



FOX VALLEY REGION
PORSCHE CLUB OF AMERICA



WHALETALES

March 2013

Gordon's 356 Restoration
FVR Member Focus
50 Years of the Porsche 911



911 50

50 Years of the Porsche 911 – Tradition: Future

Whaletales

Club Address

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On the cover

Finding an appropriate cover photo during the winter months can be challenging, but when I found the material for the 50th birthday of the 911 on the Porsche AG press database site, the March Whaletales cover photo dilemma was resolved.



From The President

I sure hope this is not the sign of this upcoming year. January and February have just disappeared in the blink of an eye and Spring is just upon us. Does everyone have their Porsche's ready to for the upcoming driving season? Does everyone have the dates set aside for all the club events this year? Well get on it! I should talk, I have done neither and I am falling further and further behind. I already have conflicting dates to work out and both of my Porsche's are not ready for the road. I just might have to show up at some of the events in my non Porsche SUV or borrow a Porsche from one of my friends or customer's. A sad state of affairs I'm in, but I am sure it will work out.

I hope everyone is aware of and trying to participate in the new Kaffeeklatsche events that many of our members are putting together at various locales in our region. If not check it out and try to make it to a couple of them. Plan or spur of the moment, sounds very enjoyable.

March 23rd, Al and Ann Taylor are hosting a Spring Tech Session in Nekoosa. Al will be demonstrating work on replacing the clutch on his Porsche 924. This procedure is a little different than most cars, so will be very interesting. Also this will be Al's chance to show off his Man-Cave garage. I have to say, I was out to his place and have seen his garage, very impressive and it would be the envy of many guys.

As far as me and my 356, it is coming along, but slow. I'm not too sure that I will be able to make the May, Pipe Run event, but I am still hopeful. I have started to put the interior back together and getting the engine rebuild finished. The pics show some of my progress. I will write another chapter in next month's newsletter of my progress with more pictures. None this month because I blinked and the month is gone.

Hope to see some of you at upcoming events.

Proud to Be Your President,

Gordon Skog



FVR Calendar of Events

Saturday, March, 9 Kaffeeklatsch at Biggby Coffee, 320 East Bridge Street, Wausau. Hosted by Dennis & Heidi Kepchar dennis.kep@gmail.com

9:00am - Saturday, March, 16 Kaffeeklatsch at Fork & Knife, 2209 S. 44th Street, Manitowoc. Hosted by Jamie & Laura Prellwitz lprellwitz@att.net

Saturday, March, 23 Tech Session at Al & Ann Taylor's in Nekoosa. Hosted by Al & Ann Taylor ataylor@wctc.net

Tuesday, April, 2 Dinner / Social at Lorelei Inn, 1412 S Webster Ave, Green Bay. Hosted by Jamie & Laura Prellwitz lprellwitz@att.net

Saturday, April, 13 Tour / Dinner / Social at Manitowoc. Hosted by Barb & Dan Pankratz panky@lakefield.net

9:00am - Saturday, April, 20 Kaffeeklatsch at Cronies, 220 S. Main Street, Waupaca. Hosted by Tom & Lori Mazza llamazza@charter.net

Tuesday, May, 7 Dinner / Social / Car Show at Jim & Linda's, W3496 County Rd W, Pipe. Hosted by Allan & Pat Utecht allanu@walsdorffroofing.com

Saturday, May, 18 Kaffeeklatsch at Linger Café, 9431 Spruce St., Fish Creek. Hosted by Bob & Jen Hawley robert.hawley@yahoo.com

Saturday, May, 18 Spring Tour (2 days) to Pictured Rocks National Lakeshore in Michigan's UP. Hosted by Al Curran arcllc@gmail.com

Saturday, May, 25 Tour / Social at Waupaca & Stevens Point. Hosted by Jim and Mary Niemiec zimal@charter.net

Saturday, June, 1 Coffee and doughnuts at Bergstrom Porsche, 3030 N Victory Ln, Appleton. Hosted by Nick Proctor nick@theproctors.com

Tuesday, June, 4 Dinner / Social at Kodiak Jack's, 2059 Witzel Ave, Oshkosh. Hosted by John & Jeanne Strublic jjstrublic@centurytel.net

Saturday, June, 8 Ladies' Only Tour to Washington Island. Hosted by Laura Prellwitz lprellwitz@att.net

10:00am - Saturday, June 15 Kaffeeklatsch at Cravings Coffee & Ice Cream Co, 312 8th Street South, Wisconsin Rapids. Hosted by Jim and Mary Niemiec zimal@charter.net

Sunday, June, 23 Porsche Parade (7 days) at Traverse City, MI Grand Traverse Resort. Contact Kathleen Behrens, Parade Registrar registrar@pcaparade.org

Saturday, July, 6 Coffee and doughnuts at Bergstrom Porsche, 3030 N Victory Ln, Appleton. Hosted by Nick Proctor nick@theproctors.com

Saturday, July, 13 Social / Dinner at New London. Hosted by Barb & Mark Wilkinson mark.wilkinson@charter.net

Saturday, July, 20 WVBO Car Show at Fox Valley Technical College. Hosted by Bryan Robertson bryan187247@hotmail.com

