

Whaletales January 2025

Fox Valley Region Porsche Club of America





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

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COVER PHOTO: 1958 356 A ready for a drive — Photo Credit — Dennis Garrity — See Pages 8 and 9 for more

BACK COVER PHOTO: Photo Courtesy of Getty Images via the 356Club of Southern California

From the editor's desk

Welcome to the tenth edition of the next chapter in the Whaletales story. As you are all aware, Bev stepped up and for the past few years did an exemplary job building Whaletales into a monthly newsletter everyone in the region could be proud of. Although we know we cannot meet the bar Bev set, we hope to at least keep the membership informed of region news and upcoming events. The position of full-time Whaletales editor is open so if anyone has a desire to become more involved in the club and would like to take on the role, or even just contribute an article or photos, feel free to reach out to Curt or Shaun.

From the President — Welcome to the new year!



Welcome to the new year. The Holidays are past us now and the chill of winter has finally set in. December saw the club hold it's annual Holiday Party. Approximately fifty members attended the event. We held the traditional silent auction and

also a voluntary contribution clothing event. One of our members is in memory care and his wife donated his extensive collection of shirts, hats and other clothing to the club. Those items were made available with the request for donations. The event raised \$411.00 which the club matched. Those funds were donated to the Alzheimer's association.

Elections for the club officers were held at the end of the year. About twenty five percent of the club returned their ballots. As there were no candidates that applied for any positions, other than the current officers for 2024, there were no changes.

President — Curt Maas

Vice President — OPEN

Treasurer — Erik Scharinger

Secretary — Shaun Stamnes

Member of the Year — Shaun Stamnes

Enthusiast of the Year — Steve and Andrea DeBaker

We are planning several events for the summer. Some of the annual events are in the calendar this month. For those who were at the Sprint Challenge event last year, we are hoping to arrange that event again this summer. That event was well attended last summer and stipend from PCA National for it being a three region event covered most of the costs. Porsche Motorsports were very welcoming and accommodating to allow us to attend this closed to the public event at Road America. I know I enjoyed the beautiful weather, the lunch, trivia quiz and the three track laps in the afternoon.

We have a new advertiser in this issue. Kelly Moss has a long history of racing and prepping race cars. They offer many services in addition to their performance enhancements including interiors, detailing and maintenance services. Engine builds for street performance or racing are also available. See the ad in this newsletter.

The first Coffee and Cars will be hosted by Dee and Shaun Stamnes in Marquette MI. That is a great chance for the UP members to get together without having to drive quite as far. See the calendar for date and time.

We are working to set a date in March for the new Members dinner. We will publish the date for that as soon as we have nailed down the date with the venue.

Total Package Detailing will be doing a tech session on Porsche paint care, preservation and enhancement. The session will cover the various types of paint used by Porsche from the 356s to today's cars, how they differ and how to care for and maintain them.

The spring opener dinner at Jim and Linda's in Pipe is also in the works. The date for that should be confirmed in the next few weeks.

The Club picnic will be held again on Labor Day weekend. This annual is always held at Road America and when possible in Porsche Park.

The Christmas party date will be announced as soon as we set the contract for that event.

As always, if you have a suggestion for a social event, a route for a driving event or a coffee and cars location, send those to us. Bob Ross suggested 2Brews in Sturgeon Bay for a coffee and cars event. This would be a great location to act as a start and finish point for a driving tour. Coffee in the morning, Drive through Door County and stop back at the end of the drive for a cold brew. If any of you DC residents have a favorite driving route you think would fit, send us the info.

Finally, the back cover image is not of a beautiful car. It is an unfortunate example of how our lives could change at any time. The southern floods last summer and the fires this winter in California have destroyed many cars, like those we enjoy, and changed many lives unexpectedly. Take a moment to reflect on just how fortunate we are.

