



FOX VALLEY REGION
PORSCHE CLUB OF AMERICA



WHALETALES

January 2015

FVR Tech: Carrera Engine Removal
2014 Holiday Party follow-up
Porsche LMP1 Team Logistics



Whaletales

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Cover Page

Porsche LMP1 team air cargo loading, at the Frankfurt-Hahn airport, November 2014. See page 22 for the cover story detailing specifics of the logistical challenges of transporting two full LMP1 teams around the globe. (Porsche AG Press Database photo)



From Your Region's President

It's a fresh start to a new year, and the second half of my term as your region's President. I am invigorated by Ann Schmidt who will be our new membership chairperson, Jim Janes as the new treasurer, and Robert Dean, as our dealership liaison. Additionally, I am motivated by the group of members on the 25th anniversary committee who have already been working for more than a year to make our June 26-28 and September 5th over-the-top events. I'm equally as excited about the number of members who have offered to host an activity for our club in 2015, giving us a terrific blend of some traditional favorites, as well as some completely new events. Thank you to all of you who have taken on additional leadership roles. Your time, talent, and efforts are sincerely appreciated.

Congratulations to Mark Wilkinson, our esteemed newsletter editor, for being the chosen the Enthusiast of the Year for the second consecutive year. It's an honor well-earned and deserved. Thank you, members, for choosing me as your Member of the Year. I do sincerely appreciate your validation and appreciation of my efforts in the role as President.

Thank you also to Gordon Skog & Debbie Houle, along with Gordon's daughter and son-in-law, Lindsay and Andy Daly for hosting the annual holiday party. Thank you for your work and preparation to make this gathering of 56 members a most memorable one. Despite a few glitches with the hotel kitchen, it was still a highly enjoyable evening and we rose over \$1300 at the silent auction. These funds will help to support our chosen charity in 2015, the "The Pearly Gates Ride" benefitting Vietnam and Desert Veterans in Wisconsin. Alan Cayer is helping our club coordinate with this group as he is a Board member with the Pearly Gates foundation, and gave a most impressive presentation at the party about all the positive things this group does to help our local vets. We are indeed honored to be a part of this activity and look forward to the "the ride" on July 11.

We are beginning the year with some fun activities even though most of us have our cars in storage. Jim Perry from P & B Motorsports, Gordon Skog from the Auto Clinic, and the FVR-PCA are hosting the fourth annual movie night at UW-Fox Valley on January 8. Jamie and I are hosting a deluxe motor coach trip to the Chicago Auto Show on February 21, and our Annual Meeting/New Member Welcome is Tuesday, March 3 at Title Town Brewery. Please read the pages following for more details and mark your calendars.

I will keep emphasizing safety issues throughout 2015. Unfortunately, common sense isn't always "common", and no one has to pass an IQ test to purchase a Porsche. Tours are the #1 most popular activity in PCA throughout the country, and it's the #1 reason for property and personal damage, including a few deaths in recent years. I'm going to forewarn everyone now, that "Mama Bear" will quickly make an appearance if members are behaving in a non-safe manner at any event, especially any activities "where a wheel is turned or lifted". I will do my best to manage risk to event hosts, participants, and the region as a whole. I'm confident all of our members would agree that no one wants to cause an accident or personal injury. If everyone considers safety first and we treat each other with respect, thoughtfulness, and courtesy, it will be a fantastic year of driving, social, and tech events for the FVR.

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

FVR Calendar of Events

Happy New Year!

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 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@walsdorffroofing.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

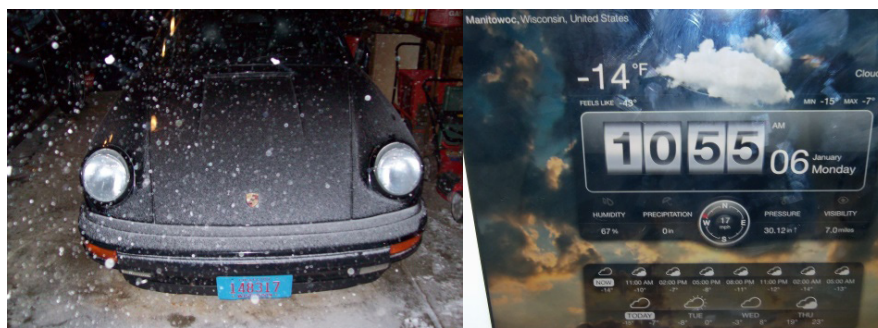
Saturday, July 18 - Tubing and dinner at Mark & Barb Wilkinson's. RSVP to mark.wilkinson@charter.net

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



Memories from January of 2014

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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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.

