

# Whaletales March 2022



# FOX VALLEY REGION PORSCHÉ CLUB OF AMERICA

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

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## Advertiser Index

[Event USA – 8](#)

[Porsche of the Fox Valley – 10](#)

[Autoclinic – 11](#)

[VL Performance – 20](#)

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## Departments

President's message – 3

Calendar – 8

Membership anniversaries – 14

Region board contacts – 19

Ad rates, etc. – 20

## Features

New members – 7

Sign up for driver education – 8

What we're driving – 13

Tech tips – 15-16

Leadership Q&A – 17

New member night – 18

Photo of the month – 22

## Autocross time: Dodge the cones

Save these dates for the most fun you can have in your Porsche.

- July 24
- Sept. 4

Location: The Motorplex at Road America. Hosted by the Milwaukee region. Registration will be via Motorsportreg.com.

More details about the Milwaukee region's autocross program here: <https://www.porschepark.org/page/16>





## President's message: Downward slide of winter

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It's nice to be able to say that we are on the downward slide of winter and hopefully we can soon bring our cars out from under their covers and get some driving time on them again. If you have had a chance to look at the website calendar or noticed the upcoming events that Bev adds to the very beginning of this newsletter you will see there are plenty of opportunities to join an event or perhaps even host an event.

One event that is a perpetual winner is our Spring Opener. We have yet to finalize plans for it so if anyone is interested in hosting that event, please let Dee or I know and we'd be happy to help you with the planning if needed.

Also happening this spring will be the Multi-Region BBQ in Elkhorn Wis. The previous event was well attended and a lot of fun. The BBQ was great and the variety of cars and people to meet and visit with was vast. This year we will be looking for volunteers to help with an area of the event. Each region will be given a specific role to help with. Parking, registration, door prize collection and many more are all areas that will need to be filled. As of right now I do not know which area we will be asked to help with but please consider volunteering once we know which area we will be taking care of.

Looking ahead, you will see a few non-PCA or Region activities listed in "Upcoming Events" section. Events such as the Vintage weekends at Road America and the Cars and Guitars event at the Automobile Gallery are listed. Many members have varying interests so even though these are not specifically Porsche related, they are fun events that other members may be interested in attending.

With that in mind, I recently participated in some discussions with Milwaukee region president Roger Franzel who told me Porsche Park is being renovated at Road America. Some of you may not be aware of this area on the east side of the track. Porsche Park has been a part of Road America for over 50 years and is a great place to park or meet up with your friends. It is also a great spot to watch the on-track action. The park is just north of Gate 3 on the south end of Road America and sits in a shady area at the end of the front straight near turn 1. This is a spot co-sponsored by the Fox Valley and Milwaukee regions. Next time you take in an event at Road America, check it out.

Until next month, be safe.

*Shaun*

Shaun Stamnes

President

Fox Valley Region – Porsche Club of America

email: sstamnes@netnet.net

**“...there are plenty of opportunities to join an event or perhaps even host an event.”**

**—Shaun Stamnes**

## Porsche Park renovation plans

By **Roger Franzel**, Milwaukee region president

The history of Porsche Park goes back more than 57 years when PCA members first set up camp at turn 5 of the road course at Road America. We enjoyed that location until around 2004 when Road America asked us to move to our current location at the end of the main straightaway. It has been there ever since.

About a year ago, it was brought our attention by Road America that the area was looking a little weathered and could use an update.

A small committee consisting of then President Gene Guskowski, member and past-president Ron Pace and I looked at various options to solve the issue.

Region board members debated the merits of the options relative to the costs of refreshing the site. We are happy to say that we were finally able to come up with a fiscally responsible solution that satisfied Road America and allowed us to keep Porsche Park in place (yes, it was in danger of going away).

The scope of work by a professional landscaping company will include new fencing, updating of the garden areas, bush and tree trimming, and removal. Work is scheduled to begin this March or April. It should be ready by Memorial Day weekend. We will host one or two events at the space during the year to celebrate the remodel. Stay tuned for dates and event details.

I invite all Fox Valley region members to use Porsche Park whenever you are at Road America. It's a great place to park your Porsche as well as to catch the action at Turn 1.



*Dan Pankratz took this photo of Barb and their 912 in the early days of Porsche Park at Road America.*



*Roger Franzel took this photo of the crowds and cars at Porsche Park in the 1980s.*



## Welcome to our new members

**Jason Ray**, Green Bay

2001 911 Carrera

**Bob Zach and Roxane Zach**, Appleton, members since 2013, transferred to the Fox Valley region from the Chesapeake region with their 1968 911 L.

