

Whaletales April 2022



Porsche Club of America
Fox Valley region



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

Whaletales Issue 4 April 2022

Subscription is included in region membership fee.

920-217-6427

sstamnes@netnet.net

Editor: Beverly Jurkowski

Beverly.Jurkowski@gmail.com

Text: 414-232-4869

Layout: Bev Jurkowski

Proofreaders: Barb Wilkinson, Mike Jurkowski

Advertiser Index

[Porsche of the Fox Valley – 13](#)

[Autoclinic – 14](#)

[Event USA – 27](#)

©2022

Departments

President's message – 3

Calendar – 10

Membership anniversaries – 23

Region board contacts – 26

Ad rates, etc. – 27

Features

Welcome new members – 5-6

What we're driving – 7-8

Track day: A participant's experience – 9

Register for Sept. 9 DE – 10

Overnight drive to Driftless distillery – 12

Spring Opener – 13

Special Spyder – 17-22

Leadership profile – 24

Nine-year-old's school project: A 356 – 28



Werks Reunion — see page 25

Cover: With the blossoms of spring bursting forth, Dennis and Susan Garrity of De Pere, Wis., prepare to take their 1956 "Pre-A" Speedster 1600 for a ride, after its long winter sleep. Photo credit: Dennis Garrity.

President's message: Happy Spring FVR members



Yes it's that time, spring has sprung or at least that's what the calendar says. The weather obviously hasn't gotten the memo but there is hope.

The region calendar is starting to look good for upcoming events, including:

- Cars and Coffee is back at Porsche of the Fox Valley. Beginning April 9 and continuing thru the summer on the second Saturday of the month from 8:30 a.m. - 10:30 a.m.
- On May 7 we have the "Rally thru the Valley to Freedom." This drive ends at the Freedom High School for their annual car show to benefit the Freedom High School Auto Club.
- On May 14 we have a Car's and Coffee at Bergstrom and then the group will depart on the Driftless Distillery overnight tour.
- May 17 will be the official Spring Opener at Jim and Linda's in Pipe Wis. Drinks and social hour from 5:30 p.m. to 6:30 p.m. with dinner seating at 6:30 p.m. RSVPs are due May 13.

All events can be found on the website and Facebook page as well as in our great newsletter.

One last thing of note. The region webstore should be back very soon. A selection of region logo clothing items were submitted to the vendor in February and I expect to hear back very soon as to what items they are able to obtain due to supply issues. As soon as the store is up and running I will send out a notice to everyone.

That's about it for this month. Hope to see all of you at an upcoming event soon.

Shaun Stamnes

President

Fox Valley Region - Porsche Club of America

email: sstamnes@netnet.net

**Cars and Coffee is
back at Porsche of
the Fox Valley.**

—Shaun Stamnes

Editor's desk: Reader submissions rule



I may be pushing this spring thing with the selection of the cover photo from Dennis and Susan Garrity but winter has been long and if you are like me, you can't wait to move into a new season.

Speaking of spring, May has two driving tours for you and your Porsche. Check out the details in this issue.

I can't tell you how pleased I was to receive, unsolicited, an article that Jennifer Jensen submitted about her Porsches and her experience with different models. She first sent an email and asked if I would be interested in her story. I replied immediately, "of course." You'll find her story in this issue.

Every month, I also reach out to all of the members whose PCA membership anniversary will be observed in the upcoming issue of Whaletales. Thanks to Joe and Ann Trapp, Dave Schmitz and Curt Maas who responded this month. Their stories are on pages 7-8. Thanks also to the new members who responded to my welcome email, which I send to all new members. The new member stories are on pages 5-6.

As you page through this issue, be sure to get to the back of the issue where our youngest contributor, age 9, tells the story of her 356. Yes, it's hers.

I volunteered to be a judge in the 2021 PCA newsletter contest. I've done this multiple times and while the exercise is exhausting, it is rewarding too as I get to see many examples of newsletters, some good, some in need of polish. I pick up layout tips as well as content ideas. I try to provide as much feedback as possible and hope that the editors accept that feedback as a way to improve. I judged Class II, the same class that Fox Valley region competes in. I have won first, second and third place in this contest over the years. I did not enter for 2021. It's time for another region to win.

The newsletters I judged were from Big Island Hawaii, Maumee Valley, Wilderness Trail and White River. Four regions with vastly different newsletters. I am looking forward to the announcement at Parade for the winner of this class.

Thanks for feedback.

Find me at: beverly.jurkowski@gmail.com

414-232-4869

As you page through this issue, be sure to get to the back of the issue where our youngest contributor, age 9, tells the story of her 356. Yes, it's hers.

—Bev Jurkowski

**Cars & Coffee dates set for gatherings at Porsche of the Fox Valley:
April 9, May 14, June 11, July 9, Aug. 13, Sept. 10.**

Time: 8:30 a.m. to 10:30 a.m. Drop in and join the conversation.

Location: Porsche of the Fox Valley, 3030 N Victory Lane, Appleton

Welcome to our new members

Michael Bahrke, Ellison Bay, drives a 2019 718 Cayman that is black over black with a manual transmission.

"I've owned it for six months. My son, Ryan, also a Porsche owner and member of the PCA Rocky Mountain region, saw it on the Bergstrom Porsche website, and brought it to my attention. This is my first Porsche.

Porsche's "quality and performance" makes the brand special, he said.

Thomas Dudley and Marne Dudley, Black Creek
2022 718 Boxster GTS 4.0

Justin Rollin, De Pere
2022 911 Carrera S Cabriolet

Transferred
Chris Haverlock transferred to the Central New York region



Michael Bahrke drives this 2019 Cayman.
Photo by Michael Bahrke.

