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**Reminder: Annual Dues are:  
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*Check your mailing label  
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Call Christie Boeder 612 845-4509.

# The Prez Sez . . .

by Bret Bailey

Summer . . . This is my favorite time of year. I probably shouldn't live in a cold weather state with my hobbies of boating, motorcycling, and of course, sports cars. I tend to hibernate in the winter and my friends often ask me why I don't snowmobile. I really don't have any better answer than I just love the warm, sunny days. The weather this year has not been cooperative, but the optimist in me is saying all the bad days are behind us.

I really enjoy this month because it is time for Nord Stern's Loonacy Club Race. **Roger Johnson** is the event chair again and is being assisted by long-term Nord Sterners **Ron Smith** and **David Weisel**. Friday, July 29th will be Test and Tune along with Driver Education. Saturday and Sunday will be full of on-track excitement and a lot more. I have been to several other regions' Club Races and none of them compare to ours in the festival-like off track activities. Our event truly is more fun for everyone - not just the drivers. **David Murry** is also returning and will be available for Pro Coaching sessions. I have heard this is the easiest and cheapest way to cut a second off your lap times!

The **Loonacy Club Race** really is our club's flagship event and it is a lot more than just a race. Our live and silent auctions benefitting Courage Center always provide great entertainment and help out a great cause. (Contact **Keith Jones** if you have items to donate!) We will again be holding the Tour de Loonacy Bicycle race, so bring your bike and see the track in either a casual ride or the very competitive race.

The weekend also includes some great social times. Even if you are not a hardcore race fan, there are plenty of great Porsches of all types to admire and other enthusiasts with whom to chat. Just wash your car and drive on up to Brainerd as it is the perfect distance for a nice summer drive.

I also enjoy this event because of all the friends and family that come up to participate and just hang out. It is always fun to share a beverage and laugh with your competitors and families.

So while Nord Stern hosts several events for showing off your Porsche, going on fun drives, socializing with good friends, and competitive, on-track driving, the Loonacy Club Race weekend brings it all together!

- I look forward to seeing you there.



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Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
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Ad sizes (maximum dimensions):			
Full page:	8" wide by 10.5" high		
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All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.			
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# Welkommen . . .

## Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



### Check here next month for new member listings!

### So, Just What Do We Do In Nord Stern??!

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

**Autocross:** A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

**ClubTalk:** E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

**Concours:** A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

**Driver Education:** High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

**Parade Laps:** Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release.

**Time Trials:** On course timed lap with controlled starts and exiting.

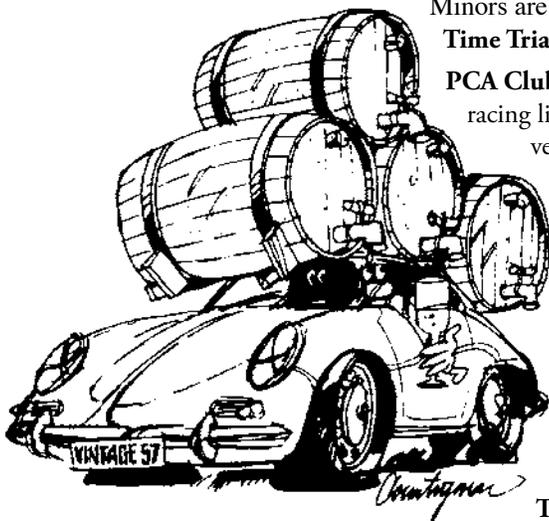
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**Rally:** An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

**Social:** Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on pg. 3!

**Taste of the Track:** For those who would like to learn more about Drivers Education, but do not want to be a full driving participant in their own Porsche. You will be a passenger with an approved instructor for one run group session at track speed.

**Tech Session:** Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



**B**y now members should have received their June issue and noted the reappearance of a printed and mailed version of our ever popular newsletter! We are quite pleased with the look and feel and hope members appreciate having something in their hands to read, contemplate and note all the various Nord Stern comings and goings. I've heard from several puzzled members who were worried their memberships had expired when they realized they hadn't seen a Nord Stern. I very gently explained that a prior issue told of the move to digital-only as a cost savings measure. Thought it worth noting it's not easy to make that switch to having to go online and download a file; while lots of folks willing do that I don't think the demise of all things printed and mailed is quite with us! There's just something about holding real paper!

Do note I have rerun the Holiday Party pictures from this past January on purpose. Jill Daneu works hard to provide us with a lovely visual reminder of our fun times and I felt her pictures deserved an appearance in a printed form. I sincerely feel they will now be seen by way more members. It was a festive time and fun to recall.

This month we also have a new advertiser - and it's NOT a car service. Southdale Optical and member Nathan Reader, MD, invite us to avail ourselves of their services - I actually am already

a patient there! Cool ad, by the way, and very Porsche-related. Nathan drives up at BIR, that much I know. Welcome!

- See you at the next event!

## Garage Stalls at BIR . . . Rentals Available!

**A**fter much discussion, the club will rent the garages for Friday, Saturday & Sunday for our upcoming 2011 Driver Ed events of First Fling, Club Race and Last Fling. We'll only rent Saturday and Sunday for the June Fast Fling.

To keep things simple, the rentals will be for the ENTIRE event. There will be no two-day rentals (or 1 day rental) on the three-day weekends. This will allow those coming up to the track on Fridays access to the garages, even if they are only participating Saturdays and Sundays.

Cost will be \$60 for Friday through Sunday. The June event will cost \$50 for Saturday and Sunday. There are 38 spots available. The reservation option for the garages has been added to clubregistration.net for convenient signup.

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# Letters to the Editor . . .

## Spring Drive in 3D

**A** Thank You to Mike Lancial and volunteers for today's Social Drive. No problems and no lost drivers. I want to Thank Jeff and B.J. for coming all the way from Rochester and taking a day off work. He works at a local multibrand dealership. A reminder, Jeff invites us all the the Rochester Labor Day picnic. So please keep this in mind. Mike found us the best spot for a great meal at the most economical price in New Prague. Ali and I will be returning to this spot after we golf at the Ridges of Sand Creek if it ever stops raining ! Yes, it rained but the rain enabled me to recall my favorite opening minutes of Steve McQueen driving his 911 in the movie "LeMans". It was a nice mellow drive in the countryside with fellow Porsche drivers.