Why Wisconsin? "At age 82, Roxane and I thought we should settle down near our children. Patricia (daughter) lives in Appleton and a home on the grandchildren's school bus route would be best for all concerned. The 1968 911 L is a European spec 5 speed. It is Sand Beige with leatherette black interior.

"I purchased it new in Mannheim, Germany, on March 22, 1968.

"I was always a car enthusiast. When I was 17, our family needed a new car. Mom wanted a four-door sedan. Dad was a 'spirited' driver. I read all the car magazines. We ordered a four-door 1959 Chevrolet Impala, with optional 348 CI V8 and a four-speed Corvette transmission. The perfect family car.

"When my company offered us an overseas assignment in Germany, a Porsche was a logical choice for our daily driver," Bob concluded.

*The Zach 911L is the photo of the month. See the back page of this issue. See the next page for the history of the 911L.*



*This was the showroom price tag of the Zach's 1968 Porsche 911L in September 1967. The 19,500 Deutsch mark asking price was equivalent to about \$4,900 at that time.*



*Bob and Roxane Zach stand next to their 1968 Porsche 911L. The L (for Luxury) came a year after the S's introduction and was a 1968-only model. It was followed a year later by the introduction of the E model.*

# History of the 911L

*Editor's note: This article appeared in the Chesapeake region's newsletter in 2014. The 13-page article included the story of how the Zach's acquired the 911L and their many adventures in it. This sidebar, written by the editor at that time, details the 911L's place in Porsche history.*

By **Aniano Arao**

The Porsche 911L was introduced in 1967 as a 1968 model and was available in Europe and the United States only during that model year.

That year, the European market had the 912, 911T, 911L and 911S; the U.S. market had the 912, 911 and 911L but not the 911S, which could not meet that year's U.S. smog standard. While the 911L was available in both markets, they were not identical.

## Same engine

The European 911L was equipped like the base U.S. 911, while the U.S. 911L was equipped like the European 911S, except for the engine.

Both the U.S. 911 and the U.S. 911L had the same engine as the European 911L: 1991 cc flat-six with 130 hp DIN.

The U.S. 911L was configured to meet U.S. smog and safety standards, so it was equipped with a smog pump and reflective side markers. The European 911L had neither of those.

## Leather-covered steering wheel

A leather-covered steering wheel, forged alloy wheels, Koni shock absorbers, oil level and oil pressure gauges, as well as front and rear suspension stabilizer bars were standard on the U.S. 911L, but not on the European 911L, which came with no leather on its steering wheel, steel rims with hub caps,

Boge rather than Koni shocks, only an oil temperature gauge and only a front stabilizer bar.

Both the U.S. and European 911Ls had internally ventilated disc brakes, just like the Europe-only 911S.

## Five-speed manual was standard

A five-speed manual transmission was standard on both the U.S. and European 911Ls, as well as on the Europe-only 911S. The L and S had similar interiors, but their 1991 cc flat-six engines had different outputs: 130 hp DIN in the L and 160 hp DIN in the S.

**“....It seems clear that Porsche upgraded the U.S. 911L as much as it did to make it come as close as possible to the more powerful European 911S...”**

It seems clear that Porsche upgraded the U.S. 911L as much as it did to make it come as close as possible to the more powerful European 911S in terms of appointments, features and dynamic capability. That way, the 911L was able to serve as Porsche's top model in the United States in 1968.

In 1969, the 911S regained its top spot in Porsche's U.S. lineup when it returned to the American market. Its new mechanical fuel-injection boosted engine output to 170 hp DIN and allowed it to meet the U.S. emission standard of that period.

## Model discontinued

At the same time, the 911L was discontinued a year after its birth, but the 912 (110 hp) and 911S were joined in the U.S. market by the carbureted 911T (100 hp), which had been introduced in Europe the year before, and by the new fuel-injected 911E (140 hp).

Model year 1969 was, thus, marked by the use of fuel injection for the first time in production 911s. It also saw the introduction of a slightly longer wheelbase in all versions of the 911.

## Welcome to our new members

**Eric Heinze**, New London, joined PCA and the region with his 1986 944 Turbo.

It is Slate Grey Metallic with a black interior and five-speed manual.

