

FOX VALLEY REGION PORSCHE CLUB OF AMERICA



Newsletter for members and friends of the Fox Valley Region August 2017



62nd Porsche Parade Historic Display



1958 Porsche 550A Spyder Steve Terrien Owner

Porsche 550A-0141 began life in March 1958 being delivered to the Pösch Family in Salzburg, Austria. At that time they had a racing department managed by Herbert Kautz, a concept Planner and later to the Vögel Pump Company of Salzburg. Ernst became the Austrian Hill Climb Champion that year in 1941, beating out several well known Austrian and German drivers. Herbert Kautz wrote, "We had many good times with this car but at the end of the racing season 1941, was turned back to the factory for the latest RSK".

Porsche Spyder 0141 was then refurbished by Porsche and re-sold to Harry Blanchard, owner of a sports car dealership, including Porsche, in Connecticut. Harry Blanchard campaigned 0141 throughout all the major northwest events taking several first place finishes. Unfortunately, Harry was killed in a race in Argentina in 1960 while driving a factory RSK. The car was then sold by the estate to Millard Ripley who raced the car for one year then resold to Chuck Stoddard who raced the car in 1962 & 1963. There were a few owners until 1967 when Joel Nauken purchased 0141 and began again to campaign this very aging race car with a 1700cc flat fan motor. It raced competitively into the early 70's until a fire ended 0141's racing career.

The current owner, Steve Terrien, had been looking for a 550A for several years. He loved the Kommode styling and was told to get on a plane immediately as there were two 550A's that had just become available. On the day after a 20 year complete restoration with all period correct components you are able to enjoy a reasonable price of Porsche history.

Fox Valley Region

Porsche Club of America

Club Address

FVR-PCA
Todd Benz
5571 River Oaks Drive
De Pere, WI 54115
920-217-9564

Officers

President — Todd Benz, tbenz@onesourcetek.net
Vice President — Matt Safranski, mattsa911@gmail.com
Secretary — Mary Haen, mehaen@sbcglobal.net
Treasurer — James Janes, jrjanes@omscom.com

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Zone 13 Rep — Jack Stephensen, Jack.stephensen@e-arc.com
Newsletter Editor — Bev Jurkowski, beverly.jurkowski@sbcglobal.net
Facebook Admin — Erik Scharinger, erik27@gmail.com



Region website: <http://fv.pca.org/>
National PCA website: <http://www.pca.org>
Facebook page: <https://www.facebook.com/profile.php?id=100008321265800>

Editor's Desk

This issue is full of information to keep you up to date on what's happening in our region. There's a new event this month — a scavenger hunt. Check out the details on page 6. Also, our technical and tour chair Dan Pankratz submitted an article that describes these events in detail to provide a better understanding of what to expect when you sign up for a rally or tour. See pages 11-12 for Dan's insight.

There's an announcement on page 16 from region secretary Mary Haen that nominations are now being accepted for the 2018 board. Consider serving the club as a board member.

Car reviewer extraordinaire Bob Dean writes of his experience in the Panamera S E-Hybrid. Check out his article and photos on pages 14-15. Finally, Todd Benz, region president, wrote an outstanding article about his experience as a first-time Parade attendee. The day-by-day description of his experience at Parade fills a supplement to this newsletter.

About the cover: PCA's Porsche Parade in Spokane, Wash., was the best-attended Parade in PCA history. Region President Todd Benz and his son Justin were among the attendees. See more of Todd's photos on pg. 17.

Photo credit: Todd Benz

President's letter

Greetings to all of our wonderful members of the Fox Valley Region. I hope your summer has been filled with memories of family vacations, relaxation and anything Porsche – mine sure has! My son and I made our epic trek to the 2017 Porsche Parade in Spokane Wash. I will try to recap here, but for more details, see the special section of Whaletales dedicated to Parade. It's a separate attachment to the August 2017 newsletter.

We were gone for 11 days so we were either going to be great friends or be at each other's throat. Well, it turned out to be the best time I could have ever imagine with my son. My son Justin is 16 years old and has only been driving with his temps for about five months. Next month he will get his license if everything goes well. I was debating on whether I was going to teach him to drive my GT4 with a manual, (something he has never done) to help with the drive. Well, as time got closer and the lack of time to work with him, I decided that I would drive the entire way which turned out great. The weather was fantastic the whole time we were on the road. I believe that we could count the number of rain drops we encountered. Sunny skies and warm temperatures (80-95 degrees) make for great and safe driving on all roads. We left early on Friday morning and arrived in Spokane on Sunday morning around 11:30 a.m. with just enough time to check into the hotel and hit the first seminar, Parade 101. For the next seven days in Spokane, we were immersed in all things Porsche. We couldn't believe how well the city of Spokane prepared for this event and how the city welcomed all of us.

We had heard different numbers on the total number of cars, but there were somewhere near 1,100 Porsches and 2,300 attendees that were registered for Parade. They had three major hotels in downtown Spokane that had mostly PCA guests and the parking garages looked like something you would see at Porsche Cars North America. We had designated areas for washing and drying cars as well as detail areas for the Concours d' Elegance that was held on Monday.

