



FOX VALLEY REGION
PORSCHE CLUB OF AMERICA



WHALETALES

December 2014

FVR Tech: Carrera Engine Removal
Al Fisher's Porsche Museum Photos
FIA World Endurance Championship Win



Whaletailes

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Cover Page

FVR member Al Fisher provided some excellent photos from his recent travels in Germany. This photo of the early Porsche sports car prototype, taken at the Porsche museum is among several included in this months Whaletailes.



From Your Region's President

It is typical around this time to look back and reflect upon the year that has now almost passed, and to use the knowledge and insights gained from that pondering to move forward into the New Year with a different perspective. The year 2014 certainly has been a roller coaster ride for me personally, professionally, and "Presidentially". I have much to be extremely thankful for as I have been richly blessed in many ways. Also, there have been low, frustrating, and challenging times in those same roles. I have learned that forgiveness is vital in resolving those struggles; to forgive others, or to ask for forgiveness. It is with that mindset that I close out 2014, and move on to 2015. It surely will be an exciting and record setting year as our club has many celebrations to acknowledge its 25th anniversary.

I am already very excited that we now have 71 "friends" on Facebook and have recently gained several more new members. The momentum is continuing to build for our region, and at a time of the year when typically people are not thinking about their Porsche! If you haven't joined us on Facebook, I would encourage you do so. We have lots of great conversations and information sharing on almost a daily basis. Of course, our website is a great place to locate current and past information as well.

Thank you to Jim & Mary Haen and Pat Quinn for yet another wonderful November evening at Mackinaw's Grill & Spirits. Proprietor Pat always rolls out the red carpet for us (literally) and the Haen's are excellent co- hosts. More than 30 members attended the social and dinner, with some new members in attendance as well. Thank you again for your generosity and leadership in our region. It was a fun evening!

I want to sincerely thank EVERYONE who hosted an event in 2014, joined a committee, was a Board member, promoted the club in some positive manner, or made any other helpful contribution to the FVR. It really does "take a village" to keep our club of nearly 300 total members growing and thriving, especially when we cover such a large and diverse geographical area. It's a task that could not possibly be accomplished by just one person, or even a small group of people. Thank you also to all the members who have already stepped up and offered to host an event or be a leader of some kind in 2015. We have a wonderful calendar of new and varied events already established which is phenomenal.

I look forward to seeing all of you at our annual holiday party on 12/13/14. Gordon Skog and Jim Perry will again be hosting movie night on January 8 at the UW-Fox Valley. After a three-year absence, we will once again be hosting a bus excursion to the Chicago Auto Show 2/21. Family, friends, and co-workers are welcome. We want to fill the 56 passenger bus!

Even in the middle of a Wisconsin winter, our passion for Porsche cannot be quelled. Our club's library, housed at the Auto Clinic in Neenah, is available to all members, free of charge. We have many great books and videos to fill those cold winter days and nights, too. Stop in and check it out!

Happy Holidays to all the wonderful people of the FVR-PCA.

Sincerely,
Laura Prellwitz, President and Co-Social Chairperson, FVR-PCA

FVR Calendar of Events

Thursday, November 6 - Sunday, November 9 Porsche Escape (3 days) at Coronado Springs Resort, Orlando Florida. Hosted by Space Coast / Florida Citrus regions. <http://escape2014.pca.org>

Saturday, December 13 - holiday party at Holiday Inn Neenah Riverwalk - there is a small block of hotel rooms reserved under "Fox Valley Porsche Club". Hosted by Gordon Skog

2015!

Thursday, January 8 Movie Night at UW-Fox Valley Communication Arts Center's Perry Hall, reception at 6:00 PM in the Thrivent Lobby with the movie (title TBA) at 7:00 PM. Hosted by Gordon Skog (The Auto Clinic) & Jim Perry (P & B Motorsports).

Saturday, February 21 - Chicago Auto Show Deluxe Motor Coach trip, Friends, family, and co-workers are welcome. We want to fill the bus!. Contact lprellwitz@att.net

Tuesday, March 3 - Annual FVR Board meeting at Titletown Brewery, Green Bay, lprellwitz@att.net

Saturday, April 11 - Join us for an afternoon visit to the extensive Tom Grunnah Porsche collection in Elkhart Lake, followed by dinner at The Depot in Plymouth. RSVP to lprellwitz@att.net

Saturday, Apr 18 - Mini Tour to Bailey's Harbor, with dinner at the Coyote Roadhouse. Hosted by Sergio Heredia sherediamd@sbcglobal.net

Tuesday, May 5 - Spring opener at jim & Linda's, Pipe, WI, hosted by Alan & Pat Utecht, contact allanu@walsdorffroofing.com

Saturday, May 9 - Tech session on garage lifts, at the home of Bryan Robertson in Menasha, contact bryan187247@hotmail.com

Tuesday, June 2 - Dinner social at Kodiak Jack's in Oshkosh. Hosted by John & Jeanne Strublic.

Friday, June 26 - Sunday, June 28 - FVR 25th Anniversary Celebration at Landmark Resort, 4929 Landmark Drive, Egg Harbor, Wisconsin. For more information, contact Laura Prellwitz at lprellwitz@att.net

Saturday, July 11 - Veteran's Bike Ride/Fund Raiser, coordinated by Alan Cayer

Saturday, July 18 - Tubing and dinner at Mark & Barb Wilkinson's. RSVP to mark.wilkinson@charter.net

Saturday, September 5 - Picnic at Road America. Opportunity for parade lap coordinated by Milwaukee Region and FVR 25th anniversary committee.

September / October - Fall tour hosted by Warren & Joyce Beaver to Southwestern Wisconsin

October - Fall Tech Session at Auto Clinic, Neenah hosted by Gordon

December - Holiday Party

December 13: FVR Holiday Party



December 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
7	8	9	10	11	12	13

What: 2014 Holiday Party, hosted by Gordon Skog and Debbie Houle

When: Saturday, December 13, 2014

Where: Holiday Inn Neenah Riverwalk
123 East Wisconsin Avenue, Neenah, WI 54956

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: \$14.00 per member*. Non-member or additional guests \$26 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

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!