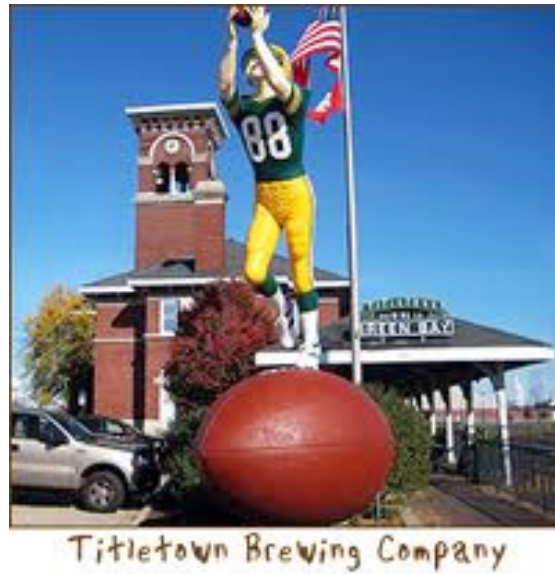
The cozy side room and larger dinner hall are the kind of authentic setups you usually associate with tourist brochures. But there's nothing contrived about the food. A carnivore's delight, the menu features tremendous sauerbraten, an outstanding sausage sampler and some of the best goulash in the English-speaking 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.

Hope to see many of you there!

Happy New Year!
Sergio Heredia

Inquiries to: sherediamd@sbcglobal.net

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

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Sometimes different... always delicious!

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APPETIZERS

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

Fresh Breaded Mushrooms 6.99

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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 pepperoncini sauce.

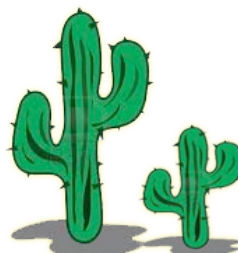
Deep Fried Green Beans 5.50
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6.99

With chicken add 1.50
With fresh vegetables add 1.50
With mushrooms add .99
With all of the above add 3.00
Onions anytime N/C

See the full menu at coyote-roadhouse.com

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ROADHOUSE**



3026 County E
Bailey's Harbor, WI
Phone: 920-839-9192

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 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

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 Removal

First Time 1987 Carrera Engine Drop - Chapters 7 & 8 - "While you're in there"

Jim Prellwitz, Technical Chairperson

I started on the engine and transmission. In order to mount the engine to the engine stand the transmission needs to be removed. Four 17mm nuts hold the transmission to the engine. Three are obvious and the fourth is actually one of the barrel nuts that hold the starter in place.



Each of these comes undone fairly easily. 1st step is to remove the clutch fork shaft from the transmission housing. The clutch fork is hooked around the throw out and you can try all day and the transmission will not separate from the engine if these two things are still connected. A small bolt is removed from the keeper on the shaft and then you can insert a long 6mm bolt into

the end of the shaft and pull the shaft out with a slide hammer or clamp a vice grip on to the bolt that is screwed into the end of the shaft and tap on that with a hammer. Mine came out very easily and I have read that they usually come out without a problem.

Once the four nuts are removed and the clutch fork shaft is removed, it is a simple matter to pull the transmission straight back off the mounting studs in the engine. Be very careful as the transmission weighs in at about 175 lbs. There are a lot of gears in there. It's good to have a cart nearby to set the transmission on as it comes free of the studs. The studs are 6-8 inches long so you have to pull it a long ways before it comes free of the engine.



