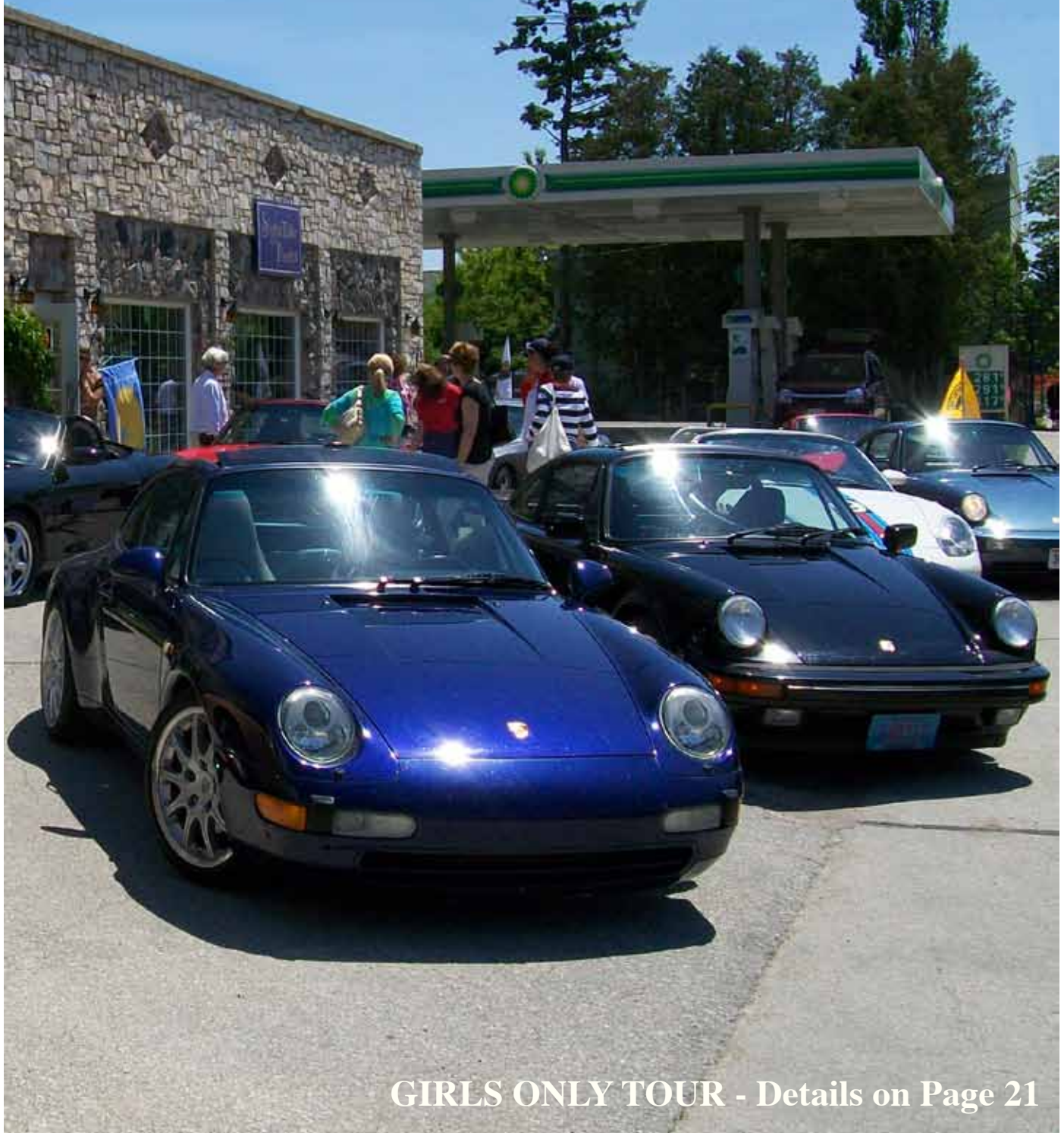




FOX VALLEY REGION
PORSCHE CLUB OF AMERICA



WHALETALES



GIRLS ONLY TOUR - Details on Page 21

Calendar of Activities

- June **28 Sunday** - All Porsche Show in Roseville, MN. Invitation from the Nord Stern Region.
- June **29 to July 4th** - Porsche Parade in Keystone, CO
- July **7 Tuesday** - Bruce & Sue Simon hosting dinner in the Oshkosh area. RSVP to nomisb911@yahoo.com
Details on page 26.
- July **18 Saturday** - Trout Springs Winery event. Potluck social, wine tasting, and Bocce ball. This annual event gets more fun every year! Please bring a dish to share. RSVP by July 13 to brchrivr@centurytel.net
- July **25 Saturday** - Porsches2Oxford in Oxford, Ohio
- August **4 Tuesday** - Dinner/social and car show at Bavarian Inn in Appleton. Larry and Pat Rogers hosting. RSVP to fvrpca@sbcglobal.net by August 1.
- August **8 Saturday** - from 11:00 AM – 2:00 PM picnic at Bergstrom. Andrew Opicka hosting.
- August **22 Saturday** - Social Event at Stan Stout's: begin at Auto Clinic and car caravan to Stan's residence near Scandinavia for a day of fun and socializing. Potluck supper. Please bring a dish to share and lawn chairs. RSVP by August 18 to stan54977@yahoo.com
- September **5 Saturday** - Picnic at RA with the Milwaukee Region PCA.
- September 18- 20 – Fall Tour of Upper Michigan (Greg Rigoni w/ help from fellow Yooper members!) This is the 10th anniversary year of the fall tour! Get your special 2009 Fall Tour shirt at EmbroidME in Appleton or Green Bay.
- September 20 Sunday - Oktoberfest in Chippewa Falls. German Car Show 11 AM- 2 PM
- October 3 Saturday – “Thank You” party and dinner hosted by the Prellwitz's. Anyone who has hosted an event in 2009, is BOD member, or who has helped out in any additional manner, is invited to attend. Cabin #1 at Lincoln Park in Manitowoc. 1 PM- 11 PM. RSVP by September 28 to lprellwitz@att.net

JULY



S	M	T	W	T	F	S
	29	30	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

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(con't.) Calendar of Activities

October **1 - 4** - PCA Escape Event. Hosted by Ohio Valley Region

October **6 Tuesday** – Tech session at Gordon Skog's Auto Clinic in Neenah

November **3 Tuesday** – Dinner/social @ Mackinaw's in Green Bay. Laura Prellwitz hosting. "Show and Tell" night. Bring your favorite PORSCHE "something" and show it off.

December **12 Saturday** – Holiday Party at Holiday Inn Neenah Riverwalk. Italian buffet menu.

June **30- July 5, 2010** – Porsche Parade in St. Charles, Illinois

July **24 Saturday, 2010** – 20th Anniversary celebration and homecoming!! Our region celebrates its 20th year in existence next year!!! Thanks to the DeBaker's and Trout Springs Winery, we planning the biggest party ever for our region. Mark the date and don't miss it!



You'll always have the right swing on the golf course with equipment from the Porsche Design Driver's Selection like the very light and compact golf trolley made from carbon or the lightweight golf bag. With Porsche Design Driver's Selection, you'll cut a fine figure with every swing.



Jamie Prellwitz spotted this in the parking lot of his hotel in Gaia, Portugal.

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From the President

June was a record-breaker in many ways; record low temperatures, below average highs, unusual amount of rainfall, etc. The Fox Valley Region also broke some records, too. We had record attendance at the dinner and car show at Johnathan's Bistro (thanks again to **Larry Rogers** for hosting) with over 21 cars on display. Look further in the newsletter for a complete summary and lots of photos.

We had three new events as well. The morning of June 6 began with a coffee and doughnut social at the Bergstrom Porsche dealership. About dozen members dropped by and talked Porsche with each other and with **Paul Ellsworth**. Thanks to Nick Proctor for bringing the great treats and facilitating a positive relationship among members and the dealership. Photos of the event are elsewhere in the newsletter. "Thunder on the Lakshore", hosted by **Roy & Darlene Geigel** was a fun-filled, albeit soggy, afternoon on that same day. We had some fantastic views of planes flying right over our heads. The sounds were quite impressive as well. Over 15 cars were on display in the Geigel's driveway; therefore, Roy & Darlene have donated \$150 to our charities. We thank them very much for their generosity in hosting this event, providing some great food and beverages, plus the charitable donation. Look elsewhere in the newsletter for the photos.

The first ever ladies' only tour had 18 participants with 12 cars being driven. When I first proposed the ladies' tour, I had no idea what kind of response I would receive, so I was amazed when it became so

popular. Thanks to **Nick Proctor** for loaning Elise Opicka his Boxster, and to those ladies who welcomed a non-driving passenger in their car. Sheri Schmid, member from the Chicago Region PCA, also joined us. Thanks also to **Lori Richter** for donating door prizes to the event. We will definitely do it again next year, but with a few twists so it stays interesting. See other pages in the newsletter for a full summary and photos.

Something new to our region is a tri-fold brochure developed by **Jim Haen, Tim Diedrich, Nick Proctor, and Laura Prellwitz**. The brochure has colored photos and summarizes the goals and activities of the club, along with membership application information. The brochures will be on display for potential customers/Porsche buyers at the Bergstrom Porsche dealership and Gordon Skog's Auto Clinic in Neenah. We still have the small business cards, too. If you have any other ideas how else we can market our club, please let us know!