On Wednesday night at the awards banquet, our Region's newsletter took 2nd place in the Class 2 Division (100-199 primary members). I would like to congratulate Bev Jurkowski with winning this award. I know this has been a cumulative effort over the past few years starting with Mark Wilkinson setting the

foundation and winning the award himself, with Larry Marcus and myself holding it together until Bev was able to take the ball and go with it by adding her unique style. Thank you, Bev, for doing a great job!

There were activities and events every day with either casual buffets or more formal plate dinners almost every night. The week ended with a Parade of Porsches through the Spokane area to include the downtown area where many PCAers and locals cheered and took pictures of the many 300 or so Porsches participating. There was local press coverage along with a police escort for the 13-plus mile route. This was very cool if you had never seen something like that.

As the week wrapped up, we left Spokane around 6 a.m. Sunday morning with our sights set on Rapid City, S.D., which we made in about 13 hours. That night we grabbed some dinner, washed the car and got a good night sleep for the final 13-hour drive home. We pulled into our driveway around 7:30 p.m. Monday evening where Sheila and our two labs, Biscuit and Sable, were extremely happy to see us. In total, we traveled 4,100 miles through seven states with some of the most beautiful scenery that we have ever seen. Oh, by the way if anyone is wondering, we did get a chance to introduce ourselves to the local law enforcement in Wyoming and Minnesota. When you see me next, you may inquire.

I would like to ask that if you have an interesting story, event or experience that you would like to share, please send it to beverly.jurkowski@sbcglobal.net by the 20th of each month and we will try to include it in the next edition of the newsletter for all to enjoy.

In closing, I just want to say thanks to everyone who has hosted and/or planned an event or who has participated in one of our events that make it so much fun. As we always say in our club, "It's not just the cars, it's the people that make this club so great!"

Happy and safe motoring!

Todd Benz, President
Fox Valley Region Porsche Club of America
Cell 920-217-9564
Email: tbenz@onesourcetechnet.net

Calendar of events

August

Aug. 5 – Show & Glow by the Lake.

<https://www.milwaukeeconcours.com/show-glow/>

Aug. 12 – Housewarming/get-together, 3 p.m. - ?? W6771 Prescott Dr. Greenville, hosted By: Barb Wilkinson. Snacks, dips, pork roast sandwiches, water and a sampling of other refreshments will be provided. Bring lawn chairs. Please RSVP to Barb Wilkinson by Thursday, Aug. 10 wlknsnbarb@gmail.com

Aug. 18 – DE at Road America. Hosted by Milwaukee Region. Register online at <http://www.motorsportreg.com/events/pca-milwaukee-de-2017-road-america-355713>

Aug. 18 – Werks Reunion Monterey. <http://werksreunion.com/monterey.cfm>

New event! Aug. 26 – Scavenger Hunt – see pg. 6

Aug. 27 – Autocross at Miller Park, hosted by Milwaukee region. Details:

<http://www.porschepark.org/journal.php?id=1000>

September

Sept. 2 – Picnic at Road America. See pg. 7 for details.

Sept. 23 – Tech session/tour at Motion Products, Neenah. More details coming soon.

Sept. 29 - Oct. 1 – Fall tour, hosted by Central Wisconsin Region. See May Whaletales for full details and RSVP form.

October

Oct. 14 – Fall Social at the Benz's. See pg. 13.

November

Nov. 7 – Annual gathering at Mackinaws. See pg. 8.

December

Dec. 9 – Holiday Party. Save the date. New venue in 2017 for the Fox Valley Porsche Club Holiday Party! It will be held on Saturday, Dec. 9, at the Radisson Hotel in Green Bay. A block of rooms is available – please call 800/333-3333 or direct at 920-494-7300 to receive the group rate of \$109 for the night. To receive the group rate, please request a room in the Fox Valley Porsche Club block. More info to come.

Volunteers needed for PorschePlatz at Road America during the IMSA races at Road America the weekend of Aug. 5-6. The Porscheplatz tent is sponsored by Porsche Cars North America and manned by volunteers from PCA. I am looking for people interested in working half the day either on Saturday or Sunday at the tent and at the Porsche Park. (If you are in the area on Friday we could use help with setup.)

Please call or email me if you would like to volunteer to help and I can provide you with more details! Thanks, Jack Stephensen, Zone 13 Representative, 312-446-3019

Jack.Stephensen@comcast.net

News from Porsche

U.S. Porsche dealers sell 27,568 vehicles in the first half of 2017

Atlanta, Georgia. Porsche Cars North America, Inc. (PCNA), importer and distributor in the United States of the Porsche 911, 718 Boxster and Cayman, Panamera, Cayenne, and Macan model lines, announced June 2017 sales of 4,516 vehicles. This is a 0.8 percent increase over June 2016. Year-to-date, deliveries are up 3.2 percent compared to 2016 with 27,568 vehicle sales.

Macan sales were notably strong in June with 1,871 deliveries, a 53.1 percent increase over the same period last year. Year-to-date, Macan sales are up 30.9 percent and stand at 10,638 vehicles. Panamera deliveries registered at 518, a 2.4 percent increase over last year. Year-to-date, Panamera sales are up 36.5 percent with 3,001 vehicles sold.