This is where I ran into my first problem. When I pulled the clutch fork cross shaft in order to separate the tranny from the engine, the outboard bearing came out fine but inboard is fused into the ear pocket.

Prior to 1987, the clutch fork pivoted on two sets of needle bearings in the fork itself. Porsche determined that there was a problem with this, due to wearing of the race

in the clutch fork by the needle bearings. Porsche came up with a solution using a special tool that would bore out the ears that the fork shaft resided in, inside the transmission housing, and installing cups with needle bearings in those ear pockets. The fork then pivoted



FVR Tech: Carrera Engine Removal

on plastic bushings, where the old needle bearings had been, as well as on the shaft ends, where the new needle bearings are located. The shaft is heavier and the fork is also more robust so this is supposed to be the better solution and was used for the duration of the G50 transmission. Yes there was a tool from Porsche to do this but it is no longer available. And it was probably about \$800 based on what Gordon has shared with the tools he gets that are "Porsche" specific.

Unfortunately, what can happen now is that the seal that holds the needle bearings into the cup on each end can fail and the needle bearings will then work their way out of the cup. This is what happened with mine. Therefore I decided to replace the cup and needle bearings.

On a side note, some aftermarket companies have come up with a kit that has a different shaft size that just rides in the ear pockets and replaces the needle bearings with oil-lite bronze bushings. This is supposedly a simpler fix and can be done with transmissions prior to the upgrade and also to transmissions that have already had the upgrade.



My problem was that the inside cup would not come out of the ear pocket. I tried a chisel, and a small die grinder to no avail. And yes, it does look like the main seal is leaking into the bell housing. Yuck. I have a replacement on order.

I finally was able to rig up an 11/16" bit (1/*16" smaller than the cup), in order to try to get the cup thin enough to punch through. At one point the cup did finally start spinning in the pocket so I knew it was no longer tight in the pocket. All I had to do was find a way to get it out of the pocket with no way to grab on to it.

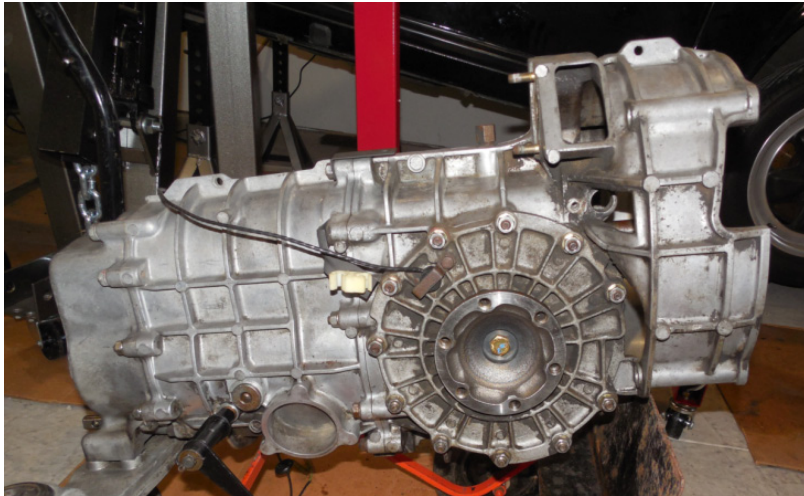


After a week of thinking about it, I finally had some more time to play with it and after squeezing a Dremel tool grinder into the pocket it finally punched through. Then I screwed a deep threaded sheet metal screw into the hole and was able to grab the screw with a wrench and tap out the cup with a hammer. This is what was left after I finished.

FVR Tech: Carrera Engine Removal

Fortunately it looks like the pocket is not too badly bugged up and the new cup should fit nicely into place.

After some hard scrubbing and power washing the case looks a bit better than before. I replaced a lot of the rusty nuts with new zinc hardware and I have removed the guide tube to get at the main shaft seal, which will be my next step with the transmission. I will also



be replacing the gear lube with Redline 75w90ns since the case is out of the car and I don't know when it was last changed. The Redline 75w90ns is the formula for transmissions without limited slip differentials. If you have modified your transmission with a limited slip differential such as from Quaife Engineering, you will need to use a gear lube with friction modifiers; otherwise you will get a lot of chatter from the differential during cornering while the outside wheel is turning faster than the inside wheel.

