Neenah.

Our primary supplier, "Classic Motorbooks / MotorBooks Intl.", is found on-line at:
<http://www.motorbooks.com/> .

Titles we buy from them are at 46% off list price when we buy 10 or more titles.

I'm proud to announce two new suppliers have just recently offered us library/trade discounts. The first is Bentley Publishing, found at <http://www.bentleypublishers.com/>. Again they require a 10 item minimum library order at a discount of 40% off list.

The other new supplier is David Bull Publishing.

Their website is <http://www.bullpublishing.com/> . They offer us a 40% discount..

Here's the synergy for you. If you desire me to order a title from any of these sources for your personal collection, it helps the library get to their minimum order sooner, and ensures we get maximum discount on our library acquisitions and the best pricing for your collection. Simply go to these sites and retrieve their catalog number. Email that catalog number to me so that I can get back to you with a date that I may be ordering from them. They don't even have to be Porsche related materials.

Perhaps later this spring, I'll email all of you an Excel spreadsheet of all the library holdings including catalog numbers. You could then go to these websites above, type in the catalog #, and read a review of most any of the materials at Gordon's.

I hope the library, our club, and each of you enjoys continued success in 2007 and beyond!

Your librarian,

Jimmy Haen

PORSCHEPLATZ- ST-PETERSBURG & SEBRING

PCA Membership Station in the Porscheplatz (Porsche Owners Corral) during the American Le Mans Series Race at St. Petersburg, Florida March 30 - April 1, 2007

There will be a PCA Membership station within the Porscheplatz for the American Le Mans Series race at St. Petersburg Florida on Friday, March 30 and Saturday, March 31.

The Porscheplatz is hosted by Porsche Cars North America and Porsche Motorsport North America with the cooperation of the International Motor Sports Association (IMSA) and the American Le Mans Series.

There will be scheduled appearances by Porsche race drivers for informal talks and autographs. In addition, IMSA will offer supervised Parade laps of the track with a two lap maximum open to the first 50 registered Porsches on a first come, first serve basis.

Registration for the Parade Laps will be at the hospitality tent for credentialed Porscheplatz participants only. Special features for the weekend will include a "Long Distance Award," raffle drawings for an "Honorary Pit Crew Member" with a Porsche race team, and a "Hot Pit" escorted tour.

For information please contact Zone 12 Rep, Bob Barren, 904-268-8877 or dorabob@comcast.net and also visit the IMSA website, www.imsaracing.net for the latest event schedule.



Parking in the Porscheplatz will be for Porsches only. "For Sale" signs on cars will not be permitted. For drawings and awards, participants must be present to win.

PCA Membership Station in the Porsche Owners Corral at Sebring (March 16-17)

There will be a PCA Membership station within the Porsche Owners Corral at the Mobil 1 Twelve Hours of Sebring on Friday and Saturday, March 16-17. The Corral is hosted by Florida Porsche dealers with the cooperation of the International Motor Sports Association (IMSA) and the American Le Mans Series. There will be scheduled appearances by Porsche race drivers for informal talks and autographs. On Friday, March 16th at 12:00 p.m., IMSA will offer supervised Parade laps of the track with a two lap maximum open to the first 100 registered Porsches on a first come, first served basis. Registration for the Parade Laps will be at the Corral tent for credentialed participants only beginning on Friday morning at 8:00 a.m. Special features for the weekend will include a Distance Award and raffle drawings for a Hot Pit escorted tour and special Porsche related prizes.

For information please contact Zone 12 Rep, Bob Barren at 904-268-8877 or dorabob@comcast.net and also visit the IMSA website, www.imsaracing.net for the latest event schedule. Corral admission requires a Sebring Porsche Corral ticket package – for information contact Sebring Raceway at 800-626-7223 or www.sebringraceway.com. Parking in the Corral will be for Porsches only and limited to 150 parking spaces. "For Sale" signs on cars, tents and camping will not be permitted. For drawings and awards, participants must be present to win.

