



Whaletales
Porsche Club of America

August 2023
Fox Valley region



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

Whaletales Issue 8 August 2023

Subscription is included in region membership fee.

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PICTURE YOU AND YOUR PORSCHE ON THIS AUTOCROSS COURSE AT ROAD AMERICA — see page 5

About the cover: Porsches don't melt if they are caught in the rain. Photo credit: Jim Schustedt

President says: When a fan gives up the ghost



August is upon us. Hopefully you all have survived the heat and we can look forward to some nicer, cooler days that we can enjoy some driving time.

Dee and I recently returned from Kentucky where we had attended the Keeneland Concours hosted by the Bluegrass Region. The trip was fine except for heavy traffic.

After getting stuck in traffic in Chicago, Indianapolis and an hour practically sitting on the interstate outside of Georgetown, Ky., we were happy to get to our hotel.

The next morning, I started the Boxster and the overheat light was blinking on the dash. Funny since it hadn't the night previously and the engine hadn't even warmed up yet. I shut it off and checked the coolant level. I looked in the bone-dry coolant tank which had been at the right level the morning before when we left Green Bay. No coolant on the ground under the car and the oil level was perfect so I felt good. I guess it just overflowed during our time crawling along on the interstate.

With no local Porsche dealership nearby, and as scary as it sounds, luckily Walmart carried a Euro-blend coolant that met the published Porsche standard I could use, so I filled up that tank and we had an enjoyable weekend, except for the heavy rain during the concours so most of the cars were covered up.

I watched the temp gauge like a hawk all weekend and on the trip home. Even though the temp ran slightly higher than normal, and we didn't lose any coolant at all for the rest of the weekend I was still a bit confused and concerned. Upon our safe return home, I parked the car in the driveway idling and the fans kicked in or should have. I suddenly found that one of the radiator fans had finally given up the ghost after 20 years of faithful service. Mystery solved. A short Internet search later and I had an OE fan ordered and on its way to me. A few days later I had the fan replaced and everything is fine. Just goes to show, no matter how you try to keep everything running well, you never know what may happen. At least it wasn't a major issue.

Locally we had a very enjoyable Cars and Coffee on July 22. Thirteen members attended and enjoyed some good coffee and conversation. We are currently looking for our next venue, possibly along the lakeshore.

The IMSA racing weekend is rapidly approaching on Aug. 3-6, 2023. There is no Porscheplatz this year so if you have volunteered at the Porscheplatz previously, you get a year off and can enjoy the action on track.

We don't have any planned events for August yet, but the members are invited to the Milwaukee Region event at the Kohler Art Center. Information is in this issue.

Finally, keep an eye open for an email blast from me regarding the tentative plans for an overnight / weekend drive. Dee and I are tossing the idea around about doing a drive "up Nort" and want to get a feel for the interest before we start planning in earnest. That email should go out early August. We are also planning on doing the waterfall tour again in October so more info to follow on that in an upcoming issue.

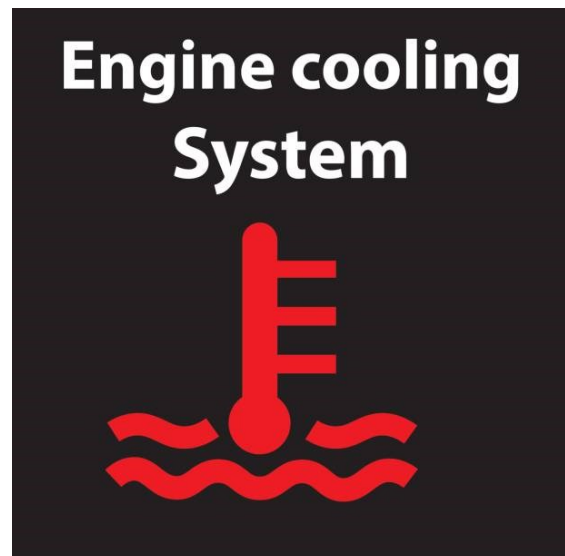
That's all for now. Until next month, be safe and enjoy the ride!

Shaun Stamnes

President

Fox Valley Region – Porsche Club of America

sstamnes@netnet.net



AUGUST

3-6 – IMSA SportsCar Weekend, Road America

18-20 – Fanatec GT World Challenge, Road America

18 – Werks Reunion, Monterey

19 – Drive to Kohler Art Center w/lunch. This event is hosted by Milwaukee region; Fox Valley region members invited. See page 6.

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. See page 5.