We have three events in July. On **Tuesday, July 7th**, is the social, mini-tour, and dinner hosted by the Simon's in Oshkosh. Please get your RSVP in soon. **Saturday, July 11**, is another FREE coffee and doughnuts social at the Bergstrom Porsche dealership from 9:00 – 11:00 AM. **Andrew Opicka** will be hosting this social. It's a great way to avoid that Saturday morning "honeydew" list and to check out what's new in the showroom. Also, the annual potluck, wine tasting, tour, and Bocce ball competition at Trout Springs Winery is **Saturday, July 18**, in Greenleaf, owned by fellow club members, **Steve**

& Andrea DeBaker.

Everyone is asked to bring a dish to share. More information further in the newsletter and via e-mail.



Thank you everyone for the enthusiasm you have shown this first half of 2009. More people are hosting events, attending events, and more new members are participating as well. Remember, every participating new member is a potential officer some day! It's gratifying to see things really turning around with the club and improving so dramatically. It's because of YOUR efforts that our region is so successful. I hope you will continue this level of involvement into next year and beyond. We have a lot of momentum right now; let's keep it going! If you have an idea for an event or are willing to host an activity for 2010, please let **Elise Opicka**, our new social chairperson, or me know. We would very much like to start building our calendar for next year as soon as possible.

We are still searching for candidates for President and Vice-President next year.....

Have a safe and relaxing Fourth of July holiday. See you soon at another Fox Valley Region Porsche Club of America activity!

Get out and try something new in your Porsche!

Laura Prellwitz

From your Secretary

Notes for June

Mary Haen

We had an impressive car show at Johnathan's in Appleton. Thanks to Larry and Pat Rogers for hosting the dinner that brought out 31 member and 21 cars. It was nice to get out and enjoy some sunshine.

Our calendar is very busy this year. Please consult the newsletter for the date and time of the events you would like to participate in. Please be courteous and rsvp by the deadline given by the tour host.

This month we will host our first coffee and donut day at Bergstrom. As a reminder to club members, you can receive 10% off of your order from the Porsche Driver Selection Catalog and pay no shipping and handling (shipping to the dealership) if you tell them you are a PCA member when you place your order. If you would like Bergstrom to ship the item to your home, there shipping charges apply.

Nick showed off the shirt design for the Fall Tour. Details for ordering shirts can be obtained from EmbroidMe of Appleton at 920-738-1999.

The Ladies Only Tour has 19 ladies signed up so far. Some will be driving, other will be navigating. But we believe whether you are the driver or the

passenger, it will be an enjoyable day.

Name tags can be ordered for \$12.00 each. Please let Larry Rogers know you would like one. These can be shipped directly to your home.

The raffle brought in \$121.00. Thanks to everyone who bought tickets. Prize winners were: Sunday June Sprints ticket winner (donated by Bill & Linda Bein) – Tim Diedrich. Two, four-day passes to Brian Redman/KIC (donated by Bill & Linda Bein) – Joe Homel. Candle (donated by Barb Wise) – Debbie Houle

Our next raffle is for two Saturday or Sunday tickets to Brian Redman/KIC. The drawing will be held July 7 at the dinner hosted by the Simon's in Oshkosh. We also have two Saturday or Sunday tickets to the ALMS. The drawing for that will be held August 4 at the dinner at the Bavarian Inn.

Mike, our speaker for the evening, has been working with the High Mileage Challenge since 2002. There were 17 cars the first year. The Challenge is not just about obtaining high mileage; it has promoted team work, budgeting, and conflict resolution.

The cars have a 3.5 to 4 horse engine and each team gets a measured amount of fuel. Inspections of the cars are also

a time when the teams are given suggestions on how to correct area that do not meet spec. Because of the light weight and aerodynamic design, some of the hybrids have gotten in the neighborhood of 600 miles to the gallon.

Our donations of time and funds are very much appreciated in keeping the event going. If you have questions, or wish to volunteer for next years Challenge, please contact Joe or Peg Homel. Or check out the web site at www.challengewisconsin.org.

NOTE: Andy White
Owner of AeroCleanse, LLC
would like to answer a "wax" question that came up during "Donut Day". The wax Andy was wanting to recommend to a member in Shiocton was:

Meguiars M26 Hi Tech
Yellow Wax -
[http://www.
autodetailingsolutions.net/
m2611.html](http://www.autodetailingsolutions.net/m2611.html)

Dealer Liason Report

Dealer Liaison Report June 2009
Tim Diedrich and Nick Proctor

The following are details of the progress from the Dealer Liaison Meeting held at Nick's residence on May 21, 2009 (see June Whaletales, pp 39-40). First of all, we extend our **THANKS** to **Paul Ellsworth** for his enthusiastic cooperation in helping make the following events happen..

Picnic August 8: A FVR-PCA picnic will be held at the **PFV (Porsche Fox Valley)** dealership on August 8. The picnic will be from 11:00 AM – 2:00PM. Our club will provide hot dogs, condiments, soda, water, chips, and cookies. Attendees may bring a dish to pass as well. All members of the club are invited, and Paul may invite guests to attend. Members are encouraged to bring their Porsches and park in the PFV lot for an impromptu car show. Tim will bring a grill and Laura will bring the new FVR-PCA grill for its "baptism in fire". Andrew will pick up food. Nick and Laura will help cook and set up.

Ruben and Janet Ledesma Fall Tour Porsche: Paul will provide a Porsche vehicle for Ruben and Janet to drive on the Fall Tour.

Saturday morning coffee and doughnuts (see photos) : The first of these events was hosted by Nick and Paul on June 6. Ten members of our club attended and the camaraderie was outstanding

FVR-PCA Trifold Brochure:

This brochure has been finalized and printed and is now available on the coffee table at PFV, along with our club business cards. .Paul has been putting one of our club's business cards in the owner's manual for each car he sells/ delivers, so buyers are aware of our Club and now has the trifold to add to the package. Kudos for finalization and printing of the trifold are due to Jim Haen, Laura Prellwitz, and Tim Diedrich.

PFV: Several of us have visited Paul at the dealership during June. If anyone is thinking of buying a Porsche at this time, Paul would be very happy to help you.



Kristi Sell and Nick Proctor.



Bill and Larry enjoying breakfast.



Saturday morning coffee at the Fox Valley Porsche Dealership.

Member Bio : Tim Diedrich

I was born and raised in Appleton WI – born on a snowey morning in December of 1958. Elvis was inducted into the US Army while Porsche continued to refine its 356A Speedster. I had a most forgettable first 9 or so years of my life – then age 10, I hit my stride. During those formative times, Martin Luther King and Robert Kennedy were assassinated, Richard Nixon was elected President. I don't really remember 10, I just know it's when I hit my stride. Fast-forward 5 years – I got my first car. It was a black on black 1966 Charger – I pushed it up the driveway and into the garage. Although I had a great deal

of fun trying to rebuild the engine, I never succeeded. I sold that car to someone far more competent getting things to run. Then I got a job at Prange-Way Auto – boy I was rolling in dough! I found a pretty cool 1967 Nova [it ran quite nicely] and there I was, 16 and had a great set of wheels under me and oh the freedom. Exhilarating! Life was great, 16, a fine car – and quite the chick magnet. Fast forward again – just a bit because now I'm 17. I spied a 1967 GTO, dual-gate shifter, baby blue and FAST! Out with the Nova and into the GOAT! [Looking back – I can say I was truly blessed to make it out of my teens

without owning a Pinto, Escort or something else on that order.]

At 18, and having NO clue as to what I was going to do after high school, a simple phone call from an Army Recruiter changed the course of my life. I thought I'd just humor her a bit and see what she had to say, you know, the sales job. I must have been identified by my school as one of the only students without a high school exit strategy. Well, the recruiter turned out to be HOT, I apparently signed in all the wrong places and was – um... Private Diedrich? It all happened so quickly. The good news was



(con't.) Member Bio : Tim Diedrich

that I scored extremely well on a Morse Code test, and was placed in the Military Intelligence program. At the time, I didn't know how cool that actually was. Like in Basic Training – the visit from 2 FBI agents [I was snatched out of field training for my 'interview'] After that, the level of respect level from the Drill Sergeants increased a bit [they were all from the Vietnam Era – and thought of us as Spooks – the untouchables...I was eating it up.] Basic Training in New Jersey. Advanced Individual Training at the John F. Kennedy School of Intelligence in Massachusetts.

Then it was off to Okinawa, Japan to help 'keep an eye' on a few folks in that region. I did about 2 years there [way cool 2 years by the way] and reenlisted for another 5 years while I was there. I think it was the \$10,000 reenlistment bonus that got me – not to mention I was having the time of my life. I got to most countries in the Far East [Philippines about a dozen times], climbed Mt. Fuji, water-skied in the 'run-off' lake created by the snow melting from Fuji [no it wasn't cold at all!] Ate raw squid & fresh abalone from the East China Sea [self-harvested]. Scuba dove all over – all cool stuff.

