

Whaletales / February 2022





# FOX VALLEY REGION PORSCHÉ CLUB OF AMERICA

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Planning on attending Parade in the Poconos in June? [Read this guide](#) with tips on how to be ready when registration opens.



Cover: John and Patty Fell's 2022 911 Carrera S Cabriolet. Photo credit: John Fell

## President's message: Downhill side of winter

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Hello again FVR Members.

If you are like me, you are happy that we are one month closer to spring and one month closer to getting away from the brine solution that is caked all over our vehicles. I can't stand looking at the salty grey, (oh wait, it is still black underneath all that stuff), Cayenne looking that dirty. Unfortunately, every time I have washed it the weather warms up just enough to allow some melting on the roads and the activation of the brine and by the time I get home you can't even tell it was ever washed. Oh well that's the price we pay I guess.

Coming into February we are still working on getting a new member night put together but the date is still in limbo a bit but we are still trying to get our event set. We are trying to put together a different sort of event but what we are planning may have to be postponed until later in the year. Historically we have done a dinner night for the new members so you can all gather and get to meet some of the other members and just have a relaxing evening. If our first idea doesn't work out we will then plan a dinner night again toward the end of the month. (If you haven't caught on by now we are keeping it under wraps so it will be more of a surprise for everyone.) Hopefully we will know very soon.

Even though it's cold out yet, it's never too late to start planning your service items you want to get done for spring. If you need to order parts you may want to do it sooner than normal as a few things may take longer than normal to be shipped.

Lastly, if you are planning on attending Porsche Parade this year in the Poconos, Phase I registration opens on Feb. 2 at 11 a.m. Central time. Registration fills up quite quickly for as large an event as Parade is so you will want to make sure your PCA membership information is correct on the PCA website (PCA.org) prior to the opening of registration for Parade. Then you need to be on your computer and ready to log in promptly at 11 a.m. with your credit card number handy as it can get quite hectic initially. Once you have registered you will be able to reserve your rooms. This is why you want to be ready right away as rooms can fill up quickly as well. I will be posting a step-by-step outline for registration on the website within the next few days so watch for the link to be emailed out to everyone. This guide was put together by PCA to help you navigate the registration process. I would suggest reviewing it prior to the actual date of registration.

That's about it for this month. Hang tough; we are on the downhill side of winter now.

Shaun  
email: sstamnes@netnet.net

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Even though it's cold out yet, it's never too late to start planning your service items you want to get done for spring.

**Shaun Stamnes**

## New member

**Kenneth Bixby**, Appleton, joined PCA and the region in January with his 2004 Boxster S Special Edition

*Editor's note: Since Kenneth Bixby joins us with a unique model, here's some more information about the model.*

### 2004 Porsche Boxster S Special Edition: 50 years of the Spyder

To celebrate 50 years of the 550, and to help salvage plunging Boxster sales, Porsche is offering a special edition of the Boxster S called, logically, "The Boxster S Special Edition." Porsche also calls it the "550 Spyder Boxster S Special Edition,"

"50 Years of the 550 Spyder Boxster S" and "this very special Boxster S." Take your pick. Just tell your Porsche dealer any of the above names and you can get one of only 1953 of them, 500 of those bound for the United States.



This commemorative 2004 model comes with 264 hp, 7 more than the Boxster S (thanks to tuning of the computer chip). It also has a shorter-throw shifter in the

manual, unique exhaust, 10-mm-lower suspension with five-mm-wider track, Xenon headlights and a host of commemorative cosmetic and trim touches highlighted by gleaming silver metallic paint just like the Carrera GT. — *Autoweek-May 2004*

lights and a host of commemorative cosmetic and trim touches highlighted by gleaming silver metallic paint just like the Carrera GT. — *Autoweek-May 2004*



### Editor's desk

We're a little light on content this month. Many, not all, of our Porsches are hibernating and maybe some of you are as well.

I've added some news from Porsche as well as an article written by Milwaukee region member John Cook who shows us how to clean those shields that protect the under side of your car.