Curt Maas

President

Fox Valley Region - Porsche Club of America



January

February

Feb 15 – Cars and Coffee at [Contrast Coffee](#), Marquette MI at 10:00 AM

March

TBD – Fox Valley Region New Members Dinner and Social – Date and Time TBD

Mar 29 – Tech session on Porsche paint, care and enhancement – [Total Package Detailing](#)

April

May

TBD – Fox Valley Region Spring Opener at [Jim and Linda's](#) in Pipe WI – Time and Date TBD

May 16-18 – Spring Vintage Weekend with SVRA at Road America *

June

June 6-8 – Weathertech Chicago Region SCCA June Sprints at Road America *

June 19-22 – Indy Car XPEL Grand Prix presented by AMR at Road America *

July

July 17-20 – Weathertech Vintage Weekend with Brian Redman at Road America *

July 31-Aug 3 – Sportscar Weekend with IMSA at Road America *

August

Aug 8-10 – Porsche Sprint Challenge at Road America – Not open to the public

Aug 15-17 – GT World Challenge America at Road America *

Aug 23 – Milwaukee Region PCA [August 23 Autocross](#) at Road America *

September

Sep 1 – Fox Valley Region Annual Club picnic at Porsche Park at [Road America](#)

Sep 12-14 – Ariens Art on Wheels Vintage Weekend with VSCDA at Road America *

October

Oct 3-5 – SCCA National Championship Runoff at Road America *

TBD – Annual Waterfalls and Schnitzels driving tour and social – Time and Date TBD

November

December

TBD – Fox Valley Region Holiday Party – Time and Date TBD

*** Event not sponsored by the Fox Valley Region or PCA ***

Winter Battery Care, Storage and Maintenance

Some of us drive our cars year round, so battery maintenance is not as critical as it is for cars stored for long periods. Normal maintenance for any battery is ensuring the battery terminals are clean and free of corrosion, the cables are free of damage and well connected. A tool for cleaning the terminals is available at most automotive stores. The terminals can also be cleaned with a small steel wire brush that can remove any corrosion deposits. The terminals, once clean, can be coated with dielectric grease to minimize future corrosion and improve the electrical connection.

For any battery, life expectancy is related to the age of the battery, how often the battery is used, how deeply it is discharged and how long it is stored at sub zero temperatures. Additionally different battery types have different charging requirements and life expectancies based on their chemical makeup. There are basically three type of batteries commonly used in our cars. The types are flooded lead acid (FLA), absorbed glass mat (AGM) and lithium ion (LiFePO4).

Flooded lead acid batteries are, as the name states, lead plates in an acid solution. These batteries require the level of the acid solution to be checked regularly to insure the plates remain covered to the correct level. This is required as the charging causes the liquid in the battery to release hydrogen gas. These batteries are quite common in the older air cooled cars. Exposing these batteries to long periods in sub zero temps can cause freezing that can break the internal connections and cause the battery to lose power permanently. This damage can be minimized by starting the vehicle regularly and thereby running the battery through a discharge/charge cycle.

Absorbed Glass Mat batteries are similar to flooded batteries but the construction uses different components. Sometimes referred to as sealed lead acid or gel batteries, these batteries are called maintenance free because they do not require the acid solution to be replenished. The acid is impregnated into a mat that sits between the lead plates. These batteries recharge faster than the FLA batteries, are more vibration resistant and "spill proof". These batteries are common in most of the water cooled Porsche cars and can be fitted into many of the older air cooled cars, although charging voltage is slightly different.

Lithium car batteries maintain their battery voltage better as they discharge. They also charge to a higher voltage than the other two types. The LiFePO4 batteries are used in some 911 and late model Cayenne vehicles. The lithium batteries are lighter weight and provide more energy for the size than either of the other types. Charging voltage is higher than the other types and battery capacity is more. Lithium batteries have reduced capacity in cold climates and that is why certain EV models use battery heaters. Many lithium batteries have built in Battery Management Systems to protect against over discharge and require special chargers.