20-24 – Fall Treffen in St. Louis

28-Oct. 1 – Rennsport Reunion, Laguna Seca

DECEMBER

9 – Holiday party

[Zone 13 events can be found here.](#)

Events hosted by other region [throughout PCA can be found here.](#)

[Central Wisconsin region autocross events:](#)

Aug. 6, Oct. 1, Oct. 8



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PORSCHE CLUB OF AMERICA



Sept. 17 Autocross at Road America

You and your Porsche can't have much more fun than driving an autocross course. Autocross is a low-speed driving event. Knowing when to brake and when to accelerate will help you beat your previous best time. If you haven't tried it, do so. Your Porsche will enjoy the exercise. Non-Porsches are welcome too.

We will be at the Road America Motorplex on Sept. 17 for a fun day of twists and turns. Milwaukee region is hosting this event. You are invited.

Registration closes Sept. 15.

Volunteers are always needed. You may not want to drive the autocross but working it can be fun and you will enjoy whatever else is happening at Road America that day.

If you can help, email Milwaukee region AX chair Dave at autocross@porschepark.org

[Sign up here.](#)



COOL CARS IN COOL PLACES

Aug. 19—last call

JMKAC ART PRESERVE TOUR

COOL CARS IN COOL PLACES presents another terrific opportunity to pair our Porsches with inspiring architectural and cultural experiences. Last year at the Automobile Gallery in Green Bay we enjoyed a well-curated collection of automobiles. This year we will explore a most unusual world of art.

The JOHN MICHAEL KOHLER ART CENTER ART PRESERVE located near Kohler, Wis., is an experimental space designed to house the Art Center's collection of over 35 artist-built environments. More than a building, it's a platform for ongoing explorations and investigations into these unique environments, their makers, and JMKAC's role as their institutional steward. It embodies the Art Center's conviction that significant, original, and compelling works of art are created everywhere, by people from a broad spectrum of life experiences.

YOU MAY HAVE SEEN MANY ART COLLECTIONS BEFORE, BUT NOTHING QUITE LIKE THIS!

SCHEDULE

10:30 – 11 a.m. Gathering and registration

11:15 – 12:30 p.m. Docent-led tour

12:30 – 1:15 p.m. box lunch

1:30 p.m. Group photo op

COST:

\$25 / PARTICIPANT

(\$10 admission / \$15 box lunch)

[SIGN UP HERE.](#)

[Google map](#)

Deadline to sign up: Aug. 3.



Welcome to our new members

Steve McDonald, Oshkosh

2000 Boxster

Transferred

Steve and Mary Minor transferred to Lone Star region



JULY 22 CARS & COFFEE: Curt Maas and Dee Stamnes took these pictures of people and Porsches gathered on July 22 for coffee and Porsche talk in the Green Bay area. "We had a decent turnout," Curt said.

Members and their Porsches

A familiar 2006 Cayenne S Titanium Edition, which has been in a region member's garage for years, is staying in the region because Angie and Jeff Tomcek purchased the Porsche from Barb Wilkinson who felt it was time to sell the unique Cayenne that she and her late husband Mark enjoyed for so many years.

The Tomcek's of DePere are thrilled with the Marine Blue Metallic with Black and Titanium leather interior Cayenne.

Jeff said: "We are loving it! I was actually looking for my next Audi Q7 as I have been an Audi owner for over 30 years but I have always dreamt of owning a Porsche someday. So our son Bryton said I should look at the marketplace on Facebook which I rarely go on but I did in the wee hours of the morning while we were up north. I had terrible cell service but this blue Porsche popped up and I thought wow I really like that color. Then the day got going and we went out for a boat ride. I brought my phone along with the hopes the cell service would improve and it kind of did so I decided to message Barb a few questions. It took a bit of going back and forth but we were able to get the questions answered and set up a time to view it when we got back in town.

"Monday morning I told my son we can stop and look at it but I had scheduled a viewing of another Q7. Well, as you can see, I fell in love with Barb's Cayenne S and her/their history with the Cayenne. I'm a car guy through and through and when emotions flow when you talk about a vehicle I knew it was meant to be. Barb and her brother were there and shared the story of her husband and how he loved this Cayenne S and learned to do some of the work himself. Well that is the stuff I look for when buying my vehicles.

"I have learned a lot in the past few weeks and I am amazed how helpful the Porsche community is.

"This is my first Porsche but I fell in love with Porsche in 1985 with the 928, which was in a few popular movies back then, and also the 944 turbo which of course was in

the movies. I will someday add those to my list of ownership but first I want to enjoy the Cayenne.