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

RSVP is assumed by your nonrefundable payment sent to Larry Rogers by December 6, 2014. No additions or cancellations can be accepted after December 6th for final planning purposes. Any questions can be directed to Gordon Skog at gord240z@live.com

January 8, 2015: Movie Night

Movie Night at UW-Fox Valley Communication Arts Center's Perry Hall

January 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
4	5	6	7	8	9	10

Reception at 6:00 PM in the Thrivent Lobby
with the movie (title TBA) at 7:00 PM.

Hosted by Gordon Skog (The Auto Clinic) &
Jim Perry (P & B Motorsports).



February 21, 2015: Chicago Auto Show

Motor coach trip to Chicago Auto Show

February 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
15	16	17	18	19	20	21

Fox Valley Region Porsche Club is offering a deluxe motor coach trip to the Chicago Auto Show on Saturday, 2/21/15. **Reserve your seat now!**

- 7:00AM - Depart from the Auto Clinic, 1495 County Road II, Neenah, WI
- 8:00AM - Stop in Lomira for breakfast (also another departure point for anyone who wants to join from there)
- Depart about 8:45; head to McCormick Place. Arrive about noon.
- Depart show at 4:00 PM. Stop at Mirabell German restaurant in Chicago for supper.
<http://mirabellrestaurant.weebly.com>
- Depart Mirabell about 5:45. Arrive back to Auto Clinic about 9:00 PM.

Bus fare \$30 per person, plus admission ticket to the show (tickets available ahead of time online for about \$12). The motor coach has individual seating for 56 people, restroom, DVD player, and Wifi. . Family, friends, and co-workers are welcome to join us! Send your check for \$30 to Laura Prellwitz, 1115 South 35 Street, Manitowoc, WI 54220. No refunds after 2/1/2015!

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E-mail Laura Prellwitz at lprellwitz@att.net for more information, if needed.



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Mirabell is one of the best German restaurants in Chicago.

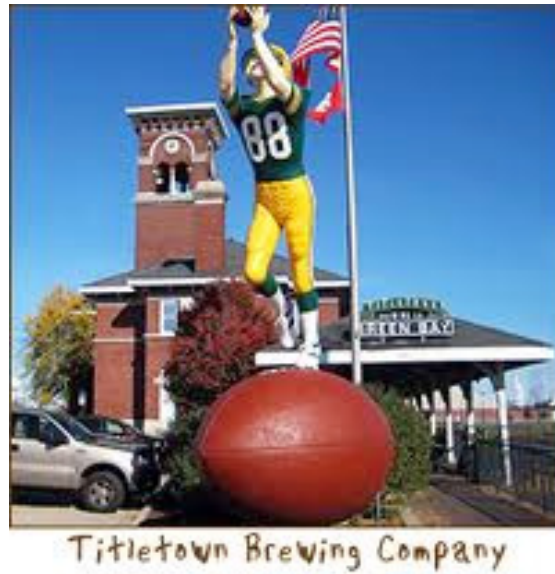
The cozy side room and larger dinner hall are the kind of authentic setups you usually associate with tourist brochures. But there's nothing contrived about the food. A carnivore's delight, the menu features tremendous sauerbraten, an outstanding sausage sampler and some of the best goulash in the English-speaking world. Mirabell may be best known for its bar, featuring a staggering array of heady German beers—but the restaurant shouldn't be overlooked.

3454 W Addison St. Chicago, IL
(773-463-1962, mirabellrestaurant.com).
Lunch, dinner (closed Mon). Average main

Photo: Chandler West

Published: July 9, 2013 -excerpt

March 3, 2015: Annual Meeting



Social/Dinner, Annual Meeting and New Member Welcome

Per our region's by-laws, we will hold our annual meeting for 2015. All members are encouraged to attend and to give direct suggestions, feedback, questions, etc. to the Board members of the FVR-PCA.

Additionally, all new members (anyone who has joined the club in the past two years or who has never previously attended an event) are encouraged to come out and meet your Board members and fellow FVR-PCA enthusiasts. There will be a special gift for all new members who attend and lots of door prizes for the veterans. Do you know someone who might be a potential member? Bring him/her and also receive a special gift.

RSVP's are due no later than Sunday, March 1 to lprellwitz@att.net or call/text 920-242-1644

Visit www.titletownbrewing.com for more information. It is located at 200 Dousman Street, Green Bay, WI.

March 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7

Tuesday, March 3

- 5:00 - 6:30PM Social/attitude adjustment, new member welcome
- 6:30PM Dinner from the menu in the "Frost Room"
- 8:00ish PM- Annual meeting begins

April 11, 2015: Ultimate Porsche Garage



The Ultimate Porsche Garage and Collection

Tom Grunnah, PCA member for more than 50 years with the Chicago region, has invited the FVR members to visit his expansive Porsche collection near Elkhart Lake, WI. With several thousands of models, Porsche collectibles, racing memorabilia, and a garage full of the “real things”, Tom’s passion for Porsche is almost overwhelming. His collection was also published in a book about “ultimate garages”.

Please join us at Tom’s place on **Saturday, April 11, 2015 at 3:00 PM** for the grand tour. Following the visit, the group will join together at The Depot restaurant in Plymouth, which features seafood, German and American food. www.pjcampbellsatthedepot.com

RSVP’s are needed by Wednesday, April 8th. Once you have RSVP’d, directions to Tom’s home will be shared with you. Please RSVP to Laura Prellwitz at lprellwitz@att.net

April 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
5	6	7	8	9	10	11



May 9, 2015: Installing a Garage Lift

PCA Tech Session - Installing a Car Lift in a Regular Garage

I installed a lift last summer and learned a lot from the experience. If you are interested in doing something similar or would just like to see the underside of your Porsche, come to the Tech Session at my house in Menasha on May 9th, from 6pm to about 9pm.



Here are some of the things I plan to discuss:

- Different types of lifts available.
- Ways to modify and reinforce a typical garage for a lift.
- Cost of installing a lift versus expanding garage.
- How to get it delivered.
- Show what is required to put it together.
- Show the operation and how to use the wheels to move it.

RSVP to bryan187247@hotmail.com so I'll know how many parking spots to have available.

