



FOX VALLEY REGION
PORSCHE CLUB OF AMERICA



WHALETALES

February 2015

FVR Tech: Carrera Engine Disassembly
Manufacturing the Porsche 918
Some Valentines Day Sentiments



Whaletales

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Cover Page

Challenged to locate appropriately Porsche themed romantic imagery to fit the "Valentine's Day Sentiments" found elsewhere in this issue, I was taken somewhat by surprise by what was available. And I wisely dismissed the thought of creating a Cialis parody. (Image Credit to Autoprova.net)



From Your Region's President

As I try to compose this letter, I realize I am totally at a loss for words. Those of you that know me are probably thinking, "WTH?" Yes, I know, it's a rare phenomenon that I don't have anything to say. I think it's simply a mid-winter slump. "Schultzie" sits silently in our garage and appears to be looking down the driveway into the boulevard, waiting for the roads to be clear of snow and salt so we can get on with our next adventures together. I'm just not a patient person, and spring seems like it's sitting at the edge of infinity. I truly hope that perception does not become a fact. Therefore, since I don't have much to say, I thought I would honor the creator of our wonderful cars by sharing some of his insightful thoughts prior to his passing on January 30, 1951.

"I came into the world at the same time as the auto, if you will."

"Life itself is a race, marked by a start, and a finish. It is what we learn during the race, and how we apply it, that determines whether our participation has had particular value. If we learn from each success, and each failure, and improve ourselves through this process, then, at the end, we will have fulfilled our potential and performed well."



"Committees are, by nature, timid. They are based on the premise of safety in numbers; content to survive inconspicuously, rather than take risks and move independently ahead. Without independence, without the freedom for new ideas to be tried, to fail, and to ultimately succeed, the world will not move ahead, but live in fear of its own potential."

"I couldn't find the sports car of my dreams, so I built it myself."



"A formally harmonious product needs no decoration: it should be elevated through pure form."

"Design must be functional and functionality must be translated into visual aesthetics without any reliance on gimmicks that have to be explained."

"Good design should be honest."

"If one does not fail at times, then one has not challenged himself."

February is the shortest month of the year, so in that spirit, I will keep my letter short as well. Please be sure to check out club's calendar carefully on the following page(s) along with the more in-depth announcements that follow. All of our event hosts have worked hard and taken on extra responsibility to help enhance the quality of our region's activities. Please show your appreciation for them by attending their events as your schedule allows. I am happy to report that the bus to the Chicago Auto Show on the 21st of this month is now 96% filled. A head's up that May 13th is the last day to reserve a condo for our anniversary event at the Landmark Resort June 26 -28. Please continue to send in your reservations for the rallye, Concours, and dinner. Those are due by mid-June at the very latest.

Happy Valentine's Day to everyone. Be sure to give your Porsche(s) a big hug, too!

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

FVR Calendar of Events

Happy New Year!

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 Titledown 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@walsdorfroofing.com

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

Sunday, May 17 - Fox Valley Road & Track Classic, FVR invitation from Roy Fine

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

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

Saturday, December 12 - Holiday Party at Holiday Inn Neenah Riverwalk



Have you checked out our FACEBOOK page yet? Join the fun, timely news updates, conversation, jokes, Porsche updates, etc. We have 84 "friends" now. Please "like" and "friend" us and join in!

<https://www.facebook.com/people/Pca-Fox-Valley/100008321265800>

New FVR 25th Anniversary Banners!



Laura recently received an unexpected surprise shipment of two 48" x 48" banners shown above. Although the sender was at first a mystery, it was soon confirmed that these banners are a gift to our region from the Porsche Club of America national office in honor of the Fox Valley Region's upcoming 25th anniversary!

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!

KOBUSSEN BUSES LTD.
Family Pride in Every Ride


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


**TimeOut
Chicago**

Best German food: German restaurants for bratwursts and more

Chicago's rich German heritage is on display via bratwursts, German beer and more at the city's best spots for German food.



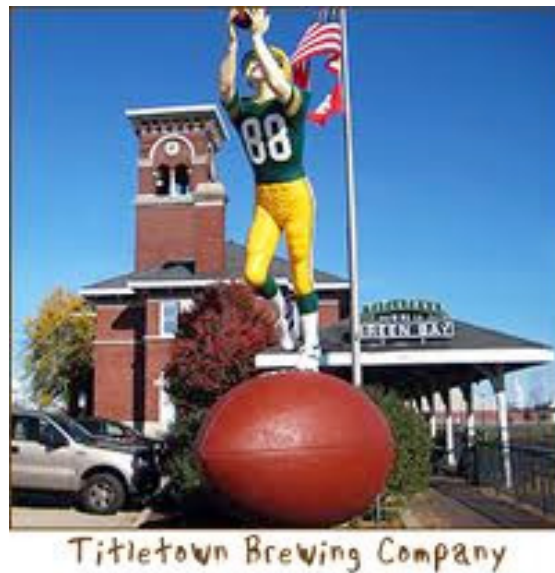
Mirabell is one of the best German restaurants in Chicago.

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



April 18, 2015: Dinner at Coyote Roadhouse

Mini-Tour to Bailey's Harbor -- with -- Dinner at the Coyote Roadhouse

On Saturday, April 18th; we will meet at 3:00 PM at the junction of Hwys 57 & 54 (Algoma Exit), by the Shell Station on 54.

We will depart around 3:15 PM and will (optionally) visit The Rushes at Kangaroo Lake, past Jacksonport, on Logerquist Road. We will not get out of the cars, we'll just ride through this picturesque resort, then we'll head out to the Coyote Roadhouse on County Road E for dinner.



