

**FOX VALLEY REGION
PORSCHE CLUB OF AMERICA**



WHALETALES

Fox Valley PCA Region newsletter for members and friends

March 2017



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Attendees at the New Member meet and greet night last month included, left to right: Bruce Backer, Dan Pankratz and Sarah Backer. Read a recap of the event by Jimmy Haen on pg. 7.

About the cover photo

GT Silver 718 Boxster S. The 2.5-liter flat-four cylinder engine in the 718 Boxster S uses a turbocharger with VTG (variable turbine geometry) and puts out 350 hp and 309 lb.-ft. of torque.

Photo credit: PCNA

From the Region President

Fox Valley Region Porsche Club of America
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Well, just as we were all thinking of getting our cars out from storage with 60 degree days in February, once again we are reminded that Mother Nature has the last say on when spring arrives. I personally was tempted to take my car out but refrained only because I had some other tasks that needed my attention. Oh well, hopefully the weather in March will be more accommodating!

As mentioned in my January letter, I had a chance to take my son to the Daytona Rolex 24-hour endurance race at the Daytona International Speedway in late January. It was my intention to include a write-up in this month's newsletter, but with other events happening this month I was unable to complete. Stay tuned for that in the April's newsletter.

We had an excellent turnout for the new member social at Graystone on Feb. 7 with over 30 people in attendance including a total of 10 new members/spouses. We were able to give all new members both the 2016 and 2017 Porsche calendars that were provided by Bergstrom Porsche of the Fox Valley. We were also able to give away the remainder of the 2017 calendars to folks who were not at the Christmas party. I still have six of the 2016 calendars left so if anyone would like one, please send me an email.

March appears to be a slow month for activities for our club but I know of a few events that are going to be announced in the coming months so watch for those opportunities.

Once again, I will be heading to Springfield, Ill., for our annual Zone 13 Region's President's Meeting on March 25 where I will have an opportunity to meet our new zone rep, Jack Stephensen. I hope to be able to summarize the meeting's activities in next month's letter.

I would like to ask all our members 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!

The Editor's Desk

By Bev Jurkowski, beverly.jurkowski@sbcglobal.net

As Todd notes above, I'm always interested in telling the story of members' interest in all things Porsche or their love of cars in general.

So, here's an idea to spark some feedback. I'd like to start a regular column where we feature members and their story about the "car I wish I never sold."

We all have one of those memories, right? Did you have a muscle car in the 1970s that you wish you still had? Was your first car memorable in its own way?

Mine was a 1967 Barracuda. It was black with red interior. Bucket seats and a center console. Automatic.

If writing more than one or two sentences isn't your thing, here's some help. Simply answer these questions in an email to me and I will do the rest.

1. Your name.
2. The year and model of the "car you wish you never sold."
3. Colors — exterior and interior
4. Any special features
5. Reason why it was special to you

That's it.

Send an email to me.

Beverly.Jurkowski@sbcglobal.net

Calendar of events

April 15 – Tech session at Accumoto. Join Milwaukee and Central Wisconsin region members for a tech session at Accumoto Motorports. If you read the January 2017 issue of Panorama, you read the article about Mark White and the Accumoto team's build of a very special 911. Join us to see what this shop offers its customers.

Time: 10 a.m. to 2 p.m. Includes lunch.

Cost: \$10. RSVP to Mike Wiviott: michael.wiviott@gmail.com. RSVP deadline: April 8.

Location: Accumoto is in Waunakee, Wis., north of Madison. 301 Raemisch Rd., Waunakee, Wis.

June 10 – Gimmick rallye. This type of rallye is based on correct answers to questions and mileage that is closest to the rallyemaster's. Starts at the Kwik Trip, 710 W Evergreen Dr., Appleton, which is just north of I-41 on Hwy 47. Event will run in the afternoon; stay tuned for starting time. End will be at a restaurant in Brown or Outagamie county for dinner and awards presentation. More details coming next month from rallyemaster Wayne Kindschy.

wgkins1972@gmail.com or 920-257-4463.