Address:
1319 Sunset Ln
Menasha WI 54952

See you there,
-Bryan Robertson
1988 911 Turbo, black

May 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
3	4	5	6	7	8	9

June 27, 2015: FVR 25th Anniversary



25TH ANNIVERSARY CELEBRATION

June 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
21	22	23	24	25	26	27

At the Landmark Resort

To start the celebration, a gimmick rallye will begin in the Kewaunee area about noon and will conclude at the Landmark at about 3:00 PM. Trophies given for 1st - 3rd places. A car show, open to the public, will be held in a special reserved parking area from 3:30 - dusk. A "Peoples' Choice", "Best of Show & Shine", and "Best of Show" trophies will be awarded. Members will be photographed with their car. Banquet dinner, award presentation and many other surprises begin at 6:30 PM. Evening entertainment to follow. Sunday morning is a golf outing at Alpine Golf Course or scenic driving tour to Cana Island Lighthouse.

For more information, contact club President, Laura Prellwitz via the FVR website

<http://fv.pca.org> or lprellwitz@att.net



July 11, 2015: Veteran's Ride

Vietnam Veterans of America Chapter 224 & Desert Veterans of WI, Inc.

2015 VETERANS RIDE & RAFFLE

Saturday, July 11th 2015 at Pearly Gates Bar & Grill Green Bay, WI

The goal of the Vietnam Vets of America 224/Desert Veterans of Wisconsin: *TO BETTER THE QUALITY OF LIFE OF OUR LESS FORTUNATE VETERANS* thru this fund raising event.

Vietnam Veterans of America 224 and the Desert Veterans of Wisconsin Inc. objectives include, but not limited to:

To improve the lives of those who served in uniform during the nation's longest and most divisive war, promote veterans health care, promote resolution of POW/MIA issues, insure agent orange treatment and compensation, assist incarcerated and homeless veterans, assist less fortunate veterans and their families, support veterans memorials and observances, promote youth and family activities, and raise funds to help all veterans. Some possible fund distributions:

- Enhancing the scholarship program
- DAV transportation program
- King Veterans Home and Homeless Veterans
- Christmas baskets to needy vets and/or vets families
- Summer care packages
- Financial assistance to Vets with unexpected medical bills
- Support For Locally Deployed Troops and Their Family Readiness Group



July 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
5	6	7	8	9	10	11



Advertisements

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If you would like to find out more about placing your ad in Whaletales contact any one of the Fox Valley Region club officers listed on page 2.

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SATISFACTION GUARANTEED

FVR Tech: Carrera Engine Removal

First Time 1987 Carrera Engine Drop - Chapters 5 & 6 - "While you're in there"

Jim Prellwitz, Technical Chairperson

Today I decided that the Air Conditioner can go. It hasn't worked for the last couple of years and R12 refrigerant is almost impossible to get, along with being illegal to sell in the United States. If the A/C is ever going to work its going to need the newest (safest) refrigerant on the market. Currently that is a version of R134a which you can get almost anywhere now. The problem is that in order to use the R134a or similar variant, you need to do a few things. First you should replace all of the R12 hoses with "barrier" hoses. The older R12 hoses are prone to leaking. Not nearly as much with the R12 and its larger molecules, but the R134a with its smaller molecules will seep through the hose walls like a sieve and will need replacement every year or two. Secondly you will need to replace the compressor as the unit for the R12 uses a different seal material that is lubricated by oils in the R12 refrigerant. The R134a uses a different lubricant in the refrigerant and it will damage the old seals causing failure of the compressor. The other thing is that the drier will need to be replaced. Not because of the change in refrigerant, but just because you should change it any time you change another component. Its purpose is similar to an oil filter in that it removes contaminants from the system; in this case the contaminant is moisture. Finally you need to flush the entire system of the old refrigerant which is time consuming and costly to ensure that no remaining "old" refrigerant remains.

Anyway, because of those reasons, I determined that the existing system would have to be replaced in the future so there is no reason to keep the couple hundred pounds of non-working componentry in the car. Especially since, with the engine out, it is a perfect time to remove the system from the car.

So here it is. I first need to place the system under vacuum to remove and purge the old refrigerant. This can be done by any A/C shop with the proper refrigerant recovery equipment. Unfortunately, the engine is out of the car so I won't be driving it anywhere. I decided, pardon in advance to any environmentalists out there, to undo a fitting on the pressure side of the system and see how much gas was in the system. I slowly began to unscrew the nut on the pressure line to the compressor. I fully intended to immediately tighten the nut as soon as I heard gas escaping. With each slow incremental turn of the nut I carefully listened for the telltale hiss of leaking gas. But I heard nothing. After what seemed like a half hour of slowly turning the nut it finally came free of the fitting and still no leaking gas. I tapped on the line with the wrench to see if it was rusted or frozen together preventing gas from escaping. When I tapped the line it jumped from the fitting and I nearly panicked looking for cover from the expected barrage of high pressure coolant spraying forth. But all I heard was pfft and it was over. Apparently two years of non-use had depleted all of the gas from the system without my knowing it. No wonder it did not cool any more.

With renewed confidence that I wasn't going to destroy the ozone, I pressed on. I removed the low pressure line from the compressor with no more fanfare than the high pressure side. I disconnected the electrical and lifted the compressor from the car. One part removed.

I then unscrewed the line that went from the compressor to the condenser in the whale tail. No problems. I disconnected the line that goes from the condenser to the front of the car and then looked

FVR Tech: Carrera Engine Removal

to removing the condenser. With the connecting hoses removed the condenser swings down from the tail, pivoting on two small bolts in the deck lid hinges. Unscrewing those, the condenser can be lifted right out of the tail. Two parts removed.

Then it got tougher. The hose from the compressor to the condenser came out with the condenser but that left the line on the driver's side that runs from the condenser to the front of the car and the line on the passenger side that runs from the compressor to the front of the car. Each side runs to the front of the engine compartment and through a small hole on either side of the engine bay. I began removing the half "C" clamps that hold the hose to the body beneath the car on the driver side. The ones in the wheel well are fairly easy to get at. With those first clamps removed I began to pull the hose out through the hole in the engine compartment. It moved several inches and then stopped. I looked in the engine compartment to see that there was an extra liner shrink wrapped around the hose inside the compartment and it was too large to fit through the hole. I believe it was put on to provide extra protection to the hose on that side. It would not fit through the hole no matter how much I wiggled and pushed and pulled the hose. I finally decided to remove the shrink wrap. Taking a box cutter, I carefully slit the wrap down the side and peeled it away from the hose. With the wrap removed the hose came freely through the hole and then I had it underneath the car. Moving forward along the driver side of the car it became more and more difficult to remove the half "C" clamps attaching the hose to the car body. The clamps had become rusty over the years and were also caked with years of dirt and grime. The part of the hose that runs along beneath the door is tucked up behind the rocker panel and you have to undo the lower screws holding the rocker panel in place in order to pull the hose out from behind it. I took care to oil up the screws and clean the rust off of them as much as I could before reinstalling them to fill the holes and keep crud from getting up into them. I worked my way all the way up to the drier before stopping on that side.