Fred Dominski and Chris Dominski, Crivitz
2014 911 Carrera 4S Cabriolet

Jeff Wachs, Hartford
1986 944

Welcome to our new members

Robert Ross Jr. and Cynthia Ross, Sturgeon Bay, joined PCA and the region with their 2007 Boxster S, Guards Red over black with a six-speed manual transmission. He has owned it for seven years.

"I looked for more than a year to find a Boxster S. Found it in Milwaukee when it was Concours Motors, now Porsche Milwaukee North.

"It's my first Porsche. We like to take tours in the summer with the convertible top down. The car is comfortable, handles well and has two trunks for stuff," he said.

**The car is comfortable,
handles well and has
two trunks for stuff.**

—Robert Ross Jr.



Photo credit: Robert Ross Jr.

You don't have to be a new member to tell us about your Porsche

Whaletales always welcomes member stories about their Porsche. You don't have to be a new member to see your story in print. Send an email to Beverly.jurkowski@gmail.com with 1. year and model, 2. exterior color and interior color, 3. manual trans or tip/pdk/sportomatic, 4. how long have you owned it, 5. how did you find it, 6. what is it about the brand that appeals to you. Attach a .jpg of your Porsche when you send the email.

It's that easy.

What we're driving

"Ann and I own a 2008 Cayman S, Basalt Black Metallic exterior and Sand Beige interior," **Joe Trapp** said. "Purchased locally after finding it on Facebook marketplace. We have owned it for 5 years. It is a 6 speed manual."

"We love the racing heritage and engineering that goes into all of their vehicles. The mid-engine platform, and naturally aspirated flat 6 can make any drive an intoxicating experience. And of course you can't go wrong with the timeless design," he concluded. Joe and Ann live in Oshkosh and have been members since 2019.



Dave Schmitz, Oshkosh, drives a 2005 911 Carrera S Cab with Atlas Grey exterior and black interior, manual six-speed.

He has owned it since spring of 2019 and found it on Bring a Trailer.

"I usually don't keep my cars for long, usually trading in for something a little different every couple of years or so. I've had two 986 Boxsters (1997 black, 2000 Zenith Blue Metallic) previous to my 911, and in 2021 I thought it was time for something different."

"In February of that year I found a 2015 Dakar Orange M3 in Cincinnati and felt it was meant to be mine next. After a PPI, I flew down to the bottom of Ohio, bought the car, and drove it home. What a beast."

"After a few months of driving the snot out of my new Beemer, it was time to take the 911 out of storage and prep it for sale. The market was going nuts for P-cars so my timing was good. After inspecting the 911 for over-winter issues, I took it for a last hurrah road trip along Lake Michigan."

"You can probably guess how that worked out. It took

less than a hour of grinning to understand that my 2005 Porsche was hands down the better car. Within two days I put my shiny new M3 up for sale. While the orange Beemer was gorgeous and 'hang on to your senses' fast, I have yet to drive a car that engages the pilot like a Porsche."



Dave Schmitz and his 2005 911 S Cabriolet

"In my 911 I am part of the experience, instead of being taken for a ride in a BMW rocket sled. The M3 sold in a week and I have since ended my yearly search (addiction) on BringATrailer for my next big thing. There is only one Porsche," he concluded.

What we're driving continued

"I first became interested in the Porsche brand a few years after I got out of college," said Curt Maas. "The 924 was the affordable Porsche at that time. I was traveling a lot for my job and saw the ads for the 924 in the airline magazines it seemed like every time I flew. The car dream had to wait however since I had bought a home which limited my budget. Several years later and our marriage further delayed the

dream. I kept looking and hoping to find a Porsche our budget could afford. Northern Wisconsin was not, however, the epicenter of affordable quality used Porsches.

"We found and bought our first Porsche, a bright yellow 1973 914 2.0 liter with brown interior from the owner in Algoma. We purchased it in 1992 for about the same price as it would have sold for new in 1973. I had been looking for a Porsche for some time and had driven and looked at several 911T and 914 cars available in the area.

"This car was the first of the Porsches I had driven with intact functioning fuel injection and no apparent mechanical or rust problems. Most of the others I looked at had their fuel injection replaced with carburetors with varying degrees of success and drivability or needed serious mechanical or rust repair.

"The 914 appeared for sale in the local paper, yes I am that old, and my wife and I drove up to Algoma to look at it and take it for a test drive. The owner had a large building for his business where he had two 914s and a slope nose 930 Turbo that he had just purchased, necessitating the sale of the 914. We agreed to the purchase and brought the car home a week later.

"For the next seven years we drove and enjoyed our summer fun car until our son was born and the two seater P car became impractical. The car spent much of the next decade mostly in storage until my son and I started taking it to the races at Elkhart lake. Over the



Two of the Maas Porsches, a 2014 Cayman and a 1973 914 2.0. Photo credit: Curt Maas

last three years I have been slowly replacing many of the aged components. The fuel system, injectors, engine rubber lines and seals, suspension and, this winter's project, the complete brake system have all been restored, replaced or updated.

"In addition to the 1973, we also have a 1972 914 red with black interior, a 2014 Cayman Agate Grey with Platinum Grey interior, and a 2018 Macan white with black interior. In addition, I have two 1972 911s, a 911E Targa and a 911T Coupe, that we refer to as my retirement projects. As in, someday when I retire I'll finally get around to restoring them. The cars are all fun to drive and they are all different.