For those who would like to meet at Coyote Roadhouse, expected ETA of the tour is 5:00 PM, with dinner at 5:30 PM. Please RSVP to Sergio Heredia at sherediamd@sbcglobal.net by June 11 in order that he can provide an approximate headcount in advance.

Hope to see many of you there!

Sergio Heredia

April 2015

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

3026 County 'E', Bailey's Harbor, WI Phone: 920-839-9192
www.coyote-roadhouse.com

STARTERS AND SIDEKICKS

"Hold on to your Shorts" Chili
Served in a fried tortilla shell.
Lonesome 5.50
Loaded w/onions, cheese, sour cream. . 6.50

Homemade Soup of the Day 4.99
Sometimes different... always delicious!

Roadside Salad 5.99

APPETIZERS

French Fried Onion Rings *Heaping load* 8.99
Heaping load of fresh breaded onions *Small load* 5.99

Fresh Breaded Mushrooms 6.99

Fried Clam Strips *Served with cocktail sauce and lemon* 4.99

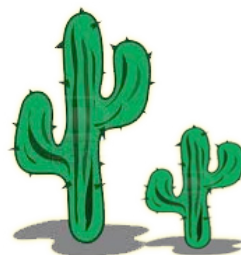
Wisconsin Cheddar Cheese Curds 7.99

Hot Wings *Served with Bleu cheese dipping sauce* 7.99

Fresh Chicken Tenders 7.99
Breaded and served with BBQ or peppercorn sauce.

Deep Fried Green Beans 5.50

See the full menu at coyote-roadhouse.com



May 5, 2015: Spring Opener in Pipe



2015 SPRING OPENER

May 5th, 2015

Jim and Linda's Lakeview Supper Club

W3496 County W

Pipe, WI 53049

Social Time 5:00 to 7:00

Dinner at 7:00



You can take the most scenic drive through the Bavarian countryside, pass 70 castles on the 625 mile Castle Road, explore the country of the Brothers Grimm along the Fairy Tale Road, or take Germany's oldest scenic drive on the German Wine Road in Rhineland Palatinate, but you won't end up in Pipe, Wisconsin at the Fox Valley Region PCA's Spring Opener. Now anyone can make an argument either way which of these trips would be more enjoyable. So, save May 5th, 2015. We will try to give you an enjoyable evening for a lot less money.

See you in Pipe.



May 2015

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



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 2, 2015: Dinner at Kodiak Jack's



IT'S KODIAK JACK'S TIME AGAIN!

Please join us on June 2, 2015 as we host our fifth Kodiak Jack's event. It's a wonderful night of great conversation, drinks and good food. Kodiak Jack's restaurant has a terrific menu selection with something for everyone. We will have our own area off the bar and there will be appetizers before dinner. Come anytime after 4:30PM and we will all sit down to dinner at 6:30PM. Please park on the north side of the building as we can all park together there and put on a mini car show. We had customers last year walking around and admiring our cars and it was great fun.

Kodiak Jack's is located in Oshkosh at 2059 Witzel Avenue. Take the Highway 21 exit off of Highway 41 and go west. Take the roundabout to Washburn Avenue. (There is a Kwik Trip on the corner of Washburn and Highway 21). Go past Fleet Farm and take the next roundabout to the right. Kodiak Jack's is just down the street on the left next to Wal-Mart.

HOPE TO SEE YOU THERE!

Please email jjstrublic@centurytel.net or strublic23@gmail.com of your desire to attend by Monday, June 1st.

June 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6



June 26-28, 2015: FVR 25th Anniversary



25TH ANNIVERSARY CELEBRATION

June 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
21	22	23	24	25	26	27
28	29	30	1	2	3	4

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

Your ad right here could be seen by hundreds of Porsche enthusiasts every month!

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.

PACKERS GAME HEADQUARTERS!

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SATISFACTION GUARANTEED

FVR Tech: Carrera Engine Disassembly

First Time 1987 Carrera Engine Drop - Chapters 9 & 10 - "Disassembly"

Jim Prellwitz, Technical Chairperson



So, I have the intake and the ignition wires removed. I can see into the cylinders and ...Yuck...! A look inside the intake shows signs of a lot of carbon in the intake manifold. This is definitely signs of overfilling the oil at some point. There is lots of cleaning to do inside the intake tubes. That will have to be later though. For now it's continuing with disassembly.

I plugged the intakes with some paper toweling to avoid losing renegade nuts and washers down the openings and I begin removing the entire myriad of air cover nuts. There are a lot of them. This is definitely something to make note of when I reassemble. I'm going to need a lot of fresh washers and nuts for this project.



It seemed logical to remove some of the surrounding engine tin-ware in order to facilitate the removal of the air cover. Removing the back pan I found a bit more evidence of the mouse feast from a couple of years ago that destroyed my sound pad and part of my rear seat.

Lifting off the air cover proved a bit problematic when I discovered that the harness to the alternator passed through the cover and was connected to the alternator which was in turn connected to the fan housing. Looks like I have to remove the whole thing as a unit.

FVR Tech: Carrera Engine Disassembly



Lifting the air cover off the engine gave me more access to the top of the engine and what do you know, I found another oil leak. There appeared to be a fair amount of seepage around the breather housing as well as the thermostat cover.



Well, another trip to the online store for a breather gasket and new "O" ring for the thermostat. After a bit of maneuvering, the air cover came free and I was able to behold the glory of the uncovered 3.2 liter Boxer 6 for the first time.

It seemed a bit anticlimactic considering the amount of work still ahead but it was interesting to see something that I had not seen before and many others might fear to cast their eyes upon.



