

**FOX VALLEY REGION
PORSCHE CLUB OF AMERICA**





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Fox Valley Region,
Porsche Club of America

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About the cover: Participants in the July 19 Autocross at Road America on the starting grid. Photo credit: Alan Wagner

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Remembering

William (Bill) Hewitt, of Appleton, PCA member since 1996, passed away June 30. Bill is fondly remembered by many members for his photographs of region events, especially the Porsches that were gathered.

News from Porsche of the Fox Valley

Steve Groddy, dealer liaison for the region, reports that Porsche of the Fox Valley in Appleton is adhering to the state's guidelines for personal safety amid the pandemic. As a result, the monthly cars and coffee events have not been held.

Members are invited, however, to come in to test drive any of the inventory. Just call Nick Halfman at 920-968- 5600 to make an appointment.

Calendar of events

Euro Moto Mornings Cars & Coffee at the Creamery in DePere. Third Saturday of the month through October. The next dates are Aug. 15, Sept. 12 and Oct. 17. 3720 Dickinson Rd, De Pere, Wis. Courtesy announcement. Not sponsored by PCA or the Fox Valley region.

Sept. 16 – Fall Treffen is sold out.

Sept. 20 – Autocross at Road America. Fox Valley region members are welcome to participate. See page 19 for comments about the event held in July. The AX course at the Motorplex was great fun. Register here for the Sept. 20 autocross: <https://www.motorsportreg.com/events/milwaukee-pca-september-20th-autocross-road-america-100887>

Sept. 25 – DE at Road America. See page 16.

Oct. 17 – Save the date for a Fox Valley Region 30th Anniversary drive and dinner. Tour and destination are yet to be determined but it is down to a final few locations pending the COVID situation.

Dec. 12 – The region holiday party will return to the Radisson Hotel and Conference Center in Green Bay.



Zone 13 rep Jack Stephensen negotiates the autocross course at Road America. The next event is Sept. 20.

Photo credit: Alan Wagner



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President's message: Not the year we had planned



First off this month I wanted to extend our heartfelt sympathies to long time members Steve and Andrea DeBaker and Steve's family for the loss of Steve's father and also to the family of long time club member Bill Hewitt who passed away earlier this month as well. They are all in

our thoughts and prayers.

By now I'm sure all of you are getting tired of having events cancelled like I am. However as long as the COVID numbers keep rising there are going to be more restrictions placed on everything. The latest event to get cancelled was the Porsche on the Mac II in St. Ignace. It was a very fun event two years ago and Dee and I were very much looking forward to going again this year but it was not to be.

I feel sorry for the organizers from the Motor-Stadt Region for putting in all the work only to have to call it off this close to the event date. That is a very hard decision to have to make but I suspect in the long run it was the

right decision. I also feel bad for the hotels and other businesses in the area that would have benefitted from the event continuing.

Hopefully the infection rate will start to decline and we can start to enjoy some fellowship before the year is out.

Our next scheduled event will be the region's **30th anniversary driving tour to dinner on Oct. 17**. Details will be emailed to members when firm.

As for other events in the planning stages, we are looking at trying to have the cookout at Road America during the Chicago Region Club Racing event on Sept. 5.

We are also still working on plans for a possible drive and dinner to celebrate the club's 30th anniversary. Right now we are looking at some time in October for that but we will be emailing out some ideas and see what the majority of club members would like to do for that event. Until next month, please be safe.

Shaun Stamnes, President
Fox Valley Region Porsche Club of America
920-217-6427
Email: sstamnes@netnet.net

Editor's desk: Stretching Porsches' 'legs' at autocross

As Shaun notes above, this year has evolved into the year that nearly wasn't. Throughout PCA hundreds of events have been cancelled as regions strive to keep members safe amid the Covid-19 pandemic.



As Panorama notes on its calendar pages, some events as published may be cancelled. Check the website to confirm.

The same is true with our region and Milwaukee's.

One event that was held with great success was the Milwaukee region's Autocross on July 19 at a new venue: the Motorplex course at Road America.

Fox Valley region member **Spencer Faikel** was among the 50 participants. He finished in the top 10. Congrats

Spencer. Read what some of the participants had to say about the event on page 19 and then sign up for the next one which will be on Sept. 20. All FVR members are invited to participate.

This issue also features an article by Bob Dean about the alphabet soup that Porsche cooked up for various 911 models. Enjoy the read on pages 13-14.