Saturday, July, 27 Social / Dinner at Trout Springs Winery, Greenleaf, WI. Hosted by Steve & Andrea DeBaker brchrivr@centurytel.net

Saturday, August, 3 Coffee and doughnuts at Bergstrom Porsche, 3030 N Victory Ln, Appleton. Hosted by Nick Proctor nick@theproctors.com

Sunday, August 4 Holy Hill area tour. Hosted by Bob and Hiltrud Geiser rgeiser@milwpc.com

Tuesday, August 13 Dinner/Informal Car Show, location TBA. Hosted by Larry Rogers fvprca@sbcglobal.net

Saturday, August, 17 Car Show at Egg Harbor. Hosted by Bob Hawley robert.hawley@yahoo.com

Saturday, September, 7 Coffee and doughnuts at Bergstrom Porsche, 3030 N Victory Ln, Appleton. Hosted by Nick Proctor nick@theproctors.com

Friday, September, 20 Fall Tour (3 days) to Minoqua. Hosted by Bob & Carol Burrell / Greg & Mary Rigoni grrigoni@chartermi.net

Thursday, October, 24 Porsche Escape (3 days) at Fairplex, 1101 W McKinley Ave, Pomona, CA. Hosted by Grand Prix / San Gabriel Valley regions, contact SuesanWay@pobox.com

Saturday, December, 14 Holiday Party at Holiday Inn Riverwalk, 123 E Wisconsin Ave, Neenah. Hosted by Gordon & Debbie Skog gord240z@live.com

Kaffeeklatsch by County

In an effort to get members together in a more casual setting, and in a place (hopefully) not too far from home, the Fox Valley Region will begin having Saturday morning coffee meetings hosted by various members in their county of residence. There is no agenda; just meet your fellow club members and talk Porsche for as long as you'd like and perhaps share a pot of coffee. You are welcome to attend as many meetings as you'd like. You don't have to just attend the one where you reside. Everyone is welcome- bring a friend if you'd like as well.

As long you're "talking Porsche", it's all good!

Thanks to all our hosts!

<u>County</u>	<u>Host(s)</u>	<u>Date/Time</u>	<u>Location</u>
Menominee & Shawano	Jim & Marlies Lowey	March 2, 10:00AM	Beans & Books, 1235 E. Green Bay St., Shawano
Manitowoc & Sheboygan	Jamie & Laura Prellwitz	March 16, 9:00 AM	Fork & Knife (by Holiday Inn). 2209 S. 44th Street, Manitowoc
Door & Kewaunee	Bob & Jen Hawley	May 18 - Time - TBA	Linger Café, 9431 Spruce St., Fish Creek
Marathon	Dennis & Heidi Kepchar	March 9	Biggby Coffee, 320 East Bridge Street, Wausau
Oneida	James & Tonna Appलगren	April - TBA	Minocqua - TBA
Outagamie	John & Elizabeth Beck	TBA	TBA
Wood	Jim & Mary Niemiec	June 15, 10:00 AM	Cravings Coffee & Ice Cream Co, 312 8th Street South, Wisconsin Rapids
Waupaca	Tom & Lori Mazza	April 20 09:00 AM	Cronies, 220 S. Main Street, Waupaca
Portage	Marty & Jan Krebs	April - TBA	TBA
Oconto	Host needed		
Shawano	Host needed		
Brown	Host needed		
Calumet	Host needed		
Marinette	Host needed		
Winnebago & Fond du Lac	Host needed		
Upper Michigan	Host needed		

Don't see your area listed or would like to have a meeting in your home town? Volunteer to be a host! Please contact Laura Prellwitz at lprellwitz@att.net to have a kaffeeklatsch in your town.

We're Talking Porsche!!

March 23: Spring Tech Session @ Taylor's

Spring Tech Session



Can you tell by the picture above which car needs a new clutch? (Hint) It is a red one!

Please join my wife Ann and myself for a Spring Tech Session at our house on March 23, 2013.

Social time = 11:00 am

Lunch = 12:00 pm

Tech and Talent session begins at 1:00 pm and will finish at 5:00 pm

The tech session will cover the process of changing a clutch on a Porsche 924. The weather prediction for that day is bright and comfortable, inside our shop.

While we are turning wrenches on the car, the ladies will be creating tied, fleece blankets which will be donated to the Emergency Room in Wisconsin Rapids. They give younger children donated Teddy Bears, however, some of the older children prefer the comfort of a warm blanket. Ladies, please bring your favorite pair of scissors. We will supply the material to create the blankets, we just need your scissors and talent.

We are planning a pot luck style lunch. We will supply the beverages and the meat for Pulled Pork Sandwiches, but we ask that you bring a dish to pass.

Please RSVP by March 9, 2013 so that we can plan accordingly. ataylor@wctc.net or 715-325-2250

1406 Alpine Drive, Nekoosa, WI 54457 [44.2205. -89.8391](tel:44.2205.-89.8391)

April 2: Dinner at Lorelei Inn

Gemutlichkeit!

Please join us for dinner on Tuesday, April 2, at the Lorelei Inn at 1412 South Webster Street, Green Bay, 54301. This is our second annual dinner at this delightful German-American restaurant, with no ghostly encounters reported (yet).