On to the engine!



FVR Tech: Carrera Engine Removal

With the transmission relatively ready to reattach to the engine, I moved it aside and began in earnest, the work on the engine. I had already purchased a 1000 lb engine stand from the Harbor Freight Emporium so I just needed to find out the best way to mount it. There are several options available. The most recommended option is to purchase the Porsche engine yoke tool from a reputable Porsche supply house, but that option can cost anywhere from \$300 to \$450. The next option is to borrow the yoke from your friendly neighborhood Porsche service shop. Gordon offered me the use of the yoke he has but I felt awkward about borrowing something that he can use to make a living using. Another



option is to use the existing mounting yoke that comes with the engine stand but looking at it and also judging by what other people have said, it is unstable and borderline dangerous to trust this yoke for the heavy Porsche engine. Therefore I opted for another option. I searched on line and located a fabricator that manufactures a knock-off of the Porsche yoke for about a \$100. It looked the same and the welds looked pretty fair. When it arrived it appeared to be as expected. There were two things that did not work very well as compared to the Porsche yoke. The first difference was that the arms of the yoke are not as deep as the Porsche yoke so it rides very close to the flywheel gears. The other difference is

that the machined radius flat part that mates to the engine needed some work to fit. I corrected these two differences by locating another fabricator that would make the radius portion of the yoke as a standalone item. This cost me another \$100. So I ended up bolting the new radius part to the original on the yoke and then bolting the whole thing to the engine.

The only other problem was not due to the yoke set up, but due to the aftermarket exhaust set up, I had to notch out a part of the yoke to fit around the exhaust flange at the crossover pipe.

Mounting on the stand was a simple matter of mounting the yoke on the engine, lifting the engine and yoke together to the height of the stand and sliding the yoke into the stand.

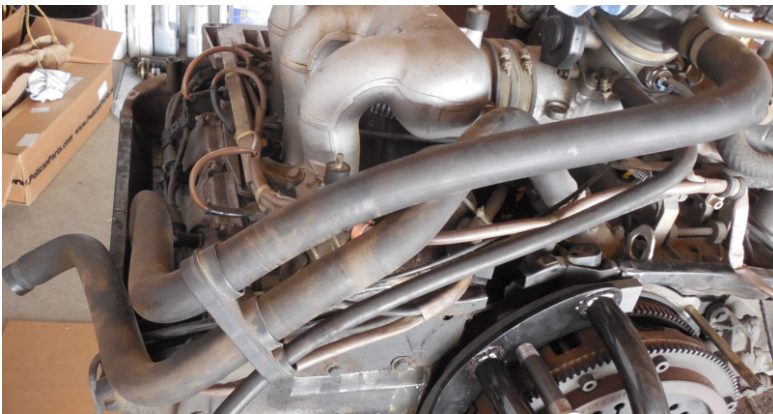
On to taking things apart. Once the engine was on the stand and I could see all angles of it, the tremendous difficulty of the project began to set in.



FVR Tech: Carrera Engine Removal

I began to notice the toll that 27 years had taken on the rubber components and the metal components as well. I started the disassembly by removing all the breather and vacuum hoses. The hose from the case breather to the airbox looks pretty rough. The part is known as "the pipe" and, of course, is no longer available. I will be looking for a way to repair this when the engine starts going back together.

The oil tank breather hoses came off easily and will need to be replaced. They are very soft and fragile from age and heat.



Once I had the hoses removed I began to tackle the electrical, I started with numbering and then unplugging the spark plug wires, taking many pictures as I untangled them from the intake system so I have a slight chance of putting them back in the correct locations. I documented the location of each loom holder and standoff for the plug wires as I unbolted and removed them. The wires and shielding also exhibited the wear and tear of age and cycles of heating and cooling.