Porsche AG announced sales for the first half of the year. Interesting to note that far more Porsches are purchased in the Far East/Asia Pacific/Africa than Europe or North America. The story is on page 12.

Send photos.

— Bev

Beverly.jurkowski@gmail.com
414-232-4869
2016 Cayenne Diesel

Treffen October 2021 planning is under way

PCA Treffen
American Club
Kohler, Wis.

October 13 through 17 2021

To my fellow Porsche Club of America members.

I would like to introduce myself as the 2021 Treffen Chairperson. I am Jim Janes and I joined PCA after purchasing my 911 in 2000. Since then we have had a Panamera which was then traded in for a Macan S which was better suited for Wisconsin winters. I have been Membership Chair, and Treasurer of the Fox Valley Region along with conducting numerous tours, as well as TDS and gimmick rallies. I have now taken on the duties of Treffen Chair for the 2021 Treffen at the American Club in Kohler.

As you have read our newsletters the joint regions of Milwaukee and the Fox Valley have been honored with the 2021 Treffen centered at The American Club in Kohler, Wis. As my wife and I have spent many nights, rounds of golf and dinners at the American Club, I know that Herb, David, and Laura Kohler along with their staff will provide us with a memorable Five-Star experience.

As with any event, especially a National event such as Treffen, it cannot succeed without the help of many volunteers. To this end we have established a Joint Planning Committee between Milwaukee and Fox Valley. We have accepted volunteer positions from both regions to serve on this Committee and are delighted with the response from those who have stepped up. I believe this group will provide us with a Treffen that will make Milwaukee, Fox Valley and Wisconsin proud.

Even though the October 2021 Treffen is many months away, the Planning Committee needs to know the support we can expect from the joint regions. An event such as this will need volunteers to make it a success. Your Committee is realizing that all of us want to enjoy the Treffen as much as possible, so we have established 1- to 3-hour volunteer shifts so that no member is overburdened.



Here is a list of the opportunities that are available:

Registration: 2 hour shifts 10 a.m. to 4 p.m. on Oct 12 and 3 p.m. to 5 p.m. on Oct 13

Information Desk: 2 hour shifts 3 p.m. to 5 p.m. on Oct 13 and 7 am to 4 p.m. Oct 14-16

Departure Tour Staff: 2 hour shifts 7:30 a.m. to 9:30 a.m. Oct 14 and 16

Car Wash: 2 hour shifts 3 p.m. to 5 p.m. Oct 13 and 7 a.m. to 8 a.m. Oct 14, 15, and 16

Tour Staff: (Leader, Mid and Sweeper) Oct 14 and 16

Not all staffing positions need to be PCA members and volunteers can certainly sign up for more than one shift or task.

All volunteers will be given a T-shirt and are welcome to attend the reception on Wednesday evening. For those non-PCA members needing overnight accommodations, National is making arrangements with nearby hotels with blocks of rooms and a special rate.

In next month's newsletter I will introduce the Treffen Planning Committee and will go in depth on the opportunities available.

Please consider being active in this Joint endeavor to make our regions the BEST.

To volunteer or with questions please contact Tony Quebbemann, pastpresident@porschepark.org, Milwaukee region, or Todd Benz, Fox Valley region, tbenz@onesourcetechnet.net.

For those who have already reached out to Alan Wagner, Milwaukee region president, or Todd, we have you on the volunteer list and will get back to you as more information is needed.

Thank you for your consideration

Drive safely,

Jim Janes
2021 Treffen Chair
jrjanes@omscom.com



New Inventory

Stock#	Year	Model	Color	MSRP
20147	2020	Macan	Gray	\$64,450
20150	2020	Macan	Blue	\$65,310
20148	2020	Macan	Black	\$65,890
20151	2020	Macan	Red	\$67,730
20163	2020	Macan	Gray	\$77,010
20133	2020	Cayenne	Blue	\$83,520
20072	2020	Cayenne S	White	\$113,550
19397	2019	Cayenne S	Black	\$115,680
20091	2020	911 Carrera S Coupe	Red	\$144,090
20134	2020	911 Carrera S Cabriolet	White	\$146,060
20149	2020	911 Carrera 4S Cabriolet	Blue	\$154,590
19429	2019	911 Turbo S Coupe	Black	\$225,780