Porsche Approved Certified Pre-Owned (CPO) vehicle sales in the U.S. were 1,477. Year-to-date, CPO sales are up 7.2 percent and stand at 8,964 for the first six months of 2017.

| Model | June Sales | | Year-to-Date | |
|----------------------|--------------|--------------|---------------|---------------|
| | 2017 | 2016 | 2017 | 2016 |
| ALL 911 | 686 | 852 | 4,395 | 5,027 |
| ALL BOXSTER/CAYMAN | 431 | 687 | 2,474 | 3,362 |
| ALL PANAMERA | 518 | 506 | 3,001 | 2,198 |
| ALL CAYENNE | 1,010 | 1,215 | 7,060 | 7,991 |
| ALL MACAN | 1,871 | 1,222 | 10,638 | 8,129 |
| GRAND TOTALS* | 4,516 | 4,482 | 27,568 | 26,708 |

The new 2018 Porsche 911 GT2 RS (shown below) celebrated its world premiere at the Goodwood Festival of Speed in the UK in late June. At the heart of this high-performance sports car is a 700-horsepower twin-turbo flat-six engine. Weighing in at 3,241 pounds with a full tank of fuel, the lightweight two-seater accelerates from zero to 60 miles per hour in 2.7 seconds. The new 911 GT2 RS can reach a top track speed of 211 miles per hour, and it surpasses the 2011 911 GT2 RS by 80 horsepower. The 2018 911 GT2 RS delivers 553 lb.-ft. of torque, an increase of 37 lb.-ft. compared to the previous 911 GT2 RS.





It's time for a Scavenger Hunt!

Saturday, Aug. 26

Starting point: Stamnes residence:
735 Sundance Drive, Sobieski

Start time: 1:30 p.m. (directions below)

Bring your cellphone for camera use on your hunt! You will be provided a list of items and given a set amount of time to find them. When you return to our house we will have food and refreshments ready and find out who the winner is.

Please RSVP to ssamnes@netnet.net by Thursday, Aug. 24.

Ready, set, DRIVE!!!

Directions to Shaun & Dee's House: 735 Sundance Dr., Sobieski WI 54171

Google map: <https://goo.gl/maps/T5pLtNHYeKJ2>

From South:

Take Hwy 41 North to the Brown Rd Exit. At the top of the ramp turn **left**. After the crossing the railroad tracks on Brown Rd the road will curve to the right and become Cross Rd. Go north on Cross Rd just short of 1 mile to South Chase Rd on the **left**. Turn on to South Chase Rd and go approximately 3.5 miles to Kroll Rd. Turn **right** on Kroll Rd which will dead end at Hilbert Rd. Turn **left** on Hilbert and then take the first road to the **right** which is Sundance Drive. We will be the second house on the left.

From the West (Hwy 29):

If west of Pulaski: Take Hwy 29 to Exit 242 to Pulaski. Turn **left** at the bottom of the ramp. Continue East on Hwy 160 through Pulaski. This will turn into Brown County Line Rd. Continue east for just over 3.5 miles after you leave Pulaski to County Rd C. – (Proceed to Cty Rd C directions below)

If South of Pulaski: Take Hwy 29 to Hwy 32 North. Take Hwy 32 **north** toward Pulaski to County Rd B. Just south of Pulaski is the intersection of Hwy 32 and Cty Rd B (round-about) and a BP gas station on the right, (with non-ethanol premium if you need a fill-up). Take Cty Rd B east (**right**) 2 miles to Brookside Rd on the **left** in the big curve. Take Brookside Rd **north** 1.1 miles to the stop sign at Brown County Line Rd. Turn **right** onto Brown County Line Rd 1.5 miles to Cty Rd C.

From Cty Rd C turn **left** and go 1.5 miles north thru South Chase to Hilbert Rd. (Sunnyside Elementary School will be at the intersection). Turn **right** on Hilbert to Sundance Drive on the **left** at the top of the hill. We will be the second house on the left.

Sept. 2—Picnic at Road America

The Labor Day weekend at Road America is a great time to see some PCA Club Racing. The Fox Valley Region is providing an opportunity for region members and guests to do that while enjoying a picnic on the grounds.

Join us Sept. 2 at Turn 5 at Road America. This is a good vantage point to see the racers approach Turn 5 from the Moraine Sweep and then take a 90-degree turn that takes the drivers up a slight hill to Turn 6.

Arriving at Road America. N7390 State Hwy 67 Plymouth, WI 53073

There will be only one gate to enter. It is north of the main gate.



Everyone must sign a waiver at the registration area. If you try to skip registration, the guards will not let you or your car enter through the tunnel.

Turn 5 is also easy to find. Go through the tunnel, straight ahead. Turn 5 is on the right side of the road. If you go up the hill, you went too far.

Schedule for the picnic

Gates open at 7 a.m. so members can come earlier if they want to spend more time at the track.

Picnic organizer Tom Robl plans to arrive at 10 a.m. to set up for the picnic. If any members can help with the set-up, please plan to be there by 10 a.m. to help get the grills ready.

