



Whaletales
February 2023



Whaletales is published monthly for members of the Fox Valley region, Porsche Club of America.

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Subscription is included in region membership fee.

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U.P members: Meet and Greet Feb. 18 in Marquette, Mich.

All members, but especially those who live in the Upper Peninsula of Michigan, are invited to a meet and greet on Feb. 18 at Contrast Coffee in Marquette.

Start time: 10 a.m.

Shaun and Dee Stamnes are hosting this event. Pull up a chair, grab a coffee or a Magic Mocha and join the conversation.

[Contrast Coffee](#) is located at 600 N. 3rd St. in Marquette.

Google map: <https://goo.gl/maps/DnHjVdKdcf8huPV6A>

About the cover: Nathan Darkow, Kiel, Wis., drives this 2005 Cayenne with a Royal Blue Matte wrap.

President's message: Check your coolant when temps dip



Hello again FVR members.

It's February already and before we know it, we will be uncovering our rides for the upcoming year! But before we get there, we still have to endure some cold months. Which reminds me of an important thing to check. When was the last time you checked your coolant for its effective

temperature range? Mainly, how low a temp will it be effective?

I ask this because after a recent trip to Minnesota I found out the hard way that my coolant in the Cayenne was not ready for the bone numbing cold we encountered. The morning we left Northern Minnesota for Green Bay the temp outside was -28 F without a wind chill. Needless to say, the Cayenne was not happy to start. Every warning light and alert came on as the engine groaned to life. After sitting and warming for about 20 minutes we hit the road. All is well, right? Not so much.

After about a 3-hour drive, I got a warning about low coolant. After a few seconds the warning disappeared. However as we drove on the warning kept coming back, each time for a little longer and the interval between warnings slowly decreased. Each time the warning went out, the temp needle immediately returned to normal. "Faulty Sensor" I thought but I stopped at a safe location and checked. The coolant was a little low but not dangerously low. The hoses were all attached and nothing was wet so I knew that a hose didn't burst or come off. As we neared Rice Lake the warning came on again and stayed on. Again, we stopped and the coolant tank was a bit lower. I decided to continue to Chippewa Falls where I could buy coolant.

As we neared Chippewa the warning light came on again and refused to go away. Next, I saw the oil temp slowly coming up. Luckily, we were only a few minutes from a Walmart that had Euro blend coolant. After stopping and buying a premix gallon of coolant I noticed something that I had not seen before as I approached the Cayenne from afar. There was a pink color on the ice and slush frozen to the front of the Cayenne in front of the driver

side front wheel. However, the ground underneath was white snow so nothing was currently draining out. Again, I checked the inside of the engine compartment and once again all was well except the coolant tank was mostly empty. After a half gallon of coolant was added I started the engine and all indicators went back to normal and remained so for the rest of our trip.

The next morning the coolant level was right where it should be. After much thought I came to the only conclusion possible. The coolant was not mixed for the extreme cold we encountered on our trip. The coolant must have turned to "slush" and was not able to pass through the radiator. Each time the thermostat opened, the hot coolant would slowly melt the "slush" but some would also pass out the overflow and drain out the bottom in front of the front wheel.

The purpose of this lengthy story? Make sure to check your coolant's minimum temperature range and if it is not going to handle the low temps you may encounter, get it replaced.

As for upcoming region events, Dee and I will be in the Marquette MI area for the UP200 Dog Sled Race on Feb 17 & 18. We will be at Contrast Coffee at 10 a.m. on Feb 18, 2023. If any of the local members are up for some coffee, treats and conversation we'd love to see you there.

A new member event is still being planned but will probably not happen until early March. Details are still being worked out and an announcement will be sent out via email as soon as we have them completed.

Until next month, be safe!

Shaun Stamnes, President

Fox Valley Region - Porsche Club of America

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Welcome to our new members; transfers

Nathan Darkow, Kiel, Wis., drives a 2005 Cayenne base. Got it from a private seller in early November . This is my first Porsche. I'm an Audi guy and I was looking for a Q7 and this came up. Figured since I have all my tools and stuff for my S4 that this would work too!