"When Porsche was used in the movies, like Risky Business (928), Sixteen Candles (944 Turbo), Weird Science (928S), I just loved the way they looked and sounded but obviously not in my budget. I was a teenager at the time and had a great job but had to be real. I then spotted a 924 but it was too much at the time, so I chose my first Audi 5000s when I was 16 and fell in love with German engineering. I have owned many Audis over the years but always hoped for a Porsche someday. Well, someday finally arrived."



Angie and Jeff Tomcek. Photo credit: Macy Siudzinski (Macy Roth Artistry Photography)



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©2021 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times. European model shown. Some options may not be available in the U.S.



PORSCHE

Annual gathering at Trout Springs attracts 27

By Dee Stamnes, membership and social chair

Thank you to Randy Tess for leading a drive from Wrightstown to Trout Springs. There were 5 cars for the drive.

Thank you to **Steve and Andrea DeBaker** for hosting 27 PCA members at their winery for our annual event. We had a beautiful day for visiting on the patio and had a delicious lunch in the event room. Entertainment was provided by the swans and their eight cygnets in the pond. For those members attending this event for the first time, Steve gave a tour of the trout hatchery and winery as well. Always a great event!

Photo credits: Dee Stamnes



Porsche market recap for June

By **David Whitlock**, Riesentoter region

If we're taking the market's temperature, June would appear hot as we achieved 2023 highs in our dollar volume and unit volume, thanks to \$20m in sales and nine new auction records at Broad Arrow Auction's 75th Anniversary Porsche sale held in Atlanta mid-month. But take out this once-every-five-year auction event, and the market looks as cool as it did in May, with a 70% sell-through rate and just over \$30m in sales.

Highlights from the 75th Anniversary sale were plenty, but one real standout was the sale of a 1999 996 Coupe for \$1.2m. This car wasn't just any 996 for that kind of money, but the 996 Classic Club Coupe project dreamed up by the Porsche Club of America and Porsche's Sonderwunsch department. Built to showcase what Porsche's "Special Wishes" program is capable of, the Classic Club Coupe features a GT3 engine and drivetrain, a custom interior, and an exterior designed with nods to the 911 Carrera 2.7 RS and Carrera GT. And the buyer of this world record 996? None other than Jerry Seinfeld.

We also saw this auction buck the trend of historic Porsche race cars failing to sell this year, with a 1964 904 Carrera GTS selling for \$2,535,000 and a 1984 962 in Coca-Cola livery with both 24 Hours of Daytona and 12 Hours of Sebring history selling for \$1,270,000. One notable no-sale, however, was a 1967 910 that failed to sell at a final bid of \$2,300,000. \$200,000 short of the recent 910 sale on Bring a Trailer.

The Carrera GT market continued to soften as two examples crossed the block this month. The first, a 2005 example with 16,765 miles, sold for just over \$1m at \$1,028,000, about \$200k shy of where comps with similar mileage were not too long ago. And the second, a 2004 example finished in Speedster Blue by Porsche Classic partner Porsche North Houston sold for \$1,462,500. An impressive number, but considering rare colors were all \$2m cars this time last year, reasonably light.

Also showing signs of softening for the second month in a row is the 992 GT3 market. Save for the one example that sold at the Broad Arrow sale for \$300,000, all others

continued to slide with an average selling price of \$255,000 and a market low of \$177,250. We also saw the first 2023 992 GT3 RS come up for auction, failing to sell at a high bid of \$415,000. GT4 RS' also continued its



1999 911 Classic Club Coupe. Photo credit: Broad Arrow Auction

downward trend, with one example failing to sell at a high bid of \$230,000 and the other finding a home at \$245,000.

On the classic side of the market, 356s showed mixed results with a 64% sell-through rate compared to last month's 88%, but those that did sell kept the momentum going price-wise as they continued to trend up. Notable 356 auctions this month include a 1964 356 SC Cabriolet that sold for \$215,600 and a 1958 356A Sunroof Coupe built by Rod Emory that failed to sell at an eye-watering \$699,356.

The modern classics, especially the 993 market, were the biggest mover in June, with a 993 Turbo S selling for an above-average price of \$560,000 and your standard 993 coupes averaging \$100,000. We also saw a new five-year record for 993 Turbos, with a 645-mile example selling for \$486,000 on Bring a Trailer.

With no headlining auctions on the calendar for July, it will be interesting to see if the market stays consistent at its ~70% sell-through rate and \$30m in sales before we head into the summer heat of August with Pebble Beach where all major auction houses will be bringing out the big guns. We'll see our first 911 reimagined by Singer we've seen in a while, crossing the block at RM Sothebys and a 1966 906 at Bonhams.