The passenger side was much easier. For some reason there was no shrink wrap on the hose in the engine compartment on the right side so the hose came free much more easily. The "C" clamps on the right side ran under the car rather than along the rocker as the oil lines are in the rocker location. This made the "C" clamps much easier to remove. I worked my way to the front in much the same way as the left hand side. I did make note of a few of the screws that looked like the corrosion had taken a toll on them and decided to replace them with the next size larger screw in order to secure them better into the holes and prevent anything from getting in to them. I removed the right side hose up to the front where it runs inside the pan covering the steering rack. I figured this is far enough for today and will continue this removal when I have completed the work in the engine bay.



I am continuing to work in the engine bay to complete what I want to get done in there before starting on the engine. Since things are a lot easier to get at with the engine removed I set to cleaning all the dust oil and debris from inside the engine bay.

I noticed that the heater control boxes are quite rusty. I took the opportunity to clean of the rust with a wire brush and sand paper. Then I painted them with spray bombs of high temperature Rust-o-leum black to see if I can keep

FVR Tech: Carrera Engine Removal

them from rusting too much more over the next few years. I also doused the lines and moving parts of the controllers with oil to ensure that they continue to move freely.

I had replaced the front shocks about 4 years ago with the Bilstein heavy duty shocks that are supposed to last the life of the car. One of the original front shocks had started to leak fluid so it was a simple decision to change them. That was quite a project in itself. Anyway, it is probably about time to change the rear shocks as well, at roughly 120,000 miles and also since this is about the easiest they will ever be to get at. I removed the top nuts and since I had removed the lower bolts earlier in order to get them out of the way for the engine drop, the shocks came out of the towers without difficulty. The new shocks fit with no issues (other than the green Bilstein color). Oh well, under the car who will notice.

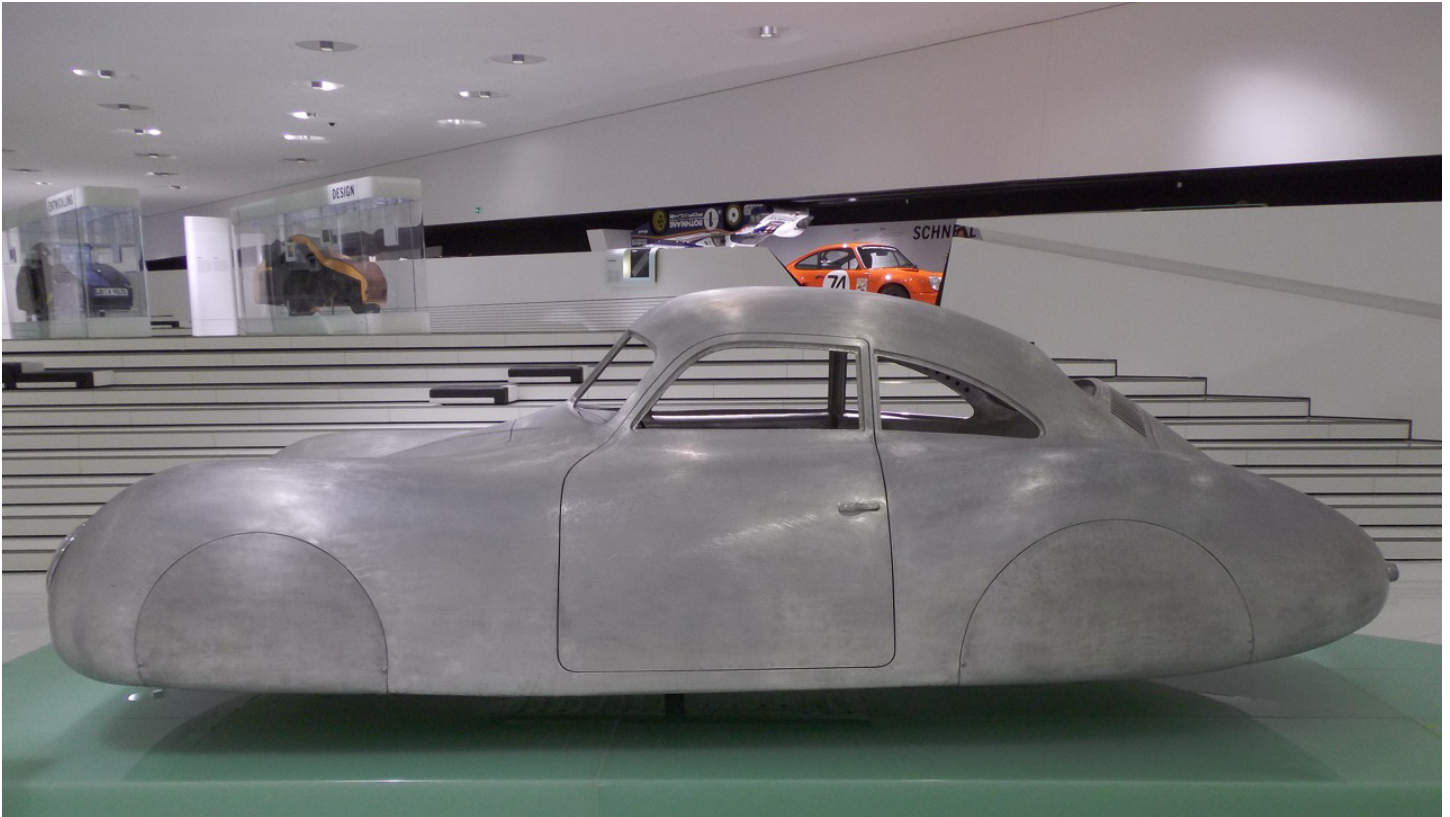


The only other things I am planning to do in the engine bay is to replace the decklid struts and also glue in a new sound pad. Removing the old deck lid struts made the pad installation much easier. Just a word to the wise, Porsche recommends using the 3M High temperature adhesive (yellow). You can get a spray can of this adhesive from O'Reilly for \$25, Advance Auto Parts for \$23 or Fleet Farm for \$13. Or just call me because this does not take much and I will have a nearly full can left until it ages out.