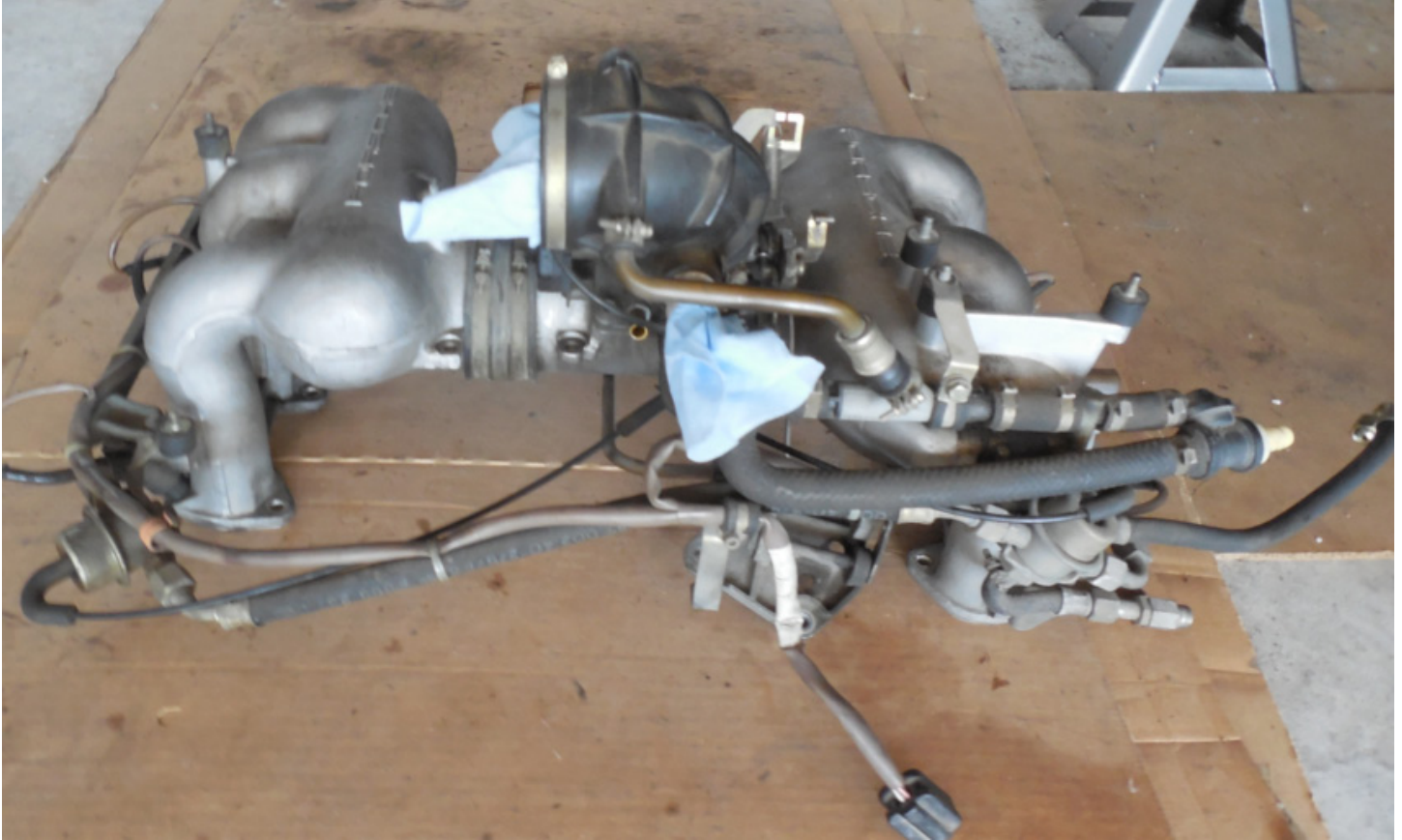


Once I had the electrical removed I began the work on the intake manifold. The throttle linkage is very tricky as it is underneath the manifold and is very difficult to get wrenches to it and still be able to turn them. There are a lot of small connections and brackets on the manifold that hold electrical and vacuum hoses so it took a bit of time to ensure that everything is



FVR Tech: Carrera Engine Removal

disconnected. Once that is all disconnected, it is a matter of removing the twelve 13mm nuts that hold the intake manifold to the heads. Then the manifold lifts up and off.