VINTAGE RACE WEEKEND AT ROAD AMERICA — — Jim Schustedt photo credit



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A Porsche without pretention

*If by their options ye shall know them
Porsche 924S buyers can walk
the earth with becoming humility*

By Phil Berg

This Porsche is the Yugo of exoticcars. Suppose you know you're never going to be able to buy a brand new Lamborghini Countach. Not *ever*. And the 928S of your dreams is going to stay there. That Ferrari Testarossa is in someone else's future; likewise the Lotus Esprit Turbo.

You're mired in the middle class, neighbor, much like the rest of us. Should you abandon hope, give up aspiration, surrender expectation?

Porsche says no.

For not much more than the price of a loaded Honda Prelude Si (figuring in the Honda's near universal dealer markup), you can buy Porsche's new 924S. At \$19,900, it's the cheapest ride in the top performance, big boy, automotive exotic stable.

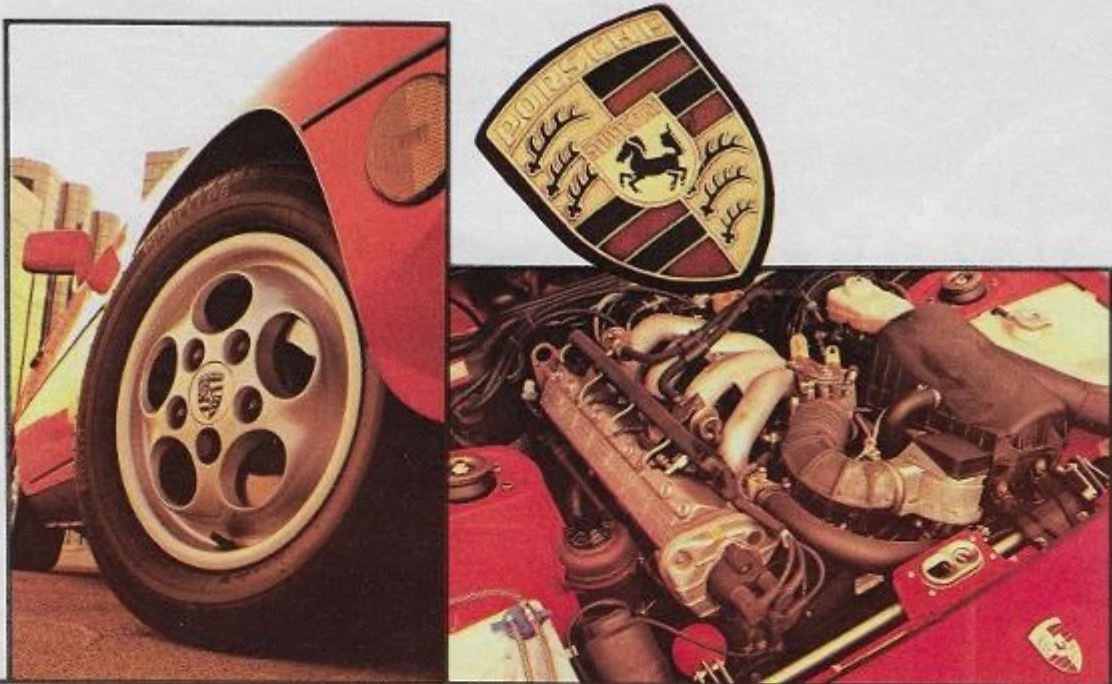
The credentials are all intact. This is not the 924 of years past, gratefully withdrawn from the US market upon the arrival of the 944. This 924 is covered with "Porsche" badges; has the same engine and drivetrain as that company's quick 944; has 928-style cookie-cutter wheels; and looks like a 924, which is good enough for those who don't remember the 924's mixed reputation.

Which brings us to the reputation which brings us to the difference between the 924S and the 924.

The 924 was marketed in the US from 1977 to '82 (and sold in Europe from '77 to date). It had an overstressed slant-mounted Audi four. It had an all independent platform courtesy, among other things, Volkswagen Beetle (yes, indeed, Beetle) rear suspension pieces. It had a stark, reasonably ugly interior.

The 924S, recently introduced in Europe and about to go on sale here, is all Porsche drivetrain. It has an all independent platform with upgraded (944 rear) suspension. No more Beetle pieces. The only chunks held over from the early 924 are the torsion bar-and-tube arrangement. The new rear semi-trailing arms are beefy cast alloy sculptures that wouldn't embarrass in any company. The 924S has a stark, reasonably utilitarian (but not ugly) interior.

Forget the 924 of unsavory memory. The fact remains that now you can achieve a high-level of pure-bred Porscheness for not much over the price of a loaded Toyota



Vic Huber photos

Supra or Mazda RX-7 and for some substantial chunk less than a Porsche 944.