"The Macan, my wife Vicki's car, is the highway cruiser, used for trips; it has room for four people. It's a comfortable, luxury vehicle that still has sports car performance. My Cayman is the 40-year newer version of the 914. With more power and comfort than the 914, the Cayman still has the beautiful balance and performance you only get in a mid-engine car. But of all our cars the most fun to drive on a sunny summer day or a crisp autumn afternoon is still the 914. There is just something about driving that car that's different from driving the others. It may be that the experience in a lightweight car without power steering or power brakes is just more visceral and engaging or it may be just because it's my first Porsche," Curt concluded.

Track day not to be missed

By **Dale Kressin**, former FV region member, now a member of the Everglades region, Florida.

Road America a destination track for drivers and families.

Road America is a beautiful facility with a very highly regarded race track. It is very fast with long straights. The Road America track is 4.048 miles long with 14 turns and multiple elevation changes. Road America is located on 640 natural acres of rolling hills in Wisconsin's Kettle Moraine and is known as "America's National Park of Speed."

My introduction to Road America came about as a member of the Wisconsin Badger Bimmers Club. The BMW car club of America held a national Octoberfest event at Road America. I participated in the Autocross and Concourse events where I had third place finishes in both events. The following year I attended driver education events at Road America with the Audi Club of Wisconsin and the Badger Bimmers. I was quickly hooked on driver education events.

I was impressed by the high quality classroom and in-car training that these clubs provided. Autocross, braking techniques, car control, lane toss and on-track driving instruction were provided. It was repeatedly emphasized that we were not racing, we were not competing and not timing laps.

Our goal was to have fun while being safe and courteous. The instructors and student participants were typically enjoyable to socialize with and helpful at these events. All novices are paired with an instructor.

We learned about car preparation as well as driving technique to help improve safety at these events. The learning curve for new drivers was not difficult with the format these clubs used. Principles of car dynamics under acceleration and braking learned on track can frequently be applied in everyday driving on streets and highways. Track driving experience made driving roadways more courteous, within posted speed limits and very safe.



Military veterans enjoy a tour of the track during the lunch break of the Milwaukee DE event in PCA members' Porsches.

I initially drove a 2010 BMW sedan for 2-3 years, followed by a 2012 Nissan GTR for 3 years and then two Porsche GT3 (2015 & 2018) for 6 years.

I have been driving with

several clubs in recent years (Audi, BMW, Chin, LAPS, Chicago PCA, Milwaukee PCA, Nordstern PCA, Suncoast PCA, MVP, Northwoods Shelby). It is generally true that with more driving sessions at one or more tracks, the driver's skills develop further.



I have helped with grid work and with corner work at Road America for the BMW club. Safety was emphasized at these events. Corner worker communication enhances safety for everyone on the track.

I was invited to attend instructor training with PCA and became a national PCA instructor. I

find a high level of satisfaction in helping newer drivers just as instructors provided for me.

Track driving is fun and safe at driver education events. I encourage others to attend DE events and to enjoy their cars and friends at a destination track, Road America in Elkhart Lake, Wisconsin. A beautiful place to drive fast on track with a focus on safety.

I encourage you to take advantage of the track day that Milwaukee region hosts every year. This year it is Sept. 9. See next page for details and how to sign up.

Driver Education, aka HPDE, aka Addictive Behavior

Driver education: let's review what PCA has to say.

The mission and purpose of the Porsche Club of America's Driver Education Program is to provide a safe, structured and controlled teaching and learning environment. The PCA DE Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Participants will experience first-hand the capabilities of high performance automobiles in a controlled, closed-course environment and acquire skills that will enhance safer vehicle operation in all driving situations.

One giant word of caution: This adventure can become very addictive. Our instructors will teach you to drive your Porsche the way Stuttgart designed it to be driven. PCA DE schools are run in a safe and controlled environment on a closed course. Like any new sport your instructor will guide you into this exciting world of high performance driving. These weekends are great sources of stories for the Monday morning coffee break. You will have dreams about various turns and wake up with memories of your instructor yelling BRAKE or DON'T LIFT..."

If this sounds like something you want to try for the

first time or maybe come back as it's been a few years...

Date: Sept. 9, 2022

Time: This is an all-day event, starting at approximately 7:30 a.m. and lasting until 5 p.m.

Now, here are just a few reasons your DE committee gets excited about our DE event:

1. The day is packed with activities, ranging from classroom session, driving VETs around 5 track sessions, seeing a lot of awesome cars, etc.
2. Getting to see a lot of our friends
3. Getting a chance to see if turn one really prefers a late apex approach
4. Learn why Mustangs can't brake late into most turns
5. Visiting with a lot of first timers, who tell us that they will never drive on a backroad the same again. They learned a better way to brake and approach turns (and possibly scare their significant other).

Send us an email if you have any questions...

MilwaukeeDE@gmail.com

Register here: <https://www.motorsportreg.com/events/milwaukee-pca-driver-education-de-road-america-367176>



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:

April

- 9 – Cars & Coffee at Bergstrom. 8:30 a.m.
- 27-30 – Treffen at the Broadmoor (sold out)

May

- 7 – Drive to Freedom High school/car show
- 14 – Spring drive to the Driftless region
- 14 – Cars & Coffee at Bergstrom. 8:30 a.m.
- 17 – Spring Opener at Jim & Linda's Supper club
- 20-21 – Vintage festival at Road America
- 21 – Multi-region BBQ (details pending)

June

- 9 – Indycars at Road America
- 11 – Badger Bimmers tech session at Auto Clinic. Sign up: <http://msreg.com/techsession0622>
- 11 – Cars & Coffee at Bergstrom. 8:30 a.m.
- 12-18 – PCA Parade
- 17 – June Sprints at Road America
- 18 – Cars & Guitars Automobile Gallery

July

- 3 – NASCAR at Road America
- 9 – Cars & Coffee at Bergstrom. 8:30 a.m.
- 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
- 13 – Cars & Coffee at Bergstrom. 8:30 a.m.
- 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
- 10 – Cars & Coffee at Bergstrom, 8:30 a.m.
- 16-18 – VSCDA Vintage
- 17 – Osthoff on the Green

Follow the leader drive to Freedom High School Auto Club Car Show

Date: May 7

The region will host a follow-the-leader drive to the show. Todd Whitenack will lead.