"I have owned it just over 2 years. This was the first car I bought sight unseen off of the Internet

"My father still has a 1982 924 Turbo and has had a couple of 944 Turbos. I have always admired them growing up. They are such a well balanced and such a good-handling car in my opinion.

"I previously had a 1981 924 Turbo and a 1988 944 Turbo which were both Metallic Black. I've been into German vehicles starting with my first VW.

"I also currently have two E30 BMWs, a '91 318is and a '88 325ix," he concluded.

**Jeff Wachs**, Hartford  
1986 944



Photo credit: Eric Heinze



## Your Porsche called: It wants to drive at Road America

Is this the year you are going to try drivers education, also known as High-Performance-Driver-Education?

An opportunity awaits. We have one of the best road courses in the country in our backyard – Road America.

Road America's four-mile, 14-turn course is ideally suited for Porsches (or any other sports car for that matter).

The Milwaukee region invites all Fox Valley region members who are interested in joining in the fun on Sept. 4.

Novices are paired with an experienced instructor and there is a classroom session for novices as well before you head out for one of several sessions on the course.

The novice class fills fast so don't delay in registering.

If you have questions, email [DE@porschepark.org](mailto:DE@porschepark.org).

Here's the [registration link](#).



***A Porsche heads to Turn 5 at Road America during a driver education event.***



Sideline Sports Photography © 2012

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# 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:

## March

5 — Werks reunion at Amelia Island

## April

27-30 — Treffen at the Broadmoor (sold out)

## May

TBD Spring drive to the Driftless region

7 — Drive to Freedom High school/car show

20-21 — Vintage festival at Road America

21 — Multi-region BBQ

## June

9 — Indycars at Road America

12-18 — PCA Parade

17 — June Sprints at Road America

18 — Cars & Guitars Automobile Gallery

## July

3 — NASCAR at Road America

24 — Autocross at Road America

14-17 — Weathertech International Challenge at Road America

31 — 16th annual Potluck picnic at Trout Springs Winery, hosted by Steve and Andrea DeBaker

## August

4-7 — IMSA

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

## September

3 — Picnic at Road America

4 — Autocross at Road America

9 — DE at Road America, hosted by Milwaukee region

16-18 — VSCDA Vintage

17 — Osthoff on the Green

## Save the dates:

May 7 — Drive to Freedom High School. Todd Whitenack will lead this drive. Car show at the school. Car show is not sponsored by PCA or the region.

July 24 — Autocross at Road America. Hosted by Milwaukee region. All Fox Valley region members are invited.

July 31 — 16th annual Potluck picnic at Trout Springs Winery, hosted by Steve and Andrea DeBaker.

Sept. 4. — Autocross at Road America. Hosted by Milwaukee region. All Fox Valley region members are invited.

More details about these events will be announced in Whaletales, on the website and in emails in the coming months.





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## 2022 Keeneland Concours d'Elegance will feature Porsche

By **Ken Hold**, president – Bluegrass region

To see horsepower in Horse Country, come visit the 19th annual Keeneland Concours d'Elegance on July 16, 2022, in Lexington, Ky. Porsche will be the featured marque and competing in four of the 20 judged classes. Also, the Bluegrass Region (BGS) will be holding a Porsche Hospitality Park in the Car Club Paddock area.

Specific PCA discounts and events schedule are available for host hotel, Concours and Friday at Keeneland. For information and registration contact Bluegrass Region President, Ken Hold at [kendellhold@twc.com](mailto:kendellhold@twc.com)







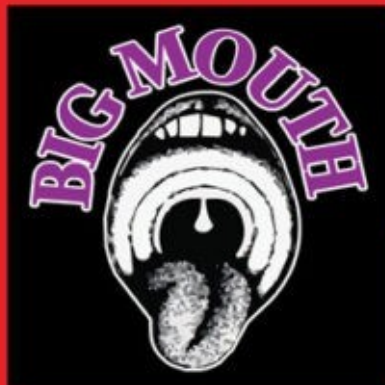
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Show your Porsche. After you register at [theautomobilegallery.org](http://theautomobilegallery.org) email: [erik27@gmail.com](mailto:erik27@gmail.com) to let him know you will attend and show your Porsche.

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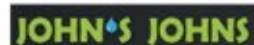
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# What we're driving

**Mike Haddad**, DePere, drives a 1996 911 Carrera C2 (993), Guards Red over Cashmere interior and six-speed manual. It's featured on the cover of this issue.