Ed Vazquez

**J**an and I would like to add our thanks to Mike, Lori and volunteers. We appreciate the planning that goes into finding those interesting roads and look forward to the camaraderie.

Guess we proved that Porsche do not melt in the rain! Took some time to give it a good wash today and washed enough sand out of all those nooks and crannies to make it look like we spent a day at the beach.

Thanks again, Mark Pladson

**B**J and I would also like to thank Mike and Lori and volunteers. Even though the weather wasn't the best and 35-year-old Targa tops don't seal out the elements like they should we had a great time. We know what it takes to organize and coordinate a drive like this and Mike and Lori always do a spectacular job!

And of course we are going to plug the Rochester Labor Day Porsche Picnic. Feel free to contact us for info (it's on Labor Day if you need to ask! Editor's note, there's a full page ad running starting with this issue so no excuses!)

Jeff and BJ (in Rochester)

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# 2011 Calendar . . .

- |   |  |
|---|--|
| <p><i>July</i></p> <p><b>11-12 BIR at Road America</b><br/>Monday and Tuesday Driver Ed Event</p> <p><b>*16 Nord Stern RALLY!</b><br/>Location: Maple Grove, MN<br/>Eventmasters: Dale Trippler and Lon Tusler<br/>RSVP by 6/30/11 to dale at daletripler@comcast.net</p> <p><b>*21 Third Thursday</b> - Special location July only<br/>Cause at Lake &amp; Lyndale - see pg. 30 for details!</p> <p><b>29-31 BIR Club Race and Driver Education</b></p> <p><b>30 BIR Charity Silent and Live Auctions!</b><br/>Charity Maestro Keith Jones - Be there, or be square!</p> <p><i>August</i></p> <p><b>6 Vino in the Valley - 11 am</b><br/>Eventmaster Randy Walker, see ad on pg.13</p> <p><b>13 Nord Stern Annual Rally</b><br/>Eventmaster Dale Trippler</p> <p><b>21 Roll On With American Pride Show</b><br/>9 a.m. - 4 p.m.<br/>Chester Bird American Legion in Golden Valley<br/>Proceeds go to POW? MIA causes<br/>Questions, Joseph Yenksosky, 612-202-7678</p> <p><i>September</i></p> <p><b>5 Annual Rochester Labor Day Picnic &amp; BBQ</b><br/>Eventmaster: Jeff Boehm, jbandbj@gmail.com</p> <p><b>9 BIR Last Fling Driver Training</b><br/>Ron Johnson, porschebreat@earthlink.net</p> <p><b>10-11 BIR Last Fling Driver Education</b><br/>Eventmaster: TBA</p> <p><b>11 The Wayzata Rotary &amp; Minneapolis Club Charity Car Show</b><br/>10:00 a.m. - 4:00 p.m.<br/>Contact: Marty Schneider 612-237-3843</p> | <p><i>2011</i></p> <p>13</p> <p><b>Nord Stern Business Meeting</b><br/>Location: Ramada Mall of America Airport<br/>Questions? Prez Bret Bailey<br/>6:30 Social, 7:00 Business Meeting<br/>All Members welcome and encouraged to attend.</p> <p><b>23-25 Annual North Shore Color Tour</b><br/>Blue Fin Bay in Tofte, MN<br/>Eventmaster: John Dixon, eyerack@tcq.net</p> <p><i>October</i></p> <p><i>2011</i></p> <p><b>11 Nord Stern Business Meeting</b><br/>Location: Ramada Mall of America Airport<br/>Questions? Prez Bret Bailey<br/>6:30 Social, 7:00 Business Meeting<br/>All Members welcome and encouraged to attend.</p> <p><i>November</i></p> <p><i>2011</i></p> <p><b>8 Nord Stern Business Meeting</b><br/>Location: Ramada Mall of America Airport<br/>Questions? Prez Bret Bailey<br/>6:30 Social, 7:00 Business Meeting<br/>All Members welcome and encouraged to attend.</p> <p><b>20 Joint Event with Mercedes-Benz Club</b><br/>Old Log Theater - Noon lunch with Matinee<br/>Eventmaster: Paul Bergquist pbassocinc@aol.com</p> <p><i>December</i></p> <p><i>2011</i></p> <p><b>13 Nord Stern Business Meeting</b><br/>Location: Ramada Mall of America Airport<br/>Questions? Prez Bret Bailey<br/>6:30 Social, 7:00 Business Meeting<br/>All Members welcome and encouraged to attend.</p> |
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\* New Listings



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**email:** [rswalker@baldwin-telecom.net](mailto:rswalker@baldwin-telecom.net)



## Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. We will have our first rest stop in Pepin with a second rest stop at the Eau Galle Cheese Factory near Durand. There will be a free guided tour of the cheese factory, after which you will be able to browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, approximately 4pm, we will line up our cars for a Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information check out their website: <http://www.vinointhevalley.com>

### Event Information

- **Date:** Saturday August 6th.
- **Start Location:** Point Douglas Park, Prescott WI.
- **End Location:** Vino in the Valley.
- **Time:** Arrive by 11am, we will leave the lot at 11:30.
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 60 Nord Stern club members who register by July 31st 2011.
- The event will be open to non Nord Stern club members if space is available. No registration will be accepted the day of the tour.
- To register please send an email to: [rswalker@baldwin-telecom.net](mailto:rswalker@baldwin-telecom.net)

# Nord Stern's 2011 Loonacy Club Race

Brainerd International Raceway  
The fastest track in North America

July 29 - 31

Don't  
miss  
this  
classic  
Club Race!



Fast  
Famous  
Fun  
and  
Friendly

Also featuring:  
Tour de Loonacy Bicycle Race  
David Murry Pro Coaching

Bring the family and spend some time in Minnesota's vacationland.  
Registration opens June 16th at [register.pca.org](http://register.pca.org).