Drive start location: Wells Park (across from De Pere City Hall) 230 S Broadway, De Pere

Drivers' meeting at 8:15 a.m., depart at 8:30 a.m.

It's about a 30-minute drive to Freedom High School.

Register here: <https://www.motorsportreg.com/events/a-rally-thru-valley-to-freedom-wells-park-pca-fox-788844>

Freedom High School is located at N4021 County Rd E, Freedom.

The drive portion of the event is a PCA-Fox Valley region event. The car show is not. Waivers will be signed at the start of the drive. Arrive in enough time to complete the waiver before the drivers' meeting.

Free-will donations at the car show to support the school's Auto Club program are appreciated.

See the next page for details about the May 14-15 driving tour in the Driftless region.

May 14 drive to Driftless distillery

The Driftless region of Wisconsin is a spectacular area, noted by the deeply carved river valleys after having escaped glaciation in the last glacial period.

Region Vice President Todd Whitenack will lead a tour on May 14. This will be a fun drive on amazing roads with terrific views.

After a long winter it's time for some serious driving. If you like to drive your Porsche like it was designed to be driven

and on some of the best roads in the state, perhaps making a few stops along the way to see something, eat some food, then this is the weekend trip to start your summer.

Two days of driving

We have planned an overnight trip with two days of driving down and around the driftless area. We'll spend most of the time on the twisty and hilly back roads. We'll drive a fair number of them with a good amount of enthusiasm and plenty at a more casual pace to just take in the scenery. This is a road-trip for driving. Lots of driving. Of course as the name suggests we'll be making a few stops to sample some spirits, maybe take a tour, eat some food, see some nature, and hopefully have plenty of laughs.

The trip will start on the west side of Appleton and we'll drive west toward Wautoma, then shoot down through Portage where we will then spend most of time just west and south of Devil's Lake State Park. We'll then head up just north of the park and eventually take a slightly more direct northeast route back on county and state roads through Ripon to pick up 41 in Oshkosh.



You can of course join in or depart anywhere and anytime along the way, however you will still need to register and sign the waiver. Everyone who registers can get an itinerary in advance if wanted. Please let us know if you will only be joining part of the trip, or meeting us in route, so we'll be sure to meet you at one of the stops.

Additional info will be provided when you register. Register here: msreg.com/driftless-distillery-drive-may-14-2022

We are going to limit the number of cars to about 10 and/or about 20 people (drivers and passengers).

It's going to be a blast.

Event details

Date: May 14

Start time: 8:45 a.m. drivers' meeting, 9 a.m. departure

Start location: Porsche of the Fox Valley

RSVP: Todd.Whitenack@yahoo.com

OR

msreg.com/driftless-distillery-drive-may-14-2022

RSVP deadline: May 12

Return on your own: Group drive back to Oshkosh, on own from there.

No cost for the drive, however you will have to book your room and pay for your meals.

Details of the drive and hotel will be provided when you register.

May 17 Spring Opener

Join us May 17, 2022 for the annual Spring Opener, aka the Pipe Run at Jim and Linda's Lakeview Supper Club, Pipe, Wis. (east side of Lake Winnebago).

Located at Calumet Harbor in Pipe,
W3496 County Rd W
Malone, WI 53049

[Google map:](#)

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

Hint: Watch your speed on the road into Jim and Linda's.

Cash bar open from 5:30 p.m. – 6:30 p.m.

Dinner will be off the [menu](#).

Schedule: Social starts at 5:30 p.m. Dinner at 6:30 p.m.

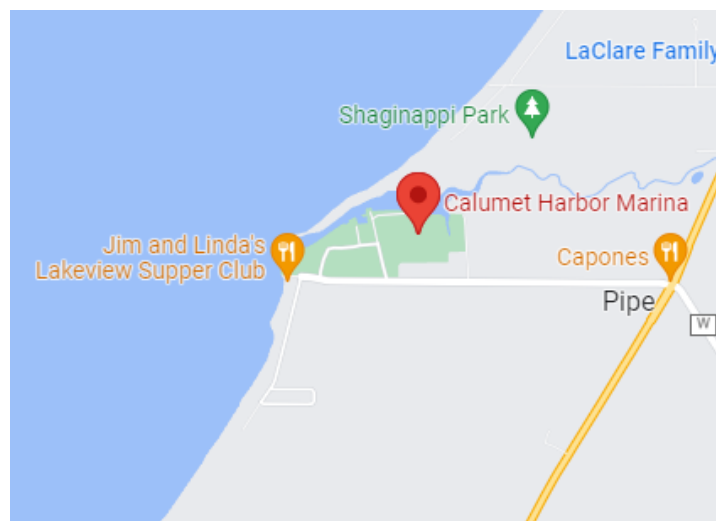
RSVP by May 13, 2022, to Shaun or Dee Stamnes at ssamnes@netnet.net, or register via Motorsport-Reg.com at the following link:

<http://msreg.com/2022SpringOpener>

Please include names of attendees.