Jill P. Beck

Porsche Club of America

National Newsletter Committee Chair

jillbeck911@cox.net



PORSCHEPLATZ- HOUSTON, TX

PCA Membership Station in the Porscheplatz (Porsche Owners Corral) during the American Le Mans Series Race at Houston, Texas, April 20 - April 21, 2007

There will be a PCA Membership station within the Porscheplatz for the American Le Mans Series race in Houston, Texas on Friday, April 20 and Saturday, April 21. The Porscheplatz is hosted by Porsche Cars North America and Porsche Motorsport North America with the cooperation of the International Motor Sports Association (IMSA) and the American Le Mans Series.

There will be scheduled appearances by Porsche race drivers for informal talks and autographs. In addition, IMSA will offer supervised Parade laps of the track with a two lap maximum open to the first 50 registered Porsches on a first come, first serve basis. Registration for the Parade Laps will be at the hospitality tent for credentialed Porscheplatz participants only. Special features for the weekend will include a "Long Distance Award," raffle drawings for an "Honorary Pit Crew Member" with a Porsche race team, and a "Hot Pit" escorted tour.

For information please contact Zone 5 Rep, Caren Cooper, 512-698-2747 or zone5rep@herpca.org, and also visit the IMSA website, www.imsaracing.net for the latest event schedule. Parking in the Porscheplatz will be for Porsches only. "For Sale" signs on cars will not be permitted. For drawings and awards, participants must be present to win.

Jill P. Beck

Porsche Club of America
National Newsletter Committee Chair

KOHLER INTERNATIONAL CHALLENGE-ROAD AMERICA

‘Celebrate Porsche’ during the 2007 Kohler International Challenge with Brian Redman at Road America

The Milwaukee Region of the Porsche Club of America (PCA) is pleased to announce, on behalf of PCA Zone 13, a special event – “Celebrate Porsche” -- against the backdrop of the Kohler International Challenge with Brian Redman, July 22, 2007, at Road America, Elkhart Lake, Wis. Porsche is the designated 2007 marque of this annual vintage gathering of the legends of road racing.

“Celebrate Porsche” activities will take place within Porsche Park, the Porsche parking area maintained by the Milwaukee Region for use by all Porsche enthusiasts.

Activities on July 22 will include:

A special display of legendary, vintage Porsche racecars, including a Porsche 917 from the Collier Automotive Museum, Naples, Fl.
A concours d’elegance competition

Champagne toast by heralded **Porsche race driver Brian Redman**, who will be joined by some of Wisconsin’s most successful drivers including **Augie Pabst and Bill Wuesthoff**.

The Kohler International Challenge with Brian Redman is one of the largest vintage gatherings in the United States with more than 30 classes of cars in 10 race groups.

Brian Redman is one of the most successful racecar drivers in the world. Born in 1937 in Lancashire, United Kingdom, he won the 1970 Targa Florio driving a Porsche 908, and the 12 Hours of Sebring in 1978 with a Porsche 935. Redman was inducted into the Motorsports Hall of Fame of America in 2002 in the sports car category.

All PCA members are invited to “Celebrate Porsche.” For more information about any aspect of this event, contact Gary Messing, Vintage Committee chairperson-Milwaukee Region at gary911@aol.com

For more information about the Kohler International Challenge with Brian Redman, visit the Road America Web site at:
www.roadamerica.com

For more information about the Milwaukee Region, Porsche Club of America, visit www.porschepark.org



Editor's Corner

Porsche Club of America

A ONE-STOP RESOURCE FOR ALL OF YOUR NEWSLETTER NEEDS

THE PORSCHE 924 - A DIFFERENT DIRECTION

By Dean Lewellen

reprinted from *Going Places*, official newsletter of the Arizona Region PCA

It has been said that the first production Porsche, the Model 356, grew out of the bold inspiration and enthusiasm for sports cars by Ferry Porsche, aided by the design studies based on prewar and postwar Volkswagens by Erwin Komenda and Karl Rabe. The Model 356, first produced in 1948, was a groundbreaking, pathfinder design concept which is as timeless today, as seen in the current Model 996, as it was fifty-four years ago in Gmund, Austria. When the Model 924 arrived on the European motoring public scene in early 1976 and in the United States in June of 1976, it was clear that a new and radically different direction had been taken by the Porsche design staff in Zuffenhausen, Germany. The Model 924 grew out of perspiration instead of inspiration and was an austere, sales and marketing department driven design solution utilizing Volkswagen and Audi components instead of tapping the enthusiasm for and dedication to the pure performance sports car niche Porsche had worked so hard to create during the Company's first thirty years.