If you do some of your own maintenance, why not document the steps with photos and an explanation and send it my way? I am sure other members would welcome the tips you share.

I always welcome your stories of how you found your first Porsche and all about that car as well as what you are driving now. It may be the same Porsche or perhaps a newer one. Include in your email: 1. year and model; 2. how long have you owned it; 3. how did you find it; 4. Have you owned other Porsches? If so, note those; 5. What is it about the brand that appeals to you? That's it.

There are a couple of examples on page 5 of this issue.

— Bev

Whaletales newsletter editor  
beverly.jurkowski@gmail.com



## Members and their Porsches

**John and Patty Fell**, Manitowoc, members since 2020, acquired a new Porsche in December 2021. They own a 2022 911 Carrera S Cabriolet. In Stone Grey with Bordeaux interior. "This is a paint to sample color originally applied to 356s in the mid-1950s. Ordered through Porsche Exchange. We previously owned a 2001 Boxster S.

"The engineering, build quality, performance and history of the brand make it unique," John concluded.

*Editor's note: See the front page for John and Patty Fell's 2022 911 Carrera S Cabriolet.*



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**Jim and Carol Poklasny**, Oshkosh, members since 2019, own two Porsches – a 2016 GT4 Agate Grey, and a 2021 Cayman GT4 with PDK, Gentican Blue Metallic. They have owned both since new.

# The year ahead....many opportunities to enjoy your Porsche in the company of PCA members



Your region board and committee chairs have been sharpening their pencils and marking their calendars for these events in 2022. Not all events are confirmed and there are still some in the idea stage so stay tuned.

Here's what we know:

Feb. 2 [Parade registration](#) opens

Feb. 5, March 5 [Winter autocross](#) at Road America.

Feb. 18 Registration opens for Treffen at the Broadmoor – see page 11

March 5 Werks reunion at Amelia Island

April 27-30 Treffen at the Broadmoor

May date TBD Spring drive to the Driftless region

May 20-21 Vintage festival at Road America

May 21 Multi-region BBQ

June 9 Indycars at Road America

June 12-18 PCA Parade

June 17 June Sprints at Road America

June 18 Cars & Guitars Automobile Gallery. See pg. 9

June 30-July 3 NASCAR at Road America

July 14-17 Weathertech International Challenge at Road America

Aug. 4-7 IMSA

Aug. 20 Joint event with Milwaukee region at the Automobile Gallery, Green Bay

Sept. 3 Picnic at Road America

Sept. 9 DE at Road America, hosted by Milwaukee region

Sept. 16-18 VSCDA Vintage

Sept. 17 Osthoff on the Green

Dates to be confirmed: Spring Opener and new member gathering.



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**MORE INFORMATION:** [www.pca.org/activities](http://www.pca.org/activities)



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## Werks Reunion Amelia Island 2022

Friday, March 4, 2022, 7 a.m. - 3 p.m.

Save the date for Werks Reunion Amelia Island 2022. Porsche Club of America (PCA) welcomes all Porsche clubs, owners, and enthusiasts to the sixth annual Werks Reunion Amelia Island on March 4, the Friday preceding the Amelia Island Concours d'Elégance. Now in our third year at the Amelia River Golf Club, come join us where you can expect to see a breathtaking array of Porsches, from rare to current models, and everything in between!

Registration: [msreg.com/amelia2022](https://msreg.com/amelia2022)

Registration ends Feb. 16.



# WERKS REUNION

PORSCHE CLUB OF AMERICA





**JUNE 18**

Show your Porsche. After you register at [theautomobilegallery.org](http://theautomobilegallery.org) email: [erik27@gmail.com](mailto:erik27@gmail.com) to let him know you will attend and show your Porsche.

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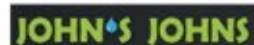
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**[www.PorscheClubInsider.com](http://www.PorscheClubInsider.com)**

**PORSCHE CLUB OF AMERICA**

4.9/5 Rating



"I've been a casual member of PCA for years but the podcast has really brought the club alive for me... who are the PCA staff, what's new or upcoming in *Panorama*, what's new with PCA, new Porsche cars, classic Porsche car insights. I think you have stumbled onto the perfect mix of banter and real news and commentary. It is EXCELLENT!"