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

Hosts are Shaun and Dee Stamnes.



Follow the leader drive to the Spring Opener

A short group drive down to Jim and Linda's Lakeview Supper Club in Pipe WI for the annual spring opener.

Start: The River Coffee and Cream, 104 High St, Wrightstown [Google map](#)

Perhaps a 35-minute drive if we can keep a good pace.

We'll depart around 4:50 p.m. for a nice drive south along the river and then head down towards Sherwood and then down along the lake.

If you are joining us for this drive, please RSVP Todd.Whitnack@yahoo.com

Sign the waiver here:
msreg.com/spring-opener-pipe-run-apr17th



Porsches rest while members are enjoying dinner at Jim and Linda's.



A higher standard comes standard.

You didn't settle when you bought your Porsche. So why settle for anything less than the best maintenance? Our factory-certified technicians exclusively install Porsche Genuine Parts, backed by a 2-year limited warranty. Schedule your visit to keep your Porsche running at its peak.

Porsche Genuine Parts and Service.

10% off
Parts & Labor
for
PCA Members

Porsche Fox Valley
3030 Victory Lane
Appleton, WI 54913
920-968-5600
foxvalleyporsche.com

©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.





**1495 Winchester Road (Cty II)
Neenah WI 54956**

Phone 920-722-7990 / 800-525-0535

Domestic and Import Car Repair

Specializing in Exotic Repair and Restoration

- ASE Certified Master Technician
- ASE Certified L1 Advanced Level Technician
- BMW Certified Technicians
- Jaguar, Porsche, Volvo and Mercedes Experienced Technicians



Complete Automotive Services

Brakes / Engines / Drive trains / Transmissions /
Computers / Air Conditioning / Suspension / Electrical

SATISFACTION GUARANTEED

Owned and Operated by Gordon Skog

Do-it-yourselfers respond to question about oil changes

In the March issue I invited members to tell us about the maintenance they perform on their Porsches, especially oil changes. Here are the responses.

Greg Rigoni said: "I always do my own oil changes on all my Porsches. I haven't paid for someone to change my oil in 49 years. I am a car guy and with that comes the honor to work on your car yourself. If I don't know how I would get a book and read how it is done. Yes, I am old and this was way before YouTube was available. But now with YouTube anything is possible. However not everything on the internet is correct and that is where you have to beware.

"I always recycle my oil through the county recycling center in my town. Or I take it to Auto Zone, Advance Auto or Walmart .

I always recycle my oil through the county recycling center in my town. Or I take it to AutoZone, Advance Auto or Walmart. Check in your area.

Greg Rigoni

"I only use and have only used Mobil 1 for all of my cars once synthetic became available. The Macans get Mobil 1 0/30 and the 944 gets 0/40. Gordon Skog did some engine

work this past year on my 944 and he took a look at my connecting rod bearings and said they look like new -- no scoring, or anything that would cause him to replace them. So I think that says a lot about Porsche and their quality but also about the oil I use as the car has 169,000 miles on it.

"I change my oil every fall before I put the 944 away for the winter and that is about 6,000 miles of driving. So far so good. Knock on wood,"

Greg concluded.

Erik Scharinger said he changes the oil in his vehicles annually or every 5,500 - 6,000 miles. I dispose of the used oil at a local repair shop that has a waste oil heater. My favorite brands are Red Line and Schaeffers," Erik concluded.



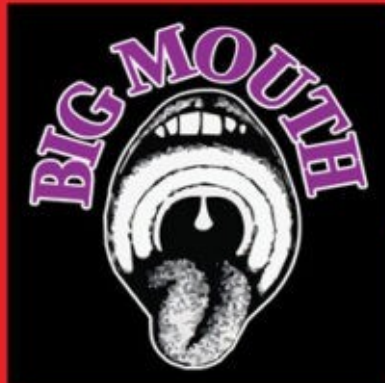
JUNE 18

Show your Porsche. After you register at theautomobilegallery.org email: erik27@gmail.com to let him know you will attend and show your Porsche.

8 AM - 2 PM

400 Block of S. Washington St. Green Bay, WI

- FREE TO ATTEND!
- SHOWING ALL YEARS
- GOOD FOOD
- FAMILY FRIENDLY
- LAWN GAMES
- FACE PAINTING



Live Music
**9:30am to
2:00pm**

Bring Non-Perishable
food items for
Paul's Pantry



Presented by
Shoreline
HOMETOWN
CREDIT UNION

The Automobile Gallery
400 South Adams St. Green Bay, WI 54301 • 920.437.9024

Thank You To Our Sponsors



FOR INFO AND TO REGISTER YOUR VEHICLE: THEAUTOMOBILEGALLERY.ORG

A Special Spyder

by **Jennifer Jensen**

I picked up my Jet Black Metallic Porsche 981 Cayman GT4 on Aug. 29, 2015, at Bergstrom Porsche in Appleton. To say I was thrilled is an understatement. Arriving at that point was a long and winding road.

What I really wanted back then was a 991 GT3.

So our story really begins in March 2013 on the other side of the world at the Geneva Motor Show. I was fortunate to be at that show when Porsche first displayed the all-new 991 GT3. Like most automotive aficionados, I was smitten.

I studied the hardbound brochure from that show on the entire flight back from Switzerland. As is typical with the famed Porsche 911, the evolution of the GT3 looked almost perfect to my eyes.

Then there was that magical 3.8-liter flat-six. Good for 475 horsepower all the way up at 8,250 RPM; I couldn't wait to hear it sing. So I set out to get a new GT3.