If you'd like to check out the menu and prices ahead of time, go to www.lorelei-inn.com

Attitude Adjustment from 5:00 - 6:30 PM. Dinner from the menu at 6:30.

Please RSVP to Jamie and Laura Prellwitz by March 31st at lprellwitz@att.net



April 13: Pankratz's Garage

Please join us Saturday, April 13, for a leisurely afternoon of driving, viewing of classic car restorations, and Italian supper. Dan and Barb Pankratz from Manitowoc, have once again invited members of the FVRPCA to visit their "Garage Mahal". Dan has personally restored many of these vehicles, sometimes spending decades to complete the project. Comprising his collection: 1922 Ford Model "T" Touring, 1926 Ford Model "T" Doctors Coupe, 1954 Jaguar XK-120 Roadster OTS, 1963 Porsche 356-B, 1967 Porsche 912/5 Coupe, 1970 Jaguar XKE Coupe, 1973 VW Kombi Bus, 2001 Mazda Miata Special Edition. Additionally, the Pankratz's have dozens of awards from the hundreds of rallies in which they have participated, along with many items of auto-related nostalgia.

1:30 PM - Meet at the Highway 310 Park & Ride. It is Exit #154 off I-43, then go east. It is at the intersection of Wagon Wheel Road. If you are traveling east on Hwy. 10, just remain on Hwy. 10. When you cross under I-43, the Park & Ride will be on your right. (The highway changes its name to "310" after pass under the interstate.) We have a leisurely tour along the Lake Michigan shoreline, including a stop at the home office of Cedar Crest Ice Cream in Manitowoc.

Approximately 3:00 PM - Arrive at Pankratz's.

By group consensus, we will leave and take a short drive to Luigi's Italian restaurant for supper. Participants will order from the menu.

Please join us Saturday, April 13!



May 7: Spring Opener

What: "Spring Opener" Dinner/Social Meeting

When: Tuesday, May 7, 2013
Social time will be 5:00 to 7:00
Dinner will be 7:00

Where: Jim and Linda's Supper Club
W3496 County Road W, Pipe, WI
(on east shore of Lake Winnebago) [43.9143,-88.3325](tel:43.9143-88.3325)

Details: Coming soon is the annual Fox Valley Region event that gives us an opportunity to truly break free from the depths of winter, and get our favorite Porsche out from under the covers and on the road!

The annual "Spring Opener" at Jim and Linda's in Pipe is a great venue for an early season road trip, one that has had a great turnout over the past years. All you will need to take part in this great evening of dinner, conversation, and friendship with fellow members is to make your RSVP to attend with this year's hosts, Allan and Pat Utecht.

Contact: Please RSVP by May 1 to Allan and Pat Utecht. allanu@walsdorfroofing.com

May 2013

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



May 17-18: Spring Waterfalls Tour

What: 4th Annual Spring Waterfalls Tour to Upper Michigan

When: (Travel) Friday, May 17 & (tour) on Saturday, May 18, 2013

Where: Munising, MI [46.3806. -86.6085](tel:46.3806.-86.6085)

May 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
12	13	14	15	16	17	18

Details: Primary tourmeister Al Curran writes, "Munising, MI, will be the starting and ending point for the tour. Munising is approximately 170 miles north of Green Bay. The tour will take place all day Saturday, May 18th, and will cover approximately 125 miles round-trip, with stops at Wagner Falls, Alger Falls (viewed from the road), Munising Falls, and Sable Falls. Lunch will be in Grand Marais, MI, and we will drive back along the same route- a fairly recently paved, nicely winding and low traffic road through the Pictured Rocks National Lakeshore. There are a number of other scenic sights (a lighthouse, 300' high sand dunes, and the lakeshore cliffs) that we will stop at, time permitting. The exact route and the order of the stops will be dependent on the park conditions and weather on the date of the tour. You can find information about the Pictured Rocks National Lakeshore at www.nps.gov/piro

Overnight accommodations are available at the Americinn in Munising. All rooms have two queen beds, non-smoking for the special rate of \$69.99 per night. You must call the motel directly at 906-387-2000 ask for the reservations under "Fox Valley Region Porsche Club". A block of 12 rooms have been reserved. First come, first served. For more about the motel, go to www.americinn.com/hotels/MI/Munising Address is 9926 State Hwy. M-28, Wetmore, MI 48895. The final day to make a reservation is May 10. After you have made your reservations, please e-mail lprellwitz@att.net and let Laura know so she can keep track of room availability.

You may drive to Munising on your own Friday evening, or if you wish, a car caravan will meet just north of Green Bay on Hwy. 41/141 at the Lineville Road exit #173. We will meet depart at 1:00 PM on Friday, May 17. As always, a social tailgate will be held upon arrival at the Americinn Friday night. Dinner plans for Friday and Saturday will be announced in the near future.