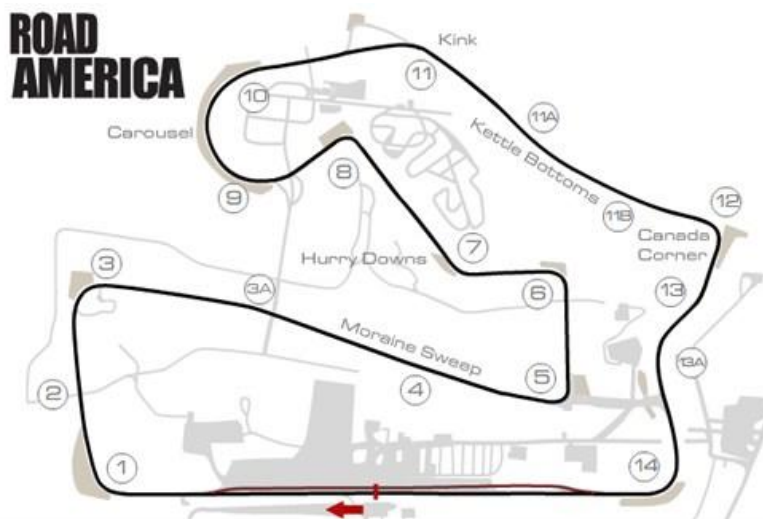
Arrive for the picnic by 11 a.m. Lunch will be served at noon.

Burgers, brats, soda, water will be furnished.

Please bring a dish to pass. Bring a lawn chair as well a walking shoes, sunscreen, hats, etc.

RSVP to Tom Robl tomkat1969@att.net by Aug. 28.

Details of Chicago Region's Club Race program: <http://pca-chicago.org/cms/club-racing>



Good food and conversation will highlight night at Mackinaws Nov. 7



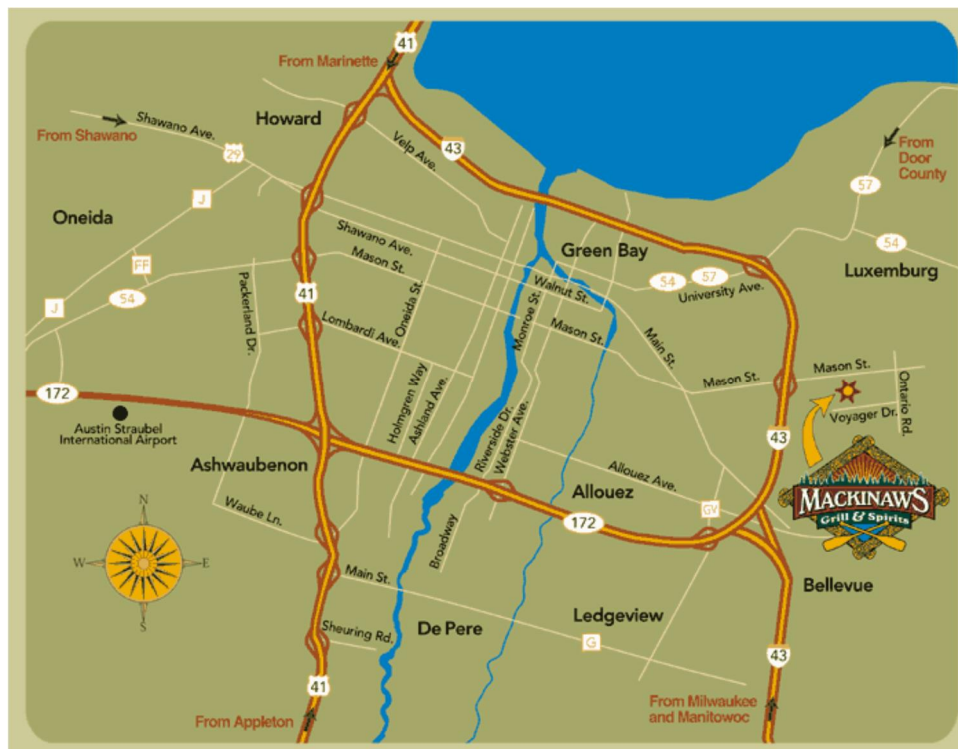
Please join us Nov. 7 at Mackinaw's Grill & Spirits in Green Bay for dinner and social time. We'll gather between 5 and 6:30 p.m. in our own dining room for some conversation and sharing of stories with dinner from the menu at 6:30 p.m.

For those of you new to Mackinaws, you're in for a real treat. It's conveniently located just off I-43 at 2925 Voyager Dr. in Green Bay. If you want to take a peek at their site just to preview their wonderful menu, you can find them at <http://www.mackinaws.com>

(Jimmy highly recommends the Elk Stroganoff.)

The hospitality of fellow member and proprietor of Mackinaw's, Pat Quinn, has made this an enjoyable and well-attended annual event.

Please send your RSVP to Mary and Jim Haen at mehaen@sbcglobal.net by Oct. 31 so we have a head count for adequate seating. We hope to see you there!