EXPLORE NEW

Pre-owned Inventory

Stock#	Year	Model	Color	Miles	Price
T3562A	2003	911 Carrera 4S Coupe	Silver	72,888	\$26,450
T20090A	2016	Macan S	Blue	26,329	\$39,847
I3613	2008	911 Carrera S Coupe	Gray	38,397	\$49,824
18293	2018	Macan	Gray	6,008	\$52,996
18378	2018	Macan	Black	6,059	\$52,996
18468	2018	Macan	Gray	7,668	\$52,996
18469	2018	Macan	White	7,473	\$52,996
19269	2019	Cayenne	White	129	\$76,944
18428	2018	Panamera 4S Sport Turismo	Burgundy	149	\$99,954

EXPLORE PRE-OWNED

Porsche of the Fox Valley

3030 Victory Lane
Appleton, WI 54913
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foxvalleyporsche.com

Showroom hours
M – Th 9:00AM – 7:00PM
F 9:00AM – 6:00PM
SA 9:00AM – 5:00PM



Explore new inventory: <https://www.foxvalleyporsche.com/new-porsche-appleton-wi>

Explore pre-owned inventory: <https://tinyurl.com/tld4as2>

What we're driving

Tom Wroblewski, Ridgefield, CT, drives a 1991 911 Cab, blue exterior with tan interior.

"It has 78,000 miles on it and is in wonderful condition and runs perfectly. Also, no leaks. I love it," he said.

He has owned it since March 2012. "I was driving in North Salem, N.Y., on a Sunday afternoon and it was on a driveway with a for sale by owner sign. It was love at first sight. Porsches are quality cars and the classic bug eye 911 always caught my eye."



Remembering Porscheplatz 2019



PCA announced it will not be holding Porscheplatz events throughout North America in 2020 due to Covid-19. In the past the event would feature many of the top drivers of Porsche-sponsored racecars that were entered in the IMSA motorsports weekend races.

Photo left: Fox Valley region members **Barb and Dan Pankratz's** 356 had a special parking place next to the main tent where talks with race team members were held.

Photo credit: Donna Daufenbach

Treichel tops all competitors in vintage race

By Erik Scharinger

With the heat index reaching 102 degrees, Fox Valley Region PCA Member **David C Treichel** climbed into his FABCAR 993 Turbo at Road America during the WeatherTech International Challenge with Brian Redman (also known as the July Vintage race weekend) on July 26 and headed for the race grid. There he joined 28 other Porsches for the first ever all-Porsche feature race.

The competition was fierce and came from all over the country, from as far as California, Florida, and Massachusetts, to test their driving skills at America's National Park of Speed.

They were no match for the local favorite as Dave drove a brilliant race setting the fastest lap of 2:18.979, crossing the finish line 1.355 seconds ahead of the 2nd place finisher.

He was greeted in victory lane by his crew chief and wife, Sandy Treichel. What made this victory even more special? This was also their wedding anniversary.



Kyle Hodgeman Studios



Dave (center) on the podium.



Dave and Sandy celebrate.

The next time you are in Sherwood, Wis., stop in to Zero to 60 Garage and congratulate Dave on his victory and maybe have your photo taken next to the winning car which is often on display along with many other fine pieces of machinery.

Additional photo credits: Sandy Treichel, Joanne Brescia, and Gaile Johnson



Treichel tops all competitors continued

Dave Treichel finished first among more than two dozen Porsches at Road America during the July Vintage races.

Here are the top 10 finishers. Several on this list are also PCA members (of other regions).

Group 11 Feature Race



Results are not official

1	#118 David Treichel	GTS2	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Sherwood WI 93 Fabcar-Porsche
	7		16:26.684	7	02:18.979				
2	#27 Fritz Seidel	POR/D	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Milwaukee WI 73 Porsche 911 RSR/3000cc
	7		16:28.039	7	02:19.254	1.355		1.355	
3	#76 Larry Lunda	POR/E	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Black River Falls WI 70 Porsche 914/6/2400cc
	7		17:25.644	2	02:27.538	58.960		57.605	
4	#6 Anthony Stevens	POR/C	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Waukesha WI 06 Porsche 997.1 Cup/3600cc
	7		17:28.037	6	02:27.987	1:01.353		2.393	
6	#43 Brian Pettey	POR/D	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Winfield KS 74 Porsche 911 RSR/3600cc
	7		18:06.434	6	02:33.531	1:39.750		38.397	
7	#0 George F. Balbach	POR/E	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Lake Bluff IL 66 Porsche 911/2400cc
	7		18:15.549	5	02:34.137	1:48.865		9.115	
8	#16 Steve Grundahl	POR/E	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Blue Mounds WI 72 Porsche 911RS/2700cc
	7		18:17.420	5	02:35.298	1:50.736		1.871	
9	#935 Mark White	POR/D	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Waunakee WI 87 Porsche 911
	7		18:18.478	7	02:35.543	1:51.794		1.058	
10	#65 Don Ondrejcek	POR/C	Laps	Total Time	Best Lap	Best Time	Diff	Gap	Clearwater FL 07 Porsche 997.1/3600cc
	7		18:36.358	7	02:36.844	2:09.674		17.880	

