



FOX VALLEY REGION
PORSCHE CLUB OF AMERICA



WHALETALES

December 2010

The Last Open Road Party
November Social at Mackinaws
Member Bio: Ilan Shapiro
Porsche Motorsport News



Whaletales

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On the cover



The November FVR Dinner and Social event and dinner held on November 2nd at Mackinaws in Green Bay was without a doubt, absolutely a barrel of laughs.

From the President



'Tis the season to give thanks for all of the many blessing in my life. I thought I would take this opportunity to share some of the things I am thankful for:

1. I am thankful for my family. Whether family is defined through blood or through the shared love of Porsche, I am thankful for all of you reading this.
2. I am thankful for the honor to serve you as PCA-Fox Valley Region's President.
3. I am thankful for the privilege to enjoy all that is the Porsche vehicle through driving them, studying them, and witnessing their evolution.
4. I am thankful for the Board that works so very hard to make this club run the way it does through immeasurable amounts of dedication and hard work.
5. I am thankful for the freedom we all have in this country to organize around whatever topic we so choose. In honor of Veteran's Day I want to thank all of you who have served to protect our freedom.
6. I am thankful for my wife's generous support of my trip to Germany to tour the Porsche factory. (Just kidding, I threw this one in to see if she is paying attention!)

It is hard to believe that the Holiday Party is right around the corner. It seems like it was just yesterday that my wife bid on (and won) an exercise ball donated to the silent auction by the Prellwitz family. I don't believe we have used that ball yet! I am thrilled to hear from those of you questioning what to bring for the silent auction. Please remember that the donated items do not have to be Porsche related, so feel free to be creative! This gathering really is a celebration of both the Christmas season and another successful year of Porsche Club events coming to a close. Don't forget to check out the calendar of events for 2011 as we have another great line-up. My wish for Christmas this year is that somebody will be moved by the holiday spirit to step up as the Social Chair for 2011. Any of you who would like to make that wish a reality please contact me.

Also Note:

Please share your digital photos from the past 2010 Fox Valley Regions Events; I am currently working on a digital photo book for the holiday party. Please share via email andrew@opicka.com

Thanks again hope to see all of you at the holiday party!

Mit freundlichen Grüßen,

Andrew Opicka
 President, Fox Valley Region
 Porsche Club of America
andrew@opicka.com

Upcoming Events



December 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
5	6	7	8	9	10	11

What: 2010 Holiday Party

When: Saturday, December 11, 2010

Where: Holiday Inn Neenah Riverwalk - [\(link\)](#)
123 East Wisconsin Avenue, Neenah, WI 54956 - [\(Google Map\)](#)

Details: 3:30 - 5:00 PM - BOD Officers Only meeting
5:00 - 7:00 PM - Social including cash bar, hors d'oeuvres, and silent auction bidding
7:00 - 8:00 PM - Italian Buffet dinner, including beverage and dessert
8:00 - 9:00 PM - Business meeting and award reception
9:00 PM - Silent Auction promptly closes with all money collected for charity
10:00 PM - Continued social time in Fan Club

Cost: \$12.00 per member*. Non-member or additional guests \$22 per person.
(*The FVR is subsidizing the cost of the dinner)
Please make checks out to FVR-PCA and send to: Larry Rogers
168 S Pine Ct
Appleton, WI 54914

Overnight Accommodations: The Holiday Inn will be providing a special overnight rate of \$79 plus tax. In order to take advantage of this opportunity please call the Holiday Inn directly at 1-800-725-6348 and mention you are with the Fox Valley Region Porsche Club.

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

RSVP is assumed by your nonrefundable payment sent to Larry Rogers by December 6, 2010. No additions or cancellations can be accepted after December 6th for final planning purposes. Any questions can be directed to Elise Opicka at 920.606.1006.

Upcoming Events

January 2011

What: 2011 Annual Meeting

Sun	Mon	Tue	Wed	Thu	Fri	Sat
2	3	4	5	6	7	8

When: Tuesday, January 4, 2011

Where: Victoria's Italian Cuisine - [\(link\)](#)
503 W College Avenue, Appleton, WI 54911 - [\(Google Map\)](#)



Hosted By: Larry Rogers

Details: Come and help celebrate the start of a new year with the Fox Valley Region! Join us for the first scheduled FVR event of the New Year on Tuesday, January 4, 2011.

5:30 PM Cocktails 7:00 PM Dinner from the menu

RSVP: By Thursday, December 30th to lrogers3@sbcglobal.net

February 2011

What: New Member's Party, Dinner, and Social

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5

When: Tuesday, February 1, 2011

Where: Champion's Bar and Grill - [\(link\)](#)
1007 Tony Canadeo Run, Green Bay, WI 54304 - [\(Google Map\)](#)

Hosted By: Jim and Mary Haen

Details: Tuesday, Feb 1 2011 meeting will take place at Champions Bar & Grill in Green Bay. Meguiar's, the super car care folks from CA, are sending their Minneapolis agent Andrea to answer all of our questions on your car's appearance. Gordon will bring some tools to demonstrate some great new products for restoration of clouded lamp lenses. Auto Paint Specialists, suppliers to lots of auto body shops, will bring some products for sale and offer discounts too. We'll give away a few Meguiar's things too!