July 9–15 – PCA Parade, Spokane, Wash. Parade website: <http://parade2017.pca.org/index.html>

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>

Congratulations to these members observing a PCA membership anniversary in March

Member(s)	Year joined	Location	Car
John and Elizabeth Beck	2007	Appleton WI	2002 911 Carrera Coupe
Robert and Kristin Chartier	2010	Oshkosh WI	1986 911 Carrera Cabriolet
Earl Green	2008	Appleton WI	2007 Cayman Coupe
Charles and Susan Johnson	1972	Fish Creek WI	1957 356
Dennis Lahti	2001	Appleton WI	1967 912
James and Linda Mollon	2005	Oshkosh WI	1986 911 Carrera
Daniel Newell	2016	Suring WI	1986 944 Turbo
Jim Niemuth	2016	Kaukauna WI	2015 Cayman GTS Coupe
Donald and Jeanne Pappas	2013	Menasha WI	1987 944 Turbo Coupe
Bryan and Chotika Robertson	2012	Menasha WI	1988 911 Turbo Coupe
Rudy Sajdak	2016	Winneconne WI	2002 Boxster S
David Savu	1980	Ishpeming MI	
William and Patti Schnettler	2009	Neenah WI	2007 911 Carrera Coupe
Todd Vanderheyden	2012	Green Bay WI	1999 Boxster
Tony Wickham	2014	Neenah WI	2008 Cayenne

Welcome, New Members

Neil Gillespie, a physician who resides in Green Bay, joined PCA and our region recently with his GT silver 2005 Porsche 911 Turbo S Cabriolet. He bought the car in mid-February after finding it at Porsche of Minneapolis. "I was by myself so I had to trailer it home! However, test drive was on a sunny, 45 degree day in February," he said.



Owning a Porsche was attractive to him so he could "do more high performance driver education/autocross. My first car was a 1974 VW Beetle. I've just come full circle," Neil concluded.

Porsche earns top ranking in J. D. Power Dependability Study

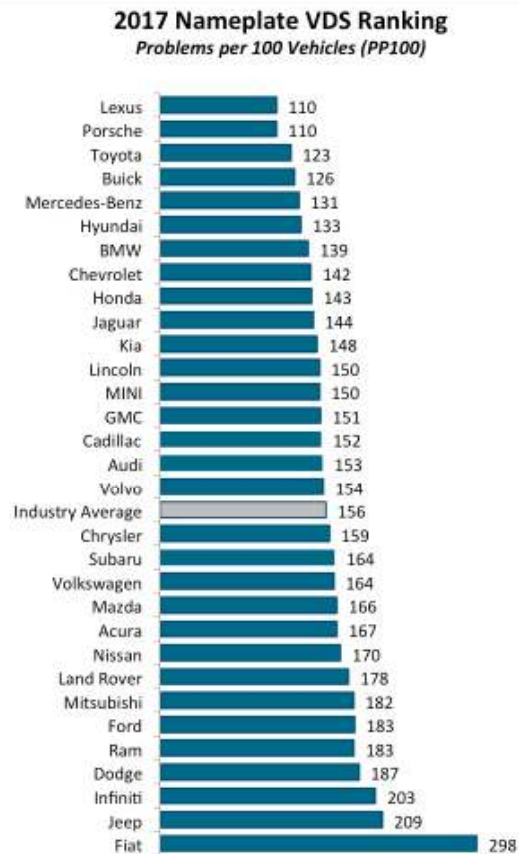
While Lexus and Porsche nameplates lead the industry in vehicle dependability, owners of many high-volume vehicles are also rewarded with excellent long-term quality, according to the J.D. Power 2017 Vehicle Dependability StudySM (VDS), released Feb. 22.

The study, now in its 28th year, examines problems experienced during the past 12 months by original owners of 2014 model-year vehicles. Overall dependability is determined by the number of problems experienced per 100 vehicles (PP100), with a lower score reflecting higher quality. The study covers 177 specific problems grouped into eight major vehicle categories.

Read the J. D. Power news release [here](#):

<http://www.jdpower.com/press-releases/2017-vehicle-dependability-study>

J.D. Power 2017 U.S. Vehicle Dependability StudySM (VDS)



Note: Smart is included in the study but not ranked due to small sample size.

Source: J.D. Power 2017 U.S. Vehicle Dependability StudySM (VDS)

Charts and graphs extracted from this press release for use by the media must be accompanied by a statement identifying J.D. Power as the publisher and the study from which it originated as the source. Rankings are based on numerical scores, and not necessarily on statistical significance. No advertising or other promotional use can be made of the information in this release or J.D. Power survey results without the express prior written consent of J.D. Power.

Porsche packs Chicago with hot new releases



After Skipping Detroit, Porsche Doubles the Size of Its Display in Chicago

Touted as the “buyer’s auto show,” the Chicago Auto Show is a must-do for manufacturers that want to sell cars. The same Porsche that skipped the North American International Auto Show in Detroit, showed up in Chicago with twice the real estate. Why?