WeatherTech International Challenge

photos by Jim Schustedt



More photos here: <https://pcamilwaukee.shutterfly.com/pictures/11313>

News from Porsche: 911 Targa 4, 4S models

Following the Coupe and Cabriolet, the third body style of the new 911 generation is now making its debut with the all-wheel drive 911 Targa 4 and 911 Targa 4S models. The innovative, fully automatic roof system remains its distinguishing feature, and just like the legendary original Targa model from 1965, it features a characteristic Targa bar, a retractable roof section above the front seats and a wrap-around rear window. The roof can be automatically opened and closed in just 19 seconds at the touch of a button.

Both models are fitted with an eight-speed dual-clutch transmission (PDK) and intelligent all-wheel drive Porsche Traction Management (PTM) as standard to deliver compelling performance, traction and driving pleasure. Alternatively, the 911 Targa 4S can be ordered with a seven-speed manual transmission at no charge, which includes the Sport Chrono package as standard.

Both 911 Targa models are powered by a six-cylinder, three-liter twin-turbo boxer engine: the 911 Targa 4 now delivers 379 hp and accelerates from zero to 60 mph in just 4.0 seconds when equipped with PDK and the optional Sport Chrono Package – one tenth quicker than the previous model. The top track speed of the new 911 Targa 4 is 179 mph, while the 4S peaks at 188 mph.

Like on all Porsche 911 Carrera models, the electronically-controlled variable damping Porsche Active Suspension Management (PASM) system is standard equipment on the new 911 Targa models. Like the other eighth generation Porsche 911 variants, the Targa models are also equipped with Porsche Wet Mode as standard. Sensors fitted in the front wheel housings are capable of detecting water on the road surface and, if significant volumes of water are picked up, the stability control system is automatically optimized for wet conditions, and a message in

the instrument cluster provides a recommendation for the driver to manually switch to Wet Mode. Once the driver does so, the powertrain is then adapted to the conditions to help improve traction and stability in adverse weather conditions.

The most striking feature of the 911 Targa is of course its Targa bar and roof, which was adopted from the

previous 991 generation model and optimized further. Harking back to classic Targa models of the 1960s and 1970s, the Targa bar comes standard in silver but can also be optionally ordered in black, and features the characteristic “Targa” model designation on each side, which has graced 911 Targa models since 1965.

The exterior of the 911 Targa is characterized by the design elements of its 992-model generation. The rear is characterized by a wider, variably extending rear spoiler and a seamlessly integrated and elegant light bar. With the exception of the front and rear fasciae, the entire outer skin is made from aluminum.

The interior echoes the 911 Carrera models and is characterized by the clear and straight lines of its

dashboard and its recessed instruments. Alongside the central tachometer – very much a defining feature for Porsche – two thin, frameless freeform displays offer key vehicle information for the driver.

Pricing and availability

The new 2021 911 Targa models are available to order now and are expected to reach U.S. dealers in late 2020. MSRP is \$119,300 for the 2021 911 Targa 4 and \$135,200 for the 2021 911 Targa 4S, not including a \$1,350 delivery, processing and handling fee.



Photo: Porsche AG

Porsche delivers 116,964 vehicles in the first half year

Porsche AG announced in mid-July that in the first six months of 2020, Porsche supplied a total of 116,964 cars to customers worldwide. The coronavirus crisis and the resulting closures of Porsche Centers over a period of several weeks resulted in a 12% decline in deliveries as compared to the prior year.

The Cayenne was the most popular model with a total of 39,245 deliveries, while 34,430 units of the Macan were supplied to customers. With 16,919 deliveries and an increase of 2% as compared to 2019, the iconic 911 sports car also continued to enjoy great popularity. The Taycan likewise continues to be well received by customers: Porsche delivered 4,480 units in the first half of the year within the context of a staggered market launch.