My next assignment [which I chose] was in Augsburg Germany [yes, we're getting closer to talking about cars...]. The aforementioned \$10,000 was spent shortly after arriving in Deutschland. It was a 1968 Porsche 911T. Targa top, big ole' whale tail, white with black accents and top. Yes, I was

the coolest Sergeant in Augsburg. I experienced the thrill of the Autobahn, winding through the Black Forest, the Suisse, Austrian & Italian Alps. Visited or briefly lived in Monaco, Monte Carlo, England, Greece, the Azores, Portugal, Amsterdam [whatever you're thinking – yes it probably happened] Ireland [my favorite actually – probably because I stayed with two Irish Lass's who lived on Dublin Bay. I met them while traveling on the cool German train system – hung out with them [Ann & Jeanette] in Munich every weekend for 3 months – and then promised them a visit when they returned to Ireland] I happily drove and babied my 911 for the 3 years I was in Germany. Then, it was time to move on. I loved Okinawa so much I went back for a 2nd tour [and many more trips to the Philippines...it was a \$10 military 'hop' that I would have paid \$1000 for – it was that much fun!] Well, this is getting too long and probably boring you to death, so I'll get to the conclusion.

Currently my awesome wife, Renny & I have two children, Stephanie, 18, almost 19 and Parker, 14. Renny and I got married about 10 years ago, in Jamaica. We go back every 5 years. As a family we love to go to the Moon Palace in Cancun and the Krystal resort in Puerto Vallarta, MX. We love to travel, golf, drive cool cars, entertain etc. Stephanie graduated from Appleton West this year and is enrolled at St. Norbert, and continuing with her Nursing track at Bellin College of Nursing.

Parker is now in High School at Appleton North. A fantastic hockey player, and lover of Porsches and other exotics. [get a job and leave mine alone!] My wife Renny is a Broker/Manager for Coldwell Banker The Real Estate Group in Greenville. I don't really know what I want to do when I grow up – but right now Manage a Joint Venture Mortgage Company with Bank of America Home Loans [NEW Mortgage Advisors.]

A couple months ago, Renny and I flew to Dallas [after months of searching online, at the local dealership and private sales] to retrieve our 'new' 2003 Porsche 911 Carrera Cab., Seal Gray Metallic, 6-Speed, and a host of other options to keep us both happy. We had a ball driving it back from Dallas. We are looking forward to many outings with our new friends in the Fox Valley Region Porsche Club. Recently Renny experienced the Girls-only outing in Door County. She and her friend Billie had a blast! Our other car is, of course a BMW 325i, and we have a great GMC Envoy Denali SUV for pulling and hauling, which is really nice as well.

Ok—that's it. If you need to know more...give me a call! 920.378.5363.

Tim, Renny, Stephanie & Parker Diedrich

Member Bio : Bob Hawley

I became interested in Porsches in 1969, the year I spent as a student at Lawrence University's campus near Stuttgart. I had very little knowledge about foreign autos, but a close friend educated me as to Porsche, BMW, Mercedes and Audi. It must have stuck because 6 months after I graduated from Villanova Law School I was the proud owner of a new 2002 model BMW and a mint 1967 Irish green 911 coupe.

About 6 months after those purchases I asked my mother in law if we could have a dresser they weren't using as we still did not own one. She responded that perhaps I could build some drawers in one of my fancy cars! Priorities!

We put both cars up for sale at the same time in order to assemble a down payment for our first

house. The Porsche sold the first day for \$3900 and insofar as I paid \$4000, I thought I was a car genius, time would prove otherwise.

I always said I was between Porsches, but never thought it would 26 years til my next one, a 1996 911 Targa, caberlet. I learned the hard way quickly that driving on a snowy black iced road in December along Lake Michigan with summer tires is not a good idea no matter what cd is on the stereo. After a short discussion with the insurance company, while not trying to tap into my 25 years as a judge for an unfair advantage, we came to an understanding. This was most fortuitous as I had already bought the same car on line, sight unseen again, 1996 911 Targa though iris blue!

Last year as a single Porscheophile

with no constraints on my car buying I snared a 1978 911 Targa, cashmere beige. My 2 boys are thrilled for it has reduced the fighting at ages 38 and 28. My daughter however feels entitlement to my 99 Saab convertible as the Porsches aren't practical!? Fortunately the Mini is still available for my use, unless my daughter in law "needs" to go shopping in Door county where I live.

So everyone is content, even me when driving my soccer mom van loaded up with my three grandkids spilling and smearing every snack known to a 4, 7 and 9 year old!!!

As a final aside my daughter asked, if now that I was retired and owned 5 cars was I planning on having the kids support me in retirement? But of course my dear especially if you have a suitable garage!



Member Bio : Stan Stout

Born in Philadelphia in 1935, my parents moved to Litiz, Pa. one year later and I remained in that town for the next 60 years and in fact most of the time in my childhood home.

I graduated from Millersville State Teachers' College in 1958 and as the name implies received a Degree in Education with a major in History and a minor in English. I taught 7th grade at Columbia High School where I had done my student teaching. It was at this time that I purchased my first sports car -- an Austin Healey Sprite.

After two years of teaching I decided to go to graduate school at Penn State but once there did not enjoy same and left after a few months.

I decided that my new career would be in the business world. My opportunity came when, on February 10, 1964, I was hired by the Bemis Company as a sales trainee. I was assigned to the Brooklyn sales office where I spent six months learning the products I would be selling. Then, I was assigned to the eastern region that was mostly eastern and central Pennsylvania.

In November 1971 the Bemis Company asked me to work as a salesman for a Wisconsin company they had just purchased called Curwood. This turned out to be another wonderful opportunity in my business career. Eight years later I became the first Eastern Regional Sales Manager and was now responsible for sales from Maine to North Carolina and managing ten people. I remained in that position until I retired on September 1, 1996 after 32 years.

In the early years, while with Bemis, there was wonderful sports car racing at Marboro, Maryland and Cumberland, Maryland. I have a slide which shows Roger Penske driving a "Birdcage" Maserati and was at Cumberland when Bob Johnson, with his Cobra, beat the Corvettes for the first time. Yearly, I

also made the six hour drive to Watkins Glen since they were the track that was on the CanAm series.

It was during my time with Curwood that I first met Suzanne who was responsible for advertising and trade shows.

In 1994, a fellow historian from Curwood and I went to the 50th anniversary of the Normandy Invasion on a package deal put together by British Airlines, a wonderful experience.

After I retired from Bemis/Curwood I moved to Wisconsin. During my retirement years, I have continued working on the development of Cranehaven. When Suzanne first showed me the property there was a lake and an old cabin with no electricity, no water and an outhouse. To see the changes, I guess you will have to visit us on August 22nd.

Also during 1996 I made my first trip to Guatemala to visit the home that Suzanne had bought there. Over the years she has remodeled the house and enjoys living there from October through March. I go back and forth since I enjoy doing other "wanderings" during that time.

In 2001 we went on our first Lindblad Expedition called "South American Odyssey." We boarded the boat in Bahia, Brazil and cruised along the coast with major stops at Rio de Janeiro, Porto Alegre, Montevideo and Buenos Aires.

In 2004 I purchased my first Porsche -- a platinum 944. I was excited in 2005 when I was accepted for the "parade" in Hershey, PA (30 miles from where I spent most of my life) and Porsche's 50th Anniversary of PCA. When I arrived my dreams quickly turned to despair when I realized I had the worst looking Porsche there. I never participated in the "parade". As soon as I got back to Wisconsin I found through "Panorama" a club member in

Michigan who had sold the Porsche I was inquiring about but did know another member of his club -- a female plastic surgeon who had her 1987 red Carrera for sale. She also had in her "toy collection" a new Lotus Elise, a Corvette, and a Boxter for driving to the hospital. It was a done deal.

Naturally, I joined the Fox Valley Chapter in 2004 and can honestly say I have never attended a meeting, dinner or event that I have not thoroughly enjoyed both the times and the people.

I have also been able to visit in person "circuits" which I have read about for years. Sebring in 2005, which was made more enjoyable by fellow member Gregg Russo who was also there since he was visiting a daughter who lived close by. Petit LeMans in 2007.

We have also enjoyed our trips with Elderhostel. Tango lessons in Buenos Aires and Montevideo. Train trip to Copper Canyon Mexico. Someday I hope to take their 27 day cruise called "In Search of the Lost Tribes: Incas, Aztecs and Mayans."

In November 2008 I returned to Millersville for my 50th college class reunion and found that those people I enjoyed so much during my college years were still the same nice people as before but now had traveled to all different parts of the world. A most enjoyable time.

My "bucket list" has diminished by one in the last week when Sven Lindblad offered some incentives on a trip I have been looking at for years. Sorry, Laura, I will not be going on the fall tour since we have booked -- "Exploring the Baltics Historic Waterways".

WHEN DRIVING A PORSCHE, IT'S NOT NECESSARILY THE DESTINATION, IT'S THE JOY OF THE JOURNEY.