Well, the Midwest’s largest automotive event is also the nation’s biggest auto show, drawing over one million visitors each year. In comparison, the Detroit Auto Show attracted 815,575 in 2016 according to sources. In a nutshell, Detroit typically offers the most debuts, while Chicago focuses on attracting consumers and selling cars. Ultimately both are extremely important.

Read more: <http://rennlist.com/articles/porsche-2017-chicago-auto-show/>

Source: Rennlist



31 attend the new member night



*Attendees included members who joined PCA and the Fox Valley Region in 2016. Front row, Lauren and Justin Lubinski
Back row, left to right: Michael Martin, Sarah and Bruce Backer, John and Colleen Apps, Rick Strelick and Lori Nooyen, and Mike Bobusch.*

The new member meet and greet evening in February drew 31 people, reports Jimmy Haen. "This was one of the better attended meetings for the region," he said. Only the annual gathering at Mackinaws in Green Bay and the annual Spring opener gathering at Jim and Linda's Supper Club in Pipe surpassed this new member meeting in attendance.

The good turnout was due, in large part, to Jimmy's efforts. "I called all of the new 2016 members (about a dozen plus affiliates), spoke personally to seven of them, then emailed all of them with a personal invite to this meeting to get to know the club. I guess personal contact works! Several of the new members said they really enjoyed being called. A couple of those new members I

called that declined the invite were from Minoqua and Land-o-Lakes areas, which are a heck of a long distance from Green Bay," he said.

Members were offered 2016 and 2017 Porsche calendar kits. Each includes a collectable metal-stamped medallion and postcards of each month's calendar picture. These calendars were donated by the good folks at Bergstrom.

The evening also included door prizes, which included automotive car care products which were purchased by Jim and Mary Haen and paid for by FVR PCA. Also, Erik Scharinger donated Porsche posters for some of the door prizes, too. Thanks Erik.

Model	February Sales		Year-to-Date	
	2017	2016	2017	2016
ALL BOXSTER/CAYMAN	326	430	769	861
ALL 911	552	498	1,366	1,221
ALL CAYENNE	1,156	1,328	2,506	2,723
ALL PANAMERA	28	293	63	629
ALL MACAN	1,575	1,012	3,535	2,481
GRAND TOTALS	3,637	3,561	8,239	7,915

Porsche Cars North America announced February 2017 sales of 3,637 vehicles, up 2.1 percent over February 2016 (3,561). Year-to-date Porsche recorded 8,239 vehicle sales, a 4.1 percent increase over the same period last year.

The Macan remained in strong demand with 1,575 units sold, up 55.6 percent over February 2016. Macan sales year-to-date stand at 3,535 units which represents a 42.5 percent increase over 2016. The 911 model line achieved 552 vehicle sales, an increase of 10.8 percent compared to February last year. Year-to-date sales of the 911 are up 11.9 percent with 1,366 vehicles sold.

Porsche Approved Certified Pre-Owned (CPO) vehicle sales for February were 1,430 units, a 13.2 percent increase over February last year.

PCNA statement regarding VW settlement

Porsche is gratified that the VW Group companies in the U.S. have reached proposed agreements to resolve outstanding civil claims regarding vehicles with 3.0L V6 diesel engines, including all Porsche Cayenne Diesel models. Details of the agreements are in the materials that Volkswagen Group of America released.

Regarding the Cayenne Diesel in particular, we will:

Recall and repair, free of charge to the customer, all Cayenne Diesel vehicles to bring them into compliance with the emissions standards to which they were certified, if an appropriate Emissions Compliant Repair is approved by U.S. regulators; and

Provide restitution payments to all eligible owners and lessees of Cayenne Diesel vehicles.

We will begin implementing the 3.0L V6 diesel settlement program as soon as the Court grants final approval to the settlement agreements. At the earliest, approval will occur in May 2017.

Porsche owners and lessees do not need to take any action at this time. Individual class members will receive extensive notification of their rights and the terms being

offered to them (including the option to "opt out" of the settlement agreement), if the Court grants preliminary approval of the proposed class settlement. The preliminary approval hearing is scheduled to take place on February 14, 2017. More information about the proposed 3.0L V6 diesel settlement program can be found at www.vwcourtsettlement.com.

Combined with the proposed agreements announced in December 2016 with the U.S. Department of Justice (DOJ), the Environmental Protection Agency (EPA), and the California Air Resources Board (CARB), the principal issues associated with the Cayenne Diesel will be behind us. Of course, all these agreements remain subject to the approval of Judge Charles R. Breyer of the United States District Court for the Northern District of California, who presides over federal Multi-District Litigation (MDL) proceedings related to the diesel matter.