With the manifold off, I could look down into the intake ports of the heads. I noticed a lot of carbon build up on the intake and cylinders 2 and 3 looked very black. They even had oil standing in them but that could have been from sitting for a length of time with the valves closed.

Photo to the left shows cylinder three intake with oil standing at valve. You can also see the black around the intake.

Removing the spark plugs yielded the same information. Plugs for everything but cylinders two and three showed fairly normal coloring. However, two and three were very black and oily.

Cylinder three was by far the worst. I am interested in what I will find when I pull the heads from number 2 and 3.



2014 Holiday Party follow-up



FVR members socializing during dinner



FVR president, Laura Prellwitz addresses the membership



Mark Wilkinson, 2014 enthusiast of the year recipient



Jim Janes accepts service recognition for board membership

Porsche LMP1 Team Logistics

FIA World Endurance Championship (WEC), LMP1 - Source: Porsche AG Press Database
Logistic challenges - circling the globe

Stuttgart. Entering the two highly complex Porsche 919 Hybrids at the overseas races of the 2014 FIA World Endurance Championship does not just pose new sporting challenges for the Porsche Team. The logistics are a race of their own for the LMP1 newcomers from Weissach. The travel itinerary for the second part of the World Championship, with Austin (Texas, USA), Fuji (Japan), Shanghai (China), Sakhir (Bahrain) and Sao Paulo (Brazil) as the destinations, adds up to around 40,000 kilometres - which is almost exactly equivalent to a trip around the globe. The team's air freight for this enterprise is 35 tons. Nevertheless, only indispensable items are taken on board. The team's hospitality, for example, isn't one of the essentials. The works team eats in the paddock canteen.

Air cargo is complex. Like in the classic computer game Tetris, items have to be stacked without gaps, using the aircraft's hold including any sloping sections. The area for the Porsche freight is limited to 12 units. Each of them measures 304 by 230 centimetres and, when fully loaded, should not be heavier than 3000 kilograms, otherwise the basic costs increase. Months ago it was calculated it was 12 units that would be needed. The cargo list contains several thousand items. In order to ensure that everything fits into the limited space, the team always had the air freight requirements in mind when making decisions over what to purchase - whether for a tool cabinet, packaging for the drivers' helmets, or an engine box. Furthermore, similar to moving house, the rule is: whatever is needed first at the destination, must be immediately available. Perfect organisation is essential to build up the garage on time, and once a three-ton container has been unloaded in a freight packed pit lane it sits there until it is empty.

The air freight goes on an Atlas Air 747 cargo plane, chartered by DHL and shared with other WEC teams. It took off on September 11 from the Frankfurt-Hahn airport in Germany to fly to Austin, Tokyo, Shanghai, Manama and Sao Paulo.

Obviously the Porsche Team had to arrange everything from scratch in its debut season. Ten tailor made containers have been purchased. Six of them, the so called Q7, have sloping tops, two are the flatter Q6 and two are "winged lowers",



Loading parts into containers (Porsche AG Press Database)



919 "crated" for shipping (Porsche AG Press Database)

shaped especially for the lower cargo space in the aircraft. They are more efficient than anything you can buy ready-made, and save a lot of packing material compared to stacking single boxes one on top of another. Each Q7, for example, is 120 kilos lighter than those normally used in Formula One. Plus, it can be loaded onto the aircraft with no net around it, which saves another 1.3 centimetres in height. Alongside the ten lightweight containers, the remaining two units accommodate the big parts, such as the flight case with the spare chassis or the hundred wheel rims.

Each of the 12 units has a unique worldwide number plate and each component packed inside the containers has a QR code, so that by using a scanner everything can be located. This painstaking organisation doesn't just achieve labour and cost efficiency. Customs offices, too, have a need for information. Whether the serial numbers of the

Porsche LMP1 Team Logistics



The increasing logistical scale becomes apparent (Porsche AG Press Database)

120 radios, the number of chassis components, packets of screws, or rolls of tape - Porsche puts a lot of effort in reliable documentation. Everything imported into the various countries has to be exported out again. The containers are x-rayed, and customs officers may, of course, want to unpack them. Time for this is factored into the schedules.