Once the air cover was removed I continued with the removal of the engine tin-ware. I once again took note of the number of screws and took a lot of pictures in the hopes that somehow this would all go back together when reassembly time came around.

Flipping the engine around to get at the exhaust system I found something interesting. As I flipped the engine and gravity took effect, a number of small components fell from the engine. A Philips head screw drive bit, the throttle end of the cruise control cable

which had broken off several years ago, rendering the cruise control inoperative, a small screw and washer which appeared to be from an interior panel and unfortunately a piece of metal which I found to be broken off from one of the air directing fins in the fans shroud. It is quite perplexing as to how all these parts have stayed in the engine for several years without falling out.

FVR Tech: Carrera Engine Disassembly



Now that I have the engine downside up, I will endeavor to disassemble the exhaust system. I used a socket extension and Allen socket to remove a couple barrel nuts and then got cocky and tried to remove one of the hex nuts, which subsequently destroyed the nut by hammer and chisel.



I went back the barrel nuts and found I was able to remove all but two. There is a special tool that is required to reach through the heat exchanger into the barrel nut and I found I had been lucky in having an extension that reached most of them. The final two however were off by a millimeter due and due the size of the hole in the heat exchanger I could not angle the extension enough to insert the socket into the nut.

a large enough hammer I could drive the socket into position. You have to love parents. Anyway, after a break I was able to locate an extended Allen socket and used that to remove the remaining two barrel nuts.

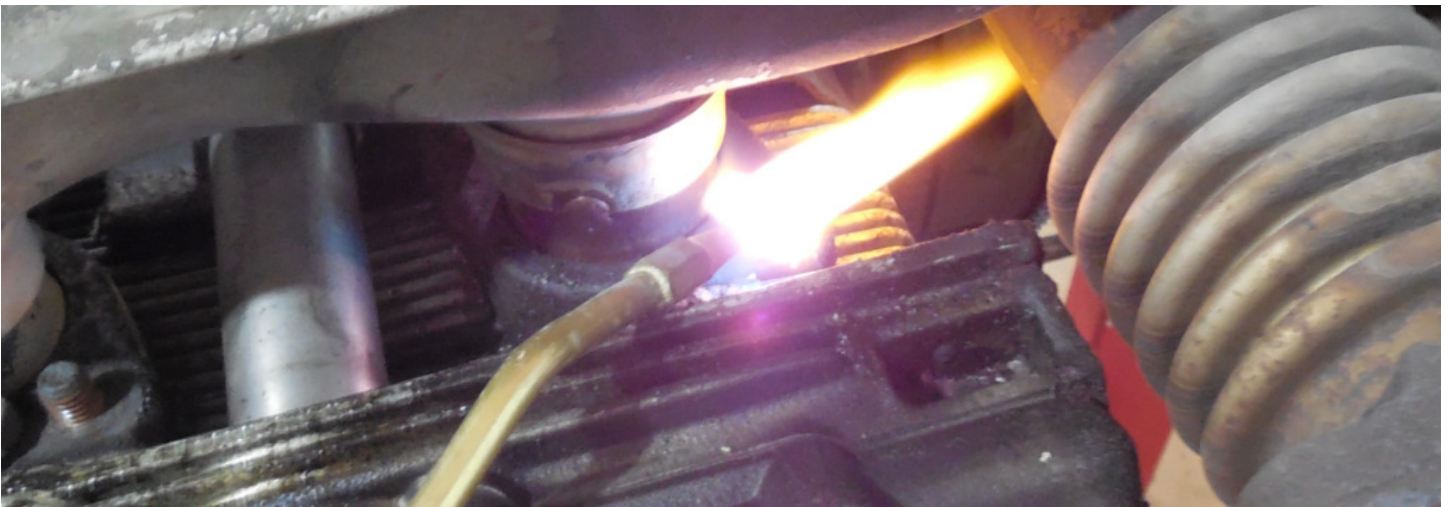
My dear father, an avid tractor mechanic, insisted that with



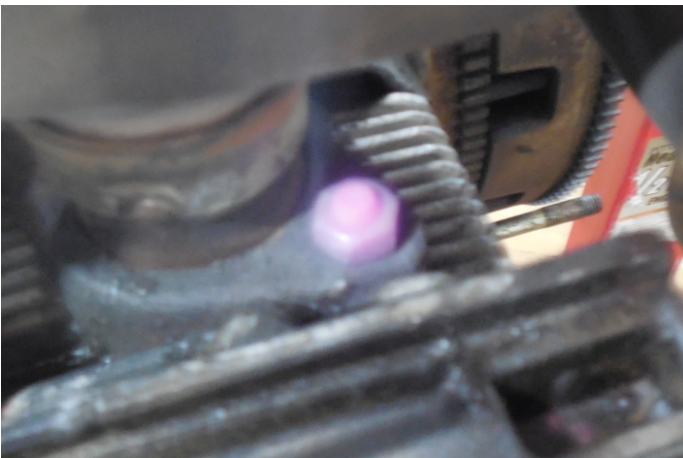
FVR Tech: Carrera Engine Disassembly



The hex nuts proved to be another obstacle. First, that they were in an awkward position so a normal wrench could not reach them and second that they were heavily corroded and did not desire to be removed. Problem one solved by our friend Doug Richter and his plethora of Craftsman tools. A hand 13mm crows foot with swivel socket extension and I was on my way to removing the nuts. Problem two, the rust. Answer.....flame.....Problem solved



An appropriate amount of preheating and the nuts were eager to be removed.