All members are encouraged to attend, especially those who haven't attended a FVR PCA event before. Bring a spouse, bring a friend! Have a relaxing cocktail at about 5:30PM, grab a buck burger or a something off the menu about 7PM, and learn a bunch about your car's finish,...all surrounded by a the best collection of Green Bay Packers memorabilia outside of the Hall of Fame!

RSVP: By January 29 to mehaen@sbcglobal.net

FVR Calendar of Events

December	Saturday, December 11, 2010 Holiday Party Holiday Party - Holiday Inn Neenah, hosted by Andrew Opicka. andrew@opicka.com
January	Tuesday, January 4, 2011 Annual Meeting Dinner at Victoria's of Appleton, hosted By Larry Rodgers. lrogers3@sbcglobal.net
February	Tuesday, February 1, 2011 New Member Welcome Party, Dinner and Social at Champions Bar and Grill, hosted by Jim and Mary Haen. mehaen@sbcglobal.net
March	Tuesday, March 1, 2011 Spring Tech Session General Car Repair and Maintenance, hosted by Gordon Skogg. gord240z@live.com
April	Saturday, April 9, 2011 Introduction to the Porsche Tractor at Johnathan's Italian Bistro, hosted By: Robert Geiser and Andrew Opicka. Andrew@opicka.com (tentative) Friday, April 29 - Saturday April 30, 2011 Supermileage Joe & Peg Homel phomel@att.net
May	Tuesday, May 3, 2011 Season opener at Jim & Linda's. Dinner at Pipe, WI, hosted by Tim & Judy St. Aubin tstaubin@sbcglobal.net Saturday, May 14, 2011 Bergstrom Coffee and Donuts, hosted by Nick Proctor Sunday, May 15, 2011 Fox Valley Road & Track Classic - Roy Fine (British Car Club)
June	Saturday, June 4 - Sunday, June 5, 2011 Waterfalls Tour to UP. Waterfalls tour to Michigan's UP, Al Curran tourmeister. arcllc@gmail.com Tuesday, June 7, 2011 June dinner/social at Kodiak Jack's in Oshkosh hosted by John and Jeanne Strublic. jjstrublic@centurytel.net Saturday, June 11, 2011 Bergstrom Coffee and Donuts, hosted by Nick Proctor Sunday, June 12, 2011 24 Heures du Mans 2011 at Circuit de la Sarthe, Le Mans, France The 24 Hours of Le Mans Party Hosted by Andrew Opicka andrew@opicka.com Saturday, June 18, 2011 Flag Day Parade FVR presence, co-hosted by Fritz Wotruba fwotruba@new.rr.com and Andrew Opicka Andrew@Opicka.com June 25, 2011 The 2011 Ladies Only tour Waupaca and Wautoma areas, hosted by Jeanne Strublic jjstrublic@centurytel.net and Laura Prellwitz lprellwitz@att.net
July	Saturday, July 2, 2010 Bergstrom Coffee and Donuts, hosted by Nick Proctor Monday, July 4, 2010 Cars 2 Movie Family Fun Movie Date. (tentative) Hosted by Andrew Opicka Andrew@opicka.com Saturday, July 9, 2010 Iola Old Car Show Cookout. Hosted by Mark and Barb Wilkinson wlknsnm@wolfnet.net Saturday, July 23, 2011 Social at Trout Springs Winery. Hosted by Steve & Andrea DeBaker brchrivr@centurytel.net
August	Tuesday, August 02, 2011 August dinner/social in Shawano area. Hosted by Al & Pam Kuck akuck@crinet.com Saturday, August 6, 2011 Bergstrom Coffee and Donuts, hosted by Nick Proctor Saturday, August 13, 2011 Chilton Steam Show and Fox Valley Region Porsche Display. Host Robert Geiser. rgeiser@milwpc.com Sunday, August 14, 2011 "Arctic Circle" Lap around Lake Winnebago w/ice cream stops! Tour hosted by the Prellwitz's lprellwitz@att.net
August	Saturday, August ??, 2011 Dinner/social on a Saturday in Door County. Hosted by Bob Hawley robert.hawley@yahoo.com (tentative)

FVR Calendar of Events

September	Monday, September 5, 2011 Labor Day picnic Hosted By George Payne. 82targa@att.net
	Friday, September 23 - Sunday, September 25, 2011 Fox Valley Region Fall Tour hosted by James and Cindy Janes. jim@omscom.com
October	Sunday, October 2, 2011 2011 Garage Mahal Tour (Garages needed to tour) please email andrew@opicka.com (tentative)
	Tuesday, October 4, 2011 Tech session at Auto Clinic, hosted by Gordon Skog
November	Tuesday, November 8, 2011 November dinner/social (host needed)
December	Saturday, December 17, 2011 Holiday party (host needed)

Bits and Pieces

OKLAHOMA CITY, Nov. 9 (UPI) -- An Oklahoma man who spent 17 years and up to \$100,000 restoring a Porsche he bought for \$800 said the car has been named the oldest Porsche sold in the country.

Robert Wilson of Oklahoma City said he found the 1952 Porsche Cabriolet convertible in 1987 while he was looking through a scrap yard for a Volvo part, and he convinced the owner to sell and deliver the car for \$800. Wilson said he spent 17 years rebuilding and restoring the vehicle with the help of experts.