I will check be checking the vacuum lines along the sides of the engine bay and replace them if they look too dried out. Then we move to the major part of this project, the engine/transmission.

Al Fisher's Porsche Museum Photos



Prototype incorporating Porsche's early vision of what a sports car should be (Fisher photo)



1964 911 2.0 Coupe (Fisher photo)



The Loreley (Lorelei) statue in St. Goarshausen (Fisher photo)

Porsche Museum Photos

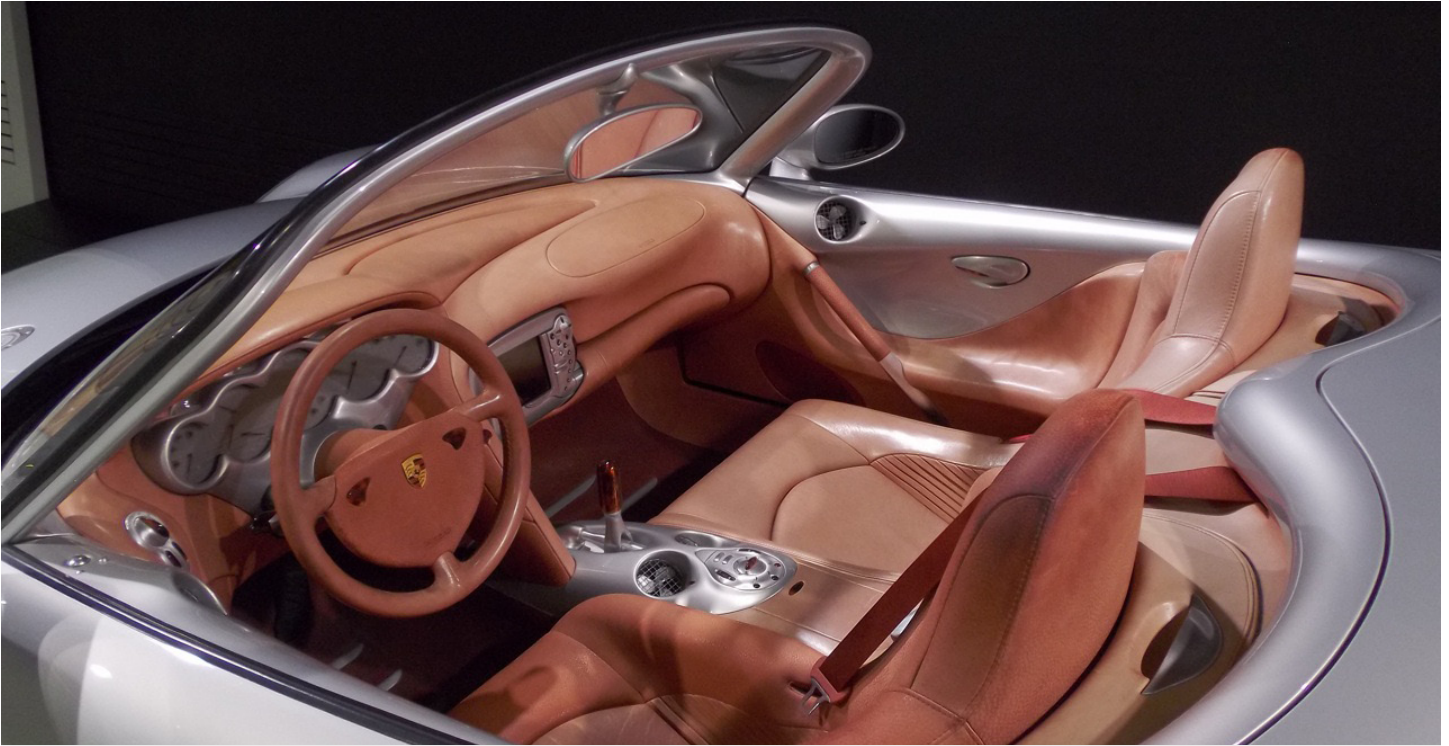


1970 911 S 2.2 Targa (Fisher photo)



1973 Porsche 911 Carrera RS 2.7 Coupe (Fisher photo)

Porsche Museum Photos



1992 Boxster Study (Fisher photo)



View of the Rhine at the Lorelei (Fisher photo)

Regeneration Valve Replacement

Regeneration Valve Replacement 2003 Boxster 2.7L

Article and photos by Shaun Stamnes

Disclaimer: I am not, nor have ever claimed to be, a trained auto mechanic so my apologies in advance to the skilled pros in the Fox Valley Region for any errors in the exact verbiage for the various systems described below. The information contained in this article is for information only in the hope that it may help someone in the future should you be presented with a similar problem as the one I encountered.

This driving season has certainly been a learning experience for me when it comes to the Boxster. Like many of you I do minor repairs and routine maintenance when I feel I am capable of doing them. It makes me feel more connected to my vehicles and I feel that I learn more about the vehicle but often find myself scratching my head wondering what the engineers were thinking when they “put that part there”.

First a little back story...This summer Dee and I were in Calumet Michigan where my parents have a small place. The comments from the kids, (and drunks), at seeing a Porsche driving around are a story unto themselves. However it is pretty embarrassing to fill up at the Premium pump with a group of teen aged boys standing around admiring your pride and joy when you go to start it up and it flatly refuses to fire. The inevitable helpful comments of “Does it have enough gas?” (Yes Einstein that’s why I’m sitting at the gas pump); or “Did you flood it?” (No dear its fuel injected) come unbidden while you are trying to diagnose the problem and thinking of how you are getting home if it won’t fire. Oh well here goes....gas pedal to the floor, turn the key and thankfully it fires up but cannot idle without dying. Needless to say I wasn’t planning on shutting it off until I absolutely had to. (From what I later found out, a check engine light will normally come on right away when this happens. In this case it did not until 2 weeks later while I was still waiting for parts to arrive. The CEL code will refer to the carbon canister but that is all part of the same system and has different symptoms associated with its failure)

Upon our arrival back home it was time to hit Google and the various Boxster forums. Between Google, Rennslist, Pelican Parts and the Boxster Register forums I came to find out that one of the check valves in the fuel system was to blame. The trick though was finding out which one since several of the forums had conflicting information. From my research it seems that there are 3 main “Check valves” in the system that capture fuel vapors. One is at the filler neck inside the right front wheel well, (Fuel Tank Vent Valve, P/N 996-201-143-01-OEM) the second is located somewhere on or near the fuel tank itself, (Fuel Tank Vapor Valve for Carbon Canister, P/N 996-605-203-01-M100), I cannot be more specific since the Bentley manual does not show the valve specifically. The third is commonly known as the EGR valve but referred to by Porsche as the “Regeneration Valve from Throttle Body for Fuel Vapor System”, (P/N 996-110-129-06-M100) and is located in the engine bay itself. One of the first two valves need replacing when the car will not accept gas when trying to fill it up. The EGR valve is the culprit when you fill up with gas but the car will not start. One way to avoid this situation is to not fully fill the tank at each stop; the other is to replace the valve itself.