Manufacturing the Porsche 918

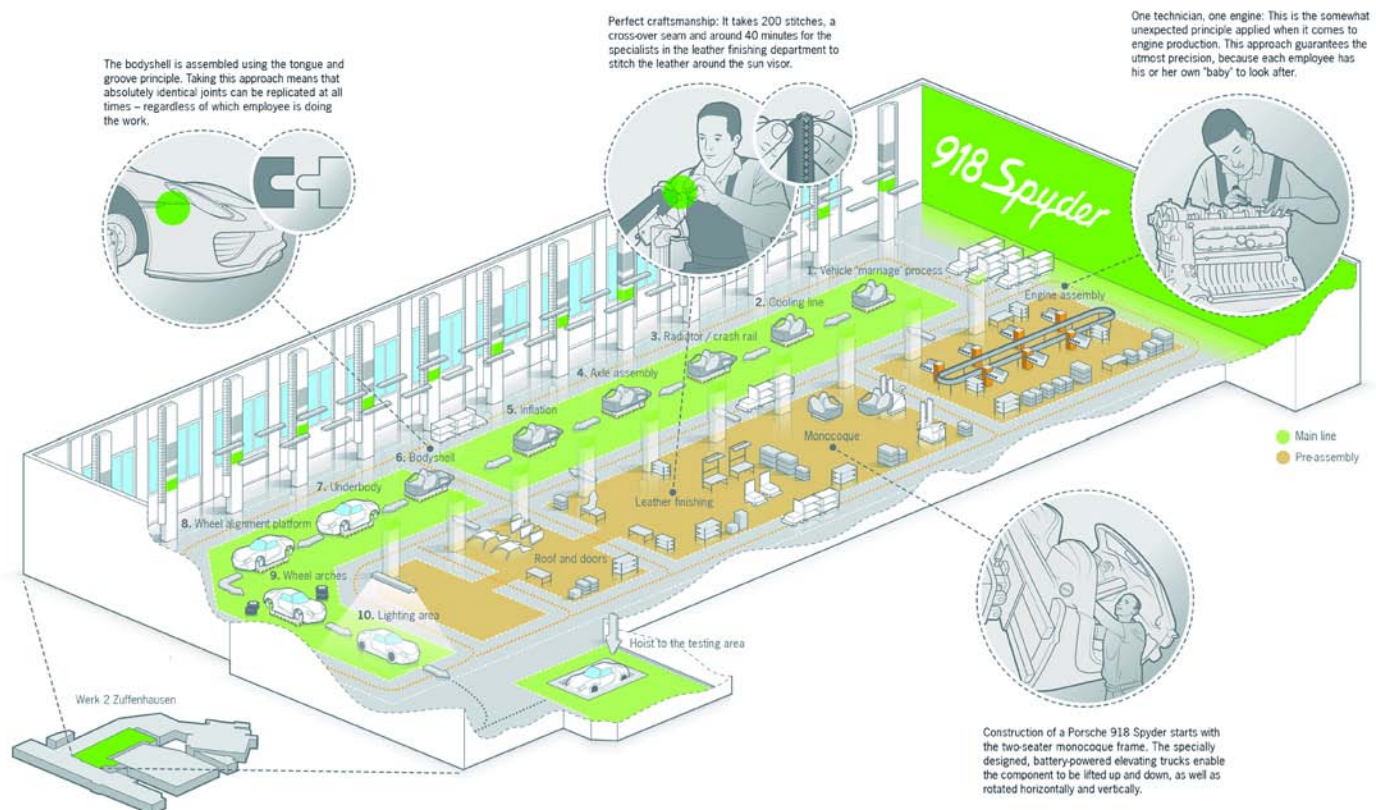
The Porsche 918 Spyder: High-tech craftsmanship - Source: Porsche AG Press Database
Porsche 918 Spyder manufactory, part I “Manufacturing” and “suppliers”

Stuttgart. The Porsche 918 Spyder is setting new standards: Firstly, as a small series super sports car powered by two electric drive systems and a V8 sports engine to achieve a system performance of 887 bhp. And secondly with its unique production process: Porsche is pioneering a new methodology with its 4000-square-metre manufactory in which 100 selected employees assemble the vehicles by hand. The unique manufactory is located at the heart of Plant 2 in Stuttgart-Zuffenhausen, the nucleus of Porsche's operations and the production site of the iconic 911 sports car for 50 years now. The 918 Spyder is like the 911 a big seller. Within about one year the 918 units of the Porsche 918 Spyder were sold. The plug-in-hybrid sports car will be produced till the middle of 2015.

A good four years ago, Michael Drolshagen was given the responsibility of designing and building a manufactory for the Porsche 918 Spyder as its intended Director of Production. Drolshagen began by sitting down with a few of his Porsche colleagues to consider the key question: “What features actually define a manufactory?” The responses they came up with varied widely: While for some it was “the smell of leather” or “a certain narrowness of space”, the 43-year-old industrial engineer very quickly hit upon the image of a watchmaker working in cleanroom-like conditions using a monacle and tweezers to complete his precise craft.