Member Bio : Elise Opicka

My name is Elise Opicka and I am proud to be the new Social Chair of the Fox Valley Region Porsche Club. Like most you, I am motivated to be involved in the Club because of love. Unlike the majority of members, the object of my affection does not have four tires, but rather two legs. I adore the people who make up the club, and especially

one member in particular (you may know my husband, Andrew). The relationships that are built over one particular vehicle are inspiring to me, and I look forward to the opportunity to create and facilitate social engagements which foster those relationships and celebrate our collective love for the Porsche.



Photo by Heidi Kepchar, new member, on the Ladies' Only tour.

Member Bio : Bruce Simon

Both originally from the Milwaukee area Sue and I met in Collage in 1974 at the University of Oshkosh, Wi. as I was about to graduate with a degree in Fine Art and Journalism. Sue graduated the following year with a degree in Marketing. After various jobs and additional education we have yet to leave and enjoy living in the Valley.

I am employed by Fujifilm Graphics Systems Division, acting as a Senior Account Manager, calling on printers, publishers, and designers throughout the Fox River Valley. I have been involved in printing for over 24 years and continue to learn new things daily in a field that has adopted change as its norm. Sue engages in various volunteer activities, has both a realtor's and appraisers license, and enjoys helping others any way she can. We both enjoy golf, walking, and yard work, which I do plenty of with an acre yard and large vegetable garden.

We have two daughters, Amanda, married living in Sussex, Wi. and employed at Waukesha South High as a English teacher and Allison, single, living in Chicago and employed as a senior colorist at Michael Anthony's Salon's. We also have a newly adopted shelter dog, a black cocker spaniel, who we named Sam.

I have owned numerous cars, some functional, some work projects, and some for the love of a specific period. The first new car I bought was a 1972 VW Super Beetle. Drove it for 14 years and sold it for what I bought it for new, \$3,200.00. I had a company car for an everyday driver so I started to search for a car that I could enjoy and work on. My first such car was a 1976 TR6 which I bought in 1986. When I brought it home all Sue could ask was why? It was badly abused, ran rough at best, and shook and rattled like it was on death's door. Nonetheless bought it convinced it was the car

I wanted. After months of "test-drives" "to find the case of rattles, shimmies, etc. the car started to run fairly well. Now the problem was the body, dented, poorly touched up, badly fitting top, and ratty interior.

I don't do anything half way, so the interior came out, the entire body came apart and I delivered the car to my favorite paint shop for a complete prep and repaint. Then I redid the entire interior, replaced the top and just recently replaced the wooden dash and rewired the interior. Yes I still own the TR6, and still enjoy working on it.

All the time I worked on and drove the Triumph I always admired the classic Porsche 911. As I studied more about them I finally focused on what I wanted and decided for my 50th birthday to take the plunge into Porsche ownership. After searching for months I finally found "the one" on eBay and started bidding. Not able to go to see the car I relied on a few emails and blind trust. Once I won the bid I found out what a project it is to get a car shipped from Odessa, Texas to Oshkosh, Wi. Not easy or cheap, and very unnerving.

When the car finally delivered to Northern, IL. I had to go get it, and a fellow Porsche club member, Bob Hawley volunteered to drive down with me to follow me back in my SUV in case we had "issues". Upon arrival I learned the car would not start, dead battery, and the delivery drop point had not washed it off so it was hard to tell what was under the filth. Being on a transport for days tends to dirty a car up badly. After a jump and a prayer we hit the road and drove straight back to Oshkosh on a 90+ degree-day with no air and little knowledge of any of the car's controls.

I kept the 1988 911 for a few years thinking I had the car I always wanted

until one day I saw another 911 of the same basic vintage, 87 thru 89, advertised in Whaletails and it grabbed my interest. A 1989, 24,000 1 owner miles in Neenah, Wi. I grabbed the phone and called to find out it was a car I needed to go see. After admiring it's factory new condition I took it for a ride and returned convinced I needed to sell my 1988 to buy the 1989. After a half hearted try late in the season I put my 911 away for the winter and forgot about the 89 I wanted and figured it was gone to a new lucky owner.

Spring came and once again the ad ran for the 1989 so once again I called, went and talked, drove the car and decided to negotiate a deal. The seller agreed so I then became the owner of both a 1988 and 1989 911, almost twins, not that I really wanted to have twin 911's.

I quickly put up some ads on the web and within a week a call from Chicago sounded serious. After some additional conversations we met for an inspection and the next day I handed the keys over for the 1988 to it's new owner. I was glad to see my garage down to one 911 and went to the bank to pay off a quick loan on the 89.

The 1989 is truly a strong car, Gordon calls it a "cream puff" based on its condition and low miles. It drives and feels as close to new as any 20-year-old car could be. We are very pleased with owning a classic Porsche and appreciate the opportunity to show it off.

Owning a Porsche has allowed Sue and I to join both the local and national clubs. We have made many new friends and enjoy being part of a group that has both fun and purpose. We hope to see you at our home on July 7th for a social gathering and weather permitting a quick rally thru Menomonee Park and on to Ardy and Ed's drive in for a carhop experience.

BOD Dinner Meeting - June 2

Summary by Laura Prellwitz.

Thanks again to our treasurer, Larry Rogers, for choosing such a fine location and arranging for nice weather, too. Obviously many of you also agreed as we had a record-breaking attendance for a Tuesday night dinner and social with 37 people and 21 cars! Attendees included: Jo Loeffler, Gordon Skog & Debbie Houle, Jim & Cyndi Janes, Allan & Pat Utecht, Larry Rogers, Andrew Opicka, Laura Prellwitz, Nick Proctor, Al Taylor, Tim & Renny Diedrich, Alan Cayer, Bruce & Sue Simon, Kristi Sell, Carol & Richard Helstad, Joe & Peg Homel, Charlie & Barb Wise, Greg & Linda Russo, Jim & Mary Haen, Bill & Lynn Kort, Dennis Olson, Bill Saler, and guest speaker, Mike Catellino from Fox Valley Technical College.

After showing our cars in the parking lot and having some beverages, we were seated in a private dining area with crisp linens and warm bread! After ordering our food, Laura made some announcements about upcoming activities. Bruce Simon gave us more details about the dinner/social he and Sue will be hosting July 7. Nick Proctor proudly modeled the final version of the fall tour t-shirts that are now available to order through EmbroidMe in Appleton for \$22. Laura also handed out Porsche Driver's Selection catalogs to those who

were interested in ordering Porsche shirts, hats, jewelry, golf accessories, etc. Members receive a 10% discount if ordering through Bergstrom, plus free shipping and handling to the dealership.

Raffles were held for the two, four-day passes to the Kohler International Races (donated by Laura Prellwitz), Sunday June Sprints races (donated by the Bein's), and a beautiful agate candle holder (donated by Barb Wise). The Kohler tickets were won by Joe Homel. Tim Diedrich won the June Sprints tickets, and Debbie Houle won the candle.

The evening wrapped up with a short presentation and thank you from Mike Catellino from Fox Valley Technical College. Mike gave us a short history and overview of the Supermileage event and emphasized the need for many, many volunteers to help the students be successful. He thanked our region for our continued volunteer and financial support through the years and explained what a positive impact it makes on the young scholars in the activity. Joe and Peg Homel have been long-time supporters of the event. If you have further questions or would like to help volunteer next year (May 1-2), please contact them and they will be happy to talk with you in more detail.



Dinner photo 6.2.09. Thank you, everyone, for your attendance and participation!

(con't.) BOD Dinner Meeting - June 2



(con't.) BOD Dinner Meeting - June 2



12 of the 21 cars in the parking lot.

www.fvr-pca.com

WHALETALES

Thunder on the Lakeshore - June 6

Summary by Laura Prellwitz

Despite rainy and cold weather, Manitowoc's "Thunder on the Lakeshore" air show forged ahead on June 6. The highlights were the military planes; a Hornet, and an F-16, that flew over Roy & Darlene Geigel's residence multiple times. The group munched on snack and beverages while socializing and enjoying the excitement of the show. Roy Geigel & Gordon Skog kept the campfire well stoked so we could enjoy the coziness of a fire on a chilly day.

Approximately 20 members at-

tended the event and created a colorful car show in the parking area. Members included: Roy & Darlene Geigel (hosts), Gordon Skog & Debbie Houle, Larry & Pat Rogers, Andrew Opicka, Jamie & Laura Prellwitz, Nick Proctor and Daisy, Al Taylor and daughter, Alona; Jim & Mary Haen, Todd and Sheila Benz with son, Justin; Wayne & Gail Kindschy, and Jim & Marlies Lowey.

Following the exciting viewing of the planes, the group shared in a delicious potluck dinner, more social time, and a few adventurous adults and children took the paddle

boat across the Geigel's pond.

A good time was had by all, and we thank the Geigel's for opening their beautiful home to us for the afternoon and for their hospitality.



Darlene and friend cooking the brats.



Standing under the canopy in the cold to watch the planes.

(con't.) Thunder on the Lakeshore - June 6



Roy and Darlene Geigel receiving formal thank you from Laura for a great party!



Socializing prior to the air show.

(con't.) Thunder on the Lakeshore - June 6



Roy's collection of cars.



F-16 over Geigel's house.

(con't.) Thunder on the Lakeshore - June 6



Alona Taylor entertained us with her piano skills.



Photos by Nick Proctor, Laura Prellwitz and others.