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## Our Loonacy Bike Race Returns . . .

In Keeping with the new tradition, this year's Club Race and Driver Ed event at BIR will again feature a benefit Bike Race. Join in the fun as there just are two classes: Fun and Serious. A place for everyone. Enjoy touring the track in a more leisurely fashion on 2 wheels rather than 4 wheels - or see the track for the first time. An excellent family outing as well as a serious bike race component for those well-known really competitive individuals in our club! Of which there are many!

It's all for fun and all donations go directly to Courage Center.



And the winner is!!! You have to be there to find that out.

# Vintage Porsche Ads

scanned by Phil Hancock

To continue our series of vintage Porsche ads our next in the series rather leaves me a tad speechless (not really!). Not that I am naive at all - but you have to laugh at the focus of this gem! While we know it's the beauty and desirability of the CAR . . . the 'actors' certainly take on a significant role in 'selling' this particular auto.

Although I would say it's not much of a stretch from the double entendre here to the ads of today featuring scantily clad young women, and not to be sexist, but young males, whom model an ideal not attainable by 99.9% of the rest of us in the human race. Have things changed much? I'd say not

Advertising is all about selling a product and often associating that product with the sophistication, good life, beautiful people presumably desired by most or maybe better said as 'sold' to us as what we are all supposed to desire. Which comes first, the desire or the product is hard to say?!

While many products and services can certainly 'sell themselves', competition for limited resources means ads have become a huge part of most economies - for better or worse. There are some great, fun, interesting ads I've seen over the years; plus many ads I think totally vulgar and inappropriate plus others that are plain weird. I don't protest advertising in and of itself - one can certainly learn something about something one may know nothing about and even be entertained. But on the other hand we all need to know how ads work, what selling techniques are being used and keep your critical eye wide open. There's *always* a hidden agenda and we, the consumers, truly need to know and beware of that basic underlying fact. My soap box of the day, sincerely, your newsletter editor.



## Announcing: Nord Stern Summer Rally!

**Date: Saturday, July 16th**

**Location: Starts in Maple Grove**

**Time: 10 am Cost: \$40 (includes lunch)**

This year's Rally is planned for Saturday, July 16th. The starting time will be at 10 AM in Maple Grove. The Rally will run about an hour and a half. We will gather after the Rally for refreshments and lunch at a famous location to be disclosed later. The cost will be \$40 to cover refreshments, lunch and prizes. Please email DaleTripler@comcast.net by no later than June 30th to RSVP!



# Slowpokes Inc. Open Track Lapping 2011



Brainerd International Raceway  
Competition Course ( Short Course )  
2.5 Miles 13 turns - \$295 per car

Monday, July 4<sup>th</sup>

Format: Open track: 9 am to 6 pm, no run groups  
Number of drivers per car unlimited  
40 cars maximum registration

Requirements: Prior High Speed Track Driving Experience  
Snell 2000 or newer helmet  
Vehicle Tech Inspection

Contacts: Linda Schmid - linda@slowpokes.org 952-943-9567  
Fred Jacobberger - fjacobberger@comcast.net 952-948-0600  
John Cunico - jcunic0@aol.com 651-726-4814  
Andy Schmid - ams@amschmid.com 952-943-9567

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If your happiness requires more track time visit [www.slowpokes.org](http://www.slowpokes.org) for  
more information or to register for an event

8th ANNUAL  
**ROCHESTER**  
**PORSCHE**  
**PICNIC**



Labor Day September 5th, 2011 from 1:00 to 5:00 (or whenever)

This is a BYOBB (bring your own beer and brats) event and is a great way to end the summer!



Join us at:  
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**Rochester, MN 55902**



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Directions available at [www.mapquest.com](http://www.mapquest.com) or [www.bing.com/maps](http://www.bing.com/maps)

**Families  
Welcome!**

Please RSVP no later  
than August 30th.

Jeff and BJ Boehm  
[jeffandbj@gmail.com](mailto:jeffandbj@gmail.com)  
507-261-9407 cell (Jeff)

**Grills  
Provided**



Out and About in January at the annual Holiday Party with photos by Jill Daneu: Keith Jones with Roger Johnson thanking all the Nord Stern members for their generous support of Courage Center this year



Just us girls...



Linda and Brad Lano with Ben and Alane Merriman



Keith Jones, Elizabeth, Rob Welch with Frank Thayer



Laurie and Phil Hancock



Bill Corcoran, Kim Fritze and Bill's wife



Keith Fritze with Christe Boeder and Laura Catania



Don't you wish your girlfriends were so cute like us! Pam Viau, Vicki Earnshaw, Kim Fritze, Christie Boeder, Jill Daneu and Laura Catania



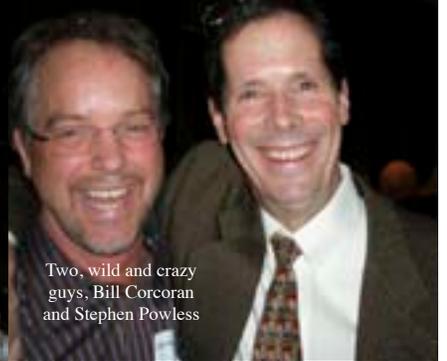
Always the classy couple; long time members Judy & Bob Fleming



Keith and Pam Erickson, Bob Viau of Auto Edge with Bobby Viau Jr. and girlfriend



Dale Trippler with Sharon & Bob Barker



Two, wild and crazy guys, Bill Corcoran and Stephen Powless



Lori Tusler and Connie Stack



DE Class D Winner Ron Faust with Prez Bret Bailey

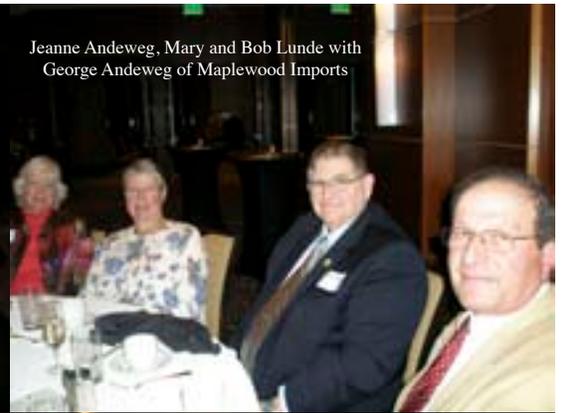
Out and About in January at the annual Holiday Party with photos by Jill Daneu: Kim Fritze congratulating Ed Vazquez, 2010 Member of the Year Recipient