Porsche Cars North America announced Wilson's vehicle was the winner of its search for the oldest Porsche sold in the United States. The search was part of Porsche's 60th anniversary festivities. The gorgeous strawberry red 1952 Porsche 356 Cabriolet (upper right) is the earliest known Porsche imported to the United States.

So says Porsche, which is celebrating its 60th anniversary and set out to find the oldest Porsche sold in America. The search turned up an amazing array of vintage iron, including an impeccably restored 1950 356 Cabriolet (lower right) owned by Richard Brumme of Annapolis, Maryland. The blue drop-top is among the first series production 356s built in Stuttgart.



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The Last Open Road Party

The Fox Valley Region October Social event was a dinner party inspired by a book from our PCA-FVR library, *The Last Open Road*, and was hosted by Allan and Pat Utecht at their fabulous cabin in Beaver, WI. Although the weather was rainy and chilly the food and company was warm and wonderful. The meal was fashioned after the dinner from the book, which must have been quite the celebratory feast because it consisted of ribs, chicken, and brats as the main dishes; and beans, corn on the cob, two different potato salads, and a full buffet of other side dishes. As if that wasn't enough the apple pie pushed the full-meter into the range of Thanksgiving dinner stuffed. Thank you to Allan and Pat for opening their home to the club and providing a meal that will not soon be forgotten. Let's hope another book comes along to inspire another trip up north!



Travel to the Northwoods in October presented the fall colors for viewing



Dinner guests settled in for conversation



Social events are a Fox Valley Region specialty

The Last Open Road Party



Allan Utecht greeting the attendees



Pat Utecht prepared a feast for the guests



The group of dinner guests was 'solving the worlds problems around the table.' Being such a small group we covered the range of topics from cars, to politics, to aging parents, to you name it! - All while still being able to laugh.

The Last Open Road Party



The food looks delicious!



Surely there is enough to go around...



Joyce and Warren Beaver travelled about 3 hours--to the town of Beaver--for this event

November Social at Mackinaws

On Tuesday, November 2nd Fox Valley Region members met at Mackinaws Grill & Spirits in Green Bay for the Fox valley Region's November Social event, hosted by Charlie and Barb Wise.

Perhaps those in attendance were afflicted with some sort of haunting from Halloween, or maybe we were all just ready for having a good time; whatever the explanation the evening was filled with laughter and good nature joking around as can be evidenced from the photos.

Charlie and Barb brought many door prizes, and guests brought along small gifts that were selected and then changed hands repeatedly as Charlie read a story with "embedded" instructions to pass the gifts left or right as the story unfolded.

As an enjoyable evening came to a close, guests departed for home with memories of another great FVR event and some great door prizes and gifts as mementoes.



Gordon proudly presenting ticket # 757 - at last!



Fun and frivolity was apparently the order of the day at the November FVR Social

November Social at Mackinaws



The guests socializing before dinner



Al Kuck shows off his flashy "readers"



Pat Rogers models her new hat - looks like there is a new sheriff in town!

November Social at Mackinaws



Door prize numbers being drawn



Deb really seems to enjoy the flavor of Elk Stroganoff!



Barb Wise receives a certificate of appreciation for hosting the November Social event from Andrew Opicka.

November Social at Mackinaws



Gordon never really got over his number not coming up earlier...

Correct me if I'm wrong...

In the November 2010 issue of Whaletales, I incorrectly identified the individual winning the OBD code scanner during the Tech Session at Gordon Skog's Auto Clinic on October 2nd as Dick Uhl, a FVR member from Door County. The winner and person in the photo standing next to Gordon was in fact Ilan Shapiro of Appleton.

Apologies have been extended to both fine gentlemen for my error in identification. In subsequent communications, I had offered my regret in not actively pursuing what had been one of my favorite Whaletales features. That would have been the 'member bios', which are inarguably an effective means for us to become familiar with each other, and learn a bit more of what has brought us to this common interest in Porsche.

I do believe that a return of those glimpses of various random member's automotive and personal histories would help us to know each other a bit better, as we learn a bit more of our common interests. As our luck would have it, Ilan Shapiro extended an offer to produce just such an article, which is featured in this month's Whaletales. I am sure you will find his story interesting and informative, just as I did.

I wish to thank Ilan for being such a good sport about this mistaken identity faux pas on my part, and his gracious support in providing the article.

Member Bio: Ilan Shapiro

Okay. I'll start with the moral of the story. A racing mechanic once told me "NEVER, EVER mount a wheel on a car without tightening down the lug bolts, especially if you're absolutely certain that you will be taking the wheel off again in a few minutes."
So here's the story:

I'd spent a year and a half in Tucson restoring a 1973 Fiat 124 spider. I went all out. I became MR. FIAT. Art Bayless was my guru. Al Cosentino was my patron saint of "Causes No One Else On the Planet Gives a Sh*t about." I would spend hours deciphering his personal stories/ scrapbook/"don't I look cool in a racing suit" catalog before realizing that although I developed a decubitus reading it, I was no closer to the secret of speed with a Fiat. Al was

ahead of his time and could have founded the scrapbooking movement. He sold Fiat parts instead.