1st FVR LADIES ONLY TOUR - June 13

The First Annual Fox Valley Region's Ladies' Only Tour to Door County, Wisconsin on June 13, 2009 was a huge success. Crystal clear blue skies, brilliant sunshine, low humidity, and temps in the upper 70's created a perfect day to drive with the top down on the 911 or Boxster. Seventeen ladies in eleven cars met Saturday morning in Green Bay and drove to the Red Oak Winery in Sturgeon Bay for an outstanding wine tasting session including dark chocolates, cheeses, and bread.

Taking the scenic lakeshore route led by new member, Heidi Kepchar, the group proceeded northward to a specialty boutique store in Egg Harbor, "Signature Pieces"

owned by Jen Blahnik, friend of member, Bob Hawley. Preferred parking was available to the tour and the ladies were feted with beverages, decadent chocolate brownies and lemon bars. Jen also had a drawing for a delightful gift basket, won by Renny Diedrich's friend, Billie. Continuing north, the troop traveled to the White Gull Inn for lunch in Fish Creek.

Thanks to Lori Richter for donating a Porsche logo key fob and a bottle of Riesling for door prizes during the meal. The group then spent the remainder of the afternoon socializing and shopping in the specialty stores in the area. The local Lighthouse Walk Festival was also in full swing,

so there was much to see and do. Later afternoon, the parade of Porsches started their return trek and stopped at farmer's market near Egg Harbor where there were samples aplenty of various dips, salsas, jams, pies, fudge, mustards, etc. to enjoy and purchase. Egg Harbor was visited once again for a little more shopping, too. The day wrapped up with a drive to the Kepchar's cottage on Lake Michigan near Whitefish Dunes State Park. Sitting on the deck overlooking the shore, Dennis and Heidi treated us to a fantastic social time with cheese, crackers, grapes, chocolate chip cookies, white wine, soda, etc.

The ladies held a session of "show



(con't.) 1st FVR LADIES ONLY TOUR - June 13

and tell" sharing all their great purchases from the afternoon's shopping. The group broke up early evening and headed home from there.

Thank you to all the drivers and passengers for making this such a fantastic day!

Thanks again to Sherri Schmidt who joined us from the Chicago Region, Debbie Scholfield from Wausau

(who's been a member for ten years, but this was her first event!), Debbie Harvey who drove down from Houghton, MI, to join us, our new members, Dennis & Heidi Kepchar, Ann Taylor and Joyce Beaver who drove from Nekoosa, and to Bob Hawley and Jen Blahnik for the treats in Egg Harbor.

We will definitely have another tour next year to Door County; just with different stops!



Parking in front of Signature Pieces.



Welcome sign from the Kepchar's.



Relaxing on the deck at Kepchar's.



Parking at Dennis and Heidi Kepchar's cottage near Whitefish Dunes State Park.

(con't.) 1st FVR LADIES ONLY TOUR - June 13



The Four Amigos at the Kepchar's.



All the goodies from Bob and Jen! Jen also had a drawing for a delightful gift basket (next to the brownies). The basket was won by Renny Diedrich's passenger, Billie.



Group photo at Kepchar's on Lake Michigan shore.

(con't.) 1st FVR LADIES ONLY TOUR - June 13



Shopping at a farmer's market.



Ann Taylor and Debbie Scholfield taste testing some of the delicious foods at the Wood Farmer Market.



Sherri Schmidt, from the Chicago Regio, enjoyed the red wine.



Welcome to new (transfer) member, Heidi Kepchar!



Debbie Scholfield, Renny Diedrich and friend, Billie enjoying wine tasting at Red Oak Winery in Sturgeon Bay.



Our visit to "Signature Pieces" a specialty store in downtown Egg Harbor owned by Jen Blahnik, friend of member Bob Hawley.

(con't.) 1st FVR LADIES ONLY TOUR - June 13

I'm pissed.
I'm not that old.

For those of you who stuck around at Jonathan's; yes the car alarm at eve's end was me.

I decided that night to give Jim a warning. I've loosened up a piece of hardware on the driver's side lock tumbler causing the alarm to malfunction. But no... he didn't listen.

So on Porsche Ladies Day in Door County, I decided that same loosened piece of the lock assembly really needed to fall apart while Mary was in charge. As resourceful as she is, she scraped up the tiny loose lock parts, taped my door shut and away she drove.

I'll give it just one more try...or so I thought. While Mary is showing off her beautiful car to fellow Porsche lady Pat, I decided to let my passenger window fall out of the track. That'll get her for not pulling my Targa top off on such a sunny day! Alas, the very next day Jim reseated my window and took apart my doors to get at my internals. A bit of research and a little electronic spray cleaner fixed my electrical lock switch, and a simple drop of removable Loctite on the screw nailed it permanently.

You see, my owners put those ugly blue collector's plates my shiny red body!

After I've behaved myself all these many years.

Guess who.

911



Mary Haen had a door lock malfunction and ran out of red tape!

Dinner Social - July 7

What: Social, Mini tour, and Dinner
 When: Tuesday, July 7
 Hosted by: Bruce and Sue Simon
 Where: 2050 Spencer Court, Oshkosh, WI
 Social Time: 5:00-6:30 PM
 Dinner Time: 7:15 at Ardy and Ed's (weather permitting)
 OR 7:15 at Fratello's (inclement weather)

We will meet at Bruce and Sue's home for some fellowship and beverages, beginning at 5:00 PM. About 6:30 PM they will lead us on a short tour through Menomonee Park (about 1 hour). Depending on the weather, we will dine outdoors at Ardy and Ed's*, or indoors at Fratello's.

Directions to the Simon residence:

From Hwy. 41, take exit #119 to Hwy. 21 West towards Omro for about two miles. Turn right at Leonard Point Road, go about 1.6 miles. Turn right at Bellhaven Lane. Turn left at Stonegate Drive, then left onto Spencer Court.

RSVP by July 2 to: nomis911@yahoo.com

We will also have the final raffle and drawing for two tickets for Saturday and two tickets for Sunday for Kohler International/Brian Redman races at RA, donated by the Bein's.

****Ardy and Ed's is a 50-60's style drive-in restaurant with car hops on roller skates, and window tray food service. There are only a few small tables available for outside dining. It is suggested that you plan on eating in your car or bring some folding chairs to sit on. Only soft drink beverages are available. Depending on the spirit of the group that night, we may go to Fratello's afterwards for further refreshments.



Fall Tour - Sep 18 to 20

Greg Rigoni, our tourmeister for the fall tour, is making final preparations for the trip, September 18 -20th. Here is what we know so far:

Friday - early afternoon- leave the Fox Valley area and take a scenic route with varied stops to Kingsford, MI. Arrive at the Rigoni's home about 5:00 PM for a dinner of home made pasties (that's with a short "a" vowel). Social to follow. Overnight accommodations at the Super 8 in Iron Mountain. Part of the parking lot will be cordoned off for our use. Greg presently has a block of 10 rooms reserved.

Saturday – leave mid-morning and take a scenic, leisurely drive through Upper Michigan to the Copper Harbor and Keweenaw Peninsula area. Greg estimates it will be about four hours of driving time, total, but we will have several stops along the way. Overnight accommodations somewhere in the Houghton/Hancock area. Details will be announced soon.

Sunday – return home on scenic roads.

This is the 10th anniversary of our annual fall tour, and our Vice-President, Nick Proctor, has been working with the staff at EmbroidME to develop a special t-shirt to help celebrate the occasion. Shirts will have v-necks and will come in men's and women's sizes. More details in the near future. Estimated cost of shirt is about \$22 and all participants are requested to purchase one so we can create a terrific photo opportunity to put a picture in Panorama and commemorate the occasion.

If you are planning on participating in the tour, please contact Greg Rigoni at grrigoni@chartermi.net no later than August 15, so he can find motel and restaurant accommodations for all of us. Please place your RSVP with him as early as possible. Planning and hosting the fall tour is a huge project, so please be considerate of RSVP deadlines. Our fall tours have become almost legendary, so be sure to join us. It's truly one of the highlights of our region's activities.

More details will be published in the coming weeks.

10th Anniversary Fall Tour shirts

This year will be the 10th anniversary of our infamous fall tour excursions. Thanks to **Nick Proctor** and several meetings with **Daniel Hamari**, owner of EmbroidMe of Appleton, we now have the final design and cost information of our shirts to commemorate the occasion. If you plan on participating in the fall tour, September 18-20, we are requesting that you purchase a shirt so we can create a terrific photo to send into Panorama magazine and really celebrate the great trip I know **Greg Rigoni** has planned for us in the Upper Peninsula.

The shirt color and design is set and cannot be changed. Men's shirts have a round neck, women's shirts have a v-neck. Each shirt

is \$22. To place your order, call EmbroidMe in Appleton at 920-738-1999 or stop in at N474 Eisenhower Drive, Suite L, in Appleton, and tell them you want to order a fall tour shirt for the Fox Valley Region Porsche Club. You will need to them if you want men's or women's style and the size. All orders must be place no later than August 15. For an additional fee, EmbroidMe will ship the shirt(s) directly to your residence if that is more convenient.

Please see the attached photos for a better visual of the shirt. The one in the photos in the ladies' style.

