



Whaletales

March 2021

FOX VALLEY REGION PORSCHE CLUB OF AMERICA



WHALETALES

Whaletales is the monthly publication of
the Fox Valley Region,
Porsche Club of America

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Advertiser index

Auto Clinic – 5
Porsche of the Fox Valley – 6
Event USA – 14

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Features

Welcome new members – 4
Members and their Porsches – 4
Spring opener – 5
Sign up for DE – 8
Automatic trans – 9-10
Porsche in the news – 11
Photo of the Month – 16

Departments

President's message – 3
Membership anniversaries – 7
Region leadership – 12
Ad rates, etc. – 13
Classifieds – 14

Upcoming events:

May 11 Spring Opener for Fox Valley region members and guests at Jim and Linda's Supper club in Pipe, Wis. See pg. 5

May 5-9 Treffen Scottsdale. Sold out in 10 minutes.

<https://treffen.pca.org/>

May 22 BBQ at a farm in Elkhorn. Hosted by Chicago region. Milwaukee, Central Wis and Fox Valley regions will be invited to attend. \$25 per person includes BBQ and bottled water. Bring your own beverages and a chair. Sign up details will be sent via email and in the April newsletter.

July 11-17 PCA Parade in French Lick, Ind.

July 23 DE, Sunset Cruise and dinner at Road America. Hosted by Milwaukee region. All FV members invited. See page 11 for DE registration link. Details about the drive to Road America (for non DE participants) and the Sunset Cruise/dinner will be provided in the near future.

Oct. 13-17 Treffen 2021 at the American Club

Parade locations:

2021 – French Lick, Ind. <https://www.porscheparade.org/>

2022 – Kalahari Resort, Poconos, Pa.

2023 – La Quinta Resort & Club,
Palm Springs, Calif.

ABOUT THE COVER: Greg Rigoni submitted this photo of his 2018 Macan in Sapphire Blue Metallic. His Macan is also the featured Photo of the Month on the back page.

President's message: About performance tires



Hello again FVR members.

The weather is turning warmer and who knows, with a couple of good rain showers, we may even be able to get our babies out from their long winter sleep and hit the roads for some fun. While planning some minor spring maintenance for the Boxster I was

doing some research and I found this comment on TireRack.com regarding summer performance tires quite interesting:

Note: Tires exposed to temperatures of 20 degrees F (-7 degrees C) or lower must be permitted to gradually return to temperatures of at least 40 degrees F (5 degrees C) for at least 24 hours before they are flexed in any manner, such as by adjusting inflation pressures, mounting them on wheels or using them to support, roll or drive a vehicle. Flexing of the specialized rubber compounds used in Ultra High Performance Summer tires during cold-weather use can result in irreversible compound cracking.

You will also find that you have a noticeable loss of grip when using performance tires in colder weather so if you do go out in cooler weather take care. Yes, during the change in weather we need to make some careful decisions on when and how to take our cars out of hibernation.

If you have looked at the calendar recently you will see we are starting to get some events scheduled. We have our Spring Opener, a DE Event, a BBQ cookout, Parade and the Fall Treffen to look forward to so far this year. Hopefully you will be able to attend something this year if you feel comfortable doing so.

We are still looking for a Tech Chair and Tour Chair so if you have an interest in either of these areas feel free to contact me.

That is about it for this month. Hope to see you on the road soon.

Shaun

Shaun Stamnes, President

Fox Valley Region Porsche Club of America

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Editor's note: Take a portrait/vertical photo



Greg Rigoni calls his photos that you see on the front and back pages of this newsletter "Coming and Going."

That Sapphire Blue Metallic Macan on a snow-covered road in the Upper Peninsula is a stunning scene. It's a great depiction of why Por-

sche developed an AWD SUV. They're perfect for winter conditions and boy, have we had those this year.

Dave and Linda Kirk also sent a photo of their 911 in hibernation. Thanks to them. As always, I NEED photos for this newsletter. **Turn the camera to take a portrait/vertically oriented image** and your photo could make

the cover or back page next month.

Changing topics, **Bob Dean** is back with his Common View column. This time he educates us about Porsche's development of its automatic transmissions, starting with Sportomatic and continuing to Tiptronic and PDK. If you don't know how these differ, you will be enlightened when you read Bob's article.