The body was stripped to bare metal, and a rolling frame that I welded up for the monocoque was used to take it to the body shop on a flatbed where the car was taken back to what a Fiat spider body should look like before the Feds got involved. Entire waste bins of Medusa-like emissions hoses had been torn out along with air pumps, and miles of old wiring in search of that stark engine bay look and a one horsepower gain. They even smelled bad. There were so many holes left over in the intake manifold for all these contraptions (the first year of Fed Emissions compliance) that it finally had to be discarded for a pre-emissions manifold. The body was media blasted and Centauri Alfa



Stripped and prepared for the body shop



Rear suspension assembly



A younger Ilan and his then 4 year old son Dan in the shop



Ready for engine installation

Member Bio: Ilan Shapiro

Romeo red, the bloodiest, deepest and richest oozing red that I could find, was sprayed and hand rubbed. The body returned and the ported, polished, bored, painted and rebuilt engine with a sidedraft Weber 40 carb and a new ANSA exhaust were put on. All parts were powder coated. ALL the parts: brackets, suspension arms, fuel tank, rear axle and differential housing, drive shaft etc. New bearings were pressed on. All bolts and nuts were replaced or shined and polished.

We were moving from Tucson to Appleton in four days and I needed to get it running in a hurry for the car carrier that was coming to pick it up. (Unfortunately I had to pay to move our household items as well.)

I had rebuilt the brake calipers and during an all-nighter new brake lines were fabricated and fitted and it was time to install the rotors and calipers. As the sun was rising the last step was to fill and bleed the system. I had bought a gallon of the new and fabulously expensive silicone brake fluid that had just been released on the market. With a new master cylinder and all new seals I wasn't worried about the leaks that were being reported when folks tried converting their vintage brake systems to the new fluid.

I told my 8 year old son who had just wandered in to grab the can under the bench and I proceeded to fill the system. I proudly showed him how to help me bleed the system the old fashioned way as my new-fangled Mighty Vac hand pump bleeder proved useless. I was amazed at how easily the system bled at all four corners without really needing such gimmicks (along with two days to read and memorize the 30 page manual that comes with it which, incidentally, is clearly written, nicely illustrated and indexed.) Always make and keep children on hand.

With all four wheels on I cranked the engine to pressurize the oil system, connected the coil wires, and fired it up for the first test drive. As I cleared all the crap out from around the car and put the gallon can of brake fluid back under the bench I was surprised at how similar the label was to the label I remembered having seen on the lacquer thinner can.

You know the feeling. It overcomes you in the same way as the stages of death and dying: Shock. Denial. Anger. But you don't get to die.

Instead, my triple-chrome mirrored SK wrenches were launched on ballistic trajectories. I now know how those old Snap-On wrenches you pick up at an estate sale come to look the way they do. (It still doesn't explain why you paid

more for them than you would for brand new ones.) I spoke in tongues using words my son had never heard before. He started crying and wishing that daddy would become human again, prompting my wife to run into the shop to protect him and all of creation from the brief opening of the gates to hell's antechamber.

And brief it was as the remaining dregs of life, energy and will to live drained away faster than a rechargeable battery, and I collapsed into a quivering blob on the floor.

However, I had three days left and the clock in hell's antechamber doesn't stop. A quick shower, a cup of coffee, and lots of recalled stories about the evacuation at Dunkirk, the Old Faithfull at Waterloo, Cortez fighting his way out of the Aztec capital, the battle of Leyte Gulf and a hundred other near-run affairs began to stiffen my resolve. I was no longer an invertebrate as I somehow regenerated a spine (or at least a notocord) and marched out again like a man. With a mission. Sempre Fi.

The whole system comes apart. Every coupling. Every line. Every caliper. The master cylinder. To my shock, after this brief two hour period the caliper seals were already gooey. Everything gets surgically cleaned with all those cans of brake cleaner spray and red rags I bought by the case so I could rebuild every car in Tucson once word of my good work got out. And new seals.

"Ah hah!" you say. "He lies. One does not just run out and get new 1973 Fiat brake seals in Tucson in 1999 at 6 in the morning!" But you are wrong. I AM Mighty Home Mechanic with a shop that has all the requisite tools I will never use and a "spare parts inventory." (Ask me sometime about my complete Fiat rear differential shim assortment in a dealership service department box.) I am THE Mighty Home Mechanic, and I congratulate myself on my forethought and wisdom in having established a spare parts inventory, conveniently ignoring the fact that I have enough spare parts to start a Fiat assembly line in Tucson.

The real can of brake fluid is carefully checked (as if I would make the same mistake again- at least not during the same 10 hour period!) and used to fill and bleed the system. Life is good again.

The moral of the story? Keep your lacquer thinner look-alike cans away from vital fluids. Make kids.

And what does all this have to do with the original moral of the story? Stay tuned for Part 2.

Race of Champions

International Racing Elite to Compete in Porsche 911 GT3 Cup Race Car

Stuttgart/Atlanta - November 16 -- The Porsche 911 GT3 Cup is the most-produced race car in history. To date, over 2,000 vehicles have been delivered to customers around the world. And now, the 450 hp GT racer from Weissach belongs to the official competition cars at the Race of Champions, where a number of the world's most talented and famous racing celebrities from the most diverse disciplines come together in Dusseldorf, Germany on November 27 and 28.

Joining the ranks of the world class starter field is Porsche pilot Jeroen Bleekemolen. The 29-year-old driver from the Netherlands won the GTC class of the American Le Mans Series with Tim Pappas this season at the wheel of a 911 GT3 Cup and knows the car from many years of racing. In 2008 and 2009 he won the Porsche Mobil1 Supercup, the fastest international brand trophy series. In 2008 he earned a victory in the LMP2 class at the Le Mans 24 Hours with a Porsche RS Spyder.