Roving photographer, Keith Fritze



Jeanne Andeweg, Mary and Bob Lunde with George Andeweg of Maplewood Imports



PCA Nat'l Steward Vicki Earnshaw, Kim Fritze and Pam Viau



Ron Johnson (l) accepts his First Place (Class F) Trophy from Roger Johnson

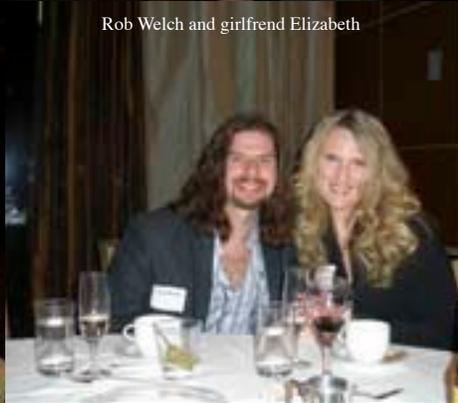
New members Deb and John Enloe



Lynn and Paul Beyl of Trackside Tire enjoying the evening



Rob Welch and girlfriend Elizabeth



Fred and Jill Daneu with Suzanne Dixon



Michael John (r) accepts his 'Driver of the Year' award



Rhonda and Tom Hayes



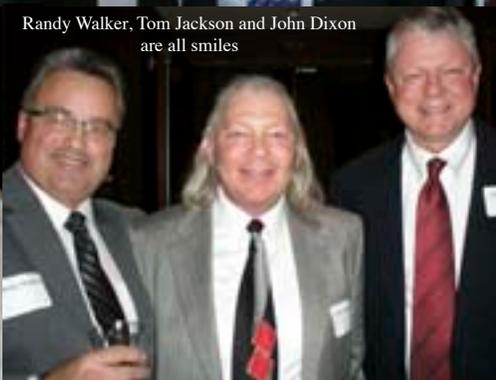
Susan Jones, Laurie Hancock and Suzanne Dixon



Mark Kedrowski with his DE award!



Randy Walker, Tom Jackson and John Dixon are all smiles



A family affair, Sig and Trudy Finks with daughter Kelsey



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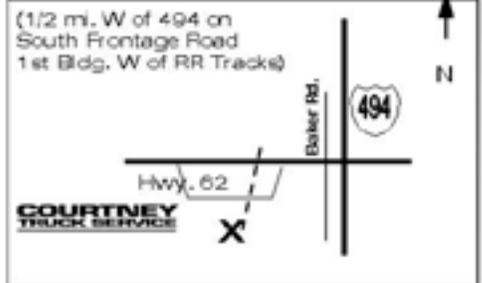
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# Book Reviews for Porscheophiles:

***PORSCHE Excellence Was Expected*** by Karl Ludvigsen,  
published by Princeton Publishing, Princeton, New Jersey

*Review by Bruce Herrigton, Riverside Region, courtesy 'The Circuit' Gand Prix Region PCA*

When published in 1977, it was an immediate sensation as the best reference story on Porsche cars. It's a reference because it contains never before available data on design considerations, production options, staffing levels, personnel assignments, etc. It's a story because it describes how people interacted, how decisions were made, how testing was conducted and the results, and much of the information is presented as quotations from the people who were there. If any book can be considered *THE Porsche Book*, this is it. Published in 8-1/2x10 inches (landscape) format, it is not exactly coffee table size, but at 2-1/4" thick, and roughly six pounds, this classic of Porsche history definitely deserves a place of honor in your display of Porscheana.

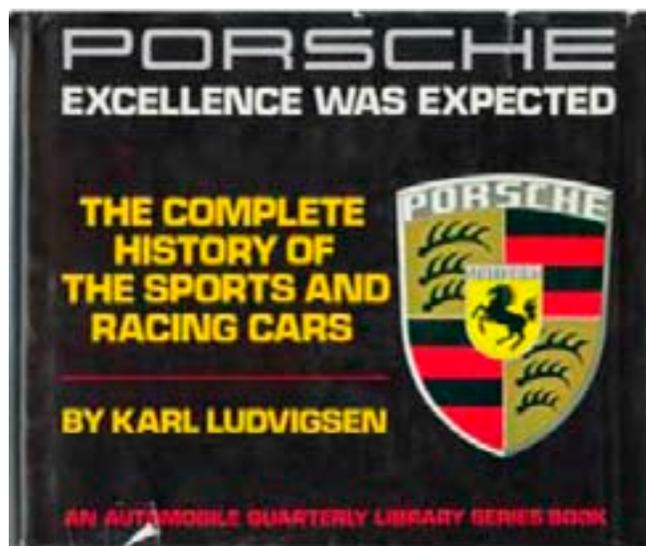
Covering everything from the Gmund cars to the 928, it starts with vignettes of Ferdinand Porsche's early days, the Auto Union and Berlin-Rome racers, and his involvement with the Panzer tank and the VW. With incredible depth of behind the scenes details, many factory drawings and many photos which can be best described as snap shots, *PORSCHE Excellence Was Expected* gives one a 'you are there' feeling. The personalization of the story of Porsche cars is enhanced by the considerable number of direct quotes from the people involved. The depth and breadth of the specific details and anecdotes, and the number of quotations from managers, engineers, mechanics and drivers, are evidence of an awesome amount of research performed by the author in producing this book. It deserves a place of honor for this reason alone.

The thirty-two chapters, which cover the various model cars, including the race cars, are supplemented by un-numbered sections on such topics as Porsche design numbers, silhouettes of the various models; even a Guide to Porsche Country and, of course, a tabulation of Competition Victories.