Contact: If you have questions, please contact Al Curran at arcllc@gmail.com or Laura Prellwitz at lprellwitz@att.net



Americinn Inn, Munising



Wagner Falls



Scenic shoreline in Munising

May 25: Touring Central Wisconsin

What: A Tour to the Stevens Point and Waupaca area

When: Saturday, May 25, 2013
Meet at Stevens Point Brewery 10:30 am

May 2013

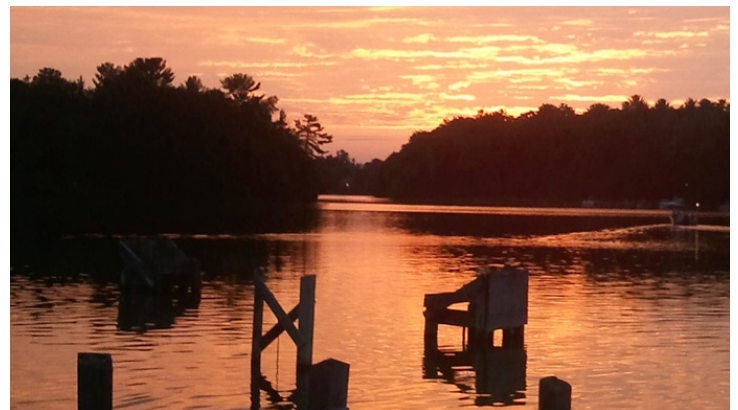
Sun	Mon	Tue	Wed	Thu	Fri	Sat
19	20	21	22	23	24	25

Where: Stevens Point Brewery
2617 Water St, Stevens Point, WI
(on east shore of the Wisconsin River) [44.5102,-89.5739](tel:44.5102-89.5739)

Details: Please join Mary and I to kick off Memorial Day weekend on Saturday with a tour and refresher course in beer making at the Stevens Point Brewery in the heart Stevens Point. Please plan on arriving by 10:30 am in time for the 11 am tour. (\$3 per person charge - includes gift from brewery). <http://www.pointbeer.com/>

After the tour, we will ride back east on Hwy. 54 to the Clearwater Harbor Waterfront Restaurant and Bar (Hwy. QQ) as certified beer connoisseurs, thirsty to apply our knowledge and skills on their deck overlooking the lake. (We can also use the occasion to celebrate Mary's 39th birthday again!) <http://www.clearwaterharbor.com/>

Contact: Details and directions provided closer to the event. Jim and Mary Niemiec, zimal@charter.net



June 8, 2013: Ladies' Only Tour

Ladies, reserve **Saturday, June 8, 2013**, as YOUR day to drive and enjoy your Porsche! This year's tour will take us to beautiful Washington Island, in Door County. There is an optional overnight stay in Ephraim as well. Come with us for a great day of driving, fun, laughter, fellowship, shopping, and scenery!

We will meet at the BP Station/McDonald's at 2721 Manitowoc Road, Bellevue (east side of Green Bay) to **DEPART @ 8:30 AM**. Please be prompt! Manitowoc Road is exit # 181 off I-43. It is about a 2 hour drive to Northport where the ferry will take us to Washington Island. We will take the 11:00 AM ferry and will spend the afternoon on the 35 square mile island.

Costs and options: The 2012 rates are \$13 per person for the ferry only. Each auto is \$26. Therefore, two people in one car is \$52. IF you do not wish to take your car to the island, you may park it at the Northport Visitor's Center parking lot and pay the \$13 fare only. Upon disembarking the ferry, you may walk to some scenic areas and do some shopping, rent a bike or moped. Another option is to ride the 2- hour scenic and narrated Cherry Train tour. Individual tickets are \$15, or you may purchase a combo ticket (ferry fare and Cherry Train) for \$27.50. For more information about the ferry, <http://wisferry.com/ride-ferry> For more information about the cherry train, <http://www.cherrytrain.com>

For those of you who take your car to the island and will be driving, we will not have a "follow the leader" type tour. Since it's an island, the chances of getting lost are quite low. Therefore, you will be given a map of the island highlighting points of interest, things to see and do, list of restaurants, etc., so you will be free to explore at your leisure. Every needs to be back to the ferry dock before 4:00 PM to catch that ferry back to the mainland. The last boat of the day is at 5:00 PM.

We will gather back together at the Northport Visitor Center (ferry dock) and will drive south on Hwy. 42 making a shopping stop at Seaquist Orchards and at Ellison Bay Bluffs County Park for a scenic view.

For those of who are interested, a block of five hotel rooms have been reserved at the Somerset Inn and Suites in Ephraim, WI. A room with two queen beds is \$82.14, all taxes included. Please call the hotel directly at 920-548-1819 or 1-800-809-1819 and ask for one of the rooms reserved under the name "Laura Prellwitz". If there's a problem, please let me know, or ask for the manager, Phil Koch. Any unreserved rooms will be released by May 5, 2013. First come, first served. Please also let me know when you've made a reservation. For more details about the hotel, check out <http://www.somersetinn.com>

We will have pizzas delivered from a local pizzeria to the lobby of the hotel for evening supper. Everyone is invited to join with us, whether you are staying at the hotel or not. You are welcome to return home at your leisure on Saturday night, or if you're staying at the hotel, depart at a time of your choosing Sunday morning.

I am excited to have you join us on this unique tour! If you have any questions, please e-mail me at lprellwitz@att.net or call 920-242-1644.