It took months to find an allocation because they were so sparse. But I was finally able to lock in a slot.

I had sincerely hoped to make this car very special with paint-to-sample and an entirely custom interior through Porsche's Exclusive program. So in August 2014 my daughter, a dear friend of mine (Nick), and I all sat down with a representative from Exclusive at Porsche's Zentrum at Pebble Beach during the Concours week.

The car we designed that day was nothing short of amazing with Onyx White exterior, a black and red interior that highlighted all of the right spots and so much more. We were delighted and the order was submitted to Porsche for approval with all of the special items we wanted.

About two months after Pebble Beach we received an email from Porsche stating that we would not be able to have paint-to-sample on the GT3. The following weeks saw pretty much every single "Exclusive" item we had desired get nixed by the manufacturer. The reasoning was that our GT3 was going to be a late build for the 991 production run.

At that point we completely redesigned our build using just the standard options from Porsche's website. And on Jan. 9, 2015, our Jet Black Metallic GT3 arrived at the dealership. We saw the car for the first time only a few days later on Jan. 14 but would not be able to drive it due to snow.

So it wasn't until Feb. 27, 2015, when we were finally able to get behind the wheel of our very own GT3.

I pulled out of the dealer's lot and drove. And drove and drove.

All in, I drove just shy of 700 miles through the night.

Continued



A Special Spyder continued

My verdict wasn't a good one...I did not like the car. With all of the new technology in the car I felt like I had been removed from the equation. It felt like anyone could get behind the wheel and drive the GT3 aggressively and fast while the car would make the driver look like a rock star.

Don't get me wrong. If I were going to track the car every weekend, it would have been the perfect weapon. Lightning quick shifts, rear-wheel steering, and all kinds of tech to make you simply go fast, I couldn't think of a better track car.

But my car was not destined to be a track warrior, rather a real-world ride that would see duty carrying groceries and kids just as often as those tires would see apexes on back roads. I also like being in control of my car. Including having three pedals.

So before the very first 24 hours with our new GT3 were up, I sold it. Through the same dealer I ordered it from. The very next day we put down a deposit for the new Cayman GT4.

A little more than a year after designing our perfect GT3 that wasn't so perfect, our new (981) Cayman GT4 arrived at Bergstrom Porsche. It came home with me on Aug. 29, 2015.

The GT4 was a revelation. The mid-engine layout combined with a manual transmission resulted in a platform allowing you to carve up roads like a sushi chef. Very few cars offer the combination of performance and agility at levels the GT4 presented its drivers. It made me easily forget my longstanding desire for the GT3. Sure, it wasn't as fast, but it was certainly more rewarding.

I enjoyed more than two years with the fabulous GT4 before we parted ways. It was a rearrangement of our garage along with



Jennifer and Nick designing the GT3 at Zentrum.

two kids heading off to college that forced a choice and the choice was in favor of a car that could serve duties year-round. Those who know me know that car was a one-of-one Audi TT RS.

Ironically, the TT RS was incredibly similar to the 991 GT3 in that it was so simple to go so very fast. The differ-

Continued



Jennifer owned this 991 GT3 for one whole day.

A Special Spyder continued



Jennifer's 981 Cayman GT4 in Jet Black Metallic

ence was the Audi could do it in the winter.

I share this history with you only because it sheds some light on how we ended up in Porsche's venerable GT4 and why we did it again.

In June 2019, Porsche issued a press release announcing the all-new 718 GT4 and 718 Spyder. There was no fancy auto show, or fanfare, just a blunt statement that these new models were forthcoming. And with a vengeance.

Powering the new GT4 and Spyder models is a 4.0-liter flat-six good for 414 horsepower and 309 lb-ft of torque. That's an increase of 29 horsepower over the 981 Cayman GT4's 3.8-liter while torque remains the same. That engine is naturally aspirated and offers immediate response to the actions of your right foot on the throttle.

I am also thrilled to say that the prized six-speed manual transmission remains front and center, though this time a PDK is offered as an option.

There are some other changes from the 981 GT4 to the

new one. For example, the new body provides 50 percent more downforce, pieces of the suspension have been pulled from the 911 RS models, and the Porsche Active Suspension Management (PASM) has been retuned.

But the essential elements of the 718 GT4, the fundamentals to which it was designed, remain entirely intact. Those fundamentals are to provide an authentic driving experience that rewards the driver's skills with laser-like precision and accuracy while stirring your soul with an audible soundtrack that leaves the

hairs on your neck standing on end with every trip to the top of the rev range.

That is why I couldn't wait to once again get back in the driver's seat of a GT4.

I was pleased that Bergstrom was once again able to attain an allocation for the GT4. So back in February 2020 we set to work picking colors and options for this new exciting ride.

Porsche offers some fun colors for the new GT4 but we



Jennifer's 718 GT4 in Gently Blue

Continued

Special Spyder continued



Delivery day on the 718 Spyder

eventually settled for Gentian Blue after seeing a 911 in the same color. It's a gorgeous color that has chameleon-like qualities going from blue to purple to black depending on lighting conditions. It is simply gorgeous in person.

Other options for this GT4 were carbon-fiber bucket seats, a black and red interior including red gauges, stitching, seatbelts and door pulls.

We decided on some gloss black elements on the exterior such as the door handles, and GT4 logo on the rear deck lid. Continuing the black with blue exterior were satin black wheels. The headlight cleaners were painted to match the body and there is a black surround for the LED headlights.

We took delivery at Bergstrom's Porsche store on July 31

and my face hurt after driving home because I couldn't stop smiling.