Somewhat unique to this book are the number of photos that spread across the binding, but are in perfect registry. This technique gives the open pages more variety of layout, and allows some pictures to be larger than in individual page to show better detail. Naturally, any discussion of car models must contain performance figures. In this book the performance data are presented in tables quoting the performance parameters as determined by the various automotive publications of the time – *Car and Driver*, *Road & Track*, *Sports Cars Illustrated*, *The Autocar*, etc. Also included are tables of factory specifications, e.g. ratios of the various gear sets in the differing transmissions that were standard with the various models.

For the 356/early 911 enthusiast, or the 914/924/550/718/908/917 enthusiast, the 887 page first edition is complete and adequate, with most illustrations in black and white, appropriate to the era it describes. Published in November, 1977, the first edition sold for a then astronomical \$64.95. This classic edition is now readily available on the internet for roughly \$100.

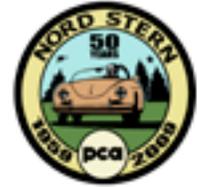
The second edition of *PORSCHE Excellence Was Expected*, published in 2008, was expanded to three volumes, and is bigger and better in other ways. The original 32 chapters are included, in edited and expanded form, and at 9-1/2 x10-1/2 the ~1700 pages are larger. The thinner individual volumes are also easier to handle, and the chapters dealing with the later models become fully illustrated in color. It is a credit to the stature of the author, that the second edition retains PORSCHE in the title, though lessor



publications and organizations for the P-car enthusiast have been forced to remove the word Porsche from their names.

The second edition, covering through the 996, and arguably less of a classic than the first edition, lists for \$299.95, but is available on the internet for somewhat less. *You pays your money and takes your choice.*

# Where We Were – Where We Are – Porsche Personalities



## Alternate Title: Cleaning out the ‘junk!’

During a recent spat of. “ugh, I have too much stuff taking up too much space” . . . I found a bit of a gem in a box of old newsletter submissions and photos. At least I consider it a gem! There was a three year, or so, series of monthly ‘Porsche Personalities’ written by member Marsha Drake highlighting a different Nord Stern member. It was a wonderful column as Marsha met with each member to conduct an interview and coerce appropriate photos. She would then write up an entertaining and informative article. I for one thoroughly enjoyed learning more about individuals I maybe knew fairly well or only in passing or as acquaintances met at different club functions.

This particular subject warrants a ‘repeat’ in my view. Although I bet all of her columns could easily be republished as it’s been awhile and there are undoubtedly many Nord Stern members who were not members 10 years ago when these were written - yet many of her interviewees are still very active members in the club.

So when I found the typed hard copy of her interview, with ‘real’ photos, of Ron Faust, I just couldn’t resist rerunning it since Ron has been an active member contributing in many ways through the years.

I believe this appeared about 10 years ago and if I knew the month I originally published it I could probably find the online file (by the way, did you know we have the official Nord Stern newsletters archived on the website going back to 2000? Although the early editions do not include most of the photos or the actual covers as those were the days when the photos were prints I had to send in directly to the printer for scanning into the layout for printing. Boy, have things changed and for the positive as I now have total control for cropping and positioning.)

### **Ron Faust – Porsche Enthusiast Full of Wisdom, Wit and Surprises! by Marsha Drake**

Home: Rochester, MN

Member of Nord Stern since 1973

Current Porsches: 1980 Platinum 911 SC Weissach Coupe (bought 1990) and 1964 Irish Green 356C (purchased in 1984)

Previous Porsches: ‘70 Signal Orange 911T Coupe, purchased new for \$5,600, sold in ‘77. Bought a new ‘77 Talbot Yellow 911S

Nord Stern activities: Driver Ed Instructor (current, too), rallies, Concours (judge and participant), 1976 Nat’l Parade Concours

The first Porsche Ron Faust ever saw up close was in New Orleans when he as a hospital intern. He liked everything about the car – except the sticker price. At that time, with beginning-of-career salary he would have had to save every penny

he earned for 11 months to buy it. Wisely, he didn’t give it another thought at the time.

Then something changed. Vietnam was raging and medical interns were getting drafted. Ron’s father and brother had both been in the Navy so it became his service of choice as well. He had a vision that the Navy might not be so bad . . . out on a nice ship sailing somewhere in a calm blue sea, not getting shot at.

A surprise was in store. Neither his brother, dad, or Navy recruiter told him that the Marine Corps didn’t have its own medical staff and that the Navy supplied surgeons and doctors for them. So Ron ended up as a battalion surgeon and general medical officer in a Marine battalion

*“You can always sleep in your Porsche, but you can’t drive your house.”*

off the China Sea, taking care of wounded Marines and sending those to Da Nang who needed surgery. It was quite a different scene than the ship out on the ocean he had imaged.

In the spring of 1971, troops were being pulled out of Vietnam and Ron came home after just 8 months of service there. He had a decent amount of money in his pocket since there had been nothing on which to spend it in the Marine outfit. He remembered the Porsche and in April he bought a 911T in New Orleans. He drove it to California where he spent 14 months in the San Francisco Bay area. Think he liked driving it? He put 25,000 miles on the car in



the first 14 months he owned it, so that’s an affirmative!

That began Ron’s history as a Porsche enthusiast. He especially loves three things about the cars. One is just the driving, whether on the street or on the track. He firmly believes that “*getting there is MORE than half the fun.*” The second is just keeping the cars and keeping them in as good condition as possible. As they get older it’s more of a challenge but still rewarding. The third thing is the tinker toy, shade tree mechanic aspect. He loves taking them

apart, trying to fix what can be fixed and then putting them back together. He says it's a challenge "*figuring out what you don't know and when you're about to get in trouble!*" Ron came from a family with no socket wrenches in the garage but learned how to do a complete tune-up from a friend in California. That gave him the start and the confidence to try things on his own and he's become a knowledgeable mechanic as a result. (Editor's note: Ron currently serves on the Club Racing National Advisory Committee as a Medical personnel – I am thinking Ron would be a good candidate, too, for a Scrutineer position with this background!)