June 2013

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



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58th Annual PCA Porsche Parade

2013

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58th Annual

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AND MUCH MORE

Gordon's 356 Restoration

Source - Gordon Skog

Part Two (and one half)

While Gordon lamented his lack of progress, and not having a story ready to tell this month in the continuing saga of his "barn find" 356 restoration; I did surreptitiously receive some photos that provide evidence that his project is indeed enjoying some progress. The engine is being assembled and no doubt will soon be powered up and propelling Gordon and Debbie down the road in a freshly restored 356, wind blowing through their hair, as they motor along without a care in the world...



"It could always be worse" (Internet photo)



Gordon's 356 engine rebuild, a work in progress (Secret Spy photo)

FVR Member Focus Steve and Andrea De Baker

We have been involved with the FRVPCA now for about 8 years, though it doesn't seem that long. I would never have had the pleasure of knowing any of the members if it wouldn't have been for my wife Andrea, who convinced me to try to satisfy my mid-life crisis, and get a twenty year old.....car.

Though driving a Porsche had been a dream of mine since I can remember, I think that even more rewarding is the friendships Andrea and I have made since joining the club. Though a bit hesitant at first to make contact, thinking there was possibly a "Porsche Mystique" surrounding the club, I quickly learned that the "down home, personable" presence of Jimmy Haen and his wife Mary, whom had agreed to come out to the winery to show me how to buff the car, was not even a small part of their persona.

To our amazement, these were real blue collar people having the same everyday struggles, and challenges of life.....just like us. What a relief. Since that time we have been able to share our experiences, as well as our wines and ventures with the many club members who have spent some time over the past few years at TSW.

Like most people who are in the club, we work hard, and like to play hard when we get the chance. Andrea manages the winery, along with attending to the vineyard pruning, and tending the vines most every day in the warmer months. There is a multitude of paper work, which is filed monthly, along with keeping the books current. She also tends to the "Baby fish" in the Trout Hatchery, and keeps the Swans in good stead throughout the year. Our two Corgis; Morgan and Casey round out the cast, with ME being the "Baby" of the family. YUP, I'M SPOILED and THAT'S the WAY I LIKE IT!

I still do Electrical construction of large Commercial projects, for the same union contractor for the past 30 years, along with being the winemaker/vineyard mgr./ chief fish maker, and filleter/and everything in between. We have been blessed with two grandchildren, from my son Jason and his wife Beth, who live in Chicago, and whom visit the winery to help when they can.

Getting away from the winery is difficult, as we can only attend some of the many club events, but we try to make some time every year to host an event and share in the good food, drink, and comradely of members who can make the event. People have been most gracious in welcoming us as part of the FRVPC family, and we look forward to being part of it for a long time.



Steve and Andrea with the Wisconsin Winery of the Year 2012 Award, presented to them this January at the Wisconsin Grape Growers convention in Wisconsin Dells.

50 Years of the Porsche 911

A sports car celebrates a special anniversary

Source: Porsche AG Press Database

Stuttgart. For five decades, the 911 has been the heart of the Porsche brand. Few other automobiles in the world can look back on such a long tradition and such continuity as the Porsche 911. It has been inspiring car enthusiasts the world over since its debut as the model 901 at the IAA International Automotive Show in September 1963. Today it is considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series. From the Cayenne to the Panamera, every Porsche is the most sporting automobile in its category, and each one carries a piece of the 911 philosophy.

Over 820,000 Porsche 911s have been built, making it the most successful sports car in the world. For each of its seven generations the engineers in Zuffenhausen and Weissach have reinvented it, time and time again demonstrating to the world the innovative power of the Porsche brand. Like no other vehicle, the 911 reconciles apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, design and functionality. It is no wonder that each generation has written its own personal success story. Ferry Porsche best described its unique qualities: "The 911 is the only car you could drive on an African safari or at Le Mans, to the theatre or through New York City traffic."

In addition to its classic yet unique lines, the Porsche 911 has always been distinguished by its advanced technology. Many of the ideas and technologies that made their debut in the Porsche 911 were conceived on the race track. The 911 was committed to the performance principle from the start, and motor racing is its most important test lab. From the very beginning it has been at home on circuits all over the world, earning a reputation as a versatile and dependable winner. Indeed, a good two thirds of Porsche's 30,000 race victories to date were notched up by the 911.

How Porsche celebrates the anniversary

For Porsche, the 50th anniversary of this iconic sports car is the central theme of 2013. There will be a wide variety of anniversary events, starting with the "Retro Classics" automobile show in Stuttgart. From 7 to 10 March the Porsche



Type 911 T8, 1964, Prototype 901-1 (Porsche AG Press Database)

50 Years of the Porsche 911

Museum will ring in the anniversary year with four special exhibits, an early-model 911 Turbo Coupé, a 911 Cabriolet study from 1981, a 1997 street version 911 GT1 and the pre-series Type 754 T7. This chassis by Professor Ferdinand Alexander Porsche was a milestone on the way to the 911 design.