— Bev

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Welcome to our new members, transfers

Theodore Werch, Menominee, Mich., has joined PCA and the Fox Valley region as a test-drive member. He is in search of a 2008-2012 Carrera 4S Cabriolet with PDK.

It will be his first Porsche. "I've owned and rebuilt several air-cooled VWs and worked on a friend's 914. I've always wanted a Porsche and have finally gotten to the point where I think I can afford one," he said.

Transfers

Mark Feinstein transferred to Three Rivers region (South Carolina)

David Maki transferred to Arizona region.

Members and their Porsches



Dave and Linda Kirk, members since 2008, sent this picture of their 911. "I call it 'Winter in Wisconsin.' Looking forward to Spring," Dave said.

May 11 Spring opener

Join us May 11, 2021, for the annual Spring Opener, aka the Pipe Run at Jim & Linda's Lakeview Supper Club, Pipe, Wis. (east side of Lake Winnebago).

Located at Calumet Harbor in Pipe, Jim & Linda's Lakeview Supper Club offers dining at its best. With an elegant setting and delightful three course meals, Jim & Linda's Lakeview Supper Club is about 30 feet from the shore of beautiful Lake Winnebago. This has been the region's annual spring event for more than 20 years.

(Hint: Watch your speed on the road into Jim & Linda's)

Schedule: Social starts at 5 p.m. Dinner at 7 p.m.

RSVP by May 7, 2021, to Todd Benz
at tbenz@onesourcetechnet.net.

Include names of attendees.

Family and friends welcomed to join. Great door prizes. This is usually the first event of the season to get your Porsche out of storage and drive to an event.

Hosts are Todd and Sheila Benz.

Menu: <http://www.jimandlindas.net/pages/menu.html>

Courtesy announcement: 1970s-era Porsches and other models invited to participate in Iola '21

Denise Clumpner from the Iola Car Show contacted Porsche of the Fox Valley's Nick Halfman who passed along this request. Ms. Clumpner is working to expand the perception of their show and expand the breadth of the variety of vehicles that are showcased there each year.

She would love for some 1970s Porsches to be highlighted at Iola this year. They're also open to any other classics any members may have from the '70s.

Admission is free for folks who are registered to display their vehicles.

There will also be an indoor showcase for spectacular examples. **Registration details here:**

<https://www.iolaoldcarshow.com/show-car>

Any questions. Contact Ms. Clumpner at 920.979.9380 or denise@iolaoldcarshow.com

NOTE: This is not a region- or PCA-sponsored event.



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Membership corner

March membership anniversaries

Membership milestones

Member	Year joined	Location	Car	Family/Associate member
5 years				
Daniel Newell	2016	Suring WI	1986 944 Turbo 944	Wes Wojahn
Rudy Sajdak	2016	Winneconne WI	2002 Boxster S	

Member	Year joined	Location	Car	Family/Associate member
Mick Barron	2018	De Pere WI	2001 911 Carrera	
John Beck	2007	Appleton WI	2002 911 Carrera Coupe 2004 Cayenne S	Elizabeth Beck
Richard Edwards	1999	Shawano WI	1980 924 1987 944	Tammy Edwards
Rick Gore	2018	Green Bay WI	2019 718 Boxster GTS	Judy Gore
Earl Green	2008	Appleton WI	2007 Cayman	
Michael Haddad	2019	De Pere WI	2017 911 Turbo S Coupe 2014 Cayenne Turbo S	
Bruce Harvey	1994	Houghton MI	1989 944 S2 Coupe	Robin Harvey
Charles Johnson	1972	Fish Creek WI	1957 356 2009 Cayman	Susan Johnson
James Mollon	2005	Oshkosh WI	1986 911 Carrera	Linda Mollon
Harvey Poling	1987	Kewaunee WI	1970 914 2008 Boxster	Vickie Poling
David Savu	1980	Marquette MI		
William Schnettler	2009	Neenah WI	2015 911 Turbo S	Patti Schnettler

Is the above data correct? If not, log in PCA.org and navigate to your PCA membership record to update your vehicles, email address for you or your family member or mailing address. All membership data is maintained at the national office.