The cars and the track have always been a part of Ron's family. His wife Claire is happy he has the cars as an avocation because many physicians don't have hobbies and get too wrapped up in their work. Although she sometimes has safety concerns, she knows Porsche was in the family before she was! Children Jennifer, Lisa and Jon know Porsches have always been a part of the family, too, and they've enjoyed riding in them on vacation, camping trips and outings to Brainerd.

In 1976 Ron entered the 911T family car in the Concours at the national Porsche Parade in Brainerd. Though it wasn't in mint condition, he thought it would force him to get it cleaned up. Driving to Brainerd the day before the event, one of the kids dropped some popcorn in the back. Ron didn't find all of it the next day, but the judge did. He arrogantly asked Ron if he was unable to find a vacuum, but then bumped his head as he was getting out of the back seat. Ron didn't say a thing, but he was laughing on the inside as it seemed the car had had the last word!

Ron gets a 'big charge' out of the Concours events because it makes him get the car "right" once a year. After it's all cleaned up all you have to do is wash it, and it's in pretty good shape. The problem is that the car is then so clean you don't want to drive it any more!

The Fausts bought a cabin on Gull Lake five years ago, which Ron refers to as the "*ultimate autocross accessory.*" Now "the cabin and the autocrossing habit complement each other as the perfect getaway," only four hours from home. As an instructor for Driver Ed, he can frequently get the kick he likes to start a 'rookie' at Brainerd and watch them learn and progress. "*It's like you've taught a teenager how to drive in one weekend!*" His advice to perform well, as I found out with my first track event was to order a steak or burger for dinner instead of chicken or a salad. His reasoning, with a smile and a New Orleans accent, was: "*Grease, Mah-sha, ya gotta have grease. It makes you GO fas-tah.*" (Editor's note: Ron is originally from New Orleans and I can just hear him saying this still today!)

Ron gets his own rush out of being at the track, too, which is maintaining the car so he can drive it to the track, drive as hard as he can, put together a bunch of turns in the back as well as he thinks he can do them and then drive the car home. He's never won an autocross but it doesn't bother him. After all, he says, "*If you finish, you win.*"

So what are some more surprising things about this quiet, professional, wise and witty Porsche fanatic? He's an avid Jimmy

Hendrix fan, and he has the whole collection of wild tunes. He and a fellow Nord Sterner even had good ole' Jimmy cranked up so loud one time when Claire was out of town that the neighbor later whispered to her that her son had come home from college and had a wild party while she was away!

What else? He advocates simple choices and economy when it comes to Porsches. He takes his 356 to a mechanic every five years, whether it needs it or not. And he suggested we could go into a three-way partnership to buy a 917/30 this summer. Get a second job, sell the house, why not? After all, says Ron, "*You can always sleep in your Porsche, but you can't drive your house.*"

So the next time you see Ron at an autocross or BIR – be sure to get to know him and his wit, his wisdom about the cars and some of the surprising things about this quiet yet highly interesting guy! Ask him for a bit of advice about driving fast or having fun at the track or cleaning up a car. You'll probably get an answer that will make you smile.



Above, Ron, Claire and daughter Jen in front of the porch of the 'old cabin' (Jen is now married with 2 children)

Update: Ron and Claire now are retired at that 'cabin' on Gull Lake. And a cabin it no longer is as they built a lovely home (with one of those indoor lap pools!) after moving permanently to Nisswa from Rochester. He also now owns a yellow Boxster (I confess I can't remember which year – Ron, you need to update this for me!) and is avidly pursuing many hobbies not the least of which is keeping those Porsches in fabulous shape and condition along with photography, keeping up with their children and grandchildren. Ron still is a highly regarded DE instructor and most importantly, my right hand columnist currently engaged in combing through endless old newsletter culling out the interesting and weird goings on of our Porsche club over the decades. And I know I have photos of Ron's other P cars, just not handy!

# Porsche Rennsport Reunion IV

*PCA will participate in Porsche's celebration of its racing heritage at Mazda Raceway Laguna Seca, October 14-16, 2011*

**T**he Porsche Club of America is honored to assist the Porsche Rennsport Reunion IV with several activities:

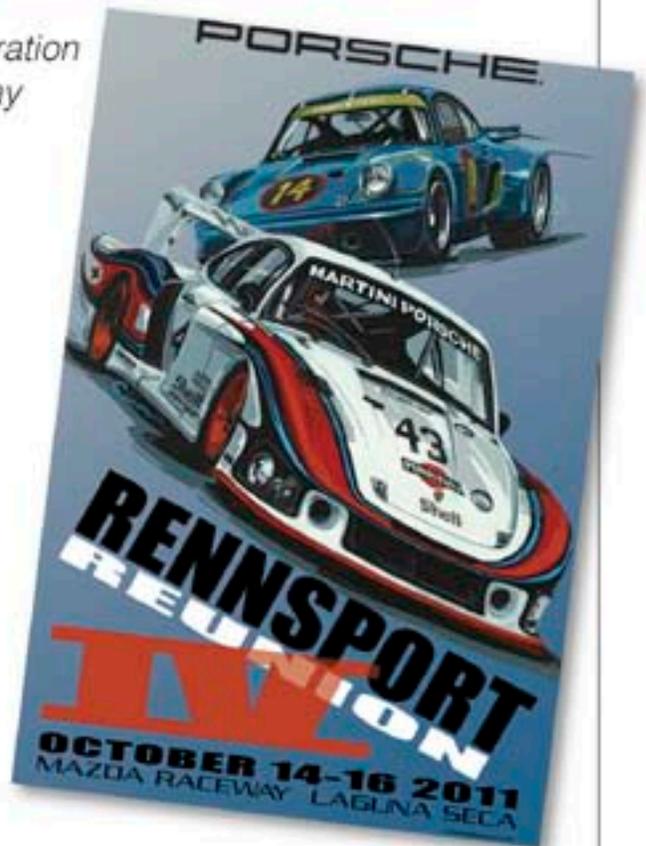
1. History of the Porsche 911 Display
2. Porsche Model-Specific Parking Corrals—with Parade laps of the track
3. PCA Hospitality and Membership Center
4. Two race groups: Rennsport Reunion Cup for Porsche Cup Cars and PCA Club Racing for PCA race cars
5. PCA Volunteer Pool—workers to assist with the club's involvement

Sponsored by Porsche Cars North America and with the cooperation of Mazda Raceway Laguna Seca, Porsche Rennsport Reunion IV is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current race cars and those drivers who have taken them to victory in the world's most famous sports car races. It features a three-day program of on-track competition plus a concours d'elegance, which is open to the event's participants by invitation.