In Dusseldorf, Bleekemolen will be up against the likes of Formula 1 pilots Michael Schumacher and Sebastian Vettel as well as World Rally Champion Sébastien Loeb and World Touring Car Champion Andy Priaulx.

"I'm proud to be part of the Race of Champions for the first time," says Bleekemolen. "Obviously, I'm hoping to contest as many heats as possible with the Porsche 911 GT3 Cup -

not one of the participating drivers knows the car like I do."

The Porsche 911 GT3 Cup, based on the road-legal 911 GT3 RS sports car, is powered by a 3.8-liter, six-cylinder boxer engine delivering 450 hp. The spectacular-sounding race exhaust system features a fully controlled catalytic converter. The rear-engine concept and the wide track give the racing 911 excellent traction and razor-sharp handling. Pilots operate the sequential six-speed gearbox manually. Power from the high-revving engine (max. 8,500 rpm) is distributed to the wide rear wheels via a mechanical differential.

"I'm very pleased that the racing elite from all over the globe will be seen driving the world's most produced race car, the Porsche 911 GT3 Cup," says Hartmut Kristen, head of Motorsport at Porsche. "I'm sure that fans and drivers alike will have just as much pleasure in the spectacular sound and the superb handling of this vehicle."

This marks the return of the Race of Champions to Germany since its first meet here in 1989. The event will be broadcast by the German national TV, ZDF. "Aktuelle Sportstudio" provides coverage on Saturday, with "Sportreportage" broadcasting the spectacular action from Dusseldorf's Esprit Arena on Sunday. Get more information and follow the action on the event's official site www.raceofchampions.com.



Porsche Motorsport News

Flying Lizard Announces GT Program for the 2011 American Le Mans Series Season

Source: Flying Lizard Motorsports

November 16, 2010 - Sonoma, California - Flying Lizard Motorsports announced today preliminary details of its 2011 racing program. The Sonoma, California-based privateer team will return to the American Le Mans Series, fielding two Porsche 911 GT3 RSRs--the No. 45 and No. 44--in the GT class for the nine-race season.

"2010 was a phenomenal year for the ALMS and GT was clearly the place to be," said Seth Neiman, Flying Lizard Team Principal and Driver of the No. 44 Porsche. "We fought a long, tough battle all season, and came away with the drivers' championship. All credit goes to some very tough racing by Joerg (Bergmeister) and Patrick (Long) and an incredible performance by the crews at every single event this year."

Neiman continued, "For 2011, of course we'll be competing again for all of the ALMS GT championships. The ALMS calendar is solid and with some new venues and times it

will help keep us all on our toes. Additionally, next year we will increase our emphasis on the important endurance races worldwide."

Jens Walther, President and CEO of Porsche Motorsports North America (PMNA), added, "Flying Lizard and Porsche have forged a great relationship, combining the expertise that both organizations bring to the track; the race results speak for themselves. I am excited to continue our partnership for 2011 and am looking forward to our eighth consecutive season with Flying Lizard competing for the GT championships."

About Flying Lizard Motorsports

Flying Lizard Motorsports has competed in the ALMS GT class since 2004. The team has finished in the top three in the ALMS GT2 drivers' and team championships every year since 2004. In 2010, Flying Lizard No. 45 drivers Joerg Bergmeister and Patrick Long won a hard-fought



Porsche Motorsport News

battle for the GT drivers' championship. In 2009 and 2008, the team swept all ALMS GT2 titles: drivers' championship (Bergmeister and Long in 09, Bergmeister and Wolf Henzler in 08); Flying Lizard won the team championship; and Porsche won the manufacturer championship. In 2009, the Flying Lizard No. 44 Porsche also won the Michelin Green X Challenge championship.

Flying Lizard has also competed in the 24 Heures du Mans from 2005 through 2010, finishing third in 2005, fourth in 2006, and sixth in 2008.