Storage of a car over the winter will require different procedures depending on the battery type. Lead acid batteries in a vehicle stored in unheated conditions should have the battery removed and stored in an area above freezing. All of the batteries should be connected to a smart charger if they will be stored unused for longer than 2-3 weeks without being started. Smart chargers are made by several companies. Most smart chargers will charge FLA and AGM batteries by default as the charge voltage is similar and both will accept trickle charge after the battery reaches 100% charge. Most of the smart battery chargers will charge at about 4.0 amps ramping the charging voltage up to maintain the charge current for optimal charging. AGM and FLA use similar charge voltages of approximately 14.4 volts. A properly charged FLA battery should read 12.6 volts or higher with the charger disconnected. An AGM battery should show a voltage of 12.8 or higher when fully charged with the charger disconnected.

Lithium batteries work differently and their chargers are usually specific to that battery type. Lithium car battery chargers use a 15.3 charging voltage. A fully charged Lithium battery should have a voltage of 13.6 volts with the charger disconnected. One note of caution on lithium batteries. If you try to start a car with a lithium battery when the battery is 12 volts or less, you are trying to start the car with the battery at about 10-20% charge. The draw from the starter may push the voltage below 10 volts at which point the battery may internally disconnect itself from the external battery terminals. In some cases this is unrecoverable and will require replacing the battery. This can be very expensive compared to having the battery on a maintainer.

Better battery chargers/maintainers have a winter mode setting or a long term charging cycle. The winter setting or long term cycle will perform desulfating cycles on the battery that help the batteries maintain their optimal capacity over long storage times. These cycles attempt to eliminate the need to start the vehicle regularly to maintain the battery in top condition. There are some charges that are capable of autodetecting each of the three types of battery and selecting the appropriate of the three charging profiles.