The company is also sending an authentic 1967 model 911 on a world tour. Over the course of the year, this vintage nine-eleven will travel to five continents where it will be shown in places like Pebble Beach CA, Shanghai, Goodwood UK, Paris and Australia. As an ambassador for the Porsche brand, this vintage 911 will be in attendance at many international fairs, historical rallies and motor sport events. Fans and interested individuals can follow the car's progress at www.porsche.com/follow-911 (end of February).

The Porsche Museum is celebrating "50 years of the Porsche 911" from 4 June through 29 September 2013, with a special exhibition featuring the history and development of the nine-eleven. In the spring the museum's own publishing house, Edition Porsche-Museum, will publish an anniversary edition entitled "911x911."

The generations - The First 911 (1963) - Birth of a Legend

As the successor to the Porsche 356, the 911 won the hearts of sports car enthusiasts from the outset. The prototype was first unveiled at the Frankfurt IAA Motor Show in 1963 as the 901, and renamed the 911 for its market launch in 1964. Its air-cooled six-cylinder boxer engine delivered 130 hp, giving it an impressive top speed of 210 hp. If you wanted to take things a little slower, starting in 1965 you could also opt for the four-cylinder Porsche 912. In 1966 Porsche presented the 160 hp 911 S, which was the first to feature forged alloy wheels from Fuchs. The 911 Targa, with its distinctive stainless steel roll bar, made its debut in late 1966 as the world's first ever safety cabriolet. The semiautomatic Sportomatic four-speed transmission joined the lineup in 1967. With the 911T of the same year, and the later E and S variants, Porsche became the first German manufacturer to comply with strict US exhaust emission control regulations. The Porsche 911 became more and more powerful as displacement increased, initially to 2.2 litres (1969) and later to 2.4 (1971). The 911 Carrera RS 2.7 of 1972 with 210 hp engine and weighing less than 1000 kg remains the epitome of a dream car to this day. Its characteristic "ducktail" was the world's first rear spoiler on a production vehicle.



Porsche 911 Carrera RS 2.7 Coupé, August 1972, test logo (Porsche AG Press Database)

50 Years of the Porsche 911

The G-Series (1973) - The Second Generation

Ten years after its premiere, the engineers at Porsche gave the 911 its first thorough makeover. The G model was produced from 1973 to 1989, longer than any other 911 generation. It featured prominent bellows bumpers, an innovation designed to meet the latest crash test standards in the United States. Occupant protection was further improved by three-point safety belts as standard equipment, as well as integrated headrests. One of the most important milestones in the 911 saga was the 1974 unveiling of the first Porsche 911 Turbo with a three-litre 260 hp engine and enormous rear spoiler. With its unique blend of luxury and performance, the Turbo became synonymous with the Porsche mystique. The next performance jump came in 1977 with the intercooler-equipped 911 Turbo 3.3. At 300 hp it was the best in its class. In 1983 the naturally aspirated 911 Carrera superseded the SC; with a 3.2 litre 231 hp engine, it became a favourite collectors' item. Starting in 1982, fresh air enthusiasts could also order the 911 as a Cabriolet. The 911 Carrera Speedster, launched in 1989, was evocative of the legendary 356 of the fifties.

The 964 (1988) - Classic Modern

Just when automotive experts were predicting the imminent end of an era, in 1988 Porsche came out with the 911 Carrera 4 (964). After fifteen years of production the 911 platform was radically renewed with 85 percent new components, giving Porsche a modern and sustainable vehicle. Its air-cooled 3.6 litre boxer engine delivered 250 hp. Externally, the 964 differed from its predecessors only slightly, in its aerodynamic polyurethane bumpers and automatically extending rear spoiler, but internally it was almost completely different. The new model was designed to captivate drivers not only with sporty performance but also with enhanced comfort. It came with ABS, Tiptronic, power steering, and airbags, and rode on a completely redesigned chassis with light alloy control arms and coil springs instead of the previous torsion-bar suspension. A revolutionary member of the new 911 line right from the start was the all-wheel drive Carrera 4 model. In addition to Carrera Coupé, Cabriolet and Targa versions, starting in 1990 customers could also order the 964 Turbo. Initially powered by the proven 3.3 litre boxer engine, in 1992 the Turbo was upgraded to a more powerful 360 hp 3.6 litre power plant. Today, the 964 Carrera RS, 911 Turbo S, and 911 Carrera 2 Speedster are particularly in demand among collectors.



Porsche Type 911 Carrera 3.4 Coupé, 1998 (Porsche AG Press Database)

50 Years of the Porsche 911

The 993 (1993) - The Last Air-Cooled Models

The 911 with the internal design number 993 remains the one true love of many a Porsche driver. The remarkably pleasing design has much to do with this. The integrated bumpers underscore the smooth elegance of its styling. The front section is lower-slung than on the earlier models, made possible by a switch from round to polyellipsoid headlights. The 993 quickly gained a reputation for exceptional dependability and reliability. It was also agile, as the first 911 with a newly designed aluminium chassis. The Turbo version was the first to have a bi-turbo engine, giving it the lowest-emission stock automotive powertrain in the world in 1995. The hollow-spoke aluminium wheels, never before used on any car, were yet another innovation of the all-wheel drive Turbo version. The Porsche 911 GT2 was aimed at the sports car purist who cherished the thrill of high speeds. An electric glass roof that slid under the rear window was one of the innovations of the 911 Targa. But the real reason dyed-in-the-wool Porsche enthusiasts still revere the 993 is that this model, produced from 1993 to 1998, was the last 911 with an air-cooled engine.