The fall tour will leave the Fox Valley area early Friday afternoon to drive to Kingsford, MI, and we

will have home made pasties at the Rigoni's domicile. We will be staying overnight at the Super 8 in Iron Mountain. Greg has a block of rooms reserved for us, so please make your reservations through Greg at grrigoni@chartermi.net. If you are unable to join us for the Friday afternoon leg of the tour, you are welcome to meet up with us Friday night at the motel and go from there. To all of our friends in the U.P., I hope you will be able to join us for at least part of the tour. Again, please contact Greg so he can let you know our route where you could enter or exit along the way. All tour reservations must be made no later than August 15 as well.

by Laura Prellwitz



PORSCHE SCORES GT WIN AT THE GLEN

Submitted by Jill Beck

Werner, Keen Win GT Class and Take Points Lead; Bernhard, Dumas Enjoy Podium Finish at Watkins Glen

WATKINS GLEN, NY – June 6 -- Dirk Werner (Germany) and Leh Keen (Charleston, SC) captured their second GT class victory of the season and took over the points lead while Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France) grabbed a podium finish in Daytona Prototype competition during the Sahlen's Six Hours at the Glen Saturday at legendary Watkins Glen International Raceway.

Werner drove the final segment in the #87 Farnbacher Loles Racing Porsche 911 GT3 Cup entry and took the checkered flag in the fifth Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 event of the season. Keen had broken the track record in qualifying, but the duo did not have an easy time winning their second race of the year.

It was Porsche's 59th GT victory and 247th podium finish in Grand-Am history.

Meanwhile, Bernhard and Dumas put the #12 Verizon Wireless Penske Porsche Riley on the podium for second time this year, finishing just 1.59 seconds behind the dominate Lexus Riley of Scott Pruett (Auburn, CA) and Memo Rojas (Mexico) as the race ended under caution. Pruett started on the pole

with a record qualifying race and ended a nine-race winless streak to claim his record 21st Daytona Prototype victory.

Porsche works driver Wolf Henzler (Germany) made a late pass to grab third place, giving Farnbacher Loles a one-two-three GT finish. Henzler drove the #86 Farnbacher Loles Porsche 911 GT3 Cup car with Eric Lux (Jacksonville, FL).

"We didn't drive away from the other competitors," Werner said. "It was a hard battle the whole six hours. We had one lucky situation when we stayed out under a yellow and then got another yellow a little later that gave us a chance to pit when we wanted. We could do consistent lap times. It is always fun to race these guys, that's how racing should be. You know you can't make any mistakes, and that's fun."

"Right out of the box the car was excellent," Keen said. "We had so much momentum from the past two races, and after Dirk won the pole we would only be going backwards if we didn't win today. We have great momentum for the championship, and are looking forward to next two races. The next race is at Mid-Ohio and we won there last year, so we are feeling good."

The GT competition was so fierce that there 19 lead changes among seven cars, but the #87 Farnbacher Loles Porsche 911 GT3 Cup led 103 total laps, three times as many

as any other entry. Werner led four different times for 73 total laps and Keen led twice for 30 laps.

Werner and Keen trailed Spencer Pumpelly (Mason Neck, VA) by one point in the driver's standings, but Pumpelly finished only fifth



in the #66 TRG Porsche 911 GT3 Cup entry with teammates John Potter (Salt Lake City, UT) and Craig Stanton (Long Beach, CA). Now, Keen and Werner lead with 151 points with Pumpelly second with 143. Lux is fifth with 135 points.

"It was a great race today," Henzler said. "I am happy to finish on podium, but I needed 10 more minutes. I think I might have gotten second if I had a few more laps. I took everything the car had and I was going faster and faster. Finally there was a yellow at the end, and we happily took third."

The DP competition wasn't as close. Pruett and Rojas led 142 of the race's 188 laps in their Lexus Riley.

Dumas noted that Pruett can pull away anytime he wants. Look at this (as Pruett went by start/finish). It is only three laps after the restart and no one else is in sight.

[con't.] PORSCHE SCORES GT WIN AT THE GLEN

We can not pass on the straightaways. With the RPM limit, the 911 Porsches (GT3 Cup cars) are as fast as us.

"We are close, but winning is something else. We have been on the podium twice (third both times) and the whole team and Porsche want to move up. We push very hard. When we are on the track alone, we are OK but as soon as there are a lot of cars we struggle a little bit. The RPM (limit) hurts us. We can not pass on the straightaways, and the GT Porsches are as fast as fun. But we do all we can with good strategy and a great crew that gives

us the best possible car and never stops working to improve it.

Dumas led once for two laps during a flurry of pit stops in his middle race two-hour stint, but during one of the race's longest green flag stints, Pruett pulled away from Dumas by 19 seconds over 26 laps.

Bernhard, who started and finished, led twice for 12 laps, and took the lead for three laps when the winning car made its final pit stop to allow Pruett take over. Bernhard then pitted while in the lead for his final pit stop, allowing Pruett to re-take the lead for good.

"From the start, we raced as hard as we could," Bernhard said. "This is good, hard racing from good competitors who are very fair, and this is what I really like. We are doing the maximum we can. With the engine limit, we can not do more. I'm very excited for the team to take the podium. The crew works hard and we improve every weekend. Now we are off to Le Mans, and we come to Mid-Ohio to do our best again."

Photos courtesy of John S. Irving at PorschePurist.com.



Werner drove the final segment in the #87 Farnbacher Loles Racing Porsche 911 GT3 Cup entry and took the checkered flag.

PORSCHE : Double Pole at Le Mans 24 hours

Submitted by Jill Beck

Le Mans 24 Hours: Double pole for Porsche RS Spyder and 911 GT3 RSR

11 June 2009 - Stuttgart. A perfect start to the French long distance classic: At the qualifying session for the Le Mans 24 hour race, Porsche race cars claimed pole position in both the LMP2 class for sports prototypes as well as in the production-based GT2 category. Competing for Denmark's Essex racing as a regular driver, Casper Elgaard (Denmark) qualified the RS Spyder on pole in the LMP2 class in 3:37.720 minutes. The second RS Spyder, fielded by the Japanese NAVI team Goh and manned by Seiji Ara (Japan), followed in second, a mere 0.082 seconds slower than the pole-sitter. With these brilliant times, the two vehicles left the rest of the LMP2 field a good four seconds behind them on the 13.629 kilometre circuit.

At the top of the GT2 category, the situation was equally as tight. Porsche works drivers Joerg Bergmeister (Germany, Flying Lizard team) and Marc Lieb (Germany, Felbermayr-Proton) were separated by just 0.03 seconds with their two Porsche 911 GT3 RSR at the head of the field. The 77th running of the long distance classic takes off on Saturday, 13 June, at 15.00 hours. Porsche is excellently represented in the race. Aside from the two sports prototypes, which

last year celebrated a double victory, international customer teams field a total of five 911.

The 2009 Essex squad, which last year came second in the LMP2 class, consists of pole-sitter Elgaard as well as his compatriot Kristian Poulsen and Porsche works driver Emmanuel Collard (France). "Although we couldn't work on the race set-up because of the rain during yesterday's free practice, the RS Spyder felt very good right from the start in the dry today. The balance was just right. We've made great improvements with the Michelin tyres compared to last year. They are perfect for the car." Essex team's RS Spyder surprised fans in Le Mans with a completely new look. The green paintwork symbolises that the car is the official "Michelin Green X Challenge" ambassador. Last year, the RS Spyder won Michelin's efficiency award at the 24 hour

race and in the Le Mans Series as the vehicle with the best overall efficiency in the field, which was calculated from a combination of high average speed and low fuel consumption. The Danes received the right to compete at Le Mans through their result in the efficiency classification from last year.

Seiji Ara of Japan's NAVI Team GOH, overall winner of the Le Mans 24 Hours in 2004 with Goh, was slightly unhappy after narrowly missing out on pole position. "The front position was within reach," said Ara, who last drove in Le Mans in 2005, "but then I got caught in traffic on the fast passage. Never mind! We have an excellent car. Most of all, I'm very impressed with the braking stability of the RS Spyder. It's huge fun to brake for the narrow corners from over 300 kph." Joining forces with Ara is his 20-year-old countryman Keisuke Kunimoto,



RS Spyder, Navi Team Goh: Sascha Maassen, Seiji Ara, Keisuke Kunimoto

(con't.) PORSCHE : Double Pole at Le Mans 24 hours

who won the famous Formula 3 street race through Macao last year, and the German Porsche factory pilot Sascha Maassen. "From the first moment on I was involved in the development of the RS Spyder," said the 39-year-old German. "For that reason my dream and my goal is to win the fastest and most fascinating long distance race in the world."

The two Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France), lent to Audi to contest the race, take up the 24 hour event from seventh in the overall classification. They share driving duties with Audi pilot Alexandre Prémat (France) at the wheel of an R15 TDI in the most powerful class of the LMP1 sports prototypes. "During qualifying we concentrated predominantly on the car's race set-up, and not just on turning out a quick qualifying lap," the German said. "Being new to the diesel vehicle this was very important, particularly because we didn't get a chance yesterday in the wet and there was no pre-testing here on the track in the lead up to the race. Romain and I are very happy to get the chance to drive for overall victory in an LMP1 vehicle. We have received a warm welcome from the Audi crew and feel right at home here. That's not something I simply take for granted."