Register now for the July 23 DE at Road America

Details announced for the July 23 DE hosted by Milwaukee region. All Fox Valley region members are welcome.

On July 23, the Milwaukee region will be having its annual Driver's Education (DE) event at Road America. This day will be filled with activities, fun and lots of driving on one of the world's most amazing road courses. All Fox Valley region members are invited.

Here's what you need to know:

1. Registration and event details are available on msreg.com/RA2021
2. We divide the drivers into three groups: Novice, Intermediate and Advanced
3. Instructors will be assigned for each Novice
4. Our event is different than most DEs in that you will get 2.5 hours of track time (instructors will also get additional track time, totaling over 3 hours)

Here's what you need to do:

1. Register as soon as possible. (Our Novice group always fills up quickly). Practically everything you need to know is shown on this site, e.g. cost, tech needs, equipment, etc.
2. Send any questions to our email address: DE@PorschePark.org
3. Regarding Covid 19: We will follow state and local guidelines at the time of the event.

All DE driving participants will get a very cool t-shirt.

We are always excited about getting together on this day. Can't wait to see you.

— Milwaukee region DE Committee



A Porsche chases a BMW toward Turn 5 at Road America. Photo credit: Mike Wiviott

History of Porsche's automatic transmission

The Common View – by Bob Dean

Porsche is about continuous improvement as well as catering to the needs of discerning owners. In winning over driving purists toward the idea of Porsche ownership, there has been a fairly long history of developing an automated manual transmission.

In 1967, Porsche released a four-speed Sportomatic transmission, providing their first two-pedal 911. While not necessarily an automatic gearbox, the Sportomatic unit featured a vacuum-operated clutch, activated via a microswitch whenever the driver touched the gear lever. Through use of a torque converter, Sportomatic 911s would not stall. A driver could also pull away from a stop in any gear.

Four gears, then three

Sportomatic involved four forward gears (labelled L, D, D3 and D4) before Porsche developed the 2.7-liter G Series cars in 1974. When that occurred, the Sportomatic transmission was revised as a three-speed, remaining that way until being phased out in 1980/81.

Of course, in the 1980s, the Porsche 911 was offered exclusively as a manual-equipped sports car. It remained so until the 964's unveiling in 1989. The 964 was offered with the new four-speed Tiptronic gearbox.

Tiptronic: technical evolution

The Tiptronic was a highly technical evolution in developing an automated manual transmission. It involved monitoring throttle position and movement, engine and road speed, ABS activation, and fuel-delivery sensors. Through such monitoring, the four-speed Tiptronic "adapted" to a driver's style by choosing among five available shift maps depending on the data it received. A remarkable achievement, but it was not yet perfect. Tiptronic did not automatically blip the throttle on downshifts to maintain

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smoothness when the driver was engaged in sporty driving. Also, adding Tiptronic was not an inexpensive option at \$2,950.

Tiptronic was offered until the end of the first-generation 997's lifespan in 2008. However, throughout the development and use of the Tiptronic system, Porsche had been developing the dual clutch transmission, PDK shifters, on the racetrack. It was initially used on the famed 956 in 1983 and later the 962. But PDK was not yet ready for street cars.

Dual-clutch system

PDK involves incorporating two concentric shafts, one for even gears and the other for odd gears. Each shaft is driven by its own clutch, thus the dual clutch system.

PDK's appeal to Porsche Motorsport is that it starts to engage the next gear as soon as the clutch on the previous gear's shaft starts to disengage. This allows a continuous flow of en-



Tiptronic gear shift.

Continued on next page

Automatic transmission continued

gine power, keeping the turbocharged race cars in the boost. This led to an edge in power, and race wins.

Showroom availability of the PDK was not present until the 2005 year 911, Boxster and Cayman. The PDK featured seven forward gears. It was later fitted to the ongoing development of models such as the Panamera, the Cayenne and Macan.

Ongoing debate

The existence of the PDK option leads to the ongoing debate regarding a manual transmission versus an automated manual transmission. Manual aficionados (including the writer of this article) prefer what is perceived as more involvement with the sports car, more control and less weight. On the other side of the debate, PDK purists tout its usability and functionality in a daily driver. They also contend the PDK allows weekend sports car drivers the opportunity to drive cars with enormous power and torque, without running the risk of driving beyond one's limits.