"It's Royal Matte Blue wrap on the outside and black interior. Absolutely love it so far and I get lots of compliments since I live in a very small rural town and people just don't see them." (see cover photo)

Mike Stutz, New Holstein, Wis., joined PCA and the region late last year. He drives a 2006 Cayman S, Arctic Silver exterior with Black interior. "First Porsche I've owned," he said. He bought it 12 years ago, finding it on cars.com.



Photo credit: Mike Stutz

"Design, performance, and the bonus of being able to get two sets of golf clubs in the back hatch," are what attracted him to the Cayman.

"Also, my photo was just selected as the cover photo on the Road America License Plate Facebook page.

"Here's the license plate explanation that was submitted to RA: Photo taken in victory lane at RA. GENUSS is the German word that means enjoyment or pleasure. Thus the German word genuss, which represents both Road America and driving a Porsche."

Kevin Voss, Fish Creek, Wis.
2013 911 Carrera 4

Keith Kostecke, Appleton
2023 Macan S

Zaid Jazwari, Green Bay
2000 911 Carrera Cabriolet

Dave and Diane Sparr, Oshkosh, joined PCA and the region with their "2016 Macan S, our first, purchased in August 2015. Jet Black Metallic exterior, black and garnet red interior. Ordered new from Bergstrom, Appleton," Dave said.

"In March 2017, we bought a well-used 2012 Porsche Cayenne base model, which had a bit more room for us and our Doberman. We kept that Cayenne until we purchased our 2017 Cayenne S in July 2020. Our 2017 is Carmine Red with black interior. This was a Texas car, and the only thing it lacks is the heated steering

wheel! The Macan is the best handling vehicle of the two, but the Cayenne is slightly more powerful, and more comfortable for my 6'5" frame (even more so for whoever is sitting behind me). Neither my wife or I would willingly go back to a vehicle that is less driver friendly," Dave concluded.



Dave and Diane's Macan S .



*Dave and Diane's Cayenne S
Photo credits: Dave Sparr*



FEBRUARY

18—Meet and Greet at Contrast Coffee, Marquette. See page 3.

MARCH

3—Werks Reunion, Amelia Island*

APRIL

19—Treffen, Georgia Mountains

MAY

19-21—SVRA Vintage Weekend at Road America*

JUNE

9—Driver education at Road America. Hosted by Milwaukee region. All Fox Valley region members are invited.

17—Cars & Guitars at the Automobile Gallery, Green Bay*

18-24—PCA Parade, Palm Springs, Calif.

15-18—NTT INDYCAR at Road America*

JULY

13-16—WeatherTech International Challenge with Brian Redman at Road America*

27-29—NASCAR XFINITY Series at Road America*

AUGUST

3-6--IMSA SportsCar Weekend, Road America*

18-20— Fanatec GT World Challenge, Road America*

18—Werks Reunion, Monterey

SEPTEMBER

15-17—Ariens Art on Wheels Vintage Weekend featuring VSCDA at Road America*

17—Autocross at Road America. Hosted by Milwaukee region. FV members invited.

20-24—Fall Treffen in St. Louis

28-Oct. 1—Rennsport Reunion, Laguna Seca

* event not sponsored by PCA or the region

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Steve Groddy participated in the [Lamers Motors Driving Experience](#) at Road America in September 2022 in his 1987 944. Photo credit: Ben Groddy, Steve's son.

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PORSCHE

February membership anniversaries

MILESTONES

20 years (2003)

Gary and Hally Rosenbeck
1997 911 Carrera

All membership data, including the Porsches you own, is maintained at the national level. You must log in to pca.org and update your membership data if the Porsche you now own isn't shown in this listing.

Member/co-member	Year joined	Porsches
Mark and Maureen Wallenfang	1989	1984 911 Carrera
Mike Stewart	2010	1968 912
Steven and Beth Groddy	2015	2015 Cayman, 2022 Boxster, 1987 944
Neil Gillespie	2017	2005 911 Turbo S Cabriolet 2011 Cayenne Turbo
Jim and Carol Poklasny	2019	2016 Cayman GT4
Jeff Cunningham	2020	2008 Boxster S
John and Patty Fell	2020	2001 Boxster
Jeff Wachs	2022	1986 944
Eric Heinze	2022	1986 944 Turbo
Jason Ray	2022	2001 911 Carrera

FROM THE EDITOR'S DESK



I randomly selected a handful of region members to ask their opinions on what they would like to see in Whaletales. I received lots of good ideas. You can see the result of one

of those ideas in this issue starting on page 11. A member said he is sometimes confused with Porsche's numbering system for the 911 model. So, 996 was followed by 997 and then later, 991. Huh? Maybe not all Porsche lovers are confused but I sure am.