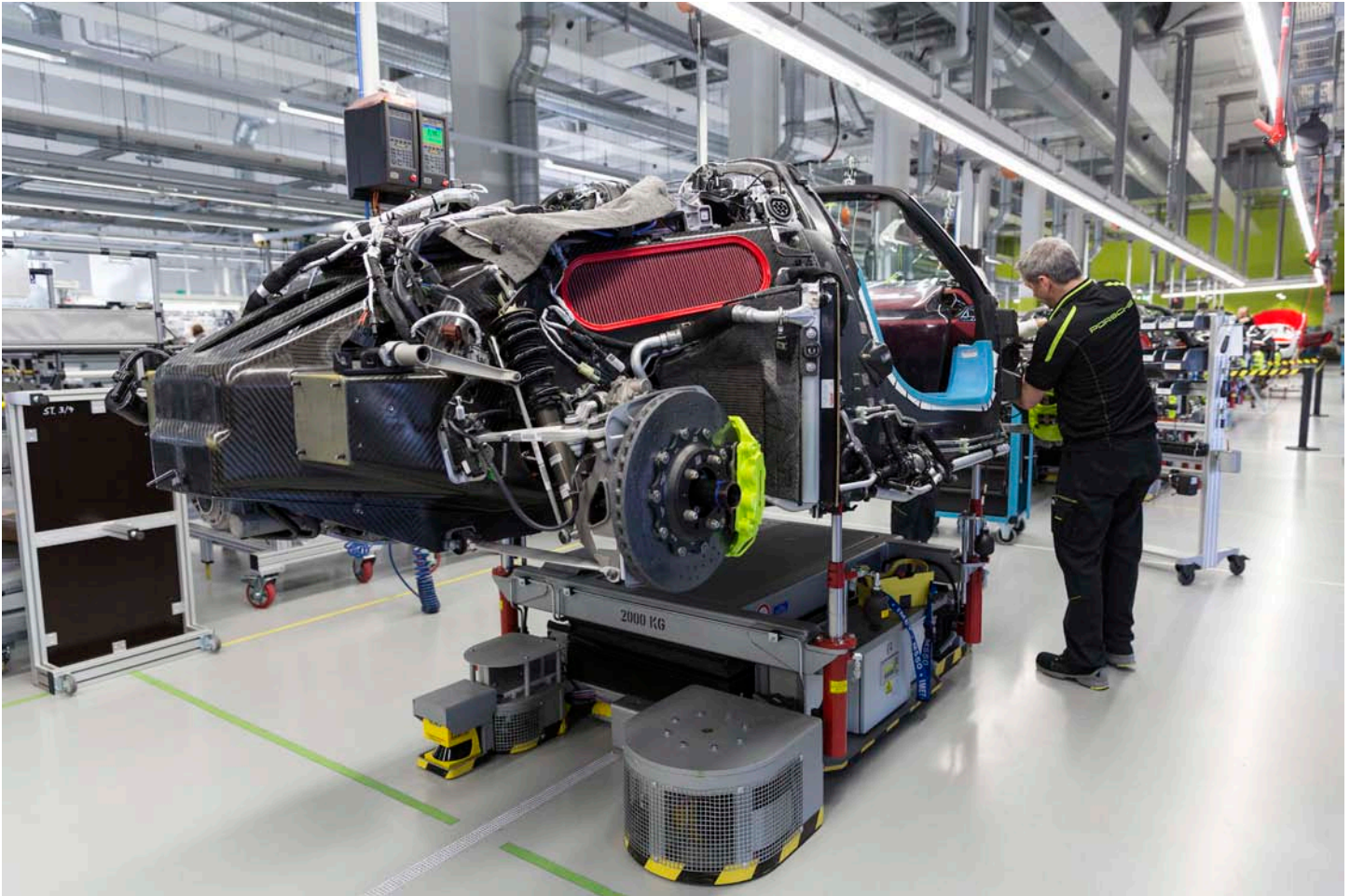
A new polish for the former paint shop

24 months later, the manufactory was settled in its central location at Plant 2 in Zuffenhausen. Anyone who sets foot in the former paint shop for series-production sports cars on the second floor will realize immediately that the project team has created a space that comes very close to the original idea proposed by the Spyder Director of Production.



918 Spyder manufactory (Porsche AG Press Database)

Manufacturing the Porsche 918



Axle assembly (Porsche AG Press Database)

Focused and perfectly silent, the Porsche specialists work at pioneering ergonomic workstations to create a high-end sports car. The room feels light and friendly and is dominated by coloured features in grey (floor), white (walls and ceilings) and acid green - the recurring colour that Porsche has specified for all vehicles featuring an electric hybrid drive.

Everywhere is neat and tidy. No cables spill over into the pathways between the workstations. This is also because the aim from the outset was to rely exclusively on cordless tools for the construction of plug-in-hybrid sports cars. The Bluetooth-controlled cordless screwdrivers are an example of this philosophy in action: These tools are virtually silent, they offer technicians flexibility at the workstation and they reduce the risk of damage to components. Coupling the screwdrivers with the database also ensures that the stored torque values are reliably complied with and can be documented and checked at any time.