He has owned it since June 2021

"I asked Nick Halfman in April 2021 if he could reach out through his extensive Porsche network to see if a clean 1996-1998 993 Carrera C2 in Guards Red exterior might be available for sale. Over the next few weeks, Nick was able to locate a few (scattered throughout the U.S.) that made a good first impression. Nick then conducted extensive due diligence on each vehicle via VIN research, phone calls, email exchanges and asking for service records, pictures and videos.

"We ultimately zeroed in on a 1996 C2 for sale in Pennsylvania. Nick negotiated on my behalf and also did the work to acquire the car cleanly (no title skipping) and we arranged to have it shipped directly to Bergstrom.

"Once it arrived, Porsche Master Technician Mike Vander Werff received the vehicle and inspected every inch and tested every system. Thankfully, the car was exactly as described by the seller.

"Nick's effort and expertise made all of the difference in acquiring this vehicle. His knowledge of reputable sellers in addition to his detailed understanding of the 993 series ensured we were making a highly informed purchase. And knowing that super tech Mike Vander Werff was ready and eager to inspect the car was icing on the cake.

"If you're dreaming of acquiring a classic Porsche, Bergstrom Porsche absolutely has the expertise to make it happen. They can search, evaluate and ultimately secure your dream Porsche.

About the brand, Mike said what appeals to him most are: "Attention to detail. Leading-edge engineering. Commitment to the driver experience. Performance first. Motorsport DNA in all models," he concluded.



*In addition to his 1996 911 Carrera described on this page, Mike Haddad also drives this 2021 Cayenne Turbo Coupe as well as a 2017 911 Turbo S.*

## March membership milestones

Member	Year joined	Location	Car	Co-member
<b>MILESTONES</b>				
<b>50 years</b>				
Charles Johnson	1972	Fish Creek	1957 356, 2009 Cayman	Susan Johnson
<b>35 years</b>				
Harvey Poling	1987	Kewaunee	1970 914, 2008 Boxster	Vickie Poling
<b>15 years</b>				
John Beck	2007	Appleton	2002 911 Carrera, 2017 Macan	Elizabeth Beck
-----				
Georg Pavlovics	2021	Ellison Bay	1986 944 Turbo	
Michael Haddad	2019	De Pere	2017 911 Turbo S, 1996 911 Carrera 2021 Cayenne Turbo Coupe	
Rick Gore	2018	Green Bay	2019 718 Boxster GTS	Judy Gore
Mick Barron	2018	De Pere	200 911 Carrera	
Daniel Newell	2016	Suring	1986 944 Turbo	Wes Wojahn
William Schnettler	2009	Neenah	2015 911 Turbo S	Patti Schnettler
Alan Cayer	2010	Green Bay	1986 928S	Joan Cayer
James Mollon	2005	Oshkosh	1986 911 Carrera	Linda Mollon
Bruce Harvey	1994	Houghton	1989 944 S2	Robin Harvey
David Savu	1980	Marquette		

=====

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)

### FOX VALLEY REGION ACTIVE MEMBER COUNTS:

<b>Total:</b>	<b>Primary</b>	<b>Co-</b>	<b>Honorary/Lifetime:</b>	<b>PCA</b>
<b>338</b>	<b>Members:</b>	<b>Members:</b>	<b>0</b>	<b>Juniors:</b>
	<b>199</b>	<b>139</b>		<b>14</b>



# Tech tips: Engine oil

By Pedro Bonilla, Pedro's Garage  
Suncoast region member

In this chapter of our tech articles, let's talk about a slippery subject: Engine oil.

And I mean slippery in the full sense of the word because it has been the subject of many, many discussions and opinions. Therefore I'll try to stick to the facts.

Engine oil is mainly a lubricant, but it also serves several other important functions such as: cooling, cleaning and protecting from corrosion the different internal engine surfaces that it bathes. To be able to perform these functions, special additives are mixed into the base oil. These additives are mainly: detergents, multi-viscosity additives, emulsifiers, anti-foaming agents, polymers, anti-wear formulations such as Zinc Dialkyl-DithioPhosphate (ZDDP), etc.

## Catalytic converters

But some of these additives, such as phosphorus (contained in ZDDP), which is an excellent anti-wear agent, with time, can also cause damage to the catalytic converters. Because of this, the automobile manufacturers and the emissions- regulating agencies have forced the oil companies to reduce the amount of phosphorus (and other additives) in their oils.