Member corner

Membership anniversaries in August

| Member(s) | Year | Location | Porsche(s) |
|-------------------------------------|------|---------------|-------------------------------------|
| Robert and Carol Burress | 1995 | Saint Germain | 1995 968 Coupe, 2014 Cayman S Coupe |
| Mitchell Hansen | 2015 | Manitowoc | 2015 911 GT3 |
| Kevin Head | 2016 | Appleton | 2014 Cayman S |
| Grant Maiman | 2013 | Appleton | 2014 Cayman |
| Klaus and Andrew Michaletz | 1999 | Kohler | 1978 911 SC |
| Peter and Erik Mickelson | 2013 | Green Bay | 2005 911 Carrera Coupe |
| Dennis and Madelyn Olson | 1996 | Appleton | 1996 911 Carrera 4S COUPE |
| Rick and Lori Otto | 1994 | Appleton | 1974 911S |
| Randell and Lynn Peterson | 2006 | Abrams | 1985 911 Carrera |
| Craig and Janel Reich | 1997 | Oshkosh | 2004 911 Carrera Cab, 1990 944 S2 |
| Erik and Lorelei Scharinger | 2014 | New Franken | 1979 928, 1987 944S |
| Tyson and Josy Thorne | 2014 | Appleton | 1994 911 Carrera 2 Coupe |
| Barb Wilkinson | 2015 | Greenville | 2002 Boxster |
| Thomas Zoromski and Margaret Takala | 1992 | Crivitz | 1973 914 1.7, 1983 911SC |

Note: The above data is pulled from the national database. The region does not maintain membership records. If you believe your information is incorrect, please log in to the pca.org website and check your membership data. If the editor made the error, please notify the editor after you check your data online. If you like, you can add other Porsches that you own to your membership data. Any questions about your membership should be directed to membership chair Dee Stamnes.

dstamnes@netnet.net

Welcome to our new members

Robert and Betty Davis, Park Ridge, Ill., and Crivitz, Wis., transferred from Chicago Region with their 1982 911SC Targa with 26,000 miles. It is red with a black interior. "I have owned it from 1987 being the 2nd owner," Bob said. "It was owned by the owner of a mobile music store and was used to display his wares so it had approx. 5000 miles. I saw an ad in our Chicago region newsletter. Due to its being kept indoors for it's early life and not being driven in rain or snow it is rust free.

"My first Porsche was a 1954 356, followed by a 1964 356c that I picked up at the factory. Next was a 1978 911T purchased from the Porsche zone rep.

He explained that they changed their region "as the Porsche resides at our house in Crivitz. we moved it up there years ago to escape from the Chicago area emission testing. Since we were unable to attend Chicago events it made sense to transfer our membership to Fox Valley region.

"My wife and I enjoy driving in this area with its beautiful roads and sights," he concluded.

Pirelli reintroduces tires for classic Porsche models

Note: The Fox Valley region and Porsche Club of America do not endorse these products. Publication of this information does not constitute endorsement.

Pirelli has combined traditional looks with modern technology to produce a tire range for classic Porsches.

About 70 per cent of all Porsche models ever built are still in a roadworthy condition today. Owners seeking to keep their car looking as original as possible want a tire that looks the part, and Pirelli has worked with Porsche to develop a number of approved fitments that match the tires available when the cars were new.

While these tires feature a period look and tread design, modern compounds and construction are used, and Pirelli comments that this pairing of classic looks and modern technology allows for better-balanced driving characteristics than can be gained from older, original tires or non-approved matching-size tires.

A total of 32 tyre recommendations – 161 summer and 131 winter sizes – are available for Porsches built between 1959 and 2005, including the Porsche 356 B and C, Boxster (986), 911 (G Model, 964, 993 and 996) and 914, as well as for the transaxle 924, 928, 944 and 968. All these new classic tires carry the 'N' designation on their sidewall, marking them as tires homologated by Porsche.

Available fitments include the Pirelli CN36, P7 and P Zero Rosso; this last-mentioned tire was



original equipment for the Porsche 993 in 1994, and is now available in 11 dimensions.

The semi-slick P Zero Trofeo R is also available in 16 to 18-inch fitments and in bespoke 20-inch sizes.

All fitments are 'N' marked to designate Porsche approval.

"Pirelli researchers work hand in hand with engineers from Porsche to develop bespoke tires for each model in the ranges mentioned above," shares Maurizio Boiocchi, Pirelli's general manager

technology. "These special tires, engineered by Pirelli, meet the individual needs of every Porsche. They are custom-designed for each model to showcase its performance characteristics." To optimize the tires, Porsche testers cooperat-



ed with the former World Rally Champion Walter Röhrl, who provided input into fine-tuning tire handling. "In earlier years, the handling was not that complete and balanced," he comments. "The new generation of tires correspond to the way of driving a demanding sports car better than ever."

It is important to understand that these tires are available only through Porsche dealers.

Source T&A Tyre Press, a website for tire and wheel professionals - May 2016

By Dan Pankratz, Chair of Technical and Tours Chair-
Fox Valley region

TOURS/RALLYS

The Porsche Club of America offers tours and rallies. Anyone considering putting on a tour or a rally can get complete instructive information from the Fox Valley Driving Tour and Rally Chairman, Dan Pankratz at pankydan@gmail.com.

Following is a description of each:

TOURS:

All tour participants, including minors, must sign the release of liability waiver prior to the tour or rally start. A formal driver's safety briefing shall be held prior to the tour departure.