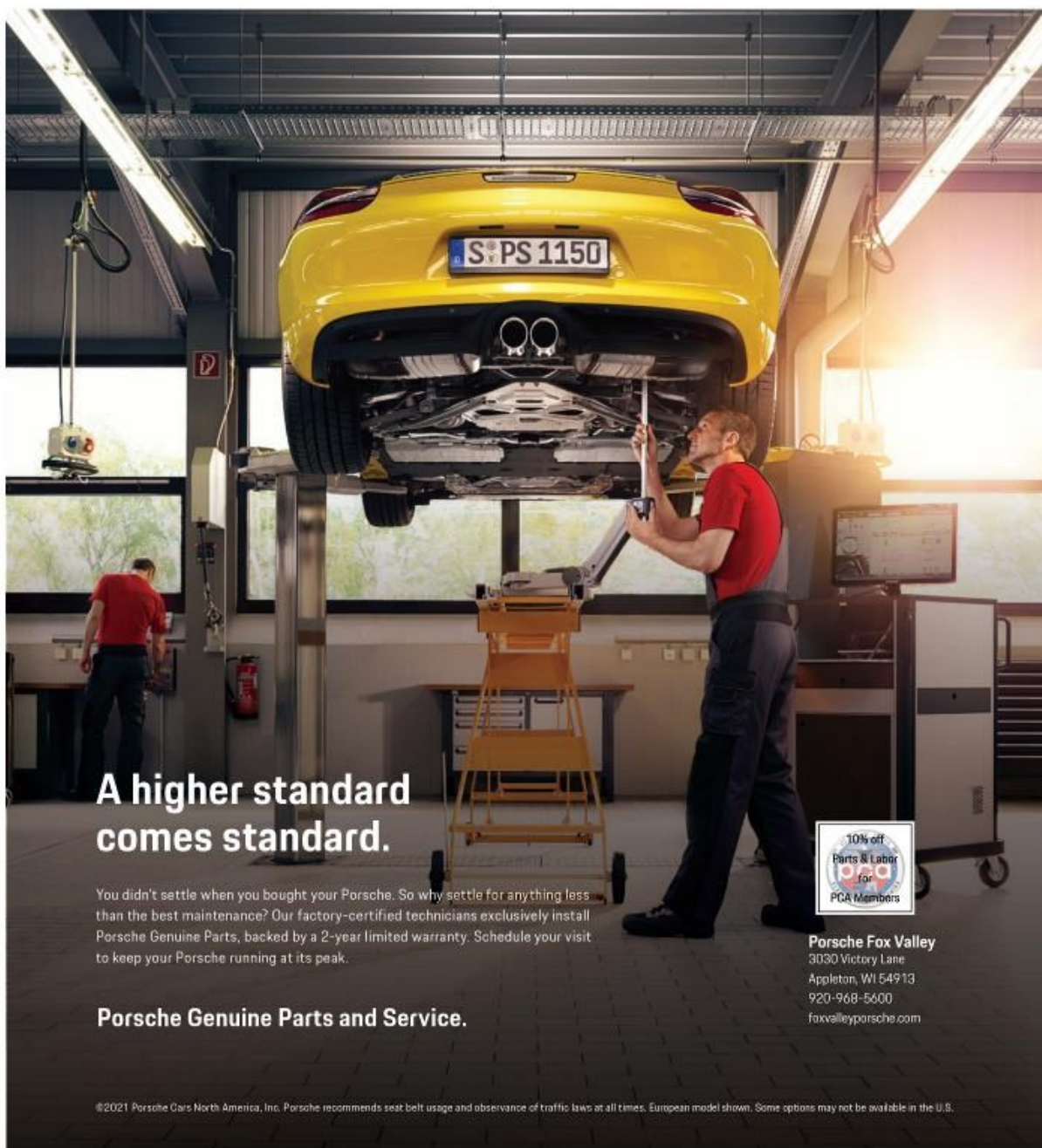
Welcome to our new members

Trevor Einigenburg from Houghton Michigan—2024 911 Carrera T

Matt Gidley from Green Bay Wisconsin—2018 Cayenne Turbo S

Scott Peterson from Neenah Wisconsin—2002 911 Carrera

Diana Schiermeister from Menasha Wisconsin—2023 Macan



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Could Porsche revive the 914 as an EV



A reborn, battery-powered 914 would bring new blood to the Porsche brand, especially if it's as attainable as its air-cooled namesake was. This was the speculation of Graham Kozak in an article from Autoweek. This led to multiple speculative videos on Youtube as to what such a vehicle would look like and whether it would also be offered by Porsche this year, or if it would be available with an ICE engine in either 4 or 6 cylinders. The Autoweek article is linked [here](#).

Is a Miata sized Cayman Targa Electric Vehicle viable?

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1958 Porsche 356A Coupe by Reutter #103290

Dennis & Susan Garrity

Model History

The **Porsche 356** is a “luxury” sports car, which was produced by German company Porsche from 1948 to 1965. It was a lightweight and nimble-handling rear-engine rear-wheel-drive two-door vehicle. Engineering innovations continued during the years of manufacture, contributing to its motorsports success and popularity. The car was built of a monocoque (unibody) construction. Production started in 1948 at Gmünd, Austria, but in 1950 the factory relocated to Zuffenhausen, Germany, and general production of the 356, in various iterations, continued until April 1965, well after the replacement model 911 made its autumn 1963 debut.

The first 356 was road certified in Austria on June 8, 1948, and was entered in a race in Innsbruck where it won its class. Porsche re-engineered and refined the car with a focus on even greater performance. The early 356 automobile bodies produced at Gmünd were handcrafted in aluminum, but when production moved to Zuffenhausen, Germany in 1950, models produced there were steel-bodied. Porsche contracted with Reutter to build these steel bodies and eventually bought the Reutter Company in 1963.

With little fanfare at its inception, and attention then mostly by a small number of auto racing enthusiasts, the first 356's sold primarily in Austria and Germany. It took Porsche two years, starting with the first prototype in 1948, to manufacture the first 50 automobiles. By the early 1950's, the 356 had gained renown among sports car buyers on both sides of the Atlantic for its aerodynamics, handling, and excellent build quality. A class win at Le Mans in 1951 was clearly a factor in its escalating popularity. It was common for owners to race the cars, as well as drive them on the streets.

In late 1955, the 356A was introduced, incorporating numerous significant improvements. Its internal factory designation, "Type 1", gave rise to its nickname "T1" among enthusiasts. In early 1957, a second revision of the 356A was produced, known as Type 2 (or T2).