So I researched (thanks to Al Gore who says he invented the Internet) and found some good articles that itemize the factory's numbering for the remarkable and much-loved 911.

Enjoy that article and let me know if you liked it.

Other input suggested more model reviews like the one I did for the January issue about the 924 and 924 Turbo.

One respondent said let's read about each other's Porsches and he volunteered to be the first to do so. You can read Steve Minor's article on the next page. Thank you Steve. Now I want all of you to be like Steve. Send me the story of your current Porsche or any other Porsche that you owned.

Another member suggested that members share some of their favorite road trips in the area. Where do you go for a drive on a nice day? Do you find fun roads that were made for Porsches?

Another idea was to interview a Porsche mechanic to learn what he or she has to do to qualify as a Porsche mechanic. Or ask a mechanic to outline what he looks at when doing a pre-purchase inspection.

Another idea was more do-it-yourself articles.

Ok kids. I can write a lot of stuff but for some of these ideas I would like some help. Who wants to interview a mechanic at Porsche of the Fox Valley? You would learn a lot and I bet it would be fun. Raise your hand. I will even help get the interview set up for you. Note to Nick at POFV...we might be calling.

Who does their own oil changes, brakes, etc.? Share what you do with some photos to show the steps.

Email if you have other ideas and if you can help by preparing some of these articles.

— Bev

Beverly.jurkowski@gmail.com

Members and their Porsches

By **Steve Minor**, De Pere, member since June 2021

Ever since I was young, I wanted to own a Porsche. I remember a friend of mine back in the late '80s with a 911 Turbo with the big whale tail and he would give me rides in it and I thought, man someday, someday I will own one!

Well, as time went on, I decided that since a sports car was out of reach, I would focus on motorcycles. I always had the need for speed so I decided to get into road racing. Started out in the club ranks and made my way to the professional level in 1996. Raced all over the Midwest from Road America to Brainerd.

We did that for several years and then decided to start having children so my racing days were numbered and needed to settle down from the craziness of racing. I still loved motorcycles so I ended up buying several road going bikes (Ducatis and Aprilias) but they were all just one seaters so Mary, my wife, was never able to come along and enjoy the ride.

As time went on, my work career started to take off which allowed my family to start enjoying the better things in life. We did the traveling thing and enjoyed the time together but I always had a desire to own a Porsche.

Fast forward 20 years and it finally has been made possible. Yeah, I still enjoyed riding motorcycles but I wanted something both my wife and I could enjoy together.

So, I started looking for a car. I found an Agate Grey 2013 991S with only 8,000 miles back in 2020. It was owned by a doctor in Minneapolis who practically never drove it. I took delivery of it with a smile from ear to ear knowing a dream of owning one has been fulfilled.

Of course, like my motorcycle racing days nothing I own stays stock. I started to change things up. I ordered a set of Rohana forged wheels, SOUL headers (200 cell cats) and a SOUL valved exhaust, Maxton designed side skirts, NR GT3 rear wing, and DB carbon shift replacement for the PDK, clear tail lights, etc.

The car was very well spec'd from the first owner but I need to make it my own. The car only has 13,000 miles on it now as my wife and I did a few rallies with it and then this past summer went down to Indy Porsche Experience hosted by PCA. We highly recommend doing rallies and the Indy event.

Since then, the Porsche bug has me on the hunt yet again as I'm looking to add a 911 convertible at some point soon. Our future plans are to move to Texas to be closer to the kids and figured what better place to have a convertible than Texas. A nice 996/997 or even 991/992 would fit the bill perfectly as I'll be able to drive all year round and escape the snow.