I am happy to report that all of the press releases and auto reviews on the 718 GT4 were right. The car continues the GT4's legacy of emotional involvement and excitement.

The gear lever makes a satisfying click with every shift while the engine rewards your ears with a revised throaty growl that sounds similar to the older model, but somehow is throatier and more moody. That growl comes on aggressively above 3,500 RPM and continues to redline.

But more than anything it is the way the GT4 handles that satisfies. I swear the car is telepathic in its ability to predict what the driver wants to do and where they want the car to go.



Garage mates: 718 GT4 and the 718 Spyder

Special Spyder continued

It communicates in ways that other cars can only dream of. The 718 GT4 translates and interprets the road like a psychic reading a palm. It is nothing short of magical.

Speaking of magical...in early 2021 we received word that our request for a paint-to-sample 718 Spyder, the GT4's topless stable mate, was approved! So we immediately set to work trying to determine the best color for the Spyder.

After much debate our final choice was Viola Metallic a very dark purple when not under direct sunlight, but a color that positively radiates when the sun shines brightly.

Going through Porsche's Exclusive program is, at times, an agonizing process. There is a lot of "hurry up and wait" that happens. During your build time, you submit your requests to Exclusive (Porsche calls them "Special Wishes") and then will receive this great response, "Your special wishes will be submitted to PAG for review, feedback and/or next steps.

Final pricing, color & trim, project availability is based on PAG's review and approval process."

Porsche in Germany then reviews your requests to determine what is or is not possible and will come back to you with that list. Once your final selections are made they put prices on everything. That just happens to be the most stressful time.

There may be things you would like to do on your car that Porsche Exclusive says they just won't do.

For example, we wanted to have the roll hoops on our 718 Spyder to match the body color rather

than be the standard black. Porsche said, "no." We also wanted our keys to be painted the same Viola Metallic, something Porsche offers on their standard colors, but they passed on that as well.

There also might be items that don't make fiscal sense. For example, we wanted the steering wheel (full leather) to have a 12 o'clock marker in silver leather (to match the piping and stitching). While Porsche would do that, the cost wasn't something we felt was worth adding. So we passed.

I have to thank the amazing team at Bergstrom for basically holding my hand during the entire process and helping to make it fun!

I feel that our car came out absolutely beautiful. Here is a complete list of the entire build on our purple Spyder:

Exterior in custom color
 Leather/Race-Tex Interior in Black with Silver Stitching
 2-Zone automatic climate control
 LED Headlights with PDLS+
 Light Design Package
 Burmester High-End Surround Sound System
 Apple CarPlay including Siri
 Floor Mats with Leather Edging
 Dashboard Trim Package in Leather
 Pedals and Footrest in Aluminum
 Full Bucket Seats
 Auto-Dimming Mirrors with Integrated Rain Sensor
 Brake Calipers in High Gloss Black
 Wheels Painted in Satin Black
 Steering Column Casing in Leather
 Seat Belts in Silver Grey
 Door-Sill Guards in Stainless-Steel, Illuminated
 Fuel Cap with Aluminum Look Finish
 Porsche Exclusive (Special Wish)
 Center Console Trim Painted - Viola Metallic
 Interior Trim Painted - Viola Metallic
 Storage Compartment Lid Customized: Full Black Leather with GT Silver Stitching
 Porsche Crest Embossed
 Door Panel Customized: Full Black Door, No Alcantara
 Door Trim Painted - Viola Metallic
 Stitching in GT Silver
 Door Handle in Silver
 Headlight Cleaning System Covers Painted Viola Metallic
 Carbon Fiber Bucket Seats Customized: Headrest and Side Bolster in Black Leather
 Seat Covers in Black and Silver Houndstooth
 Piping in Silver
 "Spyder" Stitched in Headrest in GT Silver

Continued

Special Spyder continued

After 4,000 miles in the GT4 and almost 3,000 in the Spyder I can share with you that I have not been as rewarded by any other car in the past three years as I have by this current generation 718. It is thrilling in a natural way. No turbos, no hybridization, no PDK, no rear-wheel steering, just an honest-to-goodness chassis, a naturally-aspirated engine managed by three pedals and a stick. Good grief is it rewarding. There are precious few experiences that can match top down motoring with a flat-six howling just over your shoulders!

While there are certainly faster cars available to enthusiasts today, few can offer the emotional connection that the GT4 and Spyder have in spades. I am grateful to Porsche for creating such cars and appreciate the efforts made by the team at Bergstrom to make sure we have the opportunity to own them. If you need me, I'll be out on the road. Looking forward to sharing this special Spyder with all of you at our next event.



Jennifer's 718 Spyder outside of Berlin, Wis.



April membership milestones

Member	Year joined	Location	Co-member	Year/model
35 years				
Richard Helstad	1987	Oconto Falls	Richard Helstad	1991 911 Carrera 2
15 years				
Kurt Maas	2007	Menasha	Vicki Maas	2014 Cayman, 1973 914 2.0 2018 Macan

Fred Schreiner	2021	Green Bay		2012 Boxster
Mike Cechal	2020	Manitowoc		1987 944
Chris Haverlock	2020	Appleton		2012 911 Carrera S 1976 911S
Thomas Shoaf	2019	Appleton		2008 Cayman S
Dave Schmitz	2019	Oshkosh		2005 911 Carrera S
Joseph Trapp	2019	Oshkosh	Ann Trapp	2008 Cayman S
Justin Benz	2019	De Pere		2003 Boxster
Michael McGuire	2018	Neenah		2015 911 Carrera 4S
Mark Kienert	2015	Wis Rapids	Karen Kienert	1998 Boxster
Peter Nystrom	2014	Antigo		1985 944
James Niemiec	2009	Wis Rapids	Mary Niemiec	2001 911 Carrera
Mark Splawski	2015	Green Bay	John Splawski	2008 Cayman
Alfred Kuck	1998	Shawano	Pamela W. Kuck	2004 911 GT3 2010 Panamera 2016 Cayenne S E-Hybrid
Randy Sahs	1996	Sturgeon Bay	Renae Dubey	1980 911 SC
Richard Edwards	1999	Shawano	Tammy Edwards	1980 924 1987 944