To be more fair to the business side of Porsche, the marketing reports defined the need for a less costly, entry level Porsche which would capture more market share than the Model 914 had been able to establish. The VW-Porsche business agreement that fostered the Model 914 was still in force and the Porsche and VW employees who staffed the VW-Porsche Vertriebsgesellschaft (VG) would be the catalyst group to define the requirements, approve the designs and manage the production, sales and marketing of the Model 924, which had the internal project/contract number of EA425. Erich Filius of Porsche and Klaus Schneider of VW jointly headed the VG and were responsible for establishment of the basic parameters of the new car--more interior space, maximum use possible of low-cost, high-volume VW based components, and, a design that unified with other Porsche product offerings. The unified design meant that the new car was to have technical similarities with and family resemblance to the more expensive, purely Porsche sports car being developed to replace the Model 911. This was the early 1970s, folks, and the replacement car we are talking about was the Model 928 which arrived in 1978. It never did replace the Model 911 as the top flagship of the Porsche fleet and 928 production ceased in 1995, but that's another story.

As the design solidified around the two main drivers--use of VW based components and unification with the 928-to-be configuration--several design options fell by the wayside. No front wheel drive layout like the Audi 100 or VW Rabbit, no rear/mid engine layout like the 911 or 914, the Porsche people would not agree to a live rear axle design, and, only water-cooled engines met the unification criteria. The engine choice was slam-dunked by the low-cost, high-volume requirement and was the VW built EA831 engine used in the Audi 100, VW LT van, and later in the American Motors Gremlin--no kidding! The transmission/clutch location went through all three possible combinations for placement with the result being a rear mounted transaxle gearbox with the clutch assembly mounted in the traditional location in the flywheel bellhousing. This arrangement provided for a large polar moment of inertia for the car about its lateral axis, which is what makes the 924-944-968 configurations so incredibly stable in corners. The location of the transmission at the rear meant that the drive shaft mounting, support and control was very important since the drive shaft turned at engine speed instead of gearbox output shaft speed. Many hours of trials and testing was done on a BMW 2002 "test mule" equipped with an Audi engine (front) and transmission (rear) trying out several candidates for the drive shaft design of choice. The final design was a hollow shaft (read torque tube) mounted solidly between the bell housings on the back of the engine and the front of the transaxle. The actual drive shaft, 20 mm in diameter and sixty-seven inches long, was mounted inside this tube on four ball bearing supports mounted in concentric rubber rings on the shaft and tube. Splined connections mated the drive shaft to the clutch and the transaxle at each end.

Suspension components were also found in VW and Audi factory parts bins. The rear trailing arm suspension was lifted directly from the VW Super Beetle. The half shafts connecting the transaxle drive to the rear wheels were from the VW Type 181 utility vehicle known in the United States as "The Thing". The front MacPherson strut suspension was cobbled from Super Beetle front coil struts linked to Rabbit/Scirocco lower wishbones. The rack and pinion steering gear from the Rabbit/Scirocco was employed with a slight modification in the steering ratio and kinks added to the steering column for crash protection. VW front shocks and Boge rear shocks were also specified. Optional Porsche designed anti-roll bars were a rare 924 unique suspension feature. The braking system selected was from the VW K70 sedan and was a front disc/rear drum setup which was a ten year step backward in time



Editor's Corner

Porsche Club of America

A ONE-STOP RESOURCE FOR ALL OF YOUR NEWSLETTER NEEDS

THE PORSCHE 924 - A DIFFERENT DIRECTION (continued)

time for a Porsche braking system. The EA425 (924) was fitted with fourteen-inch, stamped steel wheels with a rim width of 5 1/2 inches. Truly this was parts bin engineering at its best, if you were a marketer, or, at its worst, if you were an engineer.