The question on the table is do you want to? Specifically, do you want to spend 20 Grand on austerity and purity when you could get performance and pizzazz in a car with a Japanese label? Or do you want to spend 20 Grand on a car with an institutional interior and a number designation less lofty than and inferior to its 15percent more expensive 944 sibling?

The answers come in examining the car, comparing it to its upstairs relative, and to its Asian competitors...

To begin with, just how austere is this thing? Let's start with the ignition key (that was irresistible). A real Porsche key comes in a soft leather pouch, on a small chain, and has a heavy feel to it; the same feel as a Steuben bowl. The Feel of Money. It's the kind of key meant for plunking down on the counter at Cutter's as you order a Glenfiddich neat. It's a key worthy of dangling while waiting impatiently for the return of your platinum card at Gucci in the Trump Tower. The 924S key plain can't carry it off. It looks like it belonged in the ignition switch of a Golf or Rabbit. There's nothing *wrong* with VW's keys, of course. Just as there's nothing *wrong* with a suit from the Sonny Tufts collection at K Mart.

The key is merely a clue to how Porsche achieved a price for the 924S \$3100 less than the 944.

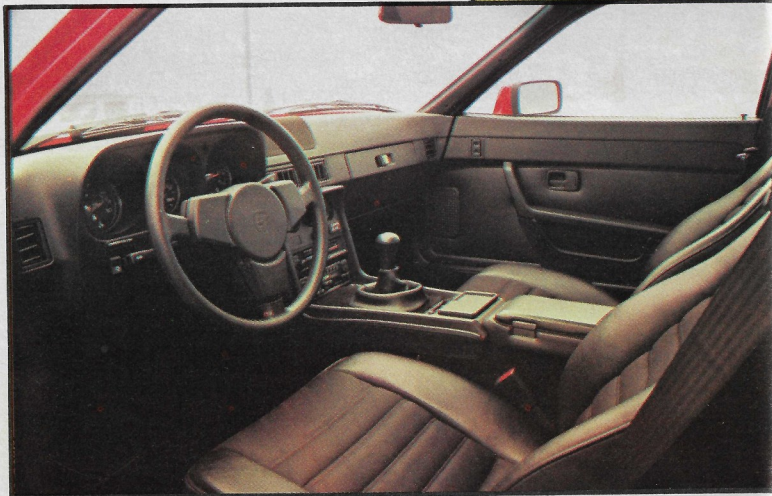
Using the new VW/Porsche key, you unlock a—what else?—VW-type door latch. Inside you sit on comparatively plain cloth seats, turn a vinyl steering wheel and trip Volkswagen switches. Not new VW switches, either. Not Golf switches. *Rabbit* switches.

(It may be of some consolation to would-be 924S owners that Ferrari's new \$115,000 Testarossa has interior switches and a tilt steering wheel column straight from Fiat.)

Ah, but turn that cheap key and the raspy 2.5-liter four suddenly brings the 924S into a price/status dimension all its own. It sounds like a Porsche. It pulls and revs like a Porsche. It scoots to 60mph exactly like a 944, and on our test 924S the shifter felt even smoother than the stick on our last 944 loaner. (Actually, we got to 60mph 0.1sec faster in the 924S than we did in the 944, possibly attributable to its 166lb advantage

in curb weight. And the 924S might have been even faster with fatter rear rubber.)

What the \$19,900 price goes for is the drivetrain and chassis. This is not a car that will dazzle on the showroom floor. It is for people who know what they are getting. It is *not* for those intent on flashing the Stuttgart crest around town. In fact, it may behoove a Porsche dealer to keep the 924Ss tucked away in back of the dealership, only selling them to those determined to get a bargain-price 944 chassis. To hell with the fancy interior, those grimly determined buyers will say. Leather upholstery doesn't make



the car go any better.

A little added perspective on the 924S's price: Today you'd have to buy a 1983 944 to get approximately the same drivetrain for equivalent outlay, which is why we're likening the red tag Porsche to an exotic car Yugo. The 924S may even make a dent in the used exotic car market. A 1979 911SC—a near eight year old car—costs about the same now as a new 924S. (Yes, we know which one we'd rather have, too.)

There is still more to consider but only if it's more confusion that you seek.