– Craig S., PCA Member





## February membership milestones

Member	Year joined	Location	Car	Co-member
<b>5 years</b>				
Neil Gillespie	2017	Green Bay	2005 911 Turbo S Cabriolet 2011 Cayenne Turbo, 2014 Cayman S	
-----				
John Fell	2020	Manitowoc	2001 Boxster	Patty Fell
Jeff Cunningham	2020	Neenah	2008 Boxster S	
Jim Poklasny	2019	Oshkosh	2016 Cayman GT4 2021 Cayman GT4	Carol Poklasny
John Apps	2016	Green Bay	2000 911 Carrera Cabriolet	
Steven Groddy	2015	Hobart	2015 Cayman	Beth Groddy
Mike Stewart	2010	New Holstein	1968 912	
Tal Sellers	2005	Winneconne	2002 911 Carrera	Keri Sellers
Gary Rosenbeck	2003	Appleton	1997 911 Carrera 1997 Carrera Coupe	Hally Rosenbeck
Mark Wallenfang	1989	Appleton	1984 911 Carrera	Maureen Wallenfang

=====

Add a co-member to your account for no extra cost. Send an email to [membership@pca.org](mailto:membership@pca.org) and provide your name, membership number and the name and email address of the co-member you would like to add.

Is your membership data up to date with correct years and models of Porsches you own?

Is your email address correct?

Is your snail mail address correct?

ALL membership data is maintained at [pca.org](http://pca.org). The FV region does not maintain this data.

Log on to [pca.org](http://pca.org) to check your data.

Need assistance? Dee Stamnes is your membership chair. [dstamnes@netnet.net](mailto:dstamnes@netnet.net)

# DIY: Clean those shields

By John Cook, Milwaukee region

I, like many of you put my Porsche in storage during the salty, slushy, days of Winter (and early spring), which gives me a few months to tend to some maintenance tasks that aren't necessarily a priority during our week or two of Summer. One of the first things I like to accomplish is the removal and cleaning, and if necessary, repair of all of my Porsche's underbody shields. It requires a minimal amount of mechanical expertise, and can be completed in an afternoon (more or less).

First of all, and for the record, I am not a licensed mechanic. I occasionally wrench as a hobby and things pretty much work out fine most of the time. So, brew up a cup of coffee, snap on some nitrile gloves, turn off the phone, and head out to the garage.

## Jackpoint stands

Step one - and the one I always find a little stressful - is getting all four corners off the ground. I use a nice floor jack and a set of jackpoint stands. If you own or can find use of a lift - even better.

After that, I like to start at the back and work my way forward removing the shields one at a time. Only two tools are needed: (at least on my 991.2), a 10 mm socket and a T25 Torx bit. As you can see from the photo, a lot of debris comes up from Wisconsin roads and take up residence under our cars.

## High-powered light and WD-40

Once all panels have been removed, I like to go over the underside of the car with a high powered light and a rag sprayed with some WD-40 to wipe things off and remove some of the debris (track day rubber) that gets stuck to the chassis.

*Continued on next page*



Step 1



Debris from Wisconsin roads



Spray with WD-40



## DIY: Clean those shields continued

Here's what my shields looked like after removal (photos right). This is the half of the debris that didn't pour down in my face.

Now's a good time to inspect all of your shields for cracks and either repair or replace as necessary. I then sweep (or vacuum if so inclined)

off all the panels, give them a good wipe down, and - voila! - good as (somewhat) new.

Here's most of what was hiding under my car after one driving season. Formula 1 teams would pay tens of thousands of \$\$ to remove this much weight from their cars. If you're especially motivated, now is a good time to remove the front bumper cover and clean out the bug cemetery inside the ducts to the front radiators.



Reinstallation is fairly straightforward if you take your time. I start at the front of the car and work rearward. There are quite a few nuts and screws to not misplace, so it's probably best to not let your curious cat keep you company in the garage until everything is buttoned up (ask me how I know).