A member of the Porsche styling team, Harm Lagaay, is credited with the overall styling theme of the 924. The hidden headlights, inclined engine and tradition of no grill gave the car the popular wedge shape rising to the large rear window/hatch at the rear. As with the mechanical components, the body and interior parts were selected from existing VW stock wherever possible--Golf/Rabbit heating and ventilation system and door latches from the Scirocco. The Lagaay team was able to provide an interior of Porsche design origin. Some unique features were the three large main instrument dials in front of the driver which housed the speedometer in the center, very un-Porsche-like, a fuel and water temperature gauge on the left, and, the tachometer on the right which had the red line portion of the tach in the upper quadrant of the gauge. Some early and on-going controversy has existed over the steering wheel shape which is somewhat eccentric when centered to provide more clearance with the driver's legs. The problem comes when the wheel is turned ninety degrees or more during cornering in that this nice clearance becomes real interference between steering wheel, hand and legs of the unsuspecting driver.

History of the EA425/924 project contains a story about the dark days of the project which began in the fall of 1973 when the VG agreement between Porsche and Volkswagen was mutually dissolved. Since Volkswagen had put up most of the \$50 million spent on development up to that point, they claimed the rights to the yet unborn sports car as a Volkswagen future product, much to the chagrin and disappointment of the Porsche now ex-partners. Well, the oil crisis of 1974 took a bitter toll on VW's vision of the future and the waves of red ink swirling on their balance sheets swept most of the VW management team from their seats on the sinking ship. Porsche properly procrastinated and in early 1975, the new Managing Director of VW met with Porsche leadership and reached an accord which would see the 924 built in a VW factory in Neckarsulm, which was on the block for closure and was located twenty-seven miles north of Stuttgart. It was a win-win solution. Porsche would own the design, the tooling built so far and be the responsible manufacturer of the Model 924. Volkswagen employees would build the car, order and/or supply the parts, keeping their jobs after all.

The Model 924 was first offered for sale in the USA in July of 1976 as a 1977 model at a base price of \$9395. The Audi four-cylinder engine was rated at 95 SAE HP @ 5500 rpm. This engine produced 110 HP in European tune. The four-speed manual transaxle provided for an overall weight distribution of 48-52 per cent front to rear which made for well balanced handling. A five-speed gearbox was made available in 1979 and a turbocharged engine producing 143 HP was offered in 1980. Things were really getting better fast, making getting fast better. A special "Turbo" Sports Package was offered which included 16" wheels, heavy duty stabilizer bars and shocks all around, and, vented four-wheel disc brakes--now we're talking Porsche!



Production of the original Model 924 ceased in 1982 as the ten years of knowledge and experience gained allowed for a controlled evolution to the Model 944 series of water-cooled Porsches. However in 1987, the Model 924 was reintroduced as the "924S" which was really a 924 body and chassis with the 944 engine and running gear. These cars are rare and special making excellent candidates for the "944 Spec" class in local Valley of the Sun racing venues.

As with the Model 914 program, the Model 924 project provided many priceless experiences and lessons learned about joint-venture partnerships for the people of Porsche. They also got to put into practice the knowledge and capabilities they had acquired through contracted development work with and for other vehicle manufacturers by designing, building and testing their very own automobile powered by a water-cooled engine. The Model 924 today is a fast fading icon of the Porsche marque, but its technology lives on and improves in the evolutionary lineage of models such as the 944 and 968 editions of these water-cooled wonders.

References:

Ludvigson, Karl, Porsche Excellence Was Expected, 1977

James, Drayton, Editor, The Porsche Family Tree, Published by PCA, 1995

FROM WITHIN THE 13TH ZONE

From Within the 13th Zone – March 2007

Sebring Club Race

January in the upper Midwest was mild in comparison to a typical winter in Chicago. Mother Nature and February's harsh weather seemed to get even with us for the mild January. February is typically a fabulous time of the year to escape from Chicago for a warmer environment. Mid-February took me to Florida for the 48 Hours of Sebring hosted by the Gold Coast and Suncoast Regions. My decision to depart seemed smarter than usual as I sat on the runway in Chicago while it was snowing and the plane needed "de-icing" multiple times. This trip was going to be with a newly built, untested, un-driven 944S2 club racecar and it was more interesting than normal.