In addition, special activities are planned to honor the series of historical Porsche 911 race cars including a display of various models. New to Rennsport IV, there will be a social center with many features and enhancements for the Porsche owner, including video coverage of Rennsport activities, racing videos, memorabilia, car related games, etc. Also expected are a vendor village, driving event and other diversions designed exclusively for the Porsche enthusiast.

We are looking for exceptional examples of Porsche 911 production models for the History of the Porsche 911 Display at Mazda Raceway Laguna Seca during the event. It will be a display representing the 911 model throughout its generational life. Please contact Tom Provasi for information and registration at [tprovasi@netgate.net](mailto:tprovasi@netgate.net) or 408/947-0980.

PCA members will be invited to use a terrific



PCA Hospitality and Membership Center that will be open for all days of the event, October 14-16, to park safely in one of the Porsche Model-Specific Parking Corrals (*a corral parking ticket will be required— please visit [www.mazdaraceway.com](http://www.mazdaraceway.com) for ticket information*), and to enjoy Parade laps of the track with their Porsches.

We will need PCA volunteer workers to assist with our activities at the Rennsport Reunion IV. If you are interested in supporting this memorable event, please contact Sharon Neidel with the PCA Volunteer Pool at [sharonneidel@yahoo.com](mailto:sharonneidel@yahoo.com) or 650/508-1308. *We will have a very special event memento for the volunteer workers.*

Additional details of the Porsche Rennsport Reunion IV are published on the following Porsche web site: [www.porsche.com/usa/rennsport-reunion-iv/](http://www.porsche.com/usa/rennsport-reunion-iv/). *For additional information and event tickets please visit the Mazda Raceway Laguna Seca web site at [www.mazdaraceway.com](http://www.mazdaraceway.com) or 800/327-7322.*

*Please stay tuned for more announcements in PANORAMA, at [www.pca.org](http://www.pca.org) and in E-Brake News.*

# Remaining Nord Stern 2011 Driver Ed Schedule - yikes, don't miss out!

## CLUB RACE AND DRIVER ED EVENT . . . JULY 29-31, 2011

*Brainerd International Raceway: Baxter, MN*

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: First car, first driver: \$350, Nord Stern member, Same car, second driver: \$315, NS member  
Club Race Registration/Costs separate from Driver Ed

## NORD STERN DRIVER ED AT ROAD AMERICA . . . JULY 11-12, 2011

*Road America/Elkhart Lake, WI*

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: Available online at [www.clubregistration.net](http://www.clubregistration.net)

## LAST FLING DRIVER TRAINING . . . SEPTEMBER 8, 2011

Contact Ron Johnson for further info, 952.476.7445

## LAST FLING DE . . . SEPTEMBER 9-10, 2011

*Brainerd International Raceway: Baxter, MN*

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: First car, first driver: \$350,  
Same car, second driver: \$315



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# The Safety Helmet/Brain Bucket/Mellon Protector

by Pedro P. Bonilla, Pedro's Garage

The head is probably your most important asset and the most vulnerable part of your body during an accident. While the driver's body is strapped in very tightly to the seat, the head can jerk around uncontrollably. The helmet is designed to dissipate impact energy over the entire helmet and prevent debris from puncturing it.

Every professional and amateur race car driver is required to wear some type of protective safety helmet. Most choose a full-face helmet, which covers the entire head and wraps around the mouth and chin. Others wear an open-face helmet, which only covers the head. Drivers who wear the open-face helmet usually wear protective goggles or face shields as well. Some claim that a full-face helmet restricts their peripheral vision or that it's too hot inside the car. There are three main parts to racing helmets:

- Outer shell
- BeadALL liner
- Inner liner, padding and hardware

Once a shell design has been approved, a custom-made nickel model is created for that particular helmet. Construction of the outer shell begins with a thin layer of gelcoat. Then a special resin,

consisting of several types of glass, carbon, Kevlar and other exotic fibers and weaves, is added to the shell. This all combines to make the hard, glossy outer shell.

Just underneath the outer shell is the BeadALL liner, which is a special foam layer in the crown of the helmet. The purpose of this liner is to absorb the energy that the outer shell has not absorbed. This layer is made of polystyrene or polypropylene.

The inner liner of most helmets is a form-fitting layer that is made of either nylon or Nomex. Nomex is a special fire-retardant material made by DuPont. It doesn't melt, drip, burn or support combustion. Helmets are also equipped with cheek pads, chin straps and visors. The visor is made of a tough Lexan plastic. Lexan, which is also used in many racing cars' windshields, is commonly known for its use in bulletproof glass.

All helmets go through some sort of testing before they are considered safe enough for high-speed racing. The Snell Memorial Foundation is an independent organization that sets voluntary standards for auto-racing (and other application) helmets. The standards set forth by Snell are more stringent than the DOT standards, and are the ones used for auto racing in the USA. To

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test the impact resistance of a racing helmet, Snell places the helmet onto a metal head form and drops it onto various types of anvils. If the peak acceleration impacting the metal head exceeds a magnitude of force equal to 300 Gs, or 300 times the force of gravity, it is rejected.

This level of impact is hard to conceptualize -- a head-on impact at 30 mph into a concrete wall is measured at 80 Gs. Most impacts on a race track are between 50 and 100 Gs. A 100-G impact for a 160-pound man would feel like 16,000 pounds pressing on top of him. There are several types of motorsport safety helmets available on the market:

- SA: Sports Application
- M: Motorcycle
- K: Karting

Each one must meet specific and unique safety and protective requirements. Snell "SA" (Sports Application) rated professional helmets are designed for auto racing and provide extreme impact resistance and higher fire protection. When I'm doing tech inspection at any of our events which require certified helmet approval, I always get asked: "Why can't I use my motorcycle (or karting) helmet?"