Porsche looks forward to continuing its cooperation with every relevant authority to recertify and retrofit all Cayenne Diesel models during the coming months.

The Common View — Macan road test

by Robert Dean (PCA Member since 2009)

I test drove a Rhodium Silver Metallic, 2017 base model Macan on Feb. 4. Built in Leipzig, the Macan, as tested, had an MSRP of \$62,460 and had the following features:

- Black standard interior
- 2.0 Liter flat four turbo engine
- Power: 252 hp / Torque: 273 lb.-ft.
- 7 Speed Porsche PDK
- 19.8 gallon fuel tank
- 20 inch tires with RS Spyder design wheels
- Bi-Xenon headlights
- LED daytime running lights
- 8 way power (heated) seats
- Park assist front/rear with a reverse camera
- Navigation and stereo with Bose Surround Sound

The Macan is in the SUV segment, but drives like a sports car. Before the test drive, I had never driven a Macan before and I thoroughly enjoyed the ride. The name Macan is derived from the Indonesian word for tiger. Last month I noted my observations while in southern China, where I saw many Porsche Macans on the road. Thus, the car appears to be popular in Asia. Back here in America, the latest edition of Panorama provides Porsche US sales for December, 2016. 1,796 Macans were sold, a 30% increase year on year. Macan sales topped the numbers sold for any other Porsche model, including the Cayenne. Those are remarkable numbers for the newest member of the Porsche family.



The styling of the Macan is fluid and aerodynamic. The front hood is a clam shell (rounded) style with hydraulic arms that hold up the hood for inspection or maintenance. It has an aggressive front grille and when viewing the profile the eye is drawn to the sleek RS Spyder Design wheels with a nice finish. The LED daytime running

lights and attractive design to the tail lights add to the modern appeal of the car. The wheel base appears to be wide, which I greatly prefer on an SUV as opposed to a narrow wheel base which, for me, reduces confidence in handling.

On the inside, the Macan reminds you of its sports car heritage. It is roomy and comfortable with

controls that are intuitive and within easy reach. The trunk has plenty of room and the rear seats can either



Continued on next page

'The sports car of its class'

Continued from page 10

comfortably seat 2-3 adults or fold down for more storage capacity. The steering wheel derives from the 918 Spyder, with various controls on it for radio and phone. Like its sports car cousins, the Macan has an elevated PDK shifter with temperature and other controls on the surrounding panel. The buttons include an auto stop override, if you prefer the engine not to shut down at lights and stop signs. There is also an off-road button which I did not have the opportunity to explore in the Appleton area.

The Macan has a panoramic sunroof which connects the driver to the outdoors, allowing in lots of sunlight on a winter day. The drive was quick, nimble with more than adequate acceleration. Braking was excellent as expected for a Porsche. The Macan is the first SUV I have driven that makes you feel like you really



are driving a sports car. I have owned/driven many different SUVs over the years and have found a common issue with slow acceleration. There is no such issue with the Macan. Granted, you do not usually need to set a land speed record when driving to the hardware or grocery store. But it sure instills confidence and security when trying to accelerate on a highway entrance ramp where most cars are now traveling at least 75 mph.

The Macan is the sports car of its class. Though I tend to be a Porsche purist, the Macan (like the Cayenne) has convinced me that Porsche is not diluting its sports car DNA by producing SUVs. Rather, they are bringing



sports car heritage and panache to a vehicle segment that is in need of it. It allows those of us who live in the frozen tundra the chance to have a daily driver Porsche that can haul the kids, tackle snow and accelerate quicker than most other SUV's.

The Macan is also bringing others to the Porsche brand. Since Porsche is plugging the money from sales (in part) into ongoing R&D, racing and advancing the ongoing evolution of the brand, I think it's a great development for even the purists. Enjoy the ride!

A special thanks to Shane Hecker, a Porsche brand representative at Bergstrom Premier Motorcars, in Appleton, Wisconsin for providing access to the Porsche reviewed for this article.