1991 944S2 revisited

In the third practice session, while driving in 4th gear at the rev limiter, I headed into the safety pin (turn # 7). While applying the brakes, the newly installed control arm on the driver's side emitted a "cracking" noise. Two welds apparently broke on the control arm and the left wheel and tire assembly rotated back into the fender and smoke began pouring out from the left side. Fortunately, I was able to drive straight off towards the old hairpin and stop the car safely.

The two-mile tow behind a wrecker with the front end elevated by the factory tow hook while coming downhill over the bridge at turn 17 was interesting. Chris Schuh and the crew of CS Motorsports evaluated the failure and made a phone call to get the old control arms shipped from Wisconsin to Sebring for a Saturday delivery. After numerous trips to the security shack to look for the delivery truck, I was pleased to see the familiar white and purple Fed Ex truck. The crew worked quickly to exchange the arms and re-align the car. Due to the late morning delivery from our friends at Fed Ex, I was unable to qualify the car. Without a qualifying time, I had to grid 53rd of 55 entrants. A quick 14 laps later...I was pleased to finish 12th overall and 8th in class. It was a blast passing that amount of cars in such a short time. The final day in the enduro, my starting position was 25th out of 73 cars. The race was going well until I was making a pass on the inside of turn 17, when the exhaust from the header back decided to depart. This ended the race but at least we were able to have a great race the day before.

FROM WITHIN THE 13TH ZONE

From Within the 13th Zone – March 2007 (continued)

Winter Board Meeting

This past weekend took me to the winter PCA Board Meeting held in Charlotte, North Carolina and the home of the 2008 Porsche Parade. It will be a downtown location, just blocks from the Carolina Panthers stadium. We conducted a lot of business. Jill Beck spoke of enhancements on behalf of the newsletter editors throughout 139 regions. Roger Johnson advised of soon to be added features on the National website and the membership database and there was a very special vote in the 908 situation that Tom Bobbitt previously wrote about within Panorama. The next “*Escape to*” will be to the *Poconos* in September 2007. The “Escape to” events can be viewed as a mini-Parade without all the competition and more of a social environment, banquets, driving tours, etc. If any region is interested in hosting one in the future, please let me know. Speaking about Parade...registration for the 2007 Parade in San Diego will be opening March 6th. If you plan on attending Parade, be quick registering as they are expecting 1000 registrants.

As part of the weekend, we were treated to a tour of the Penske Motorsports facility near Charlotte. The building was a mere 475,000 square feet with approximately 300 employees that home to the two RS Spyder teams, an open wheel IRL racecar, and 3 NASCAR teams. We were told that 60 chassises were in process at any given time. If you have a cool \$18 million, you too can have your own NASCAR team. That was number we were given to manage an active and successful team in 2007. Regarding the RS Spyder program for 2007, not only will Penske Motorsports be campaigning two cars, but also Dyson Racing and CET Racing Solaroil Motorsports. Should be another exciting year on the track!



PCA National DE Instructor Program

As part of the April 30th DE at Autobahn CC in Joliet, IL, Pete Tremper, National PCA DE Chairman, will be conducting the class that will allow instructors and those wishing to be instructors to go through this National DE Instructor Program. The full track of 3.56 miles will be used plus lapping for experienced drivers. Registration opens March 1st at www.clubregistration.net.

It's not the cars, it's the people. Go out and start enjoying the Porsche Passion!
Until next time...