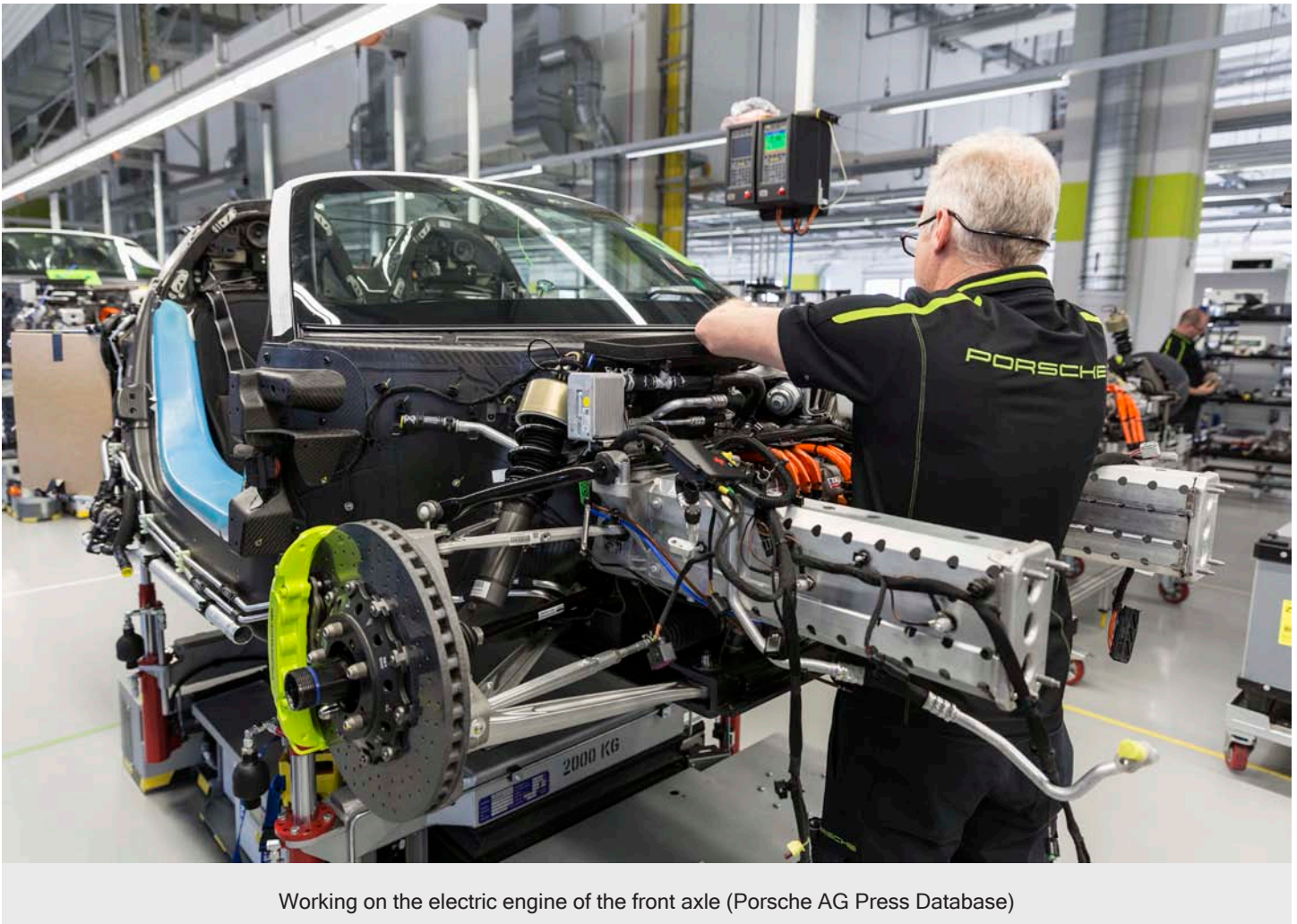
The best of both worlds

The uncompromising approach to quality management embodied by the process of checking and documenting torque values also explains the decision to locate the Spyder production line at the Zuffenhausen plant. It goes without saying that the plant also offers an emotive connection, given its links with the origin of the 911 legend, Porsche's racing history and the very special Porsche DNA. However, even more important was the manufactory's ability, as a production location for a small-series supercar, to link up with the so-called series production "pearl chain"; doing so would allow the range of facilities as well as the comprehensive field testing expertise to be utilized during the final assembly process.

Manufacturing the Porsche 918

In addition to its infrastructure, the Zuffenhausen plant offers another crucial benefit for the 918 manufactory: the employees. Around 3,500 people work on vehicle assembly at the plant and nowhere else would it have been possible to rely on a pool of such highly qualified specialists from the development, vehicle equipment, body assembly, paint finishing, assembly and drive unit fields.

Women and men from around 14 different countries were eventually assigned the coveted spots on the Spyder 918 production line. The ages in the team range from 21 to 56 years, with professional experience of between 6 and 40 years. The members of the team all come from the 911 production line, and many of them have already worked on the production of motorsport vehicles or prototype production. With all their expertise and passion, this varied team is what will guarantee that exactly 918 units of the Porsche 918 Spyder will have left the manufactory in the best possible quality in the middle of 2015.



Working on the electric engine of the front axle (Porsche AG Press Database)

Production in line with the herringbone model

The starting signal for the assembly of the first series production vehicle sounded on September 18, 2013. Before that, a team of 25 employees had already produced 25 prototypes and eight pilot vehicles. The L-shaped production line proved its worth during this introductory phase: "We have practically the entire value chain within this 4000-square-metre area", says Michael Drolshagen. "This in itself is unique."

The vehicles pass through 18 stations before they are driven almost silently into the elevator in pure electric mode so that they can then be put through the final tests in the test facility located two floors below.

Manufacturing the Porsche 918

During the production process, the Porsche production staff use the Porsche herringbone model, although the structure in use is actually more like a one-sided bone for this purpose. Nevertheless, this principle offers the shortest paths between each point in the chain. In the case of the Spyder manufactory, this means that the pre-assembly area is positioned to the left of the main line and the corresponding parts are taken from there directly to the main line. The pre-assembly stations themselves are supplied from outside the manufactory via a conveyor system, which, in turn, is supplied with the appropriate parts from a separate store located one floor below.

Quality assurance is the top priority

Around 100 hours of production time - including detailed quality control procedures - go into the entire process of getting a Porsche 918 Spyder through the 18 assembly stations in the manufactory and into the elevator so that it can be taken down to the testing facility. These continuous tests ensure that, at the end of the process, the customer receives an exceptional vehicle in every respect.



Assembling the exterior skin (Porsche AG Press Database)

New methods and patent applications in the pipeline

With the Porsche 918 Spyder, the sports car manufacturer from Zuffenhausen is not just making its mark when it comes to quality, materials and technology - the company is also setting a pioneering example within the manufacturing process. For Michael Drolshagen, the number of patent applications pending for assembly tools or devices for quality assurance proves "that our definition of innovation goes well beyond the vehicle itself."