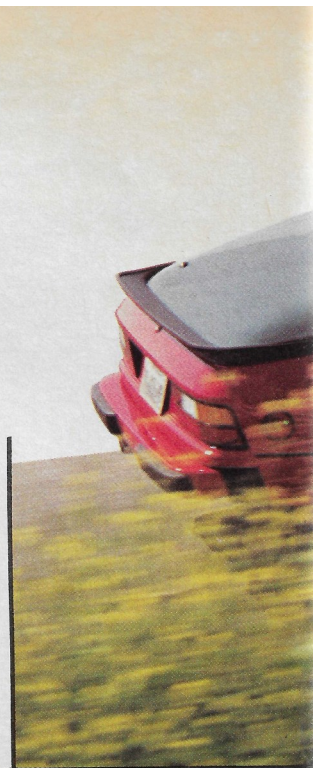
Our test car came equipped with a stereo worth \$657, a sunroof costing \$730, a limited-slip for \$625 and \$150 worth of other register ringing goodies. The total of all this stuff brings the price of our test car to

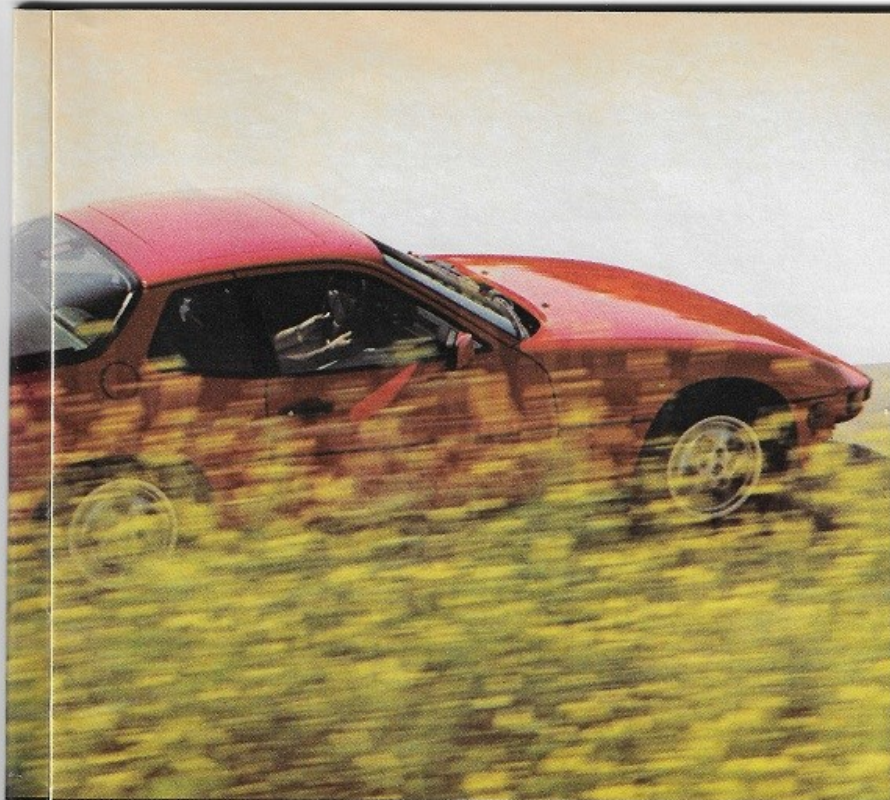
\$22,062 *before* tax and license and dealer prep—about a grand less than a stripper 944. By comparison the 944's seats alone would be worth the difference in price, plus the 944 has boosted roadholding due in part to its wider wheels and tires.

But you don't really need to spend 22 Grand to get a 924S the way you'd like it.

Call up a direct mail radio guy and order a stereo with your VISA card for \$200. Skip the rest. (Try not to let the *idea* of an open differential bug you—the reality won't.)

What you'll have then is an unencumbered GT coupe with a strong drivetrain, absolutely linear handling, and a taut nonsense attitude. The 924S could be your urban guerrilla blaster. Or your weekend backroads toy. You can use it for a singular





Specifications

Base Price/as tested:	\$19,900/\$22,062
Wheelbase (in):	94.5
Length/Width (in):	168.9/66.3
Curb weight (lb):	2734
Powertrain:	Front-mounted 151cu in/2.5-liter sohc four, alloy block and head, 147bhp @5800rpm, 140lb ft @3000rpm, rear-drive five-speed manual
0-60 (sec):	8.3
Top speed:	134mph
Mph at 1000rpm in top:	25.0
Suspension:	Ind front MacPherson struts, lower control arm, anti-roll bar; Ind rear semi-trailing arm, torsion bar
Brakes:	Vented front, rear discs
Tires:	195/65VR15
Mpg/range:	26.0mpg × 17.4gal = 452miles

tires and suspension is harsher. This may be a drawback if you're on a long, leisurely trip—a blessing if you're covering some earnest miles and need to stay awake, conscious of every move the car makes.