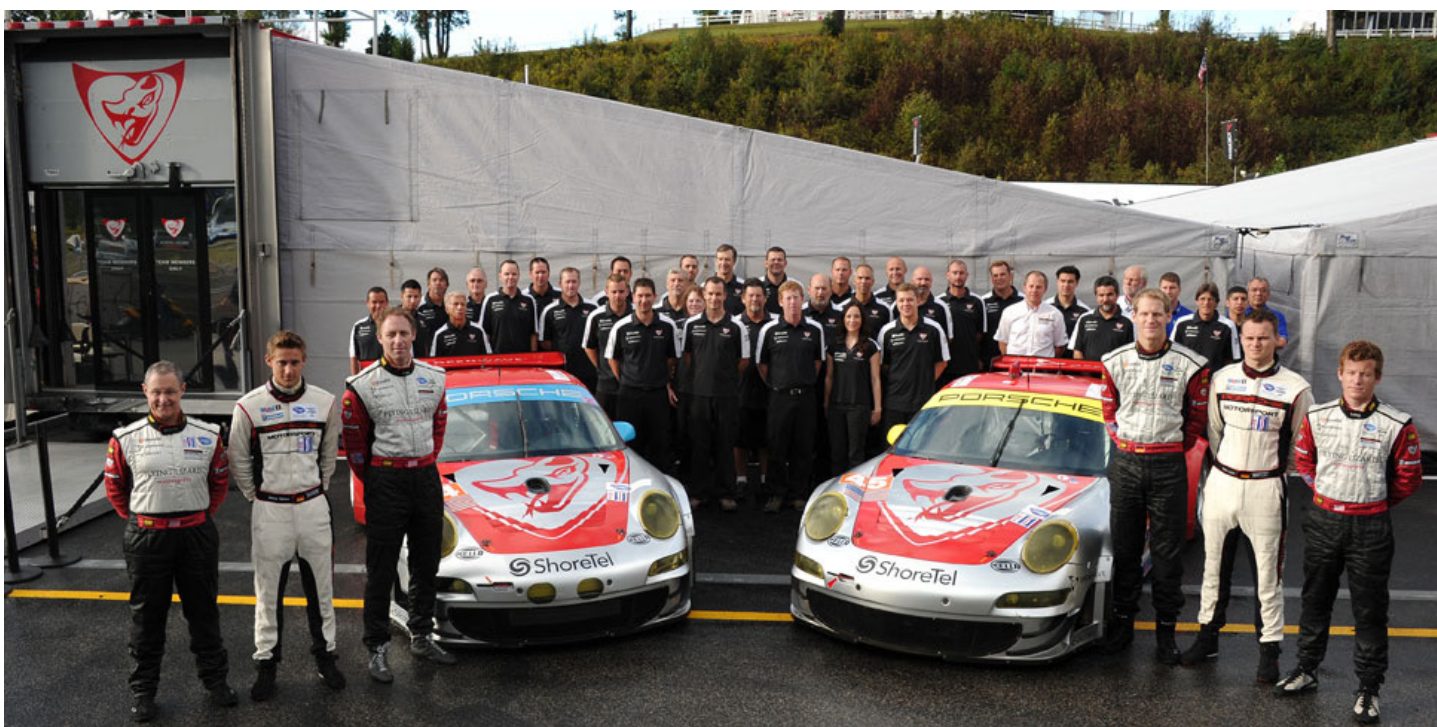
Flying Lizard 2010 sponsors are ShoreTel, a leading provider of enterprise IP telephony solutions; Openwave Systems Inc. (Nasdaq: OPWV), a global software innovator delivering context-aware mediation and messaging solutions that enable communication service providers to create and deliver smarter services; eSilicon, a semiconductor company; and Double Clutch Coffee, a premium coffee company dedicated to motorsport enthusiasts. Team partners include Porsche and Michelin.

Visit the team website at www.lizardms.com. For the latest team racing apparel and Porsche gear visit us at the Flying Lizard stores online and in the paddock.

The privateer team is based in Sonoma, California.



A successful season finale for Porsche: At the 1,000 kilometre race in Zhuhai/China, the Porsche 911 GT3 R Hybrid impressed once again with its performance and efficiency. The innovative sports car from Weissach, piloted by Porsche works drivers Joerg Bergmeister (Germany) and Patrick Long (USA), was by far the fastest GT vehicle in the field at its eagerly awaited premiere in Asia. Porsche factory drivers Marc Lieb (Germany) and Richard Lietz (Austria) claimed second place in the GT2 class with the Porsche 911 GT3 RSR on China's oldest race track. With this result, they secured the team championship for their Felbermayr-Proton squad at the Intercontinental Le Mans Cup, run for the first time this year.



Daytona Track Repaving

DAYTONA BEACH, Fla. -- For only the second time in its history, Daytona International Speedway is being repaved.

The mammoth project began on Monday, July 5 following the Coke Zero 400 Weekend Powered By Coca-Cola and has a targeted completion date of Jan. 1, 2011.

Daytona International Speedway's entire 2.5-mile tri-oval will be repaved as well as the skid pads, apron and pit road. Concrete will be used for the pit stalls. All of the existing asphalt will be removed down to the original 52-year-old lime rock base, which will be leveled and then paving will begin.

Here's a look at some of the numbers behind the project:

Employees: At a minimum, there will be 30 workers and at a maximum 100.

Asphalt: 50,000 tons

Light poles: In order to pave the daunting high banks, crews will have to remove 57 light poles from the upper rim road adjacent to the wall in Turns 1, 2, 3, and 4.

Catch fence: In order to pave the high banks, crews will remove a total of 5,948 linear feet of catch fence posts, cables, and fence fabric from the exterior wall in Turns 1, 2, 3, and 4.

SAFER barrier: 8,300 linear feet of SAFER barrier will be removed before paving begins

Trucks: 50 truck loads of concrete for pit road

How much paving?: There will be about 1,435,000 square feet of paving, that is about 33 acres

The type of asphalt being used to repave Daytona International Speedway will be a polymer modified asphalt with an elevated softening point. It's sophisticated, high-quality asphalt that withstands the stresses of racing.

There will be no changes to Daytona International Speedway other than a new smooth racing surface. The repaving of Daytona International Speedway will remain true to Bill France Sr.'s original vision, layout and geometry of this legendary track back in the late 1950s.