An impressive Porsche resume

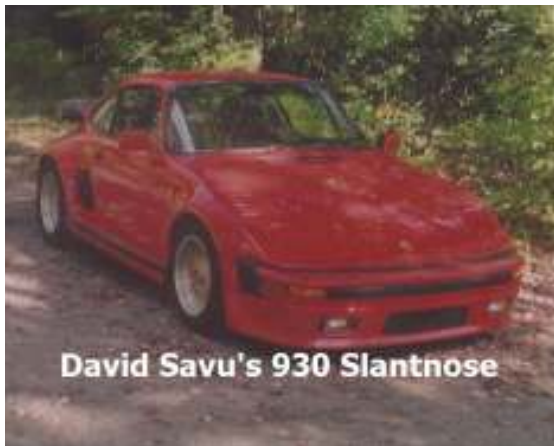
David Savu, region member who lives in Ishpeming, Mich., has been fortunate to own several Porsches over the past 40 years. His resume of Porsche ownership includes several 930s. He enjoyed driving them as well as prepping them for concours. He participated in the national concours for three consecutive years -- 1984 through 1986. They drove the 930 to each Parade in those years. He took a few years off and then entered the Parade concours in the early 1990s.

"It was a learning curve for my first year (1984) in Appleton, Wis., (Chicago Region sponsor), and I took 2nd in class with my straight stock 930 (chocolate brown/cork)," David said. He took first in class with the same car in 1985 at Costa Mesa, and first in class in 1986 at the Down East Parade in Portland. "It was an incredible amount of work each year, and I look back and wonder how we ever did it.

"My son Justin was a great help with concours prep, on both the 1978 930 (1985 and 1986 parades) and the slantnose 930. He and I drove the '78 car to Costa Mesa from Ishpeming in 1985, when he was 11 years old. Not only did he see a lot of the country but he also learned what attention to detail is all about throughout his tenure as my assistant. As an adult, he is absolutely fastidious in his work (he runs a sawmill to produce timbers, posts, and beams, for his design and erection of timber frame cabins and small structures), where attention to detail is essential. I like

to attribute his work ethic to his early years as a young Porscheophile, where he was frequently exposed to hard work for about 12 hours each day doing

Parade prep, while also being exposed to the really warm, friendly and knowledgeable people who partici-



David Savu's 930 Slantnose

pate in the Parade events," David said.

"I was entered in the 'full concours' which was a whole different world than the partial or top only concours. Driving the car to each event and having to bring it up to speed in about 5 days before the judging was an effort. I also entered my 1985 930 slantnose in a Parade in the early '90s and did not finish well. I think there were just too many modifications and points lost for lack of 'originality,'" he said.

David said he "bought a hot rod 930 slantnose in 1991, and never went back to a stock 930. The newer water-cooled cars just don't have the same feel as the earlier air-cooled models, and have become more luxury Grand Touring cars than hot rods. I did have a 2001 water-cooled AWD 930 but the car was too heavy, and had no soul," he said.

David's Porsche ownership included these models (not in order of ownership). David's commentary is included for some of the entries.

- 1975 911 Carrera
- 1977 911 Targa (157 h.p. strangled by thermal reactors and other emission baloney)
- 1981 911 Targa with whaletail (it was ugly! and in Rosewood metallic or some such)
- 1978 930 (the car driven to the three Parades for full concours)
- 1979 930 (ordered but not delivered; the transport supposedly went over a hill in Germany on the way to the port, and all cars on the load were lost)
- 1981 Euro 930 (the last car I owned-nothing but headaches!)
- 1984 930
- 1985 930 Euro model with Blackburn & Daly Slantnose conversion, with Franz Blam engine, 8:41 factory r&p, and a host of other go fast mods. The PCA judge at one of the Parades with this car mentioned that the Blackburn & Daly slantnose conversion was better than the factory conversion)
- 1992 930 turbo

Continued on next page



- 2001 996 awd water cooled turbo
- 1996 993 Turbo

David also shared information about Ishpeming.

Ishpeming, in the Upper Peninsula, is the home of John Voelker a/k/a Robert Traver, author of *Anatomy Of A Murder*. Ishpeming is also the home of Clarence "Kelly" Johnson (famed aircraft designer who helped design the U-2 and SR-71) and Glenn Seaborg, an important scientist for the Manhattan Project and discoverer of Seaborgium, on the periodic table of elements.



Concours fever

Top left: David is cleaning every component of his 930. Top right: Concours judges evaluate David's preparation. Center: A super clean "boot" shows the work David put into prepping his car for the concours. Lower left: Every inch of the Porsche is cleaned before judging begins.

The National PCA Parade's concours event is typically the highlight of any parade. There you'll see hundreds of entrants, with virtually every model of Porsche represented.

General information

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.

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Please send all information (text and pictures) as an attachment in your email, do not let 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. We appreciate member submissions and want to give credit.

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