Chris Inglot

PCA Zone 13 Rep
(847) 559-1126
cinglot@aol.com

Zone 13 calendar of events

Date	Event	Region
March 2007		
3/1	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
3/2	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
3/3	Milw. Region Tech Session @ Paintwerks	Milwaukee
3/5	BGR Board Meeting - Cooking by George	Bluegrass
3/6	Parade Registration Opens	San Diego
3/10	St. Patrick's Day Party	Chicago
3/11	Daylight Savings Time Begins	
3/12	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
3/18	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
3/21	CWR Monthly Meeting @ Lee's Automotive	Central Wisc.
3/24	BGR Belterra Casino Drive	Bluegrass
3/24	LTR - 964/993/996 Tech Session @ Isringhausen Springfield, IL	Lincoln Trail
	Chicago Safety Tech Session @ Northstar Motorsports, Barrington, IL	
3/25		Chicago
3/30	Chicago (April) Board Meeting - VFW Hall - Park Ridge, IL	Chicago
3/30-4/1/07	Road Atlanta Club Race - Braselton, GA	Peachstate
3/31	ZYMOL® presentation at Porsche of the Fox Valley	Fox Valley
April 2007		
4/2	BGR Board Meeting - Cooking by George	Bluegrass
4/5	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
4/9	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
4/14	KY French Lick Resort & Casino Drive	Kentucky
4/15	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
4/18	CWR Monthly Meeting @ Lee's Automotive	Central Wisc.
4/21	BGR @ KY Speedway & Belterra Casino Drive	Bluegrass
4/22	Chicago Rallye School	Chicago
4/25	Milw. Blackhawk DE, Rockton, IL	Milwaukee
4/29	Chicago Autocross School - Maywood, IL	Chicago
	Autobahn CC DE Experienced & PCA National Instructor School - Joliet, IL	
4/30		Chicago
May 2007		
5/1	Pipe Dinner Run at Jim & Linda's	Fox Valley
5/3	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
5/4	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
5/5 & 5/6	Milw. Road America DE - Elkhart Lake, WI	Milwaukee
5/6	Chicago Autocross # 1 - Maywood, IL	Chicago
5/7	BGR Board Meeting - Cooking by George	Bluegrass
5/9	Chicago Blackhawk #1 DE (Novice/Instructor Only)	Chicago
5/13	Mother's Day	
5/19-5/20/07	Mid-Ohio Club Race	Mid-Ohio
5/19	Tennessee Tubs - Kingston Springs, TN	Bluegrass
5/19	KY Makers Mark Distillery Road Trip - Loretta KY	Kentucky
5/20	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
5/20	Chicago Rallye # 1	Chicago
	Chicago RADE 2007 (Road America Drivers Education) - Elkhart Lake, WI	
5/25-5/27/07		Chicago
5/26	KY Drive to the Dock Restaurant	Kentucky
5/26	BGR Possible Tech Session	Bluegrass
5/28	Memorial Day	

Zone 13 calendar of events

Date	Event	Region
June 2007		
6/1	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
6/2	Tour of Wisconsin State Parks in Door County	Fox Valley
6/2	BGR Winery Run	Bluegrass
6/2	BGR JAS Show	Bluegrass
6/3	Chicago Autocross # 2 @ MGA, Burlington, WI	Chicago
6/4	BGR Board Meeting - Cooking by George	Bluegrass
6/6	Milw. @ Blackhawk	Milwaukee
6/7	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
6/10	BGR Ault Park Concours	Bluegrass
6/10	MRAZ Autocross # 1	Milwaukee
6/11	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
6/13	Chicago Blackhawk #2 DE - Rockton, IL	Chicago
6/17	Father's Day	
6/17	BGR Membership Mtg - Portabello's - Lexington, KY	Kentucky
6/17	Chicago Concours # 1 - Long Grove, IL	Chicago
6/22	Chicago Autobahn Country Club DE - Joliet, IL	Chicago
6/23	BGR Possible Tech Session	Bluegrass
6/24	Chicago Rallye # 2	Chicago
6/27	Milw. Blackhawk DE, Rockton, IL	Milwaukee
July 2007		
7/1-7/5/07	Porsche Parade - San Diego, CA	San Diego
7/2	BGR Board Meeting - Cooking by George	Bluegrass
7/4	4th of July	
7/5	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
7/6-7/8/07	Gingerman Club Race & DE - South Haven, MI	Southeast Michigan
7/9	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
7/13	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
7/15	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
7/15	Chicago Autocross # 3 @ The Trierack - Mishawaka, IN	Chicago
7/19-7/22/07	Kohler Inter'l Challenge (BRIC) @ Road America - Elkhart Lake, WI	Road America
7/20	Chicago Blackhawk #3 DE - Rockton, IL	Chicago
7/22	Chicago Potter's Picnic & Concours # 2	Chicago
7/28	Chicago Golf Outing - White Pine - Bensenville, IL	Chicago
7/28	BGR - Porsches 2 Oxford	Bluegrass
7/29	Chicago Potter's Picnic (Optional Date)	Chicago
7/29	MRAZ Autocross # 2	Milwaukee
August 2007		
8/2	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
8/4-8/5/07	Chicago Gingerman DE - South Haven, MI	Chicago
8/6	BGR Board Meeting - Cooking by George	Bluegrass
8/10	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
8/10-8/12/07	Generac 500 ALMS @ Road America - Elkhart Lake, WI (PORSCHPLATZ)	Road America/Zone 13
8/12	Chicago Autocross # 4 & Concours # 3, - Autobahn CC, Joliet, IL	Chicago
8/12	25 th Annual Manitowoc Car Show	Fox Valley
8/13	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
8/15	Chicago Blackhawk #4 DE - Rockton, IL	Chicago
8/18	Chicago Kane County Cougar Baseball Social	Chicago
8/19	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
8/19	Chicago Rallye # 3	Chicago
8/25	BGR Keeneland Concours - Lexington, KY	Bluegrass
8/26	Chicago Concours # 4 - Geneva, IL	Chicago
8/26	MRAZ Autocross # 3	Milwaukee