For a long time it looked as if Marc Lieb, Richard Lietz (Germany) and Wolf Henzler (Ger-

many) would bring home an unchallenged top time in the GT2 class. But in the dying minutes of the qualifying, Joerg Bergmeister snatched the pole position away. The Porsche works driver from Germany competes in the 911 GT3 RSR of the American Flying Lizard team with Seth Neiman and Darren Law (both USA). "In the first instance it was important for my two team mates to get a couple of laps in on a dry track," said Bergmeister. "During the first part of the qualifying we worked on the set-up and only put in some fast laps towards the end on a fresh set of tyres. I turned a relatively decent lap before it got dark. In the second session I continued working on the set-up."

Marc Lieb was also satisfied: "Our whole package is very good with a great team, great car and great drivers. So, we're feeling quite optimistic for the race." Taking up the race from sixth in the GT2 class is the IMSA Performance Matmut team with the two Porsche works drivers Patrick Pilet (France), Patrick Long (USA) as well as Raymond Narac (France). The second IMSA-911, with drivers Horst Felbermayr Jr., Horst Felbermayr Sr. (both Austria) and Michel Lecourt (France) head into the race from 14th, ahead of the 911 GT3 RSR of the Endurance Asia team with drivers Darryl O'Young (China), Philippe Hesnault (France) and Plamen Kralev (Bulgaria).

Qualifying result LMP2

1. Elgaard/Collard/Poulsen (DK/F/DK), Porsche RS Spyder, 3:37.720 minutes
2. Ara/Kunimoto/Maassen (J/J/D), Porsche RS Spyder, + 0.082 seconds
3. Kane/Leuenberger/Pompidou (GB/CH/F), Lola Judd, + 4.004
4. Erdos/Newton/Dyson (GB/GB/USA), Lola Mazda, + 4.232
5. Pla/Amaral/Smith (F/P/GB), Ginetta-Zytek, + 4.292
6. Biaggi/Bobbi/Piccini (I/I/I), Lola Judd, + 5.128
7. Ojeh/Gosselin/Peter (SAU/F/A), Zytek, + 7.110
8. Lahaye/Ajlani/Moureau (F/SYR/F), Pescarolo Mazda, + 7.312
9. Barazi/Bennett/Moseley (DK/GB/GB), Zytek 07S, + 15.263
10. Noda/Pourtales/Marsh (J/F/GB), Lola Mazda, + 15.352

Qualifying result GT2

1. Neiman/Law/Bergmeister (USA/USA/D), Porsche 911 GT3 RSR, 4.03.202 minutes
2. Lietz/Lieb/Henzler (A/D/D), Porsche 911 GT3 RSR, + 0.030 seconds
3. Melo/Kaffer/Salo (BR/D/FIN), Ferrari F430 GT, + 0.854
3. Bouchut/Lebon/Rodrigues (F/F/F), Ferrari F 430 GT, + 0.882
5. Malucelli/Ruberti/Babini (I/I/I), Ferrari F 430 GT, + 1.020
6. Pilet/Narac/Long (F/F/USA), Porsche 911 GT3 RSR, + 1.446
7. Bruni/Compagnon/Russo (I/ARG/

(con't.) PORSCHE : Double Pole at Le Mans 24 hours

ARG), Ferrari F 430 GT, + 1.736
 8. Bell/Kirkaldy/Sugden (GB/GBGB), Ferrari F430 GT, + 1.966
 9. Cocker/Drayson/Franchitti (GB/GB/GB), Aston Martin Vantage, + 3.280
 10. Simonsen/Farnbacher/Montanari (DK/D/I), Ferrari F 430 GT, + 3.410

Facts and figures

24 Hours of Le Mans

The 55-strong grid line-up for the Le Mans 24 Hours is made up of two different sports car categories: Sports prototypes and standard sports cars. The technical regula-

tions of the long distance classic are the basis for the European Le Mans Series (LMS), in which one RS Spyder competes in 2009, and the American Le Mans Series (ALMS). All race cars take off at the same time in Le Mans. There is an overall classification and classifications for each class.

The four classes in Le Mans:

LMP1 class: Sports prototypes with up to 700 hp and a minimum weight of 900 kilograms. Power to weight ratio: ca. 1.3 kg/hp.

LMP2 class: Sports prototypes with around 440 hp (with normal-

ly aspirated engines) and an 825 kilogram minimum weight. Power to weight ratio: ca. 1.8 kg/hp. The Porsche RS Spyder starts in this class.

GT1 class: Strongly modified standard sports car with up to 650 hp and a minimum weight of 1,125 – 1,325 kilograms.

GT2 class: Slightly modified standard sports cars with 450 to 460 hp and a minimum weight of 1,145 – 1,345 kilograms. The Porsche 911 GT3 RSR competes in this class.

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911 GT3 RSR, Team Felbermayr-Proton: Richard Lietz, Marc Lieb, Wolf Henzler

PORSCHE Wins LMP2 at Le Mans 24 hours

Submitted by Jill Beck.

PORSCHE FACTORY DRIVERS, CUSTOMER TEAMS HAVE SUCCESS, DISAPPOINTMENT AT LE MANS; RS SPYDER WINS LMP2, MICHELIN ENERGY AWARDS – GT2 PORSCHE DNF

ATLANTA – June 13 -- While the Porsche RS Spyder is just a memory in North America, it was certainly alive earlier today at the checkered flag for the 24 Hours of Le Mans as the iconic LMP2 sports prototype captured its second Le Mans class win in two tries thanks to the Danish customer team of Casper Elgaard, Kristian Poulsen, and Porsche factory driver Emmanuel Collard.

The Team Essex, which came in second in LMP2 a year ago, beat its Lola Judd rival by more than 14 laps, as well as capturing the energy efficiency classification “Michelin Green XChallenge” as the car with the best overall efficiency, calculated by the ratio between lap times and fuel consumption. Porsche lost its chance for a one-two LMP2 RS Spyder finish only an hour before the end of the race, as the RS Spyder entry of NAVI Team GOH spun off the track while running comfortably in second place. Under braking for the first chicane on the Hunaudières straight on an oil spill of a competitor, Japanese driver Seiji Ara hit the barriers and the car was forced to retire.

“We’re proud that in customer hands the RS Spyder not only confirmed its high speed and reliability again but also won the environmental classification. It’s such a great pity that the second RS Spyder retired. NAVI Team GOH put in an immaculate performance and really would have deserved to secure second,” said Porsche Head of Motorsport, Hartmut Kristen.

Danish team, which only began competing in long distance racing last year.”

Porsche works driver Emmanuel Collard (France) added: “The key to success was the RS Spyder. We didn’t have the slightest technical problem and turned fast and steady laps.”



RS Spyder, Team Essex: Casper Elgaard, Emmanuel Collard, Kristian Poulsen

In 2008, the RS Spyder won the energy efficiency challenge at all races and championships – in the Le Mans 24 Hours, the American Le Mans Series and the European Le Mans Series. With this, the RS Spyder impressively underlined its status as the world’s most efficient sports prototype.

“After claiming second last year we are absolutely over the moon with our victory today,” said Essex driver Casper Elgaard (Denmark). “This is a huge success for our

Only once in the night was there an unscheduled stop. Before the first Hunaudières chicane, the two close-running RS Spyder hit a patch of oil and began to slide. Keisuki Kunimoto (NAVITeam GOH) nudged the Essex car, resulting in both vehicles having body parts replaced.

“Our crew did a super job,” said the third Essex driver, Kristian Poulsen (Denmark), who celebrated his Le Mans debut with victory. “I would like to thank the team

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RS Spyder, Team Essex: Casper Elgaard, Emmanuel Collard, Kristian Poulsen

and mostly Casper and Emmanuel. They did most of the work.”

After a break of four years, NAVI Team GOH, Le Mans winner of 2004 with Seiji Ara, looked like they would bring home a second place right up until an hour before the flag – with a ten lap advantage over third position. Oil from a competitor became Ara’s eventual fate.

“I had no chance. Two wheels hit the oil that I couldn’t see while braking,” said Seiji Ara. “It’s a bitter end of a great race. I’m pleased that the RS Spyder is not only fast, but also safe.” His compatriot Keisuke Kunimoto contested the long distance classic for the first time.

Porsche works driver Sascha Maassen was full of praise: “I salute our team’s performance. Perfect preparation, perfect team

work in every respect. I’m so sorry that we couldn’t bring home the success they deserved.” For the perfect work in the pit stops, the team received a special prize from the organizers.

Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France), lent to Audi for

the Le Mans 24 hour race, lost all chances to win with a technical defect in their #3 Audi R15 TDI which resulted in repairs over several hours on Saturday night. With their chase through the field from the back to finish 18th, the two shone with their excellent lap times. “It hurts to be out of contention for overall victory so early on,” said Bernhard.

“Still, it was great fun. The Audi crew made us feel very welcome from the first moment on,” added Dumas.