Products that meet the new ILSAC (International Lubricant Standardization and Approval Committee) GF-4 Specification, must have phosphorus levels at less than 800 ppm. The ILSAC-G4 Standards was jointly developed and approved by Japan Automobile Manufacturers Association, DaimlerChrysler, Ford and GM.

## Ambient temperature

Because automobiles and internal combustion engines are used in different and varied environments, from the sub-freezing arctic to the scorching desert, the engine oil must be able to adapt to those extreme-at-time conditions. Hence the multi-viscosity feature which means that the oil will have a particular viscosity at low temperatures and another at high operating temps.

This is necessary because the oil needs to be thin and circulate through the engine quickly at start up and it

must also have thicker characteristics when hot to provide the needed protection at operating temps.

## Viscosity

Viscosity, simply put, is how thick or thin an oil is at a certain temperature. Viscosity ratings are regulated by SAE (Society of Automotive Engineers). In a particular oil, its viscosity is expressed by numbers and/or letter. There are single grade (single weight) and multi-grade (multi-weight) oils on the market although the majority of our vehicles now use multi-grade formulations. There are also standard petroleum oils, synthetic oils and blends of both.

In multi-grade oils, the first number and the letter W (winter) refer to the oil's viscosity when the oil is cold. For example: 0W, 5W, 10W, 15W, etc., where the higher the number the more viscous the oil is at low temperatures. The second number refers to the oil's viscosity at high, operating temperature. For example: 30, 40, 50, etc., and again, where the higher the number, the higher the viscosity for that temperature range.

Lately, low viscosity (thin) oils have become the OEM (Original Equipment Manufacturer) norm. This is so, because of two main reasons:

1.- The lighter the weight of the oil in the engine, the less internal friction there will be which in turn allows the engine to make a bit more HP and offer a little better MPG numbers. The main reason behind this is that the auto manufacturers are forced to reach certain environmental CAFE (Corporate Average Fuel Economy) numbers.

The down side is that the thinner the oil, the less protection it provides, so there's a very delicate balancing act between an oil's weight and the protection it offers the engine components.

2.- Bearing, piston-to-cylinder and gear-to-gear clearances have become smaller because of better metallurgic and manufacturing methods. Using thicker oils may interfere with oil flow and increase oil pressure. In older (worn) engines it's generally better to use a higher viscosity oil because the clearances have become bigger.



*Continued on next page*

## Tech tips: Engine oil continued

Oil gets degraded with use, mainly because of gasoline and carbon blow-by and because of the high temperatures and pressures to which it's subjected. That's why oil needs to be changed on a regular basis to remove all those contaminants which, if left in suspension, in time will turn the oil acidic, causing then damage (corrosion) to the engine's internals.

Each manufacturer has an oil change recommendation for each particular model, which, in my opinion, should be the worst-case scenario for replacing.

When the factory fills a car with oil they don't know under what specific conditions the car will be used, so they use a "blanket" oil: 0W40. Many people tend to stay with what's offered by the factory, thus they will replace their oil with the same, original 0W40 Mobil 1, but based on the above, one should consider one's physical location (weather) as well as the type of driving done in order to select the best possible oil.

Many times the particular brand of oil is irrelevant, since they need to be approved under the same regulations, most of the brands have compatible products with each other, and even though the factory recommends using Mobil 1 oils, they also produce a "Porsche Approved Oils List" which includes tested and Porsche-approved off-the-rack oils for different regions of the world.



I generally recommend to my local customers 10W40 oil and in my car I personally use 15W50. I find that after 100,000 miles, switching to the heavier multi-viscosity formulations gives better protection against wear because of the looser clearances, it also cuts down on rear main seal leaks and on sporadic puffs of smoke on startups.

For my personal car, a 1998 Boxster, Porsche recommends replacing the oil once every year or 15,000 miles, but in my Baby the oil and oil filter get changed every 7,500 miles or less. This formula is working just fine, since I just clocked 193,000 miles on the odometer with almost 12,000 of those being hard track miles.

For the complete Porsche List of Approved Oils and additional information on oil changes and other topics, feel free to visit the DIY pages of my website: [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche'ing,

Pedro

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### Do you change the oil in your Porsche? What tips can you share?

Are there some to-it-yourselfers among us here in the Fox Valley region? If you do some of your own maintenance, Whaletales would like to hear from you.

How often do you change oil?

Where do you dispose of the used oil?

Do you have a favorite brand?