Europe is second strongest region

A relatively positive trend is evident in the markets of Asia-Pacific, Africa and the Middle East. Here Porsche supplied a total of 55,550 cars to customers in the first half of 2020. With 39,603 deliveries, China remains the sports car manufacturer's largest single market in terms of volume. In addition, Korea and Japan were strong markets in the region with sales of 4,242 and 3,675 units respectively, each showing double-digit growth rates over the prior year. 32,312 cars were supplied to European customers. In the US, Porsche supplied 24,186 cars between January and June.

"We see positive tendencies, although we continued to feel the effects of the coronavirus crisis in the second quarter, especially in the US and Europe. A crucial factor here was the month of April, when almost all Porsche Centers in these markets were still closed," says Detlev von Platen, member of the Executive Board for sales and marketing at Porsche AG.

"In addition, this was a very strong second quarter in 2019 as the comparative period. We remain confident, however, and are full of energy as we tackle the challenges in the second half of the year. The continuing positive development in China and other Asian markets will help us here, too."

According to von Platen, the situation in Europe has been easing since May, even though things are not yet entirely back to normal.

Source: Porsche AG

Porsche AG Deliveries	January – June		
	2019	2020	Difference
Worldwide	133,484	116,964	-12%
Europe	39,243	32,312	-18%
Germany	14,186	10,702	-25%
America	36,844	29,102	-21%
USA	30,257	24,186	-20%
Asia-Pacific, Africa and Middle East	57,397	55,550	-3%
China	42,608	39,603	-7%

911 evolution: The T, L, S, SC and R

The Common View by Robert Dean

It has now been 57 years since Ferry Porsche introduced the 911 to the world. And the rest, as they say, is history. As Porscheophiles, the revolutionary nature of the 911 is not lost upon us. Each of us has had our own personal experiences with the 911, which has developed our appreciation for it. And most of us have at least a book or two about the various facets of the 911 and how it has impacted performance and design. It remains an icon of the sports car world by which other brands measure. Over one million 911s have been produced, and it has one of the longest continuous production runs of any car in the world. That in and of itself is quite a feat.

To the detractors of the 911, they may never 'get it' no matter how hard we (and others) may try. An engine mounted in the back? Absurd, some say. A sports car with six cylinders, ask muscle car enthusiasts? And a boxer engine? Why yes, of course. And air-cooled? Another yes, at least until 1998 came around. In a word, early 911 buffs are a part of a *Luftgekühlt*.

I have found the best method of winning over the skeptic or the otherwise uninitiated is to offer them a ride. What better way to develop another excuse to enjoy something we love? If the skeptic remains as such after a ride in a 911 (of any generation), they are simply lost in the race other brands engage in horsepower, posh and, at times, garish aesthetic. As Jerry Seinfeld once explained, driving a 911 is like holding a warm stone, and driving the competition is like wearing a mask to be something other than yourself.

Let's consider some of the early years of the 911, to gain an understanding of how the 911 has thrived over half a century. I think you will agree that the 911's iconic status is not simply due to its sportiness and performance. It has also been an exercise in constant change and refinement.

Porsche had decided to replace the 356, but doing so was no easy task. The undertaking of replacing the 356 began as early as 1959 with Ferdinand Alexander "Butzi" Porsche largely responsible for the project. The first clay models were being made in 1961 and in July, 1964, the first prototypes were being made. The reveal took place at the 1963 Frankfurt auto show.

Comparing the earliest 911 to the latest 992 series reveals at first glance a number of changes, primarily the size of the sports car. But the overall style and flow lines have never changed. A 911 today is as recognizable as the first one that rolled off the line. Below the surface, however, the myriad engineering feats that have advanced the performance of the 911 during its run requires much more detail than can be accomplished here. Suffice it to say that owning a 911 connects each owner to racing, since much of the technologies that have established Porsche's legend on the race circuits have been added to the 911s DNA. This is what makes the 911 so special, and why it remains an icon.

What made Ferry Porsche decide to develop the 911 E, T, S and other iterations? Why was the SC eventually introduced? And how did the different types of the 911 contribute to its success? We will consider those questions here.

The first generation 911 had the longest production run by far, from 1963-1989.