History of this Example

Production of this Porsche 365A was completed on May 27, 1958 and it was shipped to the USA and eventually to Ohio, where Theodore “Ted” Kircher, aged 50 at the time, purchased it new. The car spent its first 32 years under his ownership in the State of Ohio, lovingly cared for, never driven in the winters and stored when not in use in a heated garage. Ted, a bachelor all of his life, lived next to the Rupnik family in Mentor, Ohio, and became very close to them,

sharing family dinners and holidays. Carole Rupnik, a daughter, admired the 356 and he and she would take many special drives together in it. When Ted passed away at age 82, Carole inherited the car from him and so it remained in the “extended family” for the first 40 years of its life, until 1998.

Thereafter it resided with its next owners, Jack and Maxine Williams, also in Ohio, for another twenty years. They used it sparingly, storing it in a climate-controlled storage garage, except for occasional drives and shows. They put only approximately 1,080 miles on the car over those two decades.

From 2008 until 2014, it was owned by the President of the Regional Porsche Club of America (PCA) in Atlanta. He had the car restored, bringing it to a Concours level. It was shown at numerous of the finest Concours d’Elegances throughout the country, winning many major awards, including at the “Porsche Parade” annual meet of the PCA, where it won a Best in Show. It was acquitted by its current owners in 2014, and continued to be shown, albeit infrequently, with great success. A greater focus has been on driving and enjoying this very special motorcar. The vehicle also has been the subject of feature articles and appeared on magazine covers, including “Porsche 356 Registry” magazine

It is accompanied by a treasure trove of historical records and documentation from every aspect of its life. The car boasts all of its original drive train and significant components, and has covered slightly over 38,000 miles in its almost seven decades since birth.

While Garrity’s display their varied collection of rare vintage sports cars at the top Concours around the world, and Dennis regularly acts as a Concours Ferrari judge in the USA and in Europe, there is a special affinity for driving this 356A.



Membership anniversaries

MILESTONES

5 Years (2020)

Ardi Payan 2018 Macan GTS

Joseph Franzoi 2021 Cayenne S

10 Years (2015)

John Kline and Linda Paradiso
-Kline 2013 911 Carrera Coupe

Wallace MacMullen 2008
Boxster

20 Years (2005)

Philip and Lawrence Langohr
1989 911 Carrera

25 Years (2000)

Walter and Pat Freckmann
1986 911 Carrera Targa

30 Years (1995)

Roy and Darlene Geigel 1982
911 SC

Member / Co-Member	Year joined	Porsches
Travis Meyer	2024	2002 Boxster
Lawrence Jensen and Iksan Muchtar	2024	2019 911 Turbo
Chris Flannigan	2023	1986 911 Carrera
Keith Kostecke	2023	2023 Macan S
David and Diane Sparr	2023	2017 Cayenne S
Nathan Darkow	2023	2005 Cayenne
Kevin Voss	2023	2013 911 Carrera
Matt and Shannon Bolin	2022	2023 Macan
Michael Stutz	2022	2006 Cayman S
Mark and Teresa Johnson	2022	2001 Boxster
Kenneth Bixby	2022	2004 Boxster S Special
Donald Perisho	2021	1983 944 Coupe
Dan Brown	2021	1995 911 Carrera
Jeff and Lori Smith	2021	Not Listed
James Panzer	2019	1974 914 1.8
Todd and Sandra Witenack	2019	2000 Boxster
John Pujals and Mary Kay Breitng Pujals	2017	2018 911 Targa 4 GTS
Bruce Backer	2016	2017 911 Targa 4S
Albert Fisher	2008	2008 Boxster
Allan and Patricia Utecht	2002	2002 Boxster
Dennis and Connor Kepchar	2002	2008 911 Carrera
John and Sherry Lazar	1999	1975 914 1.8
Warren and Joyce Beaver	1999	1998 Boxster
Thomas and Kathleen Robl	1992	2007 Cayman



Special Mention to George Payne who passed away in 2024. It would have been his 18th year as a member this month. George had a 1982 911SC Targa.