Zone 13 calendar of events

Date	Event	Region
Sept. 2007		
8/31-9/3/07	Chicago TRAC 2007 Club Race & DE @ Road America - Elkhart Lake, WI	Chicago
9/1	Chicago Concours # 5 - Siebken's - Elkhart Lake, WI	Chicago
9/3	Labor Day	
9/3	Annual Labor Day Picnic - Road America	Fox Valley
9/3	BGR Board Meeting - Cooking by George	Bluegrass
9/6	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
9/7	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
9/10	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
9/11	Auto Clinic Tech Session	Fox Valley
9/14 - 9/16	Michigan-Wisconsin Fall Tour with Milwaukee PCA	Fox Valley / Milwaukee
	KY Back Roads in Horse Country, Versailles, Frankfort, Lexington, KY	Kentucky
9/15		Kentucky
9/16	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
9/16	Chicago Autocross # 5 Maywood Park, IL	Chicago
9/17	KY Dr. Porsche's Birthday-"Drive your Porsche Day"	Kentucky
9/19	Chicago Blackhawk #5 DE - Rockton, IL	Chicago
9/22	BGR Possible Tech Session	Bluegrass
9/22	Chicago Pre-Rallye Dinner	Chicago
9/23	Chicago Rallye # 4	Chicago
9/27-9/30	Escape to the Poconos	Pocono
9/29-9/30/07	The Milwaukee Cup Club Race & DE - Rockton, IL	Milwaukee
9/30	BGR Cumberland Falls Drive	Bluegrass
Oct. 2007		
10/1	BGR Board Meeting - Cooking by George	Bluegrass
10/4	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
10/5-10/6/07	KY Autumn Derby	Kentucky
10/6-10/7/07	Chicago Octoberfest DE @ Blackhawk # 6 - Rockton, IL	Chicago
10/8	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
10/12	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
10/12-10/14	Daytona Club Race	Florida Citrus/Florida Crown
10/13	Chicago Pre-Rallye Dinner	Chicago
10/14	Chicago Rallye # 5	Chicago
10/20	BGR Membership Mtg - Xalapa Farm - Lexington, KY	Bluegrass
Nov. 2007		
11/1	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
11/2	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
11/2-11/4	Rennsport Reunion 3 @ Daytona	Brian Redman
11/5	BGR Board Meeting - Cooking by George	Kentucky
11/10	Chicago 2008 Calendar Planning Meeting	Chicago
11/12	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
11/17	Chicago Region's 50th Anniversary Party	Chicago
11/18	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
11/22	Thanksgiving	
11/30	BGR Lighting of the Distillery - Buffalo Trace Distillery - Frankfort, KY	Bluegrass
Dec. 2007		
12/3	BGR Board Meeting - Cooking by George	Bluegrass
12/6	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
12/9	BGR Christmas Dinner & Membership Mtg	Bluegrass
12/10	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky

PREVIEW OF OUR FALL TOUR 2007

From Laura Prellwitz

Dear fellow club members,

I know it seems a long way off, and it probably is. However, mark your calendars **now** for **SEPTEMBER 14th to the 16th** and start saving your pennies. Please spread the word to your fellow club and zone members and invite them to join us. To my knowledge, this will **be the most ambitious tour** our club has ever endeavored.