Tours are not competitive or high speed driving events. All drivers must have a current driver's license. Drivers should arrive at the tour start with a full tank of gas and have two people in tour/group leader cars. Attendees should register in advance of a tour and provide an emergency contact phone number of someone who is not on the tour. Drivers will receive written directions at the driver's meeting.

There will be a rest stop every sixty, maximum ninety, minutes and they will be identified in the route directions. Do not change groups at rest stops without notifying the group leader. Do not depart the group along the route unless other cars are aware that you will do so.

In reference to passing: The leader sets the pace and no one should pass the leader. If the leader is passed, that car is off the tour. There should be no passing on yellow/double yellow lines or in no passing zones. Pass non-motorized traffic (pedestrians, cyclists, horseback riders, etc.) slowly, giving a wide berth.

You must obey posted speed limits, especially in congested areas, towns, school zones, etc.

Drive with your headlights on and as a group not leaving excessive space between cars.

In case of an emergency, stop, raise the hood, and turn on emergency flashers. The whole group should stop.

The sweeper (last car) plays a critical role in the safe conduct of a tour. The sweeper is responsible to assist any group member with a problem and should advise the group leader of any problem. The sweeper should also advise the group leader if the group becomes separated. It is the responsibility of the sweeper to follow cars making wrong turns and get them back with the group. The sweeper should also advise the group lead of dangerous, erratic, or unsafe driving by anyone in the group. The tour leader should establish and list regroup points when planning the route based on congested areas where the group may get separated.

Continued on the next page

RALLYS:

Rallying is a safe, enjoyable but exacting motor sport that fully puts to the test your Porsche's reliability and responsiveness, a driver's ability to follow instructions, and a navigator's accuracy in interpreting route instructions. All entries, rally teams, must consist of two persons - a navigator and a duly licensed driver. The Rally Master may require certain items of emergency equipment to be carried in each participating car, however this must be specified in advance publicity received by all participants. A rally is not a race and participants are still subject to local speed limits and traffic laws. The intent of a rally is to introduce members and their families to another safe form of motorsport that you can actively participate in and enjoy with any model of Porsche.

A rally, under PCA rules is a competition in which cars individually leave a pre-designated point at an individual starting time, and are instructed to accurately travel from point to point until they reach the finish, where all participants "rally". The winner is the team who has most exactly negotiated the route with the least amount of timing error at checkpoints and at the finish. To be a rally winner requires both driving and navigational skills, but it is not so complicated that everyone, win or lose, cannot fail to have a great day.

A driver/navigator team may run a rally competitively or treat it as a pleasant day's scenic motoring ending with the camaraderie of their fellow club members at the finish. All you need, at a minimum, is a car in good running order with a working speedometer and an accurate clock with a seconds display. An accurate stop watch is also recommended.

During registration, each team is given a set of General Instructions that are to be adhered to and exactly followed. These are the overall rules for the rally and describe the scoring system, any signage or marking of checkpoints, how checkpoint times will be determined, placement of car numbers, details of the odometer check to calibrate your car's odometer to the distance measurements in the instructions, and the intervals between cars.

In time-speed-distance rallies, the exact routes, and average speeds to travel are provided, but the ideal arrival times are not. Your navigator must determine the ideal arrival time from the speeds times the distance for each speed change during the stage. Teams may occasionally go off course, but those that recover quickly or remain on course and on time will record the best (lowest) scores. Each rally team may be scored for being on schedule at any point along the rally route. Some questions may be inserted to help verify that the participants are on course.

There are also Gimmick Rallies which can be anything from a Poker Run, Photo Rally, Vector Rally or whatever is left to your imagination and can be without tracking time and speed and within the instructions can be questions to be answered along the way for scoring. Gimmick rallies are less involved with math and seem to be a little easier for beginners. We have samples for anyone that would like to put a rally on.

This article describing tours and rallies was submitted by Dan Pankratz, technical and tour chair for the Fox Valley region. Email Dan with questions: pankydan@gmail.com

Fox Valley Region
Porsche Club of America

PCA Fall Social at the Benz's



We invite all Fox Valley Region PCA members and their families for a Chili and Bonfire social on Saturday, Oct. 14 from 4 p.m. to ?? FVR-PCA Board meeting will precede the social gathering and will convene promptly at 2 p.m.

We provide the chili, fixings, snacks and S'mores; you provide your own beverage. Our bonfire pit is located a short walk through the woods on our property so we ask that each member also bring chairs to sit next to the fire and proper footwear for walking to and from the fire pit area.

All members are encouraged to bring their Porsches, weather permitting. We have a long driveway where we can line up the cars along both sides of the driveway and hopefully get a great picture for the newsletter.

In the event of poor weather conditions, we will gather in our bar/game area or garage.

Please RSVP to tbenz@onesourcetechnet.net no later than Sept. 25.