Assembled in Leipzig, Germany, the 911 initially made 128 hp from its 1,991cc engine and a top speed of 131 mph. The continuation of development, refinement and performance began, and resulted in a more powerful 911S, which was created in 1966. This was the Type 901/02 engine having a power output of 160 hp. This was also the first time that forged aluminum 5 spoke wheels were offered by Fuchs.

In 1965, the 911 Targa was created. The Targa had slightly less horsepower and less interior appointments. The Targa (meaning "plate" in Italian) had a stainless steel-clad roll bar, as automakers thought proposed rollover safety requirements by the US National Highway Traffic Safety Administration (NHTSA) would make it difficult for fully open convertibles to meet regulations for sale in the US, an important market for the 911.



Continued on next page

911 Evolution continued

The engine was a new design that used cast-iron cylinder heads. It also had a different crankshaft, camshafts and compression ratios to produce 110 bhp. Interior appointments deleted the wooden dashboard and Perlon carpeting was used. Standard features included the 4-Speed transmission and steel-disc wheels but there was the option to upgrade to 5-speeds and Fuchs alloy wheels.

In order to establish a lower price point entry to the 911, in 1968 the 911 T "Touring" version was welcomed into the 911 family. It initially developed 110 hp and later 130 hp. Its equipment matched that of the four-cylinder 912 model. One of the ways a 911 T can be distinguished from more powerful models was the fact that it had a silver versus a gold logo.

As the evolution continued, the 130 PS (130 hp) model was renamed the 911L (Lux) with Type 901/06 engine and ventilated front disc brakes. The brakes had been introduced on the previous 911S. The 911L was effectively the 911 2.0 from previous years with only very minor updates such as new door handles, a brushed aluminum dashboard, a black steering wheel and other details. The varied 911 iterations allowed greater access to other drivers to accommodate a growing 911 following.

A rare 911 was also created during this time, the 911R. It was made with the 901/22 engine and had a limited production of 20 cars. This 911 was a lightweight racing version with thin fiberglass reinforced plastic doors, a magnesium crankcase, twin overhead camshafts, and a power output of 210 hp.

Continuing the 911 development, in 1969, the 911 E was established. The Porsche 911E was the mid-range option in the E-series and F-series 911s. It had the larger 2.4 engine which used a longer stroke for a total displacement of 2341 cc. During its production run, the 911 E produced power outputs of between 140 hp and 165 hp.

Porsche continued to refine the 911 in some part to comply with European and U.S. safety and emissions requirements. But they also modified the 911 to comport with racing requirements. For example, the renowned 1973 911 Carrera RS 2.7 was built largely to homologate the faster 911 RSR race car for GT racing.

Development of a turbocharged 911 began in 1972, and in

1975, Porsche launched the first 911 Turbo. It was a sales success. The Turbo made 260 bhp from a 3.0 liter turbocharged engine. The car's flared fenders and rear wing make this car a particular favorite. In 1975, the Turbo was the fastest production car in Germany.

In 1976, 911 SC (Super Carrera) was born. It was manufactured beginning in the 1978 model year and became the sole 911 variant. The 2.7 liter engine was replaced by a 3.0 liter power plant. The body, with its rear flares, and engine were carried over from the European Carrera 3.0, introduced in 1976. This 911 could make 180 hp and provided a healthy boost in torque.

Considering the number of 911 variants created during the early years of the model puts Porsche's ethos of continuous development on full display. However, continuous development in refinement does not require that one abandon the past. The 911 is celebrated because of its unique character that pays tribute to a past aesthetic with continuous development in power and performance. I would suggest that even as we enter the closing days of production for internal combustion engines that the first all-electric 911 will remain unmistakable in appearance as well as in performance. Enjoy the ride!



Photo credits: Porsche AG

Membership corner

August membership anniversaries

Milestones

Member	Year joined	Location	Car	Family/Associate member
15 years				
Debra Scholfield	2005	Greenfield WI	2005 Boxster 2004 Cayenne	Bill Scholfield
5 years				
Barb Wilkinson	2015	Greenville WI	2002 Boxster, 2006 Cayenne S	