After a lot of reading, researching and ordering 2 of the three check valves I eventually came to find out that the one valve I didn’t order was the one I needed. Of course it was the EGR valve and also

Regeneration Valve Replacement

was the most expensive of the three. But thankfully based upon all the comments I found from people who had previously replaced it, it is the easiest of all to replace.

So now to the actual replacement:

Tools needed: *(I found this out after I was done and was picking everything up)*

- 8mm box end wrench. (I strongly recommend a ratcheting one)
- Jack and jack stands
- Pliers for removing clamps
- 10mm socket and ratchet
- Torx bits and driver

Bonus jobs that can be done during this job:

- Oil and filter change
- Underside inspection of the car

Step one was to open the top engine bay cover and the front cover behind the seats. Next was to find the actual part that needed to be replaced. This was a trick since none of the resources at my disposal including my Bentley Service manual showed the valve's location. I found that I had to use the new valve as a guide to try and determine where the old one was located that I needed to replace:



Once the engine bay was open I was able to locate the part...underneath the left side intake manifold. (Great)

There is an electrical connection and vacuum hose that connect to the end of the valve in the engine bay. The electrical connection is easily removed by pressing down on the little metal wire on the top while pulling the plug toward the rear of the car. Due to the age of my car I found that I had to trace the vacuum hose back and disconnect it from the other end since there was not enough space to remove the clamp from the valve end.

The valve itself is held in place by two methods: 1) the routing of the attached tube and 2) a single 8mm screw underneath the left front most intake tube. The only way to get to this screw other than

Regeneration Valve Replacement

removing the whole manifold, is to force your arm under the intake from the rear with the wrench held as best as possible. NOTE: DO NOT DROP THE WRENCH! (It's amazing how much empty space there is that you cannot reach under the intake) With a single finger you can feel the screw from the front of the manifold and help hold the wrench in place. There is a small metal clamp you need to remove to get the valve and tube removed. Once the screw is loose I found it will be held in place in the clamp so there was no chance of it falling down by the wrench....

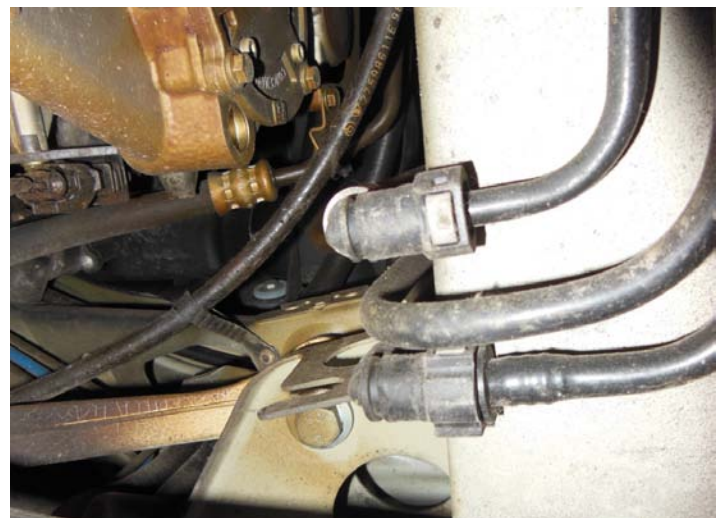
The other end of the valve was traced down under the car so out came the jack and jack stands. (Remember this is an easy job or at least that's what I kept reminding myself)

Once the car is safely up on all 4 jack stands you will need to remove the small plastic underbody panel that is directly at the front of the engine. You could probably get by with just removing the 10mm screws and Torx screws on the left side but I found it easier to remove the whole panel. Once removed the end of the tube is easily removed by pressing in on the sides of the outlined connector and pulling it free.

Once the connector is free the entire valve assembly can be pulled free from the top by pulling it toward the rear of the car. You will need to help free the lower tube from inside the car. Take care to note the routing of the tube so you can replace it correctly. Once you have removed the old assembly then it is a simple task of removing the vacuum hose from the old valve assembly and placing it on the new one. Remember to move the metal clamp and screw over to the new valve assembly so you can attach the tube to the intake. It might be wise to remove family, friends and small children at this point if you have not done so previously (just a suggestion).



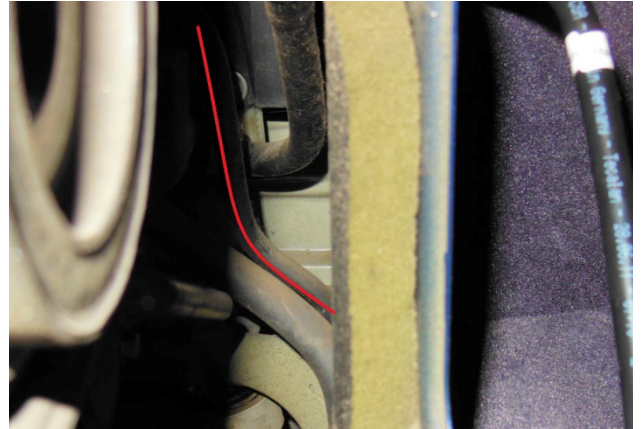
Front of the car is to the top of the photo



Front of car is to the right of the photo

Regeneration Valve Replacement

After you have routed the new assembly and secured the clamp make sure you have routed the vacuum hoses correctly. I could not remember exactly how it routed so I took my best guess, forgetting completely that I had taken photos. After everything was all buttoned up and while on the road during the fall tour my check engine light came on. The car ran fine so when I returned home I pulled the codes with my OBD II reader which referred to a P0171 code which again the helpful Porsche owners on the various forums stated was due to a probably vacuum leak so off came the engine cover again. Lo and behold I found that my improper routing of the large vacuum hose had knocked off the small white fitting just below it. So note to self, make sure you look at your pictures if you are not sure of something.