Benz' Residence, 5571 River Oaks Drive, DePere, WI 54115

920-338-8967 / 920-217-9564



Directions from Appleton: Take 41 North to Hwy J exit in Kaukauna. Turn right on Hwy J and follow towards Kaukauna. Turn left at 1st 4-way stop. Turn right at stop sign and go across Railroad Tracks. At stop sign, turn left onto Hwy 96 towards Wrightstown. Stay on Hwy 96 thru Wrightstown until you come to the Roundabout. Take the 1st turn on the Roundabout and follow Hwy 96 across the new bridge to the next Roundabout. Take the 1st turn on the Roundabout and follow Hwy 96 all the way through Wrightstown past the Wrightstown High School. Stay on Hwy 96 until you reach the Roundabout at Hwy 57. Take the 3rd turn off the Roundabout to follow Hwy 57 North towards DePere. Look for Hwy ZZ on the left about ¼ mile past the Just Stop Inn. Turn left on Hwy ZZ. Go about ¼ mile to River Oaks Drive. Turn left on River Oaks Drive. Stay on River Oaks as it curves through the neighborhood. Look for Southern Style House with Big Front Porch (#5571)

Directions from Green Bay: Take Riverside Drive/Hwy 57 South thru De Pere. Road splits just past Shell station - be sure to stay to the right on Hwy 57. Stay on Hwy 57 about 5 miles past Gold Dust Dairy on the left. Look for Hwy ZZ on the right just past Apple Valley Orchard. Turn right on Hwy ZZ and go about 1/4 mile to River Oaks Drive. Turn left on River Oaks Drive. Stay on River Oaks as it curves through the neighborhood. Look for Southern Style House with Big Front Porch (#5571)

Directions from 57 South: Take 57 North from Greenleaf. Look for Hwy ZZ on the left about ¼ mile past the Just Stop Inn. Turn left on Hwy ZZ. Go about ¼ mile to River Oaks Drive. Turn left on River Oaks Drive. Stay on River Oaks as it curves through the neighborhood. Look for Southern Style House with Big Front Porch (#5571)



The Common View explores the Panamera S E-Hybrid

by Robert Dean

Why do we like to revisit the past? Does looking back at the past impede our progress toward the future? In general terms, I don't think so. Especially when exam-



ining automobiles. We often hear that to understand where we are headed, we must examine and understand the past. This is why I recently test drove a Carrera White Metallic, 2016 Panamera S E-Hybrid, built at Porsche's Leipzig facility.

Why review this car? Well, it's a Porsche, first and foremost. But when considering the future of cars and sports cars specifically, the end appears to be near for the internal combustion engine; except for those of us who treasure the pure thrill of torque that carries the engine sound that only emanates from a flat-six (or a vintage flat four). Despite our love for these internal combustion machines, in the name of clean air, legislators everywhere are looking to curb future production. Turbos, hybrids and electric cars are indeed the future.

This is why I thought it was time to review a hybrid, and Bergstrom happened to have a spectacular specimen available for me to drive. The Panamera, as tested, had an MSRP of \$108,235, but it is available for \$82,900. In my opinion, that price is a steal for a sports car with the refinement and technology packed into it.

The Panamera had the following features:

- 3.0-liter V6 24V DFI engine with hybrid Electric motor
- Combined Power: 416 hp / Torque: 435 lb.ft.
- 8-Speed Tiptronic S
- 21.1-gallon fuel tank
- Combined 25 mpg city/hwy on gas engine only
- 51 mpg combined gas / electric motor
- 18-inch tires with Black Fuchs inspired rims

- Regenerative 4-wheel disc brakes
- Tinted rear lights
- Lithium Ion Traction battery w/3.6 kW onboard charger and 3 hrs charge time @ 220/240V
- Charging stand / port which can be upgraded for quicker recharge
- Xenon headlights
- Black leather seats
- Reverse camera
- Navigation and stereo

The Panamera tested was the last style year before the much-lauded re-design. I never really took issue with the original styling because the Panamera is an executive sedan / sports car. It was never intended to be a 911, particularly with a front engine design. But even as a larger car, make no mistake, it runs and handles as a sports car. It can also easily seat four adults quite comfortably and in style. The rear seats have climate controls to personalize the temperature in the back seats.



The Carrera White Metallic paint is elegant and contrasts with the black leather seats. The electric green brake calipers and highlights to the model fonts add a touch of futuristic glam. The tinted rear tail lights add subtle refinement to the styling. The interior is very comfortable and well appointed. Initially, the number of controls available for

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Panamera hybrid doesn't disappoint

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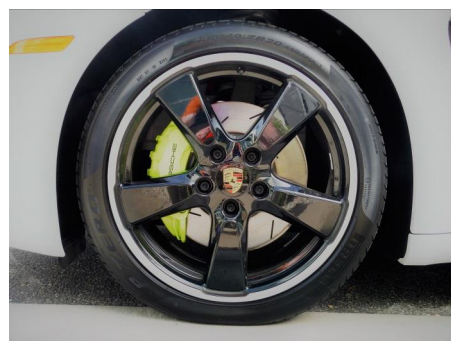


climate, radio, navigation, etc. on the elevated control panel was daunting. However, after only a few minutes, the controls are simple to understand, intu-

itive and sensible in terms of allowing quick access to controls used most often.

I owned a daily driver hybrid (of another auto brand) in the past, but forgot how unsettling it can be when starting the car without hearing the engine. I had to double check that the Panamera was started before I pulled away. The silence was deafening. When driving forward, the electric motor is engaged and pulls very quickly. The gas engine comes alive when the gas pedal is continuously pushed to move up to higher speeds.