And finally, lower your car back down because another season of driving is right around the corner. Or maybe the corner after that corner.

*Editor's note: Whaletales welcomes all do-it-yourselfers to document and explain some of the work they do to keep their Porsches running well.*



*Above and below: Half of the debris that didn't pour down on my face.*



*Voila! Good as new*

Jan. 4, 2022 (Flat-Sixes.com) – 2021 was a rough year for many automobile manufacturers. Toyota, for example, took over the top spot in the world as General Motors failed to meet demand amidst a massive industry-wide shortage of semiconductors.

**Focus on margins**

Many automakers took this as an opportunity to focus on margins rather than outright sales, pushing their chips to more profitable luxury and sports brands rather than the bread and butter entry level machinery. Porsche, then, is one of the major benefactors of that. Volkswagen Group chose to shuffle its chips to Audi, Bentley, and Porsche to keep their assembly lines running, and the strategy has paid dividends.

**Sold more than ever before**

Porsche is the most profitable per-car automaker in the world, and in 2021 – in the U.S. market at least – it sold more cars than ever before. 70,025 units, to be exact, is how many new Porsche cars rolled out of showrooms this year. It’s a sign of many things, including a rapidly recovering economy, at least among those with enough means to buy a Porsche in the first place.

While many automakers were really feeling the pinch in the fourth quarter of the year, PCNA was actually continuing to set record delivery numbers. Not only was this a huge improvement from the previous year, up 22 percent versus 2020, but it was also 14 percent higher than the previous all-time high record of 2019. Furthermore, the company claims that its order books are more full than

Model	Full-Year	
	2020	2021
ALL 911	8,840	10,042
ALL 718	3,447	4,292
ALL TAYCAN	4,414	9,419
ALL PANAMERA	3,870	4,257
ALL CAYENNE	18,092	17,299
ALL MACAN	18,631	24,716
GRAND TOTALS	57,294	70,025

they have ever been, with customer demand continuing into 2022 on a pace to set even more records.

**Loyal customers**

“Thanks to our loyal customers and welcome every new friend who joined the Porsche family in 2021. Our sales were driven by the strongest and most exciting lineup of cars we’ve ever had, combined with a shared commitment with our

dealers to raising the bar for customer experience,” said Kjell Gruner, president and CEO of PCNA.

**Porsche Cars North America sold a record number of cars in 2021**

“It was a fascinating year, as sales of the Taycan more than doubled while the 911 benefited from the growing popularity of the icon’s latest generation. We worked together with our dealer network to meet and perhaps exceed the expectations of our customers when it comes to enjoying a Porsche – as confirmed by top rankings from J.D. Power for both sales and service satisfaction. Overall, we enter the new year with even greater momentum for the Porsche brand in America.”



## 2022 region/zone leadership

President/webmaster:

Shaun Stamnes  
sstamnes@netnet.net



Insurance chair:

Andrew Opicka  
Andrew@opicka.com



Vice president:

Todd Whitenack  
todd\_whitenack@yahoo.com



Dealer liaison:

Steve Groddy  
cooperdog2002@hotmail.com



Secretary:

Mary Haen  
mehaen@sbcglobal.net



Historian/archivist:

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mehaen@sbcglobal.net



Treasurer/social media chair:

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Membership chair/social chair:

Dee Stamnes  
dstamnes@netnet.net



Tech/rally chair:

Dan Pankratz  
pankydan@gmail.com



Zone 13:

Mark Roethemeier  
mroethemeier@sir-pca.org



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>

## Ad rates, legal stuff

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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](mailto:Beverly.jurkowski@gmail.com) – no later than the 25th of the month preceding publication.

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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*"I realize Christmas is over, but it took a long time to find you. Here's my list of accessories I want for my Porsche.  
Can I get a ride home?"*



PORSCHE CLUB OF AMERICA

**When: April 27 - May 1, 2022**  
**Where: The Broadmoor Resort**  
**Colorado Springs, CO**  
**Registration opens February 16**







Porsche teams at the qualifying runs for the 24 Hours at Daytona. Photo credit: Porsche Cars North America