Send your answers to the editor of Whaletales via email: [beverly.jurkowski@gmail.com](mailto:beverly.jurkowski@gmail.com)



## Leadership paddock: Q & A

*Meet your region leaders. In this series, we will introduce you to the leaders of the region. We'll do this in no particular order. Our first leader is Todd Whitenack, vice president.*

**Q.** Tell us about the Porsche you currently own and any others that you previously owned.

**A.** We own a 2000 Boxster in Ocean Blue with Savanna interior. It's the first and only Porsche we have owned. I would like to own a couple more in the future. We have owned a number of VWs and currently own a 1970 Karmann Ghia cabriolet in Albert Blue which was also a 911 color that year.

**Q.** Why did you join PCA?

**A.** To share our love for driving and road-trips (especially with a winery destination) with other Porsche owners.

**Q.** What is the best part of being a member of PCA?

**A.** The drives and road-trips to places of interest.

**Q.** What surprised you most about PCA after you joined?

**A.** The variety of activities from track events to driving tours, from social events to tech sessions.

**Q.** What kind of events do you typically participate in? Where will region members see you?

**A.** We try to attend every regional event whenever possible. We also try to lead a drive or two each year. So please join us on one.

**Q.** If you have a co-member, what events does she/he enjoy in the club?

**A.** My wife Sandra and I like the drives/road-trips. We like exploring new roads top-down and visiting places we have not been too. Since neither of us are from Wisconsin, it's not difficult to still find cool new places.

**Q.** What event or events would you encourage new members to try?

**A.** Come join us on a drive. They are always a good time. And maybe you will drive on a road or to a place you have not been.



Todd Whitenack took this photo of Sandra and their Ocean Blue Boxster.



## New member night at Porsche of the Fox Valley



Members who joined PCA and the region over the past two years were welcomed by several seasoned members at the New Member Welcome event hosted by our friends at Porsche of the Fox Valley on Feb. 26.

Photo credits: Todd Whitenack



See more photos here: <https://pcafoxvalley.shutterfly.com/pictures/163>



## 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:

Jim Haen  
mehaen@sbcglobal.net



Treasurer/social media chair:

Erik Scharinger  
erik27@gmail.com



Newsletter:

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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

### 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](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.

### Advertise in Whaletales

	Single issue	12 issues
Full page 8.5 x 11	\$40	\$400
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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 nearly 200 members and is also posted on our region website for viewing by hundreds more.

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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](mailto:Beverly.jurkowski@gmail.com)

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Porsche Club of America September 3, 2020

Events News Magazine Classifieds Technical

## e-Brake News

Dear e-Brake News subscriber,

Porsche Club of America delivers e-Brake News to your inbox every Tuesday. This is the August monthly recap.

Check out the August issue of *Porsche Panorama* and scroll down for the top e-Brake articles of the month.

Scroll to the bottom to vote for the Porsche of the Month, and to see July's winning photo.

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**TECH TACTICS**

**V1 for 2025 is here!**  
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[Click here to find out who won a Porsche Taycan 4S!](#)

**1. Six rare and special Porsches you can still afford (for now)**

PCA—The Porsche market led the big 2011-2015 resurgence in the collector car market, setting trends that continued over the next slightly cooler five years.

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**2. Here are the Spring 2020 Member Only Raffle winners of a Taycan 4S**

PCA—Meet the members who won and find out whether they chose the car or the cash prize.

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### Griot's Garage e-Brake Photo of the Week contest

Are you a member and took a stunning photo you want to share? Submit your pictures to [potw@pca.org](mailto:potw@pca.org). Be sure to include your contact information, your Region name, and a few sentences about your picture.

Please note: You must have taken the photo and possess full copyrights to the image. We do not accept photos taken by non-PCA-members.

[Visit GriotsGarage.com](http://VisitGriotsGarage.com)

### Vote for your favorite Porsche Photo of the Week

Each month, we will feature the Porsche of the Week photos from the previous month. Then we will tally the votes and crown a new Porsche of the Month winner. PCA, in partnership with Griot's Garage, will be giving away a Concours Lawn Kit to contest winners and a PFM Speed Shine Kit to randomly selected voters.

[Click here to vote for your favorite photo](#)

August 4



August 11



## Want to stay up-to-date on all the latest PCA and Porsche news?

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# PORSCHE CLUB OF AMERICA



Photo of the Month  
Bob and Roxane Zach's 1968 911L at  
PCA Parade in French Lick in 2015



Photo credit: Bob Zach