2012 Porsche Cayman R

2012 Porsche Cayman R Makes World Debut at Los Angeles Auto Show New mid-engine coupe takes its purist cue from Boxster Spyder

ATLANTA - November 17, 2010 - Featuring 121 pounds less weight and the most horsepower available in a mid-engined Porsche, the 330-hp Cayman R has been created for one reason: pure driving dynamics. With its highly-tuned sports suspension and vigilant attention to weight savings, the third Cayman model offers an even more precise driving experience than the "standard" Cayman S. A direct descendant of the famous 1950's 550 and 1960's 904 mid-engined, high-performance Coupes, the 2012 Porsche Cayman R is celebrating its world premiere at the Los Angeles Auto Show November 17, 2010.

Light and Powerful

The newest member of the mid-engine family features the highly efficient 3.4-liter six-cylinder Direct Fuel Injection (DFI) boxer engine found in the Cayman S, but produces 10 more horsepower. With a six-speed manual transmission, the Cayman R sprints from a standstill to 60 mph in 4.7 seconds, two-tenths of a second faster than the

Cayman S. With the optional seven-speed dual-clutch PDK (Doppelkupplungsgetriebe) transmission and the Sport Chrono package, the exercise is reduced to 4.4 seconds. Top track speed with the manual transmission is up by 3 to 175 mph (282 km / h), 174 mph (280 km / h) with the PDK.

The main objective in the concept and execution of the Cayman R was to improve the already energetic two-seater through a systematic reduction in weight, thereby increasing performance, driving dynamics and agility. With a DIN unladen weight of 2849 lbs. (1295 kg), Porsche engineers were able to achieve a power-to-weight ratio of 8.58 lbs. per hp (3.9 kilograms per hp) and with 8.8 lbs per hp (4 kilograms per hp) with the PDK.

More from Less

The greatest savings comes from the use of lightweight components and the omission of certain standard equipment not directly associated with driving performance.



2012 Porsche Cayman R

In addition to the removal of the A/C and stereo, the driver-focused Cayman R utilizes a sports suspension system that lowers the Cayman R by 20 mm, helping lower center of gravity. Optional on the Cayman S, the Cayman R comes with a standard limited slip differential, front and rear spoilers from the Cayman Aerokit and special lightweight 19" wheels also found on the Boxster Spyder.

Lightweight aluminum door skins, carbon-fiber backed sport bucket seats and interior door panels from the 911

GT3 RS also contribute to the weight reduction. Black-framed halogen headlights, contrasting side mirrors and decorative "PORSCHE" side-stripes add to the unique appearance.

The 2012 Cayman R goes on sale in February 2011 and U.S. base pricing is \$66,300.



Classifieds

Have you ever thought of owning a Porsche? Maybe you already have one Porsche and are looking to get another and don't want to spend too much? Maybe someone you know is interested but not really sure where to start? This is the car for you. I have owned this beauty for the past 10 years and I have been driving it less and less lately. I just don't drive the car that much anymore and it's time for someone else to have and enjoy. Here are some of the details:

- 1987 Porsche 944
- Silver Exterior/Maroon Interior
- 137,400 Miles
- Stored indoors with car cover (which is included)
- After market Pioneer AM/FM w CD Player
- Moon Roof
- Phone dial rims painted silver
- A few cracks in the dash other than that this care is very clean for almost being 24 years old
- Like new rubber all around
- Serviced on schedule and locally. I can provide all records of maintenance if necessary

I am asking \$5000 and it can be seen by appointment as I have put it in storage for the winter. Please contact me at (920) 427-2620 and leave a message. I can also be reached at tjs@cnetso.com



November Meeting Notes

November 2, 2010 Meeting Notes

Charlie and Barb Wise hosted the November 2nd dinner at Mackinaws in Green Bay. They brought many wonderful door prizes and a nice basket to raffle. The raffle brought in \$78.00 for charity. Charlie read a wonderful Porsche story as FVR members passed exchange gifts from left to right in keeping with the direction of Nick's storybook Pink GT3.

A special thanks to Pat Quinn for his door prize donation of drink tickets; and the brownie and ice cream treat that topped off our meal. Many folks commented that this venue is always enjoyable.

Hey Gordon has anyone found raffle ticket 757 yet? I think that gets you the last buffing pad raffle prize. Maybe you could use that for the headlight restoration segment in February.

Ballots for the election of PCA board members and Member of the Year were sent out. Please give me or any board member your feed back on this new format. We believe it will be easier to use and tally.

Also, please mark your calendars for December 11th for our annual Holiday Party at the Holiday Inn Neenah.

Jim and Mary Haen will be hosting the February 2011 meeting. Plans are shaping up to head to Champions Sports Bar in the shadow of Lambeau Field for a Meguiar's wax and headlight restoration seminar. Watch the newsletter for details. You can check out Champions at www.championssportsbarandgrillgreenbay.com

Mary Haen

HELLO MY NAME IS

If you have been to a club event, undoubtedly you have seen others at the meeting with the attractive and classy engraved wood name tag, which is a great alternative to the press-n-peel name tag.

Now, you will no longer need to be embarrassed when you forget to take it off and go somewhere else afterwards - this FVR logo name tag rocks!

Larry Rogers has the solution for you! Our region has very attractive and professional name badges that are laser-engraved with our region's name, and

most importantly, your name for about \$12 each. You can order either a pin-on style or magnetic style. Please contact Larry at fvrpca@sbcglobal.net to order yours now. You can have it in time for our upcoming events.