The 996 (1997) - Water-Cooled

The 996, which rolled off the assembly line from 1997 to 2005, represented a major turning point in the history of the 911. It retained all the character of its classic heritage, but was an entirely new automobile. This comprehensively redesigned generation was the first to be driven by a water-cooled boxer engine. Thanks to its four-valve cylinder heads it achieved 300 hp and broke new ground in terms of reduced emissions, noise, and fuel consumption. The exterior design was a reinterpretation of the 911's classic line, but with a lower drag coefficient (cW) of 0.30. The lines of the 996 were also a result of component sharing with Porsche's successful Boxster model. Its most obvious exterior feature were the headlights with integrated turn signals, at first controversial but later copied by many other manufacturers. On the inside, drivers experienced an entirely new cockpit. Driving comfort now also played a greater role alongside the typical sporty characteristics. With the 996 Porsche launched an unprecedented product offensive with a whole series of new variations. The 911 GT3 became one of the highlights of the model range in 1999, keeping the tradition of the Carrera RS alive. The 911 GT2, the first car equipped with ceramic brakes as standard, was marketed as an extreme sports vehicle starting in the fall of 2000.



Porsche 911 Carrera 3.8 Coupé, 2005 (Porsche AG Press Database)

50 Years of the Porsche 911

The 997 (2004) - Classicism and Modernity

In July 2004 Porsche unveiled the new generation 911 Carrera and 911 Carrera S models, referred to internally as the 997. The clear oval headlights with separate blinkers in the front apron were a visual return to older 911 models, but the 997 offered more than just style. It was a high-performance vehicle, with a 3.6 litre boxer engine that turned out out 325 hp while the new 3.8 litre engine of the Carrera S managed an incredible 355 hp. The chassis was also substantially reworked, and the Carrera S came with Porsche Active Suspension Management as standard equipment. In 2006 Porsche introduced the 911 Turbo, the first gasoline-powered production automobile to include a turbocharger with variable turbine geometry. A model update in the fall of 2008 made the 997 even more efficient thanks to direct fuel injection and a dual clutch transmission. Never before had the 911 series made such extensive allowances to suit drivers' individual preferences, and with Carrera, Targa, Cabriolet, rear or all-wheel drive, Turbo, GTS, special models, and road versions of GT racing cars, the 911 family ultimately comprised 24 model versions.

The 991 (2011) - Refined by Experience

This car, known internally as the 991, represents the greatest technical leap in the evolution of the 911. Already the class benchmark for decades, the new 911 generation raised performance and efficiency to new levels. A totally new suspension with a longer wheelbase, wider track, larger tyres and an ergonomically optimized interior - it all adds up to an even sportier yet more comfortable driving experience. Technically, the 911 is the epitome of Porsche Intelligent Performance - even lower fuel consumption, even higher performance. This is due in part to the smaller 3.4 litre displacement in the Carrera basic model (yet developing 5 hp more than the 997/II), and to its hybrid steel/aluminium construction, which significantly reduces curb weight. Other innovations include Porsche Dynamic Chassis Control (PDCC) and the world's first seven-gear manual transmission. The design of the 991 has likewise met with high critical acclaim. With its flat, stretched silhouette, exciting contours, and precisely designed details, the seventh generation of the Porsche 911 Carrera remains unmistakably a 911 that has once again succeeded in redefining the standard for automobile design. It is the best 911 of all time - until the next generation.

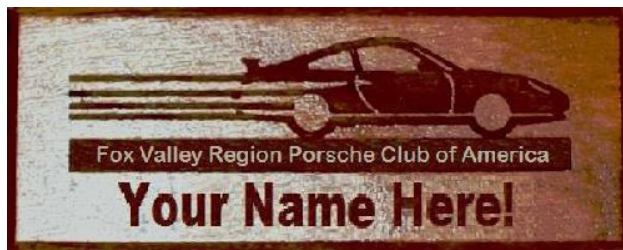
HELLO MY NAME IS

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!