Member	Year joined	Location	Car	Family/Associate member
Jon Bartol	2017	Suamico WI	1997 Boxster	
Spencer Faikel	2019	Green Bay WI	2004 911 40th Anniversary Cpe	
Chris Haverlock	2019	Neenah WI	2012 911 Carrera S Cpe	
Rick Karle	2018	Greenville WI	2009 Cayenne 1985 944	
Michael Kibler	2016	Marquette MI	1995 911 Carrera	Laurie Kibler
Wayne Kindschy	1978	Appleton WI	2002 Boxster S 2004 922 GT3 Cpe	Gail Kindschy
Peter Mickelson	2013	Green Bay WI	2005 911 Carrera Cpe	Erik Mickelson
Dennis Olson	1996	Appleton WI	1996 911 Carrera 4S Cpe	Madelyn Olson
Rick Otto	1994	Appleton WI	1974 911S	Lori Otto
Randell Peterson	2006	Abrams WI	1985 911 Carrera	Lynn Peterson
James Rossmeissl	2017	Menasha WI	2014 Cayman S	Ellen Rossmeissl
Erik Scharinger	2014	New Franken WI	1987 944S 1978 928 1979 928 1980 928 1981 928 1987 928 S4 1989 928 S4	Lorelei Scharinger
Tyson Thorne	2014	Appleton WI	1994 911 Carrera 2 Cpe	Josy Thorne
Allan Utecht	2003	Kiel WI	2002 Boxster	Patricia Utecht
Thomas Zoromski	1992	Crivitz WI	1973 914 1.7 1983 911 SC	Margaret Takala

Treat your Porsche to a day of DE at Road America

Some run groups are filled or nearly filled. If your Porsche needs to stretch its legs, sign up soon for the Milwaukee region's driver education event at Road America, Sept. 25.

See link below for details and registration.



Register here: <https://www.motorsportreg.com/events/pca-milwaukee-de-2020-road-america-884783>



Above left: A 944 negotiates the 14-turn, four-mile road course at Road America.

Above right: Entrants are lined up on the starting grid.

Photo left: A military veteran who lives at the Zablocki Medical Center in Milwaukee enjoys a ride during the lunch break for DE drivers. Every year the Milwaukee region hosts these veterans for a tour of the track. It is one of the best parts of the day for the DE participants.

Photo credits: Sideline Sports Photography



2020 starting grid: Officers, board members

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What were doing in summer 1991, our second year in PCA

Twenty-nine years ago, the May 1991 newsletter provided members with information about:

- The monthly May meeting would be at Dos Banditos
- Twenty members attended a dinner in April at the Duck Inn on Lake Poygan. It was reported that "approximately 13 cars, 14 of which were red," were in the parking lot. (Hmm. Is 13 too many to count and therefore there were actually 14 that were red? Must have been the new math in 1991.)
- A glossary of German terms related to Porsche models and engine parts.
- The editor called for articles for the newsletter. (Some things never change.)



1991 911 (964) Turbo Coupe

June 1991 issue:

- Attending June Sprints at Road America
- A warning about speed traps in Illinois
- Three and a half pages of tech tips, written by a member in the Sacramento region
- A Grand Prix race in Menasha with mini race cars powered by 3 h.p. Briggs & Stratton engines. The then editor of Whaletales Mark Wallenfang and his brother entered and smoked the competition.



1991 944 Turbo Coupe

August 1991 issue:

- Announced Porsche's new model, the 968. The article noted that this model was on the cover of Automobile magazine. Porsche would begin to deliver the new models to dealers in March 1992.
- The next drive-to-dinner was set for Aug. 22. Members were asked to meet in the parking lot of Shopko in Neenah. From there they would travel follow-the-leader style to dinner at the Fin & Feather restaurant in Winneconne. (The menu must have featured fish and fowl.)
- The Chicago region's Drivers' School at Road America was announced in great detail.



1992 968 Cabriolet

Autocross fun awaits you on Sept. 20

The Milwaukee region's first autocross of the season – and the first since 2018 – was a resounding success and the participants' comments affirm that assessment. The event was held at a new venue – the Motorplex at Road America. The participants had as many as 12 runs on the course.

Here's what some of the 50 participants had to say:

Gorgeous weather, a world-renowned race venue and supportive, friendly club members. The "trifecta" of fun. Oh did I mention being able to drive your Porsche the way it was intended to be driven? Riding with each other for improved track times was not possible because of the pandemic, though. – Rich Housfeld.

The venue was really great. It was almost like a mini time trial. I have only autocrossed in parking lots so having the big elevation changes was quite challenging, in a good way. I am definitely in for the next event. – Tim Dotson

I had a great time, it was neat to almost have the autocross be more of a mini-track event vs parking lot style

flat autocrosses. The elevation changes were thrilling and scary. I liked how we had a nice park-like setting in the "pits" and it was super nice to have an "on deck" area to line up safely with the cars separate from the "grid-like" area on the track where the active drivers were lined up ready to run.