The gauges above the steering column provide a wealth of information.



From RPM (redline is at 6,500 RPM) to advising you how much power you are using in electric and gas engine modes. This allows you the opportunity to drive the sports car as efficiently (or not) as you wish.

The drive is very plush, and there was very little road noise. It almost feels as if you are not on the road, even when driving through construction zones. The handling is nimble and precise, steering is responsive and there was little, if any, body roll, despite the size of the sports car. I was quite surprised at that experience. And for those of us who need to experience engine sound to enjoy a drive, that is plentiful, but not overbearing.

In short, I really liked the Panamera E-Hybrid. As a bit of a contrarian, I like the original, retro styling, but also enjoy the technology to save some gas. Incidentally, the 51 combined MPG with both gas / electric engines is quite a feat. I was happy to learn that for the price paid for the Panamera, the owner is pro-



vided a charging station, which can be upgraded for a quicker charge. Thus, the owner does not face the prospect of having to find a charging station that will work.

So if you are looking for a hybrid without the prospect of a daily driver that saves gas but has no power, this is the car for you. Enjoy the ride!

A special thanks to James Zingsheim and Tom Scheetz at Bergstrom Premier Motorcars, in Appleton, Wis., for providing information and access to the Porsche reviewed for this article.




For more information on the Panamera, read Road & Track's review of the Panamera Sport Turismo:
<http://tinyurl.com/y9qkbgxd>

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Nominations for 2018 Board of Directors

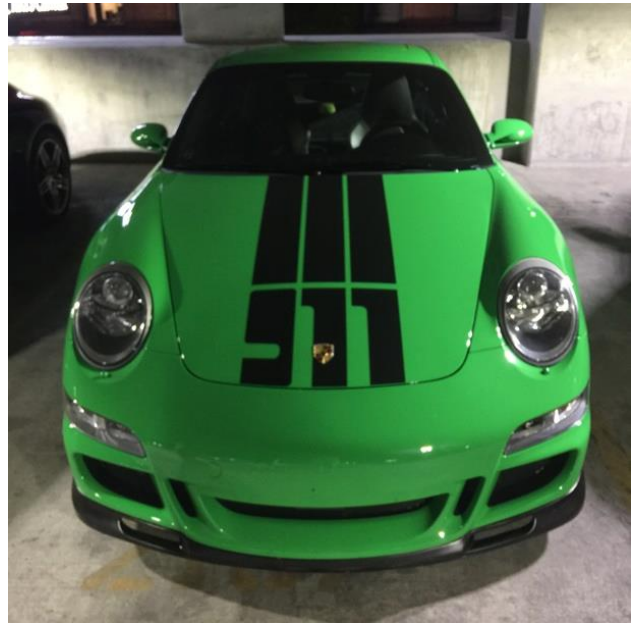
It's that time of year again when we ask for any interested members to step out of the shadows and throw their hat in the ring for next year's Board of Directors.

Are you tired of hearing from the same secretary for the past 18 years? Would you like to hone your skills in leading a club? (It looks good on your resume.) Do you have ideas of how we can improve as a club? Would you be interested in adding some new blood to the club? We'd love to have you on board. All current board members are willing to help with the transition.

You've heard the saying that it takes a village to raise a child. The same applies to the club. New and fresh ideas make us the great group we are. Please let any board member know of your interest by the end of October so ballots can go out in early November. See pg. 2 for board member names/email.

Mary Haen
Secretary

Porsche Parade 2017 — Spokane, Wash.



The annual national concours d'elegance competition during Parade brings out some of the best Porsches in North America. The Parade in Spokane was no different.

The annual Parade also includes autocross, rallies, children's activities, a welcome party and awards banquets.

Photos by Todd Benz.



Fox Valley Region

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Looking for a Porsche 911 4S coupe, 2008-2012. Must be Tiptronic/PDK, not black in color, or black rims; strongly prefer black interior. Looking for lower miles. A car that I can continue to pamper. Call or email Tom 920-362-1570 or email Tom@culinarte.com

FOR SALE: Porsche Tires & Wheels \$1,500

Last April 2016, I traded in my 2007 911 Turbo for a 2015 911 Turbo S at Isringhausen Imports, in Springfield, IL. They insisted that I re-install the original stock tires on my trade in. So, I have the following set of four aftermarket wheels and tires in my garage for sale for \$1,500:

20x8.5 O.Z. Racing Tuner System Botticelli III Black w/
Polished Lip

20x11.5 O. Z. Racing Tuner System Botticelli III Black w/ Polished Lip

235/30ZR-20 PIRELLI P ZERO NERO GT XL

305/25ZR-20 PIRELLI P ZERO NERO GT XL

The wheels were purchased from the Tire Rack 7/20/2009 and have approximately 30,000 miles on them. The tires were purchased from the Tire Rack 2/1/2016 and have approximately 3,000 miles on them. Please contact: Bill Schnettler 920-858-9595 or

bschnettler@contractconverting.com

**FOR SALE: 1987 944 Turbo**

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**FOR SALE: Fuchs wheels**

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