Membership Milestones



Member Anniversaries

Name	Location	Vehicles(s)	Member Since
Larry & Mary Bergner	Two Rivers, WI	1977 911S, 1986 911	2002
Michael & Nancy Hagerty	Green Bay, WI	1999 Boxster, 1999 986, 2008 Cayman	1998
Joe & Peg Homel	DePere, WI	1997 993TT	1991
John & Charmaine Luczak	Fond du Lac, WI	1986 944	1991
Mark & Ramona Metz	Wisconsin Rapids, WI	1985 911SC, 1996 993	1994
Harvey & Vickie Poling	Kewaunee, WI	1970 914, 2008 Boxster RS	1986
Ron Possell and son, Kevin	Menasha, WI	1999 911, 2002 Carrera, 1987 944	1989
Larry & Pat Rogers	Appleton, WI	1986 928S	1998
Ilan Shapiro	Appleton, WI	2001 Boxster S	2009

The Fox Valley region now has a membership record with 154 primary members and 128 affiliate members, for a grand total of 282 members.

New members may join online at www.pca.org, or contact Laura Prellwitz, membership chairperson, and let her know so she can send a paper application in the mail to the potential member.

It is estimated only 1 in 4 Porsche owners belong to PCA, so there are many more potential members to gain!

From the Editor



The Learning Curve

Another year has nearly passed, and it will soon be time to switch the calendars again. We have had another great driving season in this year, with many memorable club activities having been on the schedule. Time constraints, with work and family commitments, along with the normal curve balls life throws at us can make finding the time to attend club events a test of one's ability to manage time, but it was a challenge well worth meeting in 2010.

Some of the events I was personally able to take part in were the Chicago Auto Show bus tour hosted by Jim Stephenson in February, and the gastronomically delightful April dinner social at Plum Hill in Kaukauna, hosted by Jim and Lisa Stephenson. As April yielded to May on the calendar, I had the honor of assisting Peg and Joe Homel and other FVR volunteers in support of the Supermileage challenge at FVTC and WIR. This last spring was one of those challenging times when life's other demands kept me from taking part in some of the other great FVR activities, like the FVR Annual "Spring Opener" at Jim and Linda's in Pipe, hosted by Gordon Skog; and the Waterfalls Tour to Michigan's Upper Peninsula led by tourmeister Al Curran.

We were able to meet up again at Kodiak Jack's in Oshkosh for the June FVR dinner and social hosted by John and Jeanne Strubic, and on the following weekend for a great day of driving on the Kettle Moraine area State Park tour, hosted by Laura and Jamie Prellwitz. Later in June, Barb enjoyed a day of touring Door County on the Ladies' Only tour hosted by Laura Prellwitz. While making the trip to St. Charles for PCA Parade wasn't in the cards for us, we did thoroughly enjoy hosting an afternoon of tubing down the Little Wolf and dinner at our home west of New London after a morning tour to the Iola Old Car Show in July.

Later in July, Steve and Andrea DeBaker along with Laura Prellwitz graciously hosted the 20th anniversary party for the Fox Valley Region at Trout Springs Winery. Turn another page, and in August the Fox Valley Region Porsche owners and Chicago's Streeterville Scramblers motorcyclists met up at Pete and Kathy Bollenbach's in Mountain for the "MotorHed" picnic, which was quite the PARTY! Later in August Tom and Kathy Robl hosted a tour in Waushara County on a beautiful summer day. The beginning of September of course means the Labor Day picnic at Road America, hosted this year by Jim and Cindy Janes. The 2010 FVR Fall Tour was led this year by Al and Ann Taylor and co-tourmeisters Warren and Joyce Beaver, guiding us to Southwestern Wisconsin on some absolutely great driving roads through along the ridges and down through the coulees leading to the Mississippi River Valley and the National Brewery Museum at Potosi.

Later in September we visited the garage of Dan and Barb Pankratz, celebrating the restoration of their Concours d'Elegance winning 356B, during an event hosted by Laura Prellwitz. October brought us the annual Tech Session at the AutoClinic, hosted by Gordon Skog. Later in October "The Last Open Road" dinner social was hosted by Pat and Allan Utecht. November found us at Mackinaw's in Green Bay for a dinner social hosted by Charlie & Barb Wise.

We do of course have one opportunity left this December to be sociable with many of the great Fox Valley Region members, such as the ones mentioned above that have hosted events this year. So, how about it? If you haven't yet, check out the Upcoming Events on page 4 of this issue, and make plans to attend the final FVR event of 2010 on December 11, the Fox Valley Region Holiday Party hosted by Andrew Opicka at Holiday Inn Riverwalk in Neenah.

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General Information

On the Web

Fox Valley Region

Porsche Club of America

<http://fv.pca.org>



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 authors, and not necessarily those of PCA, FVR, the Board, or the Editor.

The Editor reserves the right to edit all material and to publish only material that is felt to be in the best interest of FVR-PCA. Other regions are welcome to reprint Whaletales articles, provided that the source and author are credited.

Email address changes must be sent to the Club President, Andrew Opicka, at Andrew@Opicka.com.

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.

Advertising Rates

25% discount for PCA members

	Single issue	12 issues
Full Page	\$40	\$400
Half Page	\$25	\$225
Quarter Page	\$15	\$125
Business Card	\$10	\$50

Classified Section

Free advertising for PCA members

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.