The two race cars don't fit into containers. The Porsche 919 Hybrids travel securely strapped down onto extra car racks. All of their fluids have been drained, fragile body parts, such as the wing mirrors and front and rear wings, have been packed safely elsewhere. Fitting a set of used tyres is just right for travelling around the world. Between the races some components go back and forth. For example, the two-litre four-cylinder engines for rebuilding in Weissach.

Hazardous materials go separately. These include adhesives and resins, as well as spray cans and the lithium-ion batteries for the hybrid drive systems. These batteries even require permission from federal aviation administration

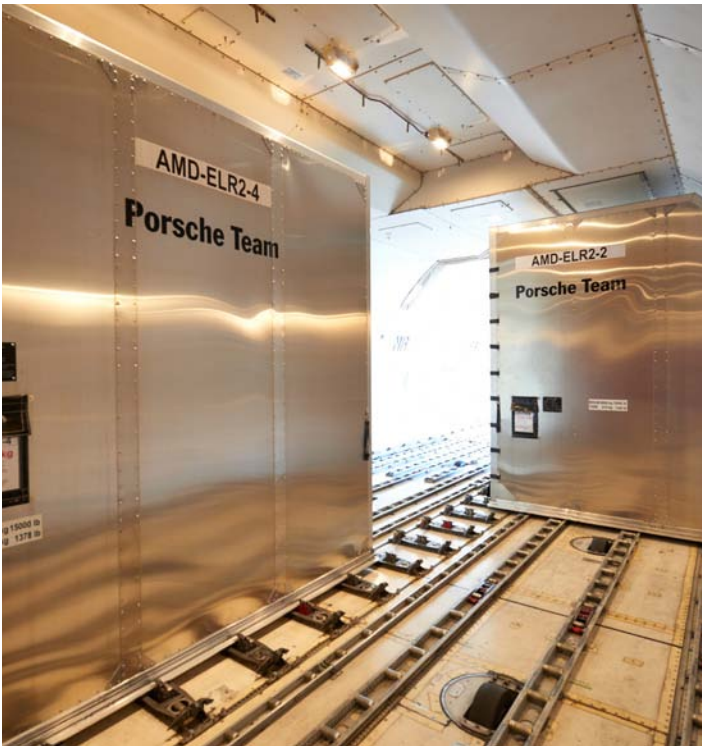


Loading at Frankfurt (Porsche AG Press Database)



One by one... (Porsche AG Press Database)

Porsche LMP1 Team Logistics



...Two by two (Porsche AG Press Database)

offices in the various countries. The fact that Porsche possesses considerable expertise in hybrid matters helps the race team, but the procedures are time-consuming nonetheless. The hazardous materials also have to stay in a secure room for 48 hours before and after every flight without being moved. Fuel is shipped by Porsche's partner Shell, and ExxonMobil brings all the oils and lubricants to the tracks. Michelin sends the tyres.

The team also ships some items by sea, which is considerably less expensive, but also much slower. Equipment shipped in August will only return in January. But then this doubles or triples what is needed. Because of the long distances there are three sets of sea freight on the high seas. The contents consist of relatively inexpensive but heavy equipment. Metal posts, for example. Instead of flying 20 of those heavy Tensator barriers around the world, it is cheaper to buy sixty of them and load them onto three vessels. It's all about efficiency.



And they are off to the races (Porsche AG Press Database)

Porsche Museum Photos by Al Fisher



1977 911 S 2.7 Coupe - "G model" (Fisher photo)



1976 924 hatchback (Fisher photo)

Porsche Museum Photos by Al Fisher



By 1950, 100,000 of the Volkswagen “people car” had been sold - by 2003 that number reached 21.5 million (Fisher photo)



Harley-Davidson V-Rod with the Porsche-designed Revolution engine (Fisher photo)

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**

Leftover Parts

After many successful years of service in various capacities including president, and most recently as treasurer, Larry Rogers is stepping down from the FVR board. To fill the void left by Larry's absence, Jim Janes has taken on the role of treasurer as of January 1st, 2015, please submit all requests for reimbursement and other FVR payments to Jim Janes at irjanes@omscom.com or by mail at:

James R Janes
P.O. Box 175
Butte des Morts, WI 54927

Something passed along from Dan Pankratz--

This is a neat site of old car movies. When opened, click on the little camera icon after the movie title.