All in all this was a very interesting although not stress free project. Although it was not very difficult once I was able to determine the location and routing of the valve assembly it was very time consuming.

Some lessons learned during this entire saga:

- Do your research before you start ordering parts. The internet is a great resource but you definitely need to make sure you back up any claims made by people with another source or two. In this case I only found 1 reference to this problem with the correct solution and it was on a Cayenne forum. All others suggested replacing the “lower” check valve on the fuel tank which would not have fixed my problem.
- Don’t take the job at face value. Even though this was described as an easy job, it took me 6 hours to complete since I went into it without knowing exactly what was going to be required to complete the job. The need to remove the front engine cover, jack up the car and remove the underbody panel were all unanticipated hurdles.
- Always be willing to call it quits and go to a professional Porsche mechanic if you are getting in over your head. In this case I was confident that I could do the job correctly even though it may take a while since I only had one part to replace and after looking everything over it did not seem too difficult once the car was correctly prepped and I could actually get to the part.

I hope this write-up will be found helpful to someone if for nothing else than a little comic relief. I have a new found appreciation for the quality of Porsches but perhaps not of the engineers. Just why did they put that screw there anyway?

FIA World Endurance Championship Win

FIA World Endurance Championship (WEC), round 8, Sao Paulo (Brazil), LMP1, Race
First win for the Porsche 919 Hybrid under dramatic circumstances

Stuttgart. The Porsche Team has achieved its maiden win with the Porsche 919 Hybrid in the final race of the 2014 FIA World Endurance Championship in São Paulo with the driving trio of Romain Dumas (France), Neel Jani (Switzerland) and Marc Lieb (Germany). At the same time as the team achieved the biggest success of its debut season, it had its deepest shock when Mark Webber had a very heavy accident in the sister car with less than half an hour to go before the end of the six-hour race. The Australian, who shares the Le Mans Prototype with Timo Bernhard (Germany) and Brendon Hartley (New Zealand), crashed heavily into the barriers at the fast last turn of the lap. He was in sixth position. The initial information the team received from the medical centre at the track was that he was not badly injured. However, he has been transferred to a hospital in São Paul for further checks. The race finished behind the safety car with Neel Jani at the wheel of the winning car.



Porsche 919 Hybrid, Porsche Team: Romain Dumas, Neel Jani, Marc Lieb (Porsche AG Press Database)

How the race went for car number 14:

Lieb started from second, but lost one place to a Toyota on lap one. After breath-taking attempts to get the position back, after 37 laps he handed over the car, which was still lying in third, to Jani. The Swiss continued to attack the Toyota, they swapped places, but when Jani handed over to Dumas after 76 laps the car was still third. Dumas only got by when the Toyota had contact with another car on lap 88. On lap 105 Dumas had to pit early because of a right rear puncture. Lieb

FIA World Endurance Championship Win

got behind the wheel again and took the lead after 119 laps when the sister car suffered problems. Lieb pitted after 144 laps to hand the car back to Dumas. After 183 laps Jani took over with the car lying second. At his final pit stop after 222 laps he stayed in the car and took the risk not to change tyres to save time. The risk paid off.

How the race went for car number 20:

Bernhard started from pole position and was leading by 12 seconds when he handed over to Webber after 38 laps. Webber stayed in the lead of the race, despite some trouble in traffic, and handed over to Hartley at the end of lap 79. For the Kiwi and car number 20 the dream to win the race was over soon as an unidentified problem cost some engine power. After 119 laps Hartley handed over to Bernhard, who continued in third. During a full course yellow after 153 laps Hartley got behind the wheel again. After 193 laps Webber took over again, with the car having meanwhile dropped back to sixth place. He had his last pit stop after 227 laps and a heavy crash in the fast last corner of the track when the race was on its 239th lap with less than half an hour to go.



Porsche 919 Hybrid, Porsche Team: Timo Bernhard, Brendon Hartley, Mark Webber (Porsche AG Press Database)

Most recent update on Mark Webber's condition

Stuttgart. Porsche works driver Mark Webber spent the night in a local hospital in São Paulo after his accident in the six-hour race on Sunday. He sustained bruising and concussion. Mark is still under observation at the hospital with his team mates and members visiting him. He is set to return to the UK later this week.

On Monday morning Brazilian time he said: "I'm quite sore this morning, am pretty bruised and have got a stinking headache. I've got no recollection of the accident or how it happened. The team is looking into the details to find out more. Thanks to the medical team at the track and here at the hospital, who did a great job and are looking after me very well."



Porsche Team: Romain Dumas, Fritz Enzinger, Vice President LMP1, Marc Lieb, Neel Jani (l-r) (Porsche AG Press Database)

"On a positive note, it's great that the boys in the number 14 car managed to bring home the victory, which is a fantastic way to finish off the season. I'm already looking forward to getting out there again next year."

With half an hour to go in the season's finale of the FIA World Endurance Championship Mark Webber lost control of his Porsche 919 Hybrid and suffered a huge impact when hitting the barriers. It is unclear what caused the accident.

FVR ID Badge Update

New Fox Valley Region ID Badges are available!

Discussion on various proposals for updating the Fox Valley Region ID badges has been underway since late in 2013, and the FVR board has recently approved the design shown below. If you have the older name badges and you are happy with them, they will be just fine, updating to the new ones is completely optional. If you would like to update to the new design which will be our standard ID badges going forward, the new badges will be printed plastic laminate cards, featuring the PCA and FVR logos, member name, with first name in large, easy to read letters. The background image is the Porsche 919 hybrid featuring the new livery design based on the Porsche Intelligent Performance theme. The lanyards will be a repeating pattern as shown below, the badges will also include the option for magnetic attachment.

The package will be one badge, one lanyard, and one holder for \$10.00 plus shipping.

Send request for ordering to Jim Janes at jrjanes@omscom.com.