Still, the chassis feels as if it's doing all it can to keep up with the 147bhp 944 motor. On the other hand, all it can do is a whole lot. It is subtle with its high limits, direct in its competence.

The first thing you notice heading into a corner in the 924S is how narrow the tires feel. There is quite a difference in grip between the 924S' 195/65 series rubber and the 944's wider 215/60's. The 924S tends to slip more, overall, in a corner. It doesn't surprise you, or let go of the pavement and suddenly head for the weeds. It just starts

to slide earlier, as if you're driving on a greasy surface.

Just this difference in stick gives the 924S a wilder personality. Where a 944 is running tame at an apex, the 924S is clawing at its line, tail swinging out wider than its front. It is the younger, more aggressive athlete that isn't as smooth. And all of the 924S' struggles with its smaller rubber are louder. It's as if it grunts and growls like a straining weightlifter, with all of its utterances a natural noise of one activity—hard driving.

The throttle affects the balance of the 924S more abruptly than it does in a 944. You can get seriously sideways if you're ham-footed. The 924S is at the same cornering power level as an RX-7, Supra or Starion, but because of the strong punch of the Porsche 2.5-liter, it is easier to overpower its rear tires than it might be in any of the Japanese GTs.

Slashing through a series of twisty turns in the 924S takes care and attention, more so than in a 944 or RX-7/300ZX/Starion, but you can cover backroad distances just as quickly.

And there we are, almost without noticing it, smack in the middle of the Japanese comparison. There's no other way to say it: The bare bones 924S makes the Japanese sport coupes look like luxury coaches. The Porsche in contrast, recalls days of pre-polyplastics and molded foam that now cover every raw edge in any Japanese or US or other European sports coupe. The 924S is bloody stark. The result? In comparison with Japanese GT coupes, the 924S seems overpriced. During our last comparison of a 944 to an RX-7 (*AutoWeek*, Jan 27), we determined that the Porsche's \$5000 premium over the Mazda was justified by both its performance and subjective feel. But much of that tactile impression was due to the 944's refined suspension and some even to the 944's adequate interior trimming. The 924S' interior comes off as less than adequate for its price. It looks dated, and that makes us wonder about its 20 grand tab. For that money, you want to know the engineers did more than resurrect an old design.

They did. But at first glance it's hard to tell. For the 924S to appeal, for its price to make sense, in your heart you have to know. **AW**

purpose—to have fun driving. Not cruising or using as a mobile sound studio. Which in a very real way brings us straight to it: A 924S is fun *because* of its lack of padding. You hear and feel more in it than you do in a 944, or any of the Japanese coupes. You can hear the engine and drivetrain more in the 924S, and road noise from the

August membership anniversaries

MILESTONES

20 years (2003)

Allan and Patricia Utecht
2002 Boxster

Member	Year joined	Co-Member	Porsches
Thomas Zoromski	1992	Margaret P. Takala	1973 914 1.7, 1983 911 SC
Rick Otto	1994	Lori Otto	1974 911S
Robert Burress	1995	Carol Burress	2014 Cayman S 2016 Macan s
Klaus Michaletz	1999	Andrew Michaletz	1978 911 SC
David Krause	2004	Donna Thurlow	2002 911 Turbo
Debra Scholfield	2005	Bill Scholfield	2016 Cayenne
Randell Peterson	2006	Lynn Peterson	1985 911 Turbo
Robert Huebner	2009		1964 356
Erik Scharinger	2014	Lorelei Scharinger	1987 944S, 1981 928, 1987 944S, 1978 928 1979 928, 1980 928 1981 928, 1987 928 S4 1989 928 S4, 1998 Boxster
Barb Wilkinson	2015		2002 Boxster
James Rossmeissl	2017	Ellen Rossmeissl	2014 Cayman S
Michael Frank	2020		2003 911 Carrera 4
Michael Pauly	2021	Gregory Pauly	2018 Macan S
Grace Hennessey	2022	Tom Roemer	2017 718 Boxster
Matthew Krause	2022		2013 Cayenne S

The editor doesn't make this stuff up. If the car listed here isn't correct, please log in to pca.org to update your membership record.

*From 31 years to 1 year,
we're glad to have you
as members of the Fox
Valley region.*



2023 region/zone leadership

President/webmaster:

Shaun Stamnes
sstamnes@netnet.net



Insurance chair:

Andrew Opicka
Andrew@opicka.com



Vice president:

Curt Maas
Clpa439@gmail.com



Dealer liaison:

Steve Groddy
cooperdog2002@hotmail.com



Secretary:

Mary Haen
mehaen@sbcglobal.net



Historian/archivist:

Jim Haen
mehaen@sbcglobal.net



Treasurer/social media chair:

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erik27@gmail.com



Newsletter:

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Membership chair/social chair:

Dee Stamnes
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Tech/rally chair:
Open

Zone 13:

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mroethemeier@sir-pca.org



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Ad rates, editorial guidelines

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.