Manufacturing the Porsche 918

It is difficult to pinpoint individual “stand-out stations”, but the assembly of the monocoque, the engines, the leather finish and the assembly of the body shell all fall into four production stages that underline the manufactory philosophy particularly effectively.

The monocoque as the starting point

The fact that the construction of every Porsche 918 Spyder starts with the two-seater monocoque is a special feature in itself. And the battery operated elevating trucks designed especially for this stage of the process are just as interesting: The elevating trucks allow the technician to raise and lower the component, as well as rotate it horizontally and vertically, making the technicians work much easier, particularly when it comes to routing the wiring harnesses.

The activities that take place on the engine line are also rather unusual. Based on the philosophy of “one technician, one engine”, the units, constructed in line with lightweight technology principles, develop each one of their contours as they pass through the eight stations. The work takes 20 hours to complete, and by the end the 140-kg engines are the work of a single employee. Following this approach, in line with the Porsche philosophy, each employee has his or her own “baby” to look after, and, in turn, guarantees absolute precision.

High standards for specific skills

Absolute precision is the key on the production line - the tasks completed by the production staff are all designed to highlight the extremely high standards applied to their work. After all, this is the only way to fulfill the equally discerning expectations of Porsche customers.

In order to give 918 Spyder buyers pure joy, it was of course necessary to give the manufactory its own leather finishing department. Those who have seen with their own eyes how the vehicle interior specialists stitch the leather around the sun visor in forty minutes with a steady hand in 200 precise stitches and finally secure their work with a cross-over seam will definitely understand the level of quality required for a sports car to be labeled “hand-made in Germany”.

Numerous standards have found their way into the production process to ensure that the best possible result is achieved every time, regardless of the technician involved. These standards can relate to anything from standardized load carriers through to plug-and-play-principles, all of which ensure that components are installed in a uniform manner with clearances that are precise to the millimetre. The results of the standardized approach become especially evident when the side sections and door sills are fitted, as the tongue and groove principle allows absolutely identical joints to be replicated at all times.

Small and large-scale production at the highest level

There is no doubt about it: The Porsche 918 Spyder manufactory has more than done justice to Michael Drolshagen's original ideas. The thing that has delighted Drolshagen the most about the whole set-up has been the ability to develop a specific concept for the production of a super sports car simply from discussing the word “manufactory” and then transforming this concept into a reality with the help of his team.

The experiment has been a success. In Zuffenhausen, the sports car manufacturer is providing clear evidence that the production of small-series and large-series vehicles is possible “in close proximity and at the very highest level”. This knowledge offers new prospects not just for those involved in the project, but also the company as a whole.

About Michael Drolshagen:

Industrial engineer Michael Drolshagen has worked at Dr. Ing. h. c. F. Porsche AG since 2000. Drolshagen was appointed Director of Production at the Porsche 918 Spyder manufactory in 2011 and was entrusted with designing and building the manufactory. Since this time, he has been overseeing planning, quality, logistics and assembly at the manufactory. Before being appointed to his current role, Drolshagen was involved in the pre-production phase for series production for four years. In this role he was responsible for all prototypes and was responsible for the technology luxury vehicles. The 43-year-old began his Porsche career at the development centre in Weissach. From there he moved to the Technical Competence Center for After Sales in Zuffenhausen in 2004.