I didn't get time to get over to it, but having the food stand open for a little bit was really nice and tons of bathroom options around was also very nice.

Just a fantastic venue. The organizers did a great job. Oh the rolling in tech check was really nice and moved quick too.

Great event. I heard Dave was shooting for 3-4 per summer that would be amazing. – Gerd Bauer II.

Loved the course. it was a lot of fun. Slalom, top of the hill, first 90 degree left turn, thru a hairpin, wide sweeper, last 2 hair pins to the line without hitting the equipment. Almost broke 58 seconds on one of my runs. – Jeff Chang

Register here for Sept. 20 autocross at Road America

<https://www.motorsportreg.com/events/milwaukee-pca-september-20th-autocross-road-america-100887>



A participant in the July 19 autocross at Road America's Motorplex. Photo credit: Jeff Chang

Where there's a will, there's a way: PCA works to make Ian's day

By **Roger Franzel**, Director and Charitable Outreach Chair, Milwaukee Region PCA

Autocross returned to the Milwaukee region's calendar for the first time since 2018. While it was enjoyed by more than 50 participants, for one individual, it was a very special experience.

Seventeen-year-old Ian Lang is a three-time cancer survivor and Make-A-Wish participant. Like most 17-year-olds, Ian is a car nut, but also a big Porsche fan. Last year when he came into the Porsche dealership in Waukesha, salesman Jeff Friess struck up a conversation with Ian. Soon Ian became a regular visitor of the dealership. See page 11.

A month ago, Jeff called us inquiring if we could do anything for Ian to give him the "Porsche Experience." Sitting down with Jeff I explained that we had an autocross coming up in July and maybe Ian would enjoy participating in it. Since Ian's condition is day to day, there was no commitment from him in advance, but on July 17, on the Friday prior to Sunday's, Jeff texted me that indeed Ian wanted to participate.

There were some issues however. Ian was underage which required a guardian's approval to participate. Not only that, but the guardian (his parents) had to be a PCA member. Needless to say, Friday afternoon was hectic, with me calling Milwaukee Region President Alan Wagner, Alan calling Zone 13 Rep Jack Stephensen, and finally Jack calling PCA Vice President Cindy Jacisin to find a way to clear Ian's eligibility to run in the event.

PCA informed us that having his parents join as Test Drive members would not work. They did offer a solution however if we could find a PCA member who did not have an associate member, and that person would agree to allow one of Ian's parents to be their associate member, Ian could participate.

The race was on. Thanks to quick thinking by Alan Wagner, he was able to approach

member Greg Kizevic to agree to have Ian's father as his Associate Member. The PCA HQ team in Maryland pulled out the stops to get Ian's membership processed by late Friday afternoon two days before the event at 6:24 p.m. EST. Ian was cleared to participate.

Well, the rest is history, Ian was able to drive in the event and he had a blast. In his own words, this is how he felt about the day:

"When I was told that I was invited to drive on an autocross track at Road America with the Porsche Club of America my week suddenly changed from getting chemo and resting afterward to driving my 2020 Toyota Supra on a autocross track. All sorts of new and classic Porsches were there as well. At first I was nervous but after the first lap I had the biggest smile on my face. Everyone was so inviting and loved telling their stories. I couldn't have asked for a better day to autocross and meet new people. I can't wait for the next event," Ian said.

Thanks to everyone who made this happen for Ian; it was truly a team effort. Thanks to Jeff Friess, Alan Wagner, Jack Stephensen, Cindy Jacisin, Charlotte Chirinos and Greg Kizevic.



Ian Lang on the autocross course at Road America, July 19.
Photo credit: Alan Wagner



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PORSCHE CLUB OF AMERICA

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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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See more ads on the Classifieds page on the [region website](#).

Check out the PCA Webstore for wearables with the region logo

Shirts, vests, jackets and hats are available with the region logo. A variety of colors is available and there are options for how you want the logo displayed. Access the webstore from the link on the upper left section of the region website.

The region receives a rebate on every purchase. Direct any questions to Shaun at sstamnes@netnet.net.

PCA Webstore: <https://tinyurl.com/y6x2cxyg>

Photo of the month



Vintage weekend at Road America. Photo credit: Jim Schustedt, Milwaukee region.