<http://www.tvraaca.org/oldmovies.htm#movie>

Editors note - While Porsche is not indicating plans for an official presence at the 2015 Chicago Auto Show, there is some evidence that Chicago area Porsche dealers will be there, and that the Cayenne's little brother, the Macan will be there.

New FVR member Larry Langohr passed along the photo on the right from Bergstrom of the powertrain for his 1987 911 re-build project. We are anxiously waiting to see the results of Larry's efforts!

The MKE region has announced their competitive events schedule and the FVR is invited to participate. Follow the link below for more information:
<http://www.porschepark.org/journal.php?id=803>



Membership Milestones



Member Anniversaries

Name	Location	Vehicles(s)	Member Since
Alan & Joan Cayer	Green Bay, WI		2004
Michael Esslinger	Oshkosh, WI	2007 Cayman, 2008 Boxster	2011
Albert Fisher	Oshkosh, WI	2008 Boxster	2008
Walter & Pat Freckmann	Sturgeon Bay, WI		2000
Jim & Cynthia Janes	Butte Des Morts, WI	2011 Panamera 4	2003
Martin & Jan Krebs	Junction City, WI	1989 944 S2, 1984 911 Turbo	2003
Peter & Donna Smart	Wisconsin Rapids, WI		2007

Welcome to our new members of the Fox Valley Region!

Name	Location	Vehicles(s)	Member Since
Steve Kline & Linda Paradiso-Kline	Belton, TX	2013 911 Carrera	2015
Jade Weiesnbach	Appleton, WI	1987 944	2014

The Fox Valley Region Porsche Club of America's current membership is 288 total members, with 165 primary members and 123 affiliate/family members. With 216 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.

Willkommen



WELCOME TO ALL OUR NEW OR RETURNING MEMBERS IN 2014!

We hope you are enjoying our region and we look forward to seeing you in 2015.

New members, or those who returned after a long absence, to the
Fox Valley Region in 2014 were:

Jim Mollon	David & Sharron Olson	Kurt Dramm
Michael Esslinger	Robert Day	Wayne Roberts
Ian Cameron	Wayne Slowinski & Debra Blohm	
Tony Wickham	Sergio & Kathy Heredia	Laurence Langohr
Todd Vanderheyden	Doug Richter	John Mathys
Dennis & Beth Lahti	Erika Davison-Aviles	Steven Beau
Michael & Susan Muoio	David Van Gemert	Jade Weiesnbach
Frank & Jean Pritzl	John & Jennifer Hibbert	Ryan Ramirez
Peter Nystrom	Keary & Jane Kautzer	William Calkins
Erik Scharinger	Scott Barr	John & Linda Kline



From the Editor

The Learning Curve

While it is surely a phrase that has been repeated many times in the last days, I'd like to say it again - Happy New Year!



Even though the near-term weather forecast is calling for the stuff that makes for the Wisconsin winters that can sometimes lead us to question why we stay here, I do think we have some things to be happy about in 2015. Like doing a double take when pulling up to the gas pumps when filling the Cayenne's tank - am I reading that right? Wow, a fill-up, car wash, milk, and buns from the local gas/convenience store and the total is about 2/3 what it cost just for a fill-up not much more than a month ago! Sure hope it lasts a while, and nothing upsets the apple cart so soon as to spoil the party. Not so bad that as a bonus, keeping the house warm is a totally different picture than last year, especially for those of us that heat with propane.

So with everything we have going for us to start the year out on a good note, let's stay focused on the happy part of this adventurous New Year of 2015, as we look forward to sharing a year of friendship and great driving fun.

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.