Update your membership data, including vehicles, at pca.org

Want to add a co-member? It's free. Provide PCA with the name and email address of your co-member. Email: membership@pca.org

FOX VALLEY REGION ACTIVE MEMBER COUNTS:

Total: 341	Primary Members: 201	Co-Members: 140	Honorary/Lifetime: 0	PCA Juniors: 14
National Active Members: 146,009		Primary Members: 95,686		Co-Members: 50,323

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 next leader is President Shaun Stamnes.

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

A. Dee and I own a 2003 Boxster base and a 2013 Cayenne S. Previously owned a 2009 Cayenne.

Q. Why did you join PCA?

A. I had wanted to be a member of PCA since before I was a teenager. I was born in Germany so I have always had an affinity to German cars but Porsche has always been the brand I was attracted to. When I learned that there was a national club, I wanted to join. It just took me a few more years than I expected to finally be able to do so.

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

A. By far, the people. Dee and I were a little hesitant when we attended our first Region function but we are so glad we did. Everyone was so welcoming and friendly. Since then we have made friends from all over the country through PCA functions.

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

A. Again the friendliness of all the members regardless of their position within the club. Everyone we have met enjoy making the club functions enjoyable for everyone else. Another aspect is their willingness to pitch in and volunteer at functions.

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

A. All kinds of events from tours to social functions. We try to attend every function we can unless we are working.

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

A. My wife Dee enjoys all the functions we attend. Well, maybe not the tech sessions as much but we usually enjoy everything together.



Dee, left, and Shaun Stamnes with their 2013 Cayenne S. Dee is membership chair and social chair; Shaun is president and webmaster.

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

A. Really any of the events within our region but I especially urge members to try going to events with other regions or events in other regions and also Parade. You get to meet members from other areas and you'll find that they are all in the club for similar reasons. We have many, many good friends this way and it makes club membership that much better.

Imagine being surrounded by more than 750 Porsches. That was the case at the 2022 Werks Reunion at Amelia Island, Fla., in early March. The gathering of 585 corral Porsches on display and 165 judged cars was a record for Werks Reunion Amelia Island. Approximately 3,500-4,000 visitors stopped by to check out the show, immersing themselves in every type of Porsche model you could think of.

This year the 996-generation Porsche 911 was the highlighted model. In the past few years, the 996 has grown up, becoming more accepted within enthusiast communities than ever before. The Classic Club Coupe, restored by Porsche Classic with help from Porsche Exclusive Manufaktur and input from PCA, PCNA, and Porsche AG, is evidence of that.

Milwaukee region member Randy Hallenbeck attended the event and captured more than 200 photos.

Werks Reunion, Amelia Island



Check out more of Randy's photos here: <https://pcamilwaukee.shutterfly.com/pictures/18705>



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:

Bev Jurkowski
Beverly.jurkowski@gmail.com



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

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.

Advertise in Whaletales

	Single issue	12 issues
Full page 8.5 x 11	\$40	\$400
Half page	\$25	\$225
Quarter page 4.5 x 5.5	\$15	\$125
Business card 3.5 x 2	\$10	\$50

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.

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.



PACKERS GAME HEADQUARTERS!

- Game Tickets from End Zone to Midfield
- Game Packages With or Without Lodging
- Private Suite Packages & Club Seating
- Player Parties & Tailgate Parties
- We Also Buy Extra Tickets

Ask about our discount for PCA Fox Valley Members!

EventUSA
Official Game Package Company

(920) PACKERS (722-5377)
eventusa.com

Vita Opicka, 9, writes about her 356 for school project

"I'm 9 years old, and I have a 356. It is a red 356 and it is awesome. When I first saw it in our garage, I was so happy because I always wanted a Porsche 356.

"I did not know that it was red, but I had been hoping that it would be. I want to give a big shout out to my dad for buying the car. We had great memories and still do so many times after we shined it and cleaned it up.

"It is so beautiful, and the engine runs great. I am so happy. It is my secret favorite car in the whole world. It just makes me happy to see it driving because it was in a garage for 30 years.

"When I first saw it, it was so dusty but after we shined it and cleaned it up it looks beautiful. It just makes me so happy. I hope those memories could come again and again, because it was the happiest moment of my life that week – so that is my motivation."

—Vita Opicka, Age 9

In August of 2021 our family became the proud caretakers of a beautiful Euro 1964 Porsche 356 SC, a car I had personally salivated for over 11+ years.

The car was purchased from a long-time PCA member and good friend's estate where the car resided quietly untouched in a garage for 30+ years. The car is very original with only one known repaint from new. The recommissioning took a several weeks including rebuilding the brakes, fuel system, carburetors, electrical systems. It was back on the road in late September just in time for our long Midwest winter. Keep an eye out for it at one of our next events.

Vita enjoys documenting many automobile marquees in her school writing projects and YouTube Channel.

—Vita's father – Andrew Opicka, FV-PCA Past President



Vita Opicka and her 1964 356 SC.
Photo credit: Andrew Opicka