Photo credit: Steve Minor

911 evolution: Model numbers can be confusing

911 (1963-1973)

The 901 concept of 1963 was designed as a larger, more practical version of the 356 with an extra pair of seats.

After 911's first official market launch in 1964 following its debut at the Frankfurt IAA Motor Show in 1963 with the model designation 901, the model became an instant hit. Several models were subsequently produced under the first-generation lineup, which included a 1970 911 S, 2.2 Targa, 1966 911 S, and several Coupe variants.

Early 911s had two-liter engines. Engine sizes and power outputs grew over the next 10 years, culminating in perhaps the most coveted of all early 911s, the 210bhp 2.7 Carrera RS. Production run: 1,306. If you own one of these, despite the condition its value is astronomical.

G-Series (1973-1989)

Each new iteration of 911 was internally codenamed with a letter of the alphabet.

The G-Series ran for a long time debuting in 1973 and only being replaced in 1989. The breakthrough in the G-Series lineup came with Porsche's first turbocharged 911 model. The model was under development since 1972 and was finally launched in 1975 as Porsche 930. It was powered by a 3.0-liter turbocharged engine that generated 256 horsepower and reached 60mph in 5.2 seconds.

964 (1989-1994)

The 964, its internal codename, arrived at the end of the 1980s, bringing with it some styling changes but a whole heap of new tech.

In fact, it was 85 percent new. Four-wheel drive arrived for the first time, as did other tech goodies like power steering, ABS brakes and airbags.

993 (1994-1998)

The 993 arrived just five years after the 964, and is still regarded by many Porsche die-hards as the prettiest and best-judged of the lot.

It was the last 911 with an air-cooled engine, while it also introduced the GT2.



1973 911 Carrera RS 2.7



G series



964



993

Continued on next page.

911 models continued

996 (1998-2001)

The 993 was a tough act to follow. No kidding. The 1998 arrival of the water-cooled 996 was met with much unhappiness among the faithful as they thought the model had lost its finest characteristics, something that happens with each new generation of the 911 now.

996.2 (2001-2004)

In 2002, the standard models of the Type 996 underwent minor re-styling, which included switching out the integrated headlamps that had long been shared between the 911 and Boxster models with the Turbo-style headlamps. All variants of the car also received a new front fascia. Mechanically, all variants of the 996 were standardized on the 3.6-liter engine, which yielded gains of 15 horsepower to the naturally aspirated models. Also in 2002, Porsche introduced both the 996 based Targa, which featured a sliding glass roof reminiscent of the one found on the 911's Type 993 predecessor. That same year, Porsche also introduced the Carrera 4S model. The C4S, as it has become known, shared the same wide-body look of the 996 Turbo as well as the same braking and suspension systems previously introduced on that model.

997 (2004-2008)

Round headlights made a swift return in 2004, with the arrival of an all-new 911 generation. Its shape was mostly the same as the 996. All had more than 300bhp, while a new GT2 entered uncharted territory with 530bhp.

997.2 (2008-2011)

More efficient direct-injection engines demonstrated Porsche's environmental responsibility. The PDK twin-clutch gearbox arrived. Immediate response was lukewarm, but after Porsche fitted the model with proper paddles, its appeal over the clunky old Tiptronic automatic was clear.



996



996.2



997



997.2

Continued on next page.

911 models continued

991 (2011-2015)

The 991 arrived in 2011, and while it may have been called the prettiest 911 in decades, nothing could save it from the outrage caused by its new electric steering.

On the plus side, there was an amazingly new round-edged GT look in the regular Carrera models, and a new level of untamed beast with the GT3 RS. The Targa is also eye-catching. The 991 era is noted as the last of the 911 Carreras that were naturally aspirated.

Besides improving the powertrain, Porsche set a benchmark in technology with its 991 generation. The models with reworked chassis and significant power boost tailored maximum efficiency, convenience and comfort.

All-new Porsche Dynamic Chassis Control and manual 7-speed transmission were installed along with Porsche Communication Management, which features multi-touch screens.

991.2 (2015-2018)

The 991.2 model featured the 991's big update, which saw 3-liter, flat-six turbo engines in the Carrera models, ensuring all but the GT3 and GT3 RS created their power with the help of forced induction.