It is hosted by Jim & Laura Prellwitz and Doug & Lori Richter (the Richter's will lead the way and the Prellwitz's will bring up the tail). It will make for a wonderful fall getaway!.

Details are not complete, but here's what we have so far:

Friday, September 14, 2007.

Leave Manistowoc @ 2:00 PM on the *Badger Carferry* and cross Lake Michigan to Ludington, MI.

Arrive @ 7:00 PM EST. (Fare is approximately \$50 per person and \$50 per car.)

We will have dinner in the Ludington area, then travel 75 miles to **Cadillac, MI.**

A small block of king, non-smoking motel rooms each for \$65 plus tax is being held at Super 8. First to reply, first reserved.

Saturday, September 15.

Leave Cadillac and **drive to Mackinaw City and cross the Mackinac Bridge.**

Continue **driving to Manistique, MI.** This will be approximately 250 total miles. We will make stops and take breaks along the way.

Lunch and supper will be determined as we travel.

A small block of rooms are being held at the Econo Lodge in Manistique, MI. Some have king beds, other have queen-sized beds. All rooms are \$62.99 each plus tax and are non-smoking.

Sunday, September 16.

Journey home at your leisure; approximately 150 miles to the Green Bay area.

Looking forward to received enthusiastic response from our FVR-PCA members. We will keep promoting and reminding our members of this great opportunity during the coming months. More details to follow as we get closer to the date.

Reserve your place early...



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FOX VALLEY REGION PCA UPDATE—Positions to fill

Our PCA club needs your help and a little of your time to volunteer to host activities or to fill our vacant position of Webmaster.

WEBMASTER:

We are actively seeking a person (or two as sharing responsibilities) to fill in the WEBMASTER position.

Just a few minutes a month are required to update our website and to integrate our Whaletales newsletter and club communications to our membership.

You can reach our site at www.foxvalley-porsche.com.

NEWSLETTER EDITOR:

As your Whaletales monthly newsletter editor, there is place for an additional helping hand to put the document together and contribute with new insights to include in our newsletter. New skills and learning have been acquired in using *MS Publisher®* and *ADOBE Reader®* softwares.

OTHER CLUB STUFF

NEW MEMBERS & ANNIVERSARIES

MARCH ANNIVERSARIES

			<u>Year</u>	<u>Car</u>
David	M.	Savu	1980	1985 930
Martin	A.	Gravit	1997	1966 912
Kent		Powley	2005	2005 997
Kelly	E.	Wechsler	2005	1987 944 T
James		Gignac	2006	2000 996



NEW MEMBERS

	<u>Car</u>
George & Quinn Payne	1982 911 white



PHOTO of the MONTH in the FVR PCA calendar

The model of this month's photo is Ashley Caple, daughter of our club members Doug and Gail Caple



FOX VALLEY REGION PORSCHE CLUB OF AMERICA

CLUB ADDRESS IS:

FVR-PCA
c/o Rick Slater
324 East Pershing St.
Appleton, WI 54911
Phone: (920)734-0336



FVR-PCA OFFICERS

President - Rick Slater
fvrpca1@new.rr.com

Vice President - Herb Velazquez
hvelazquez@new.rr.com

Secretary - Mary Haen
mehaen@sbcglobal.net

Treasurer - Larry Rogers
fvrpca@new.rr.com

Membership - Gordon Skog
joshuaskog@yahoo.com

Librarian - Jim Haen
mehaen@sbcglobal.net

Social Chair - Jim Stephenson
Sspeedster356@aol.com

Safety Chair - Bill Hewitt
wyzzyrd@execpc.com

Webmeister - open

Newsletter - Denis Grimard
boxster@new.rr.com

Zone Rep - Chris Ingot
CIngot@aol.com

EDITORIAL POLICY

Whaletales is the official monthly publication of the Fox Valley Region of the Porsche Club of America. Statements and opinions appearing in Whaletales are those of the author, 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.

Email address changes must be sent to the Newsletter Editor (Denis Grimard) at boxster@new.rr.com

To have your questions, comments, articles or pictures published in Whaletales, email the Editor at boxster@new.rr.com no later than the 20th of the month.

Please send all information (writings and pictures) as an attachment in your email.

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