Email addresses are maintained by PCA at <http://www.pca.org> (login and select “Membership” – “Member Service” – Member Record” from the menu) and member email address changes must be made through PCA national.

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.

Do you have a product or service that our members might use or need? This monthly newsletter (published 12 x per year) is emailed to the region’s members and is also posted on our region website for viewing by hundreds more.

Advertise in Whaletales

	Single issue	12 issues
Full page 8.5 x 11	\$40	\$400
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

Artwork: .jpg

Send your ad to the newsletter editor with your name, business name, address, phone number and email. An invoice will be sent to you by our Treasurer.

Email to: Beverly.jurkowski@gmail.com

The Fox Valley Region, Porsche Club of America, neither endorses any advertiser nor warrants any product or service.

FOR SALE: 1987 944

Asking \$10,500 or make an offer. Has been repainted some time before I acquired the car. I have had the car since 2014. Some service records from 1994 on. Guards red exterior with black interior. 5-speed manual. 73,000 miles. Contact: wmccall@sbcglobal.net

Classifieds continued on next page

Classifieds

FOR SALE: Wheels from 1999 Boxster.

\$200. These must go.

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.



Check out our [webstore](https://www.pcawebstore.org/regions/FV) for wearables w/ region logo. Shirts for men and women; ball caps, jackets, etc.

<https://www.pcawebstore.org/regions/FV>

FOR SALE: 1973 914 2.0 \$26,995

27,000 miles since engine out rebuild in 2013 with Weber carb conversion and addition of external oil cooler. Free flow exhaust, stainless fuel lines, shift bushings, turbo tie rods and much more all completed by experienced Porsche performance shops. All rust repair, new seals and repaint from red to Olive were completed in 2013. Factory A/C was last serviced in 2016 and works but does not blow ice cold. Most work performed by CFR Tangerine Racing Products in Manchester, CT. Additional upgrades completed by the Carrera Car Shop in Huntington Station, NY. Extensive records from 2013 to present. Car is currently at Northshore Sportscars in Lake Bluff, Ill. \$26,995

Contact Walt walt@freckmannart.com

FOR SALE: 1987 944 \$9,500

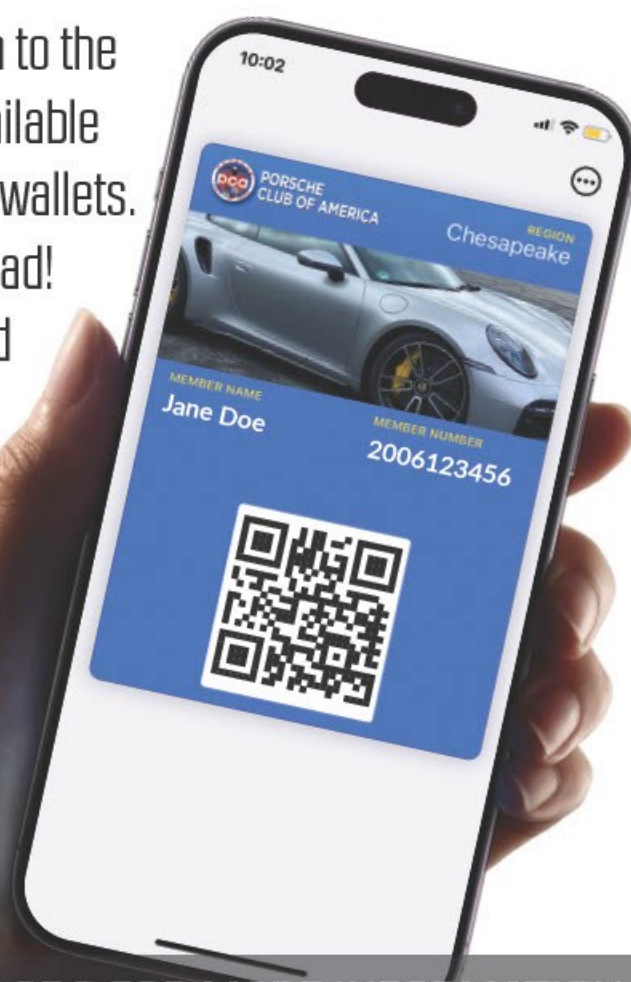
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VINTAGE WEEKEND AT ROAD AMERICA
356s parked near turn 5.