In the production-based GT2 class, a one-two qualifying effort for the Porsche 911 GT3 RSR from qualifying could not be turned into a race success. After just two hours, the race came to an end for the three Porsche works drivers Marc Lieb (Germany), Richard Lietz (Austria) and Wolf Henzler (Germany). A problem with the



911 GT3 RSR, IMSA Performance Matmut: Raymond Narac, Patrick Long, Patrick Pilet

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fuel system caused the engine of the 911 to die and not start again – 100 meters from the entrance to the pit lane. As the regulations do not allow a car to be towed in such a case, the leading trio of the German Felbermayr-Protonteams had no chance to repair the otherwise technically perfect 911 and retired.

“Of course I’m very disappointed,” said Marc Lieb. “But we are looking ahead and already looking forward to the next race in the Le Mans Series, where we want to extend our championship lead with another victory.”

For the American Flying Lizard team, the 2009 Le Mans race

ended in the early morning hours when Darren Law (USA) collided heavily with the barriers. Prior to this, pole-setter Jörg Bergmeister (Germany) and team owner Seth Neiman (USA) were steadily moving in the direction of a podium result with their GT3 RSR. The French IMSA Performance Matmut team with Porsche works drivers Patrick Pilet (France) and Patrick Long (USA) as well as Raymond Narac (France) maintained third place for more than two-thirds of the race distance. On Sunday morning a problem with the power transmission put an end to their promising charge.

Unlike the American Le Mans Series, where cars can be ranked in the finals standing as long as they complete 70 percent of the laps of the overall winner, the 24 Hours of Le Mans requires a team to take the checkered flag at the end of the race to be classified in the results. Under ALMS rules, the RS Spyder entry of NAVI Team GOH would have finished third in LMP2.

Complete results can be found at the following link:

http://www.lemans.org/24heuresdumans/chronos/2009_24_Heures_du_Mans_24H_Race_clah24.pdf
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LMP2 champions - (l-r) Peter Halvorsen, Emmanuel Collard, Kristian Poulsen, Casper Elgaard.

DVD : THE PORSCHE WAY

Submitted by Jill Beck.

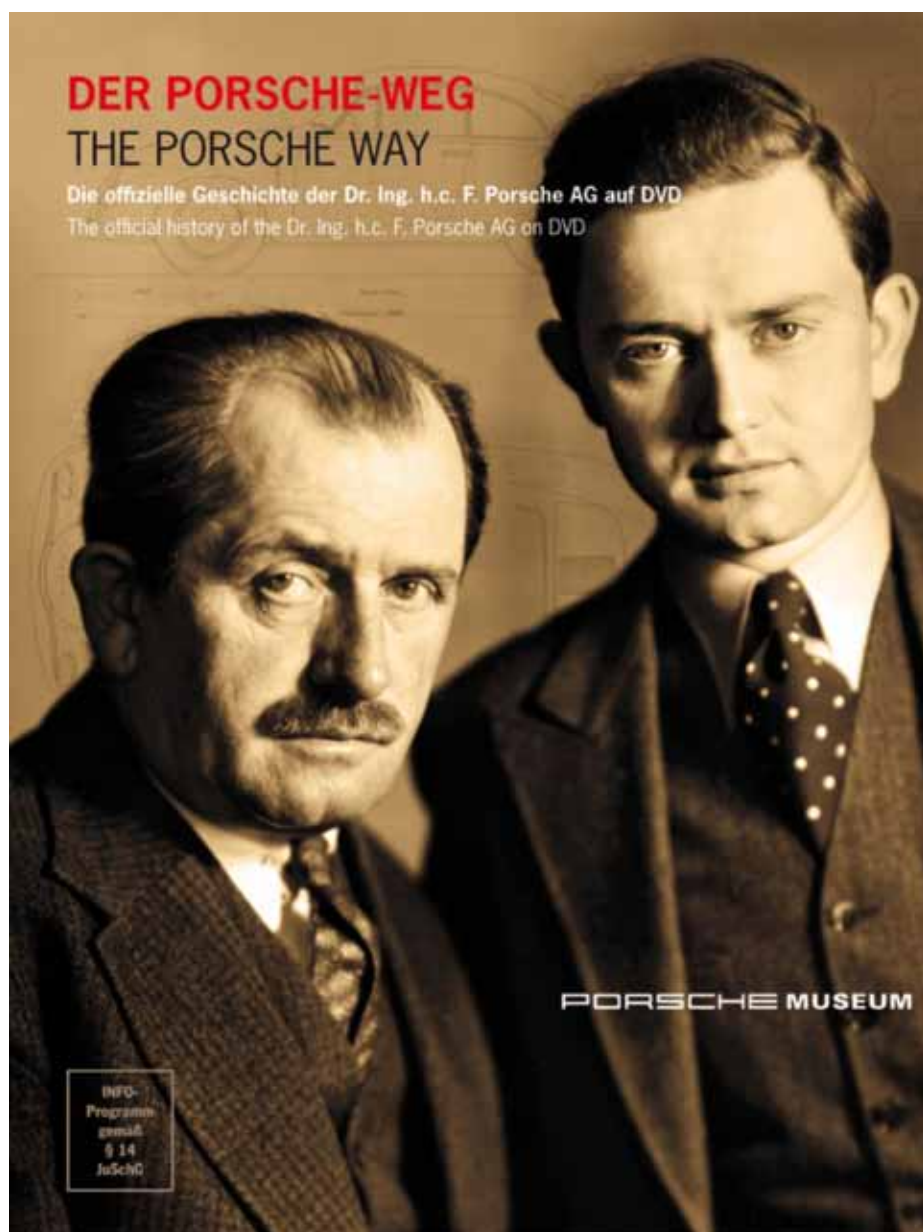
Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, is proudly presenting its history “in motion”: In a 2 ½-film “The Porsche Way“, the Company presents its entire history from the early years up to the present day on one full-coverage DVD. Starting with the lifetime achievements of Ferdinand and Ferry Porsche, the film focuses in

eight chapters on the development of the famous sports car manufacturer, proceeding from one decade to the next. “This is the first time that a car maker is presented so exhaustively on a DVD”, says Dieter Landenberger, the Director of the Porsche Archives.

The DVD is based on the Archives Collection with more than 5,000 hours of footage. Taking most

impressive scenes from the history of the Company, the products and motorsport, the DVD presents numerous film extracts never seen before. Several outstanding celebrities of former times also make an appearance in the film, among them former racing drivers such as Hans Herrmann, Eberhard Mahle, and Paul Ernst Strähle as well as former employees of Porsche such as the “Engine King“ Hans Mezger or Dr. Heinz Rabe, formerly the Director of the Porsche Social Affairs Department. As a further highlight, the film comes with music composed specifically for this DVD.

“The Porsche Way“ from the Porsche Museum Edition is now available in German and English at the Porsche Museum Shop at a price of Euro 24.90.



So, Are You a Tool-Type Person?

Submitted by Terry Fritz

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench, at the speed of light. Also, it removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh Crap....'

ELECTRIC HAND DRILL:

Normally used for spinning pop rivets in their holes until you die of old age.

SKIL SAW:

A portable cutting tool used to make studs too short.

PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES:

Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2X4:

Used for levering an automobile upward off of a trapped hydraulic jack handle.

E-Z OUT BOLT AND STUD EXTRACTOR:

A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use. One of the best examples of false advertising in naming a product to entice buyers.

BAND SAW:

A large stationary power saw primarily used by most shops to cut good aluminum sheets into smaller pieces that more easily fit into the trash can after you cut on the wrong side of the line.

TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER:

A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS:

See hacksaw.

PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER:

A tool used to make hoses too short.

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

MECHANIC'S KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMMIT TOOL:

Any handy tool that you grab and throw across the garage while yelling 'DAMMIT' at the top of your lungs. It is also, most often, the next tool that you will need.

New Members and Anniversaries - July



Here is new member, Dennis Kepchar.



NEW MEMBER - WELCOME!!!

Kristi Sell	Appleton	1996 911
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TRANSFER MEMBERS – WELCOME!!

David & Denise Johnson	Suamico	1999 996
Dennis & Heidi Kepchar	Wausau	2001 Boxster, 2004 Cayenne

RENEWALS – THANK YOU!!

Todd & Sheila Benz	DePere	2001 911
David & Kelly Hoem	Oshkosh	1979 911 SC
William Kort and son, William V. Kort	Appleton	1985 928, 1985 911
Joachim Loeffler & Angela Juergens	Appleton	2000 911
Doug Neuser	Whitelaw	1977 924
Greg & Linda Russo	Appleton	1964 356c, 2004 Boxster

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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 Club President, Laura Prellwitz, at lprellwitz@att.net.

To have your questions, comments, articles or pictures published in WHALETALES, email the Club President or the Newsletter Editor no later than the 20th of the month.

Please send all information (writings and pictures) as an attachment in your email. Please include name of event, caption for photos, full names of people in photos and photo credits. Please also feel free to write an article related to club events that you attend. All content should be Porsche related or related to FVR-PCA events.

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NEW - Classifieds Section

All classifieds free to PCA members for the purpose of selling, trading or requesting Porsche related STUFF (not for services). Please keep to 5-lines (30 words), 1-photo (~ 2.25" x 1.5") Resubmit each month.