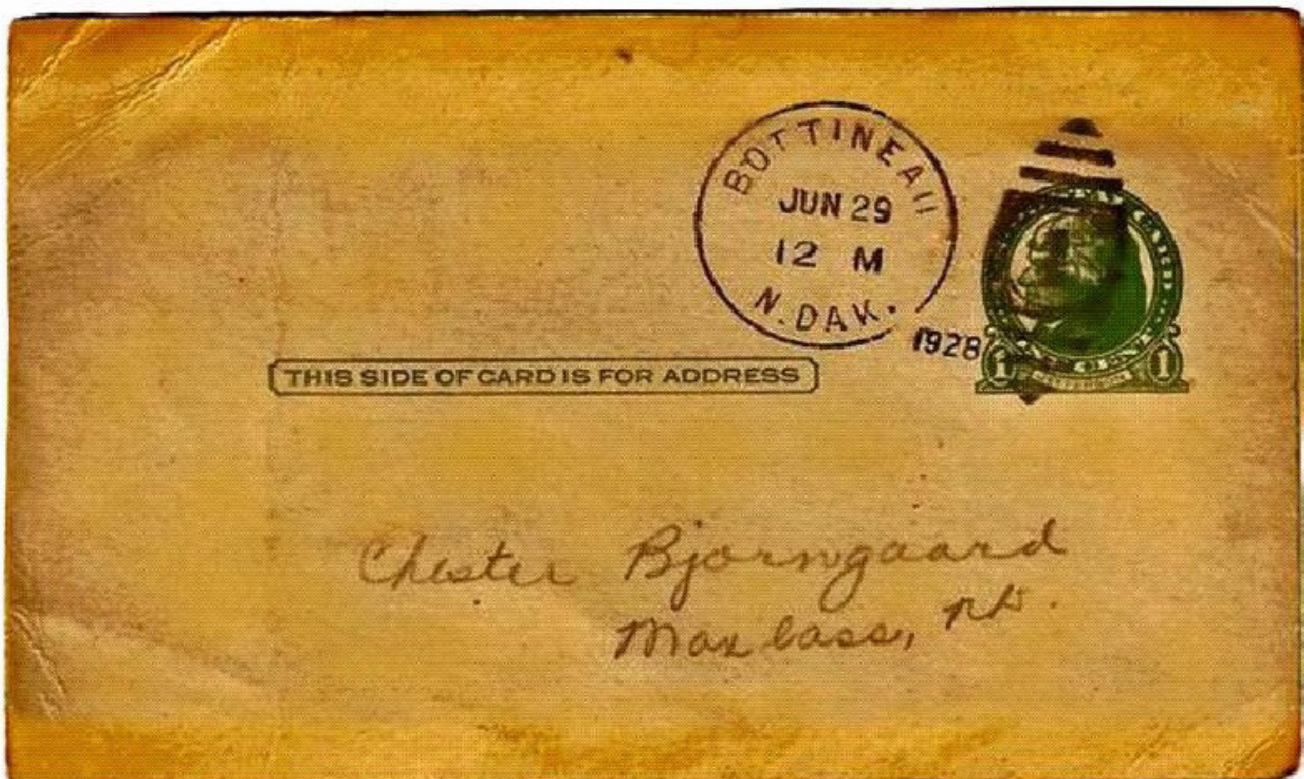
Larry Rogers has the solution for you! Our region has very attractive and professional name badges that are laser-engraved with our region's name, and

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.



Auto Repair Costs Circa 1929

Thanks to Greg Rigoni for sharing this -



Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Bottineau, N. Dak.

Very truly yours,

C. R. GLEASON CO.

Membership Milestones



Member Anniversaries

Name	Location	Vehicles(s)	Member Since
John & Elizabeth Beck	Appleton, WI	1980 911SC	2007
Rob & Kristin Chartier	Oshkosh, WI	1986 944, 1986 911	2010
Martin & Matthew Gravit	Ashland, IL	1966 912	1997
Earl Green	Appleton, WI	2007 Cayman	2008
Roger Heironimus & Sara Schaefer	Tony, WI	1964 356SC, 2002 Boxster S	1996
Charles & Susan Johnson	Fish Creek, WI	2009 Cayman, 1957 550A	1972
Robb & Lidia Nonn	Appleton, WI	2008 911 4S	2011
Steve & Heidi Petrovich	Menasha, WI	2009 911 CS	2009
Bryan & Chotika Robertson	Menasha, WI	1988 930	2012
David Savu	Ishpeming, MI	1982 930, 1996 993TT	1980
William & Patti Schnettler	Neenah, WI	2007 911	2009
Dick Uhl & Ales Grupp	Fish Creek, WI	1983 911 SC	2011

The Fox Valley Region Porsche Club of America's current membership is 279 total members, with 152 primary members and 127 affiliate/family members. Thanks to all of you who continue to promote our club to fellow Porsche owners! Thank you also to our loyal members who continue to renew their membership with us annually. Your continued support and participation is greatly appreciated.

From the Editor

The Learning Curve



Hi there -

Sorry to keep you waiting this month, but sometimes, that is just how the cookie crumbles. February, short month; busy, worked this weekend, oh heck - maybe I procrastinated a bit too - but who doesn't occasionally?

Oh well, I guess there is no need to justify being a couple days late with the newsletter, after all this is a volunteer gig anyway. And I did volunteer for it, and still do enjoy the heck out of it. And what that has me thinking is that there a lot of like-minded people involved with this club. And more of them than I had realized, given the response to the FVR board's emphasis on developing a series of new events. Astounding results, if I must say so myself!

All of the members who have made the commitment to host an event, whether it be a multi-day tour, a dinner/social event, or one of the new Kaffeeklatsch [Wiktionary translates that as Kaffe ("coffee") + Klatsch ("chat") by the way] events; all of these are being planned, organized, and led by volunteers who just want to see to it that we all enjoy the passion we share for Porsche.

So there you have it - a reason to get out and enjoy the events planned for this year. And by the looks of the calendar of events, this could be a very, very enjoyable year.

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.

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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

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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.