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**

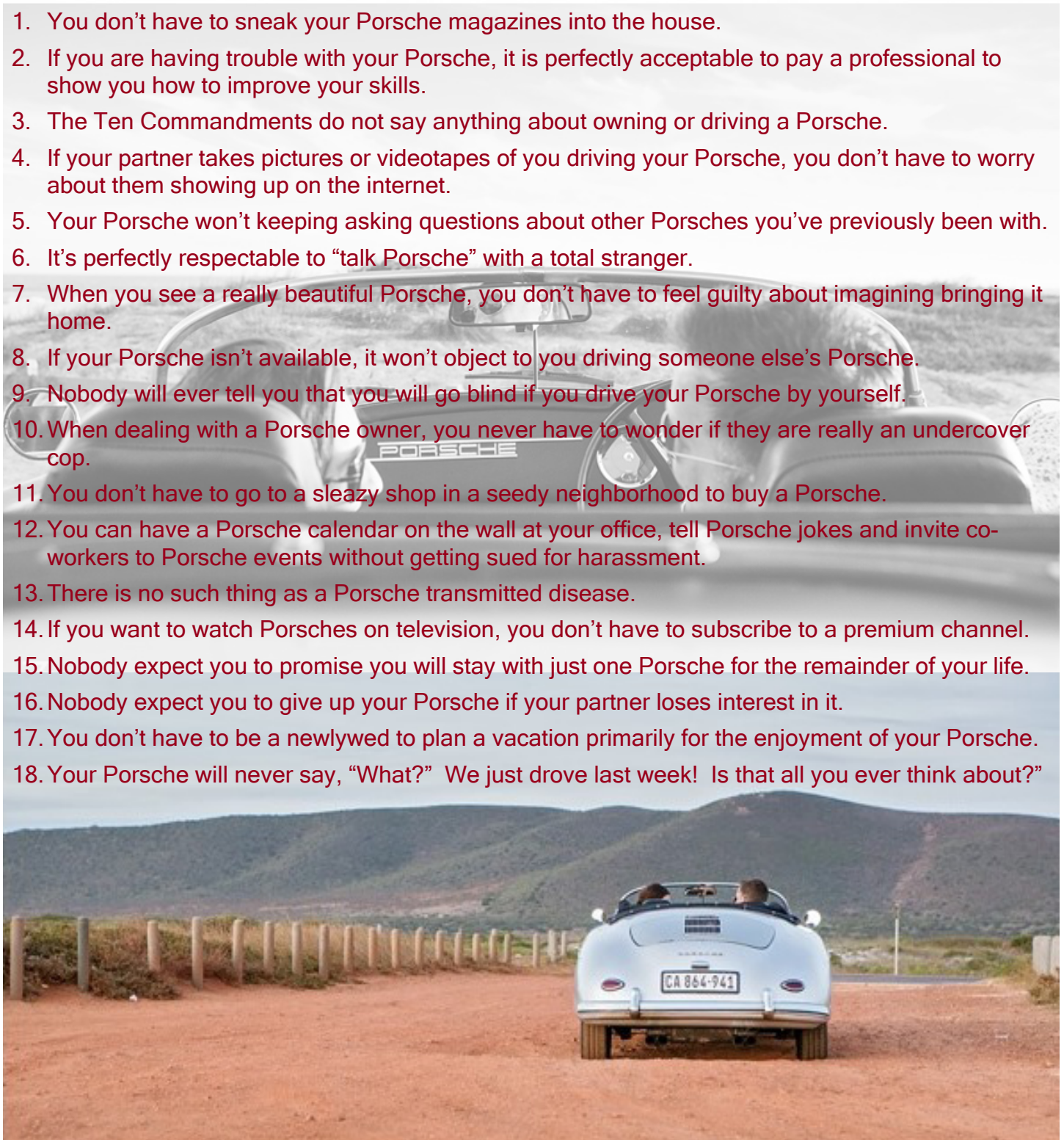


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Some Valentines Day Sentiments

Eighteen Reasons Why Owning a Porsche is Better than Sex

1. You don't have to sneak your Porsche magazines into the house.
2. If you are having trouble with your Porsche, it is perfectly acceptable to pay a professional to show you how to improve your skills.
3. The Ten Commandments do not say anything about owning or driving a Porsche.
4. If your partner takes pictures or videotapes of you driving your Porsche, you don't have to worry about them showing up on the internet.
5. Your Porsche won't keep asking questions about other Porsches you've previously been with.
6. It's perfectly respectable to "talk Porsche" with a total stranger.
7. When you see a really beautiful Porsche, you don't have to feel guilty about imagining bringing it home.
8. If your Porsche isn't available, it won't object to you driving someone else's Porsche.
9. Nobody will ever tell you that you will go blind if you drive your Porsche by yourself.
10. When dealing with a Porsche owner, you never have to wonder if they are really an undercover cop.
11. You don't have to go to a sleazy shop in a seedy neighborhood to buy a Porsche.
12. You can have a Porsche calendar on the wall at your office, tell Porsche jokes and invite co-workers to Porsche events without getting sued for harassment.
13. There is no such thing as a Porsche transmitted disease.
14. If you want to watch Porsches on television, you don't have to subscribe to a premium channel.
15. Nobody expects you to promise you will stay with just one Porsche for the remainder of your life.
16. Nobody expects you to give up your Porsche if your partner loses interest in it.
17. You don't have to be a newlywed to plan a vacation primarily for the enjoyment of your Porsche.
18. Your Porsche will never say, "What?" We just drove last week! Is that all you ever think about?"



Membership Milestones



Member Anniversaries

Name	Location	Vehicles(s)	Member Since
Ian Cameron	Neenah, WI		2014
Steve & Andrea DeBaker	Greenleaf, WI	1984 911 Carrera	2006
James & Marlies Lowey	Keshena, WI		2009
Michael & Kathleen Mayhew	Marquette, MI		1973
Gary & Hally Rosenbeck	Sherwood, WI	1997 911 Carrera	2003
William Saler	Appleton, WI	2008 Boxster	1997
Tal & Keri Sellers	Neenah, WI	2002 911 Carrera	2005
Mark & Maureen Wallenfang	Appleton, WI	1984 911 Carrera	1989

Welcome to our new members of the Fox Valley Region!

Name	Location	Vehicles(s)	Member Since
Wallace MacMullen	Green Bay, WI	2008 Boxster	2015

The Fox Valley Region Porsche Club of America's current membership is 288 total members, with 166 primary members and 122 affiliate/family members. With 222 vehicles being registered with PCA, 26% 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.

Members can also edit the information on their Porsche vehicles (click on your name on your welcome banner, then "edit", and then "membership"). By doing so, the vehicle data in the monthly Membership Anniversary section above will reflect your current Porsche collection, as this is always updated from the PCA database when Whaletales is published!

Year/Model

2006 ▼ Cayenne S ▼

Body Type

SUV

Color

Blue

Vehicle Used

☒ Daily

☐ Pleasure

From the Editor

The Learning Curve



Soon it will be time to listen for it. “It” being the unmistakable sounds of Wisconsin’s fast-changing seasons. What kind of idiotic foolishness have I written now you ask? Just slow down for a moment the next time you wander outside. Listen to that trickling of melted snow, running through the downspouts, as the increasing minutes of daylight make headway towards those coming days when cabin fever gives way to spring fever. Of course, that melted snow still freezes into ice as it runs across the sidewalk, but just hear me out on this OK?

We all know what is coming (besides the probability of more snow) is that first opportunity for a leisurely drive with the top down--or windows down/sunroof open--when an involuntary, spontaneous smile washes away the everyday stress. Those are the days when it is perfectly alright to take a different route to your destination, as the experience of driving truly becomes something to enjoy. And we will all be enjoying those days soon I expect, and sharing them with our collaborative enthusiasts of Porsche at one of the many opportunities to be found on the Fox Valley Region calendar of events.

Listen carefully, can you hear it coming?

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.