Of course, there is no single answer in the manual versus PDK debate. It is a matter of personal preference and a matter of the purpose for which the sports car (or sports utility vehicle) will be driven. It is not debatable that the PDK has been refined to the point where it shifts much faster than the most skilled manual transmission driver. Thus, in measured speeds and timing on the track, PDK produces superior results.

This leads back to an earlier consideration. Should a Porscheophile drive their 911 to work and to the grocery store? Or does that make what is ordinarily a sublime experience more mundane? Again, there are purists on both sides of the debate. Some say driving the 911 to work and the grocery store elevates the ordinary. Others prefer to save the expensive tire treads for the track or one's favorite country road.

I contend that whatever makes the driver truly experience the thrill of speed and control should engage that experience as often as possible. Life is too short to save



PDK shift paddles are depicted here on the back side of the steering wheel.



Then there's the 7-speed manual transmission.

the sublime for another day. Also, as we edge toward electric cars, electronic driver assistance devices and everything automated in our driving experience, we should all enjoy taking the wheel and deciding for ourselves where we want to go, and how we want to get there. Enjoy the ride.

Porsche 911 ranked most dependable vehicle in J.D. Power study

Macan leads its segment, while Porsche overall rises to second place in the study

The Porsche 911 is the highest-ranked model for trouble-free ownership in the J.D. Power 2021 U.S. Vehicle Dependability Study (VDS), released Feb. 18. The Macan ranked as most dependable among Premium Compact SUVs, and overall the Porsche brand across model lines improved to second-place in the annual study. This was the second time in three years the 911 took top honors among all models.

"Porsche strives to make our customers' sports car dreams come true," said Kjell Gruner, president and CEO of Porsche Cars North America, Inc. "It is gratifying to see our iconic 911 and Macan exemplify our commitment to developing, building and maintaining exciting and dependable Porsche vehicles."

The study, now in its 32nd year, measures the number of problems per 100 vehicles (PP100) experienced during the past 12 months by original owners of three-year-old vehicles. A lower score reflects higher dependability. This year's study was based on 2018 model-year vehicles.

For the Porsche brand, U.S. customers reported 18 fewer PP100 in the latest study to bring the overall score down to 86 PP100 compared to this year's luxury average of 118. Porsche ranked 4th in the previous study. The Porsche 911 came in with 57 PP100, the fewest of any model across the automotive sector.

Source: Porsche Cars North America Feb. 2021



2018 911 Carrera T (991.2), Racing Yellow

Custom prints of your Porsche now available

By Shaun Stamnes

Steve DeBaker, long time FVR member, recently had a very nice photo of his car printed by a friend of his at Hess Custom Signs. Steve thought this may be of interest to the other members of the Region. Hess Custom Signs is not a sponsor of the region but Steve and I along with the BOD felt this may be of interest to the other members and thus we agreed to let everyone know about this opportunity since this is a nice deal they are offering our members.

Steve and Brian Hess worked together previously to produce some high quality posters for the Wisconsin AVA. Hess Custom Signs has agreed to do poster-size photos for FVR members of your vehicles, wildlife or portraits in roughly a 21" x 35" on a 10 mil PVC backing for \$30 or a 16" x 24" canvas stretched on a frame, (called Giclee in the Art World), for \$100. He does not do the photography however, just the printing. You will need to supply the photo.



To take advantage of this offer, you can email Brian directly at HessCustom@yahoo.com and tell him you are a Fox Valley Region member. Brian and you can then work out what type of print you would like and the size. Additionally, Brian can do material up to 4' wide by any length for a negotiated custom price.



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Tech chair

Open.

To volunteer, contact region president Shaun Stamnes.

Region website: <http://fv.pca.org/> National PCA website: <http://www.pca.org>

Facebook page: <https://www.facebook.com/PCA-Fox-Valley-609790356034849/?ref=bookmarks>

Editorial, ad rates etc.

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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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Classifieds

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Here's Greg Rigoni's 2018 Macan.
What a great study in white, black and blue.