Well, here's what I tell them. The **key** differences between SA, M and K Rated Helmets are:

- SA standard requires flammability test while the M and K standard does not.
- SA standard has rollbar impact tests while the M standard does not.
- SA standard allows narrower visual field than the M standard (Some SA helmets aren't street legal).

To identify these standards, each manufacturer of a certified safety helmet must include the official Snell sticker inside the helmet. Snell revises and updates their standards every 5 years, so the newest standard available is the 2010 (just made available on 4/1/10). Most of the manufacturers will have SA2010 – stickered helmets on the market by September or October 2010.

This is what those stickers look like:

SA2005



SA2010



K2005



K2010



M2005



M2010



For DE and Club Racing applications, Porsche Club of America (PCA) and most auto clubs accept the last two Snell certifications for Sports Application (SA) helmets.

So, as of today, you may participate in a PCA Driver Education or Club Race event if your helmet has a Snell SA2000, SA2005 or SA 2010 sticker. By the end of the year, your helmet must have SA2005 or SA2010 and the SA2000 will no longer be accepted at DE events (Nord Stern is following this through 2011).

If you have an SA2000 or older Snell certified helmet you will not be able to use it in PCA Club Race events.



And as I mentioned before, your safety helmet protects your most important assets...



Keep your chin strap tight and ...

Happy Porsche'ing, Pedro



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# Classifieds

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10<sup>th</sup> of the month prior to publication date: editor@nordstern.org.

## 1987 944 S

VIN WP0AA0947HN450556. 52,030 miles. Black with light tan interior. Original, no modifications. No rust, stored winters. Clean interior, non-smoker. Excellent inside and out. Very well preserved and maintained, everything works. New timing belt, water pump, etc. at 40K. \$10,500 obo. For photos and more info contact Bill Maitland, 612-819-5740.

## Time to restock the garage - 1990 964 C

4150k miles, 5k on split case Autoedge rebuild to stock. Car is in pretty good shape, drive regularly in the summer. Everything works with the known heater/air quirks. Only modifications are lowered HRE progressive springs and after market chip. \$18,000 OBO. Ray Newman, Raycnewman@comcast.net, 612.202.1370

## 1989 944 TS track car

Currently without glass, and interior in process. Full cage, Fresh (20 minutes) rebuilt 400+hp Lindsey/Autoedge motor, Huntley Racing, Penske Shocks, Coil overs, Boost control computer, Evo II seats, two sets of HRE wheels + Factory Wheels. Needs Lexan and Interior finished to be on track for PCA GT3. Reasonable offers entertained. Ray Newman, Raycnewman@comcast.net, 612.202.1370

## 914 Wheels

Front and Rear (w/spoiler), Fiberglass Deck Lids, white, new, stock appearing underside. \$160 Each: Steel wheels 1973 914-4 widen to 6 1/2" have four. \$40 set. Gary Greiner, 701 E. 9th St. Superior, WI 54880, 218.348.1849 (cell), e-mail gtgcnw8976@hotmail.com.

## Wheels

Set of 6 OZ Racing Fittipaldi 17 inch 3 piece wheels with center caps. Porsche 5x130 bolt pattern. Four 8 1/2 J x 17 H2E56 wheels.

Two 9 1/2 J x 17 H2E56 wheels. 4 wheels have used BFG Comp T/A R1s mounted (235/45x17 and 255/40x17) and 2 wheels do not have tires mounted. \$900/OBO. Chuck Ready ready\_c@hotmail.com or 651-484-6392

## 1967 Porsche 911

VIN307079 Restored 2010 Ivory with black interior. Newly rebuilt seats. This is an exceptional example of the early short wheelbase Porsche cars. Body and interior are in near perfect condition. The engine, with Webber carbs runs and revs freely. The mechanicals work in harmony. \$34,000. For photos and more information please call Hank Godfredson 719-661-8911.



## 1979 911 SC Targa

Think Spring! Car has 140,000+/engine 40,000. This car had 137,000+ on it and an engine with broken heads studs when I bought it. I intended to redo the engine, until I found a 204HP code 930/10 ROW 3.0 SC engine with 37,000 original miles. 24 hp over the US version 180HP 3.0 engines. New clutch pack and fork, Carrera chain tensioners and pop-off valve were installed prior to transplant. Refinished stock 6x16 and 7x16 Fuchs. DynaMat added to the floors and rear bulkhead. Rebuilt and re-bushed pedal assembly, shifter and shift linkage. Interior has been refreshed in black with Porsche script seats. The expensive part of this vintage of 911 (the engine) is taken care of for a long time. Car still needs body cosmetics for a few dings and things, tires and some Targa top work. No rust, anywhere no major body issues. Older metallic blue repaint over original brown or maroon. \$9450 obo Phil Hancock (612)308-2357 phancock356@hotmail.com



## Wheels

Set of 4 wheels from 1989 944 Turbo S7J x16 with Pilot SX sport 225/50 ZR169J x16 with Conti Sport Contact 245/45 ZR16. \$750 or Best Offer. Loren Stiles H-952-892-0214 or C-612-201-4304

## WHEELS & TIRES

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## 2001 911 Turbo

Very nice 911 Turbo Coupe 2001 Triptonic with only 22,827 miles. Color Guards Red with Black Leather. Pirelli P zero with 1,300 miles. All maintenance done by Carousel Porsche. Always garaged. Include Porsche car cover, battery tender, red SpeedLingerie bra and a set of winter wheels, though I never drove the car in snow or salt. Asking \$51,000. Contact Guy Montagne at 952-212-1824 or Guy.Montagne@comcast.net

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## **Third Thursday Social**

Change in location for July only  
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*Third Thursday*

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Sunday, November 20, 2011

Matinee - 2:00 PM

Details to Be Announced!

Questions? Paul Bergquist at  
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