FOX VALLEY REGION PORSCHE CLUB **FV.PCA.ORG**



FOX VALLEY REGION PORSCHE CLUB **FV.PCA.ORG**

Bob's Winter Projects

From: rgeiser@milwpc.com
Date: November 23, 2014 at 9:22:56 PM CST
To: lprellwitz@att.net
Subject: Winter Projects

Dear Laura,

Some time back you asked about anyone doing winter projects on their cars. Since the 944 is stored in a locked building and therefore not accessible, no repair work is possible. However, I would like to pass along recent experiences. This past summer I replaced both the starter and alternator on my 1987 944. The starter replacement is pretty much straightforward, out-and-in, once you get under the car. With the alternator, the air cleaner assembly needs to be removed for access, the cooling air hose and adapter from the alternator back side removed, the belts sufficiently loosened to allow removal from the alternator, then finally the wiring (disconnect the battery ground cable first before starting the project!) and attaching bolts. To transfer the multi-groove pulley to the replacement, use an air wrench to remove the nut. If necessary, a Channel-Locks with the jaws wrapped with about 3 layers of masking tape can be used to grip the pulley. A bearing splitter and puller will be needed to remove the pulley from its tapered shaft.

When installing the pulley, torque the retaining nut to 29 foot pounds, per Pelican Parts recommendations. Use the above-mentioned Channel-Locks to hold the pulley while torquing the nut. Dress the pulley grooves as needed to repair the damage from using the Channel-Locks for holding. Spin the pulley and note any fan blade runout. Gently bend the blades as needed for clearance and true running, check by eyeballing it. Push the press-fit mounting bushing out to gain clearance prior to attempting bolt-up to the engine. It just won't fit without clearance. Tightening the mounting bolt will bring it in tight against the mounting adapter. Attach the removed parts, air duct and belts included, and everything should be ready to go.

This may sound a little involved, so allow for at least a half a day.

Take care now. Have a Happy Thanksgiving!
Bob and Hiltrud

Membership Milestones



Member Anniversaries

Name	Location	Vehicles(s)	Member Since
Byron & Harlan Anderson	Green Bay, WI	1964 356, 1976 911	1991
Warren & Joyce Beaver	Nekoosa, WI	1998 Boxster	1999
Robert & Susan Dean	Green Bay, WI	2012 Cayman	2009
Mitchel & Barb Eastman	Green Bay, WI	1989 911 Carrera 4, 1997 Boxster, 2001 911	1999
Roy & Darlene Geigel	Manitowoc, WI	1982 911 SC,	1995
Jeff & Liz Harvey	Appleton, WI	2004 Boxster	2006
Charles & Debra Johnson	De Pere, WI	1995 911 Carrera, 2005 911 Carrera S	2003
Michael & Beverly Jurkowski	Boulder Junction, WI	1990/911 C-2	2011
Dennis & Heidi Kepchar	Sturgeon Bay, WI	2008 Carrera	2002
Laurence & Philip Langohr	Neenah, WI	1989 911 Carrera	2005
Dave Maki	Marquette, MI	2007 911 Carrera 4S	2010
Daniel & Barbara Pankratz	Manitowoc, WI	1967 912, 1963 356	1967
Tom & Kathleen Robl	Palm Coast, FL	2007 Cayman	1992
Dennis Timm	Cecil, WI	2002 911 Carrera	2013
David & Blake Treichel	Appleton, WI	1986 944, 1980 911 SC, 2002 Boxster	1991
Allan & Patricia Utecht	Kiel, WI	2002 Boxster	2002
Jerry & Lisa Wachowiak	Kohler, WI	2000 Boxster, 2002 Boxster	2006
Gerald & Deborah Wetter	Appleton, WI		1965
Keith Wolters & Debbie Duncan	Wakefield, MI	1986 911 Carrera	1997

Welcome to our new members of the Fox Valley Region!

Name	Location	Vehicles(s)	Member Since
Keary & Jane Kautzer	Sheboygan, WI	2001 Boxster S	2014
Wayne Slowinski & Debra Blohm	Suamico, WI	1999 Boxster	2014
Laurence & Philip Langohr (Transferred from MKE)	Neenah, WI	1989 911 Carrera	2005

The Fox Valley Region Porsche Club of America's current membership is 289 total members, with 165 primary members and 124 affiliate/family members. With 220 vehicles being registered with PCA, 27% of FVR members report owning more than one Porsche.

Also thank you also to our loyal members who continue to renew their membership with us annually. Your continued support and participation is greatly appreciated. Renewing your membership is even easier with the redesigned PCA website, simply login to www.pca.org and click on the renewal date near your welcome banner.

From the Editor

The Learning Curve



Never mind the fact that with the seasonal weather changes in Wisconsin we might tend to expect that our Porsches begin to fade into the background this time of the year. While yes, many of us have stored our “summer” vehicles away with anticipation of next spring bringing on a whole new series of adventures. And of course, the holiday season (or maybe deer hunting) might start taking over some of our primary attention for a while.

Or at least one might think that - until seeing some of the activities going on, and planned for your very near Fox Valley Region future. With great events on the calendar for every month of 2015, represented by a mix of well enjoyed repeat events, and several great new ones and many new venues it is obvious there is no lull in the FVR event calendar. I look forward to meeting many of our new members (23 new primary members in 2014!) at one of many of our future club events.

And, as editor I am actually kind of excited about this; did you notice we have three tech articles this month! With the winter months providing some downtime, these articles are a great way to provide some motivation to tackle any outstanding maintenance issues and being certain of proper preparation for next spring.

Your Whaletales Editor,

Mark Wilkinson
whaletales@charter.net

General Information



On the Web

Fox Valley Region

Porsche Club of America

<http://fv.pca.org>



Editorial Policy

Whaletales is your official source for news of FVR events (past, present, and future) and is proudly distributed monthly by the Fox Valley Region of the Porsche Club of America. Statements and opinions appearing in Whaletales are those of the authors, and not necessarily those of PCA, FVR, the Board, or the Editor.

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

Email addresses are maintained by PCA at <http://www.pca.org> (login and select "Membership" - "Member Service" - "Member Record" from the menu) and member email address changes must be made through PCA national.

To have your questions, comments, articles or pictures published in Whaletales, email the Club President or the Newsletter Editor at whaletales@charter.net no later than the 20th of the month.

Please send all information (writings and pictures) as an attachment in your email, do not let silly concerns about spelling, grammar or the like prevent you from sharing your story about your favorite Porsche or your extended family of Porsche friends - but please do include the name of event, captions for photos, and the names of people in photos. And don't forget to include the name of who took the picture - photo credits are a big deal in the world of highbrow Moto-journalism.

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 submit plain, unformatted text and pictures to the editor.