It's a move that initially upset the purists, but then so was electric steering, PDK, water-cooling, and so much more. And the 991.2 enjoyed some rather big moments: the one millionth Porsche 911, the arrival of the most powerful 911 yet, the 691bhp GT2 RS and a couple of new variants in the shape of the Carrera T and the 935 track special, the 991.2's swansong.

992 (2018 onward)

The basic silhouette hasn't changed but there's a big styling leap in the shape of the long light bar at the back and full track widths for all models, not just the four-wheel-drive and motorsport cars.

The Carrera models have the same 3-liter flat-six turbo engines, albeit with lower emissions yet more power. What's not to like?



991



991 GT3 RS



991.2



992

2023 region/zone leadership

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Insurance chair:

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Tech/rally chair:
Open

Zone 13:

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To have your questions, comments, articles or pictures published in Whaletales, email the Newsletter Editor – Beverly.jurkowski@gmail.com – no later than the 25th of the month preceding publication.

Submit your vertically oriented photos for possible use as the cover photo or back page, Photo of the Month, picture.

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Half page 8.5. x 5.5	\$25	\$225
Quarter page 4.5 x 5.5	\$15	\$125
Business card 3.5 x 2	\$10	\$50

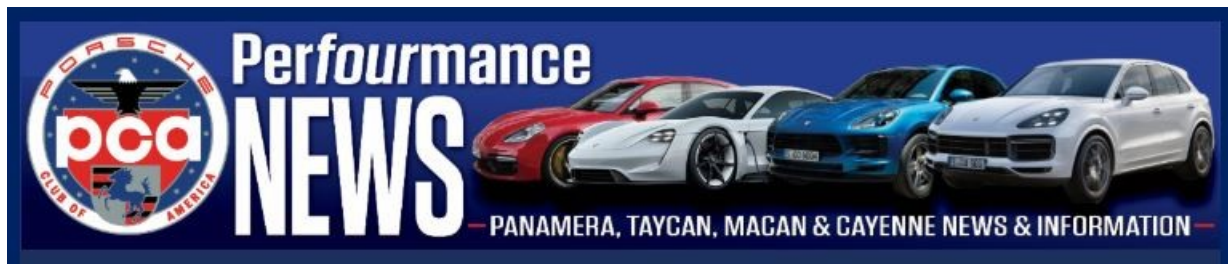
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Classifieds

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Jim Stephenson

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FOR SALE: 2016 Cayenne winter wheel & tires set ready for winter — price reduced to \$700

2016 Porsche Cayenne winter wheel & tires set ready for winter. Pirelli Scorpion Mud and snow tires 255/55R 18" 109 V M@S. OZ brand sport wheels (see photos and great condition). Price reduced: \$700

Contact Dale Kressin, dalekressin@icloud.com



FOR SALE: Porsche calendars

14 Porsche large format calendars in new condition. Most are in their original packages, and a few have never been opened. Several have the factory coin if that was furnished with the calendar. These are great artwork for your office, garage, or man/woman cave.

Calendar years include: 1998, 2000 thru 2005 (note two different ones for 2004), 2013, 2016 thru 2020.

\$150 for all. Price reduced. Pick up from me or buyer pays shipping.

Contact Jim Stephenson

email: porsche3js@twc.com

Classifieds

FOR SALE: Wheels from 1999 Boxster.

Price reduced

Excellent condition with center caps. Sizes are 7 x 17 ET55 and 8.5 x 17 ET50. Contact Walt Freckmann if interested at walt@freckmannart.com. Wheels are located in Sturgeon Bay. Asking price \$550.



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Porsche Fox Valley



[More details about this vehicle which was purchased new from POFV and serviced there.](#)

IF ONLY

**I COULD DRIVE A
PORSCHE TOO**

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Roger the cat, who rules the home of Milwaukee region members Nick and Shannon, dreams of driving a Porsche as he looks over Nick's Lego-made 911 Targa. Meme by Nick Sweek.



Photo of the month: The paddock at the 2023 24 Hours at Daytona was filled with amazing race cars. Milwaukee region's Curt Hubmann took this photo.