Don't forget to shop the Fox Valley Region Webstore at [HTTPS://WWW.PCAWEBSTORE.ORG/REGIONS/FV](https://www.pcawebstore.org/regions/fv)



2025 region/zone leadership

President:

Curt Maas
Clpa439@gmail.com



Insurance chair:

Andrew Opicka
Andrew@opicka.com



Vice president:

Open

Dealer liaison:

Steve Groddy
cooperdog2002@hotmail.com



Secretary/Webmaster:

Shaun Stamnes
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Historian/archivist:

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Treasurer/social media chair:

Erik Scharinger
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Newsletter:

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Membership chair/social chair:

Dee Stamnes
dstamnes@netnet.net



Tech/rally chair:

Open

Zone 13:

Todd Benz



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, editorial guidelines

Editorial Policy

Whaletales is your official source for news of FVR events (past, present, and future) and is proudly distributed monthly by the Fox Valley Region of the Porsche Club of America. Statements and opinions appearing in Whaletales are those of the authors, and not necessarily those of PCA, FVR, the Board, or the Editor. The Editor reserves the right to edit all material and to publish only material that is felt to be in the best interest of FVR-PCA. Other regions are welcome to reprint Whaletales articles, provided that the source and author are credited.

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

To have your questions, comments, articles or pictures published in Whaletales, email the Interim Newsletter Editors – Shaun Stamnes – ssamnes@netnet.net or Curt Maas – clpa439@gmail.com – no later than the 25th of the month preceding publication.

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

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Artwork: .jpg

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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 members and is also posted on our region website for viewing by hundreds more.

Revision announced for the SNELL special applications standard for protective headgear for use in competitive automotive sports

The new standard is SA2025.

SA2025 helmets from all manufacturers will not be available for purchase until October 1, 2025.

Helmet usage guidelines:

- SA2020 Helmets: These will remain valid until the SA2030 helmets are released on October 1, 2030.
- SA2015 Helmets: These helmets cannot be used after March 1, 2026.

If you currently have an SA2015 or SA2010 helmet, we strongly recommend replacing it as soon as possible to stay in compliance with safety standards.

Classifieds

Please send any Porsche or club related for sale items along with a photo to the editor for publication in the monthly newsletter. Ads will run for three months.

For Sale: 1970 Porsche 914 2.0 Bahia Red/Black

Odometer Reading 59,947 (not accurate but a replacement speedometer)

No rust anywhere due to the car spending most of its life in L.A. & California City, CA. Frame-up body work and prime and Bahia Red paint with ceramic coating. Updated 2.0 engine and clutch; side shift transmission and linkage. Two-barrel carburetor with accelerator pump and chrome plated intake pipes. Rubber seals throughout trunks, doors and T-top seal on windshield. Interior – new seat covers, dash, carpet, retractable seat belts. Passenger seat is converted to moveable instead of fixed. Brakes – new rotors, calipers and pads plus new master cylinder. Heater works along with controls on dash. New shocks and springs on rear independent suspension. R165-15 tires and Minilite rims. Monza dual exhaust with chrome tail pipes. Center console with functioning gauges. Original push button Porsche Radio with new speakers. New front and rear bumper rubber covers. Rechromed front bumper. Leather wrapped steering wheel. Battery and new welded battery stand due to damage to original stand and “Hell Hole”. Re-furbished Targa Top with new rubber seals and cloth underside. Cup Holder in place of ashtray along with ashtray. Tool Kit and Jack. Full sized spare with minilite rim. Push-button electric windshield washer. Crankcase breather assembly. Front-end alignment. 50th Anniversary 914 black Floor Mats. Flushed and Recoated Fuel Tank. Fitted Car Cover.



I am asking \$3850.00 for my 1970 Porsche 914. It's stored here in Appleton and since I am retired I am available to show the car almost any time. If interested, call 920-915-3745, Dennis Ahlman



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