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Region PCA

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Cover Photo
by Kevin
Horsman, from
the Membership
Social this
past spring in
Rochester, MN

The Prez

Sez . . .

by Mike Sabers
'79 911 SC

I am halfway through my tenure as president and I am proud to announce that Nord Stern has not yet fallen into financial turmoil and chaos. Apparently, some of my “friends” in the Club underestimated my ability to delegate, smile and pretend I know precisely what I am doing, even when I do not. So, I am pleased to announce Nord Stern is doing well financially, has conducted as many or more events this year than in many or most prior years, and generally the attendance and participation has been excellent. Is this a great Club or what? Thanks to all of you who make the events a reality, and all the members who have attended to date.

As most folks recall, Nord Stern conducted a survey of its members last year. Generally, the results were positive but several members mentioned that Nord Stern seemed largely “track-centric.” Yes, that is a word, and yes, Nord Stern is largely guilty of that. Those comments did bring about a lot of discussion about how Nord Stern could continue to further diversify its events. And diversify it has . . .

Tech sessions, membership socials, Dave Anderson’s “Where’s the Prez,” Lon Tusler’s now “annual” Rally, the newly minted “993 Fest,” Cars and Coffee and the All Porsche Show just to name a few. In sum, if you have not been involved or attended a Nord Stern event this year you have not been trying very hard. So . . . get involved, attend an event, and find out why Nord Stern is now well over 700 members strong and growing.

I am pleased to announce that our Road America DE event was better attended this year than last and generally, absent some unfortunate bent metal (but

no injuries I understand), constituted a great weekend enjoyed by all. I enjoyed the Club Talk e-mails I received after the event and Nord Stern certainly has to make a difficult decision about the continued feasibility of this event. I expect once all the financials are gathered I will send out an e-mail blast looking for additional input and I know this will be a topic of discussion for our Club in the future. So, stay tuned, and feel free to e-mail me directly in the interim with any thoughts, comments, or concerns about this event at president@nordstern.org.

Spoiler Alert . . . OK, that’s funny no matter who you are. If everyone has not yet noticed, Nord Stern is full of some spectacular, and particularly strong, personalities. I expect this may go hand in hand with our choice in vehicles. Although I never entered the spoiler alert (*editor’s note: our dear prez is referencing a specific Clubtalk listserv thread for those readers who are not subscribed*) exchange - although I am still laughing about our NoDak interloper Ari Johnson’s e-mail - I can say one of the best parts about Club Talk is there are no rules except the subject matter should be related to Porsche. Let’s make sure to all behave as we all loosely define that term and keep it that way. BTW, Roy would have been proud of those exchanges and I expect he’s still smiling like I am about a few of those e-mails.

Brainerd Club Race is fast approaching! Pun intended. At the risk of sounding track-centric (which I freely admit) this is my favorite Nord Stern weekend of the year. If you are a racer, sign up and invite your friends from other regions. If you are a DE’er, sign up

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2015 Advertising Rates

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 plus color charge
Back cover	N/A	N/A	\$83
Business Card	N/A	N/A	\$20

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 1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high
 1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" 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.
 6 month pre-payment required for ad insertion, billed yearly

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1. First, **JOIN** the Porsche Club of America (PCA). Please visit www.pca.org for membership instructions.

2. Next, join Nord Stern

- Visit www.nordstern.org and pay dues via Paypal (<http://usa35.noip>) hotlink is on the Join/Renew page.
- Or, send check, payable to Nord Stern, directly to Ed via the snail mail address below.
- Your membership information with PCA will be available for the club's records.

3. To **RENEW** an existing Nord Stern membership visit www.nordstern.org and pay via PayPal (link is in instructions on how to Join/Renew or use: <http://usa35.noip.me>). Or, you may send your check, payable to Nord Stern, to Ed via his snail mail address below.

Or, call Ed directly and leave your name, address and both home and work phone numbers with any questions.

Address Changes:

Please send Ed any address changes or updates directly via snail mail, email or just give him a call!

Ed Vazquez
18918 Dorenkemper Place
Eden Prairie, MN 55347
email: edmn911@aol.com or
612.720.0760 (cell)

Reminder, Annual Dues are:
\$30 per year (defrays monthly newsletter costs!)

Nord Stern membership Options:
\$30 per year
\$80 for three years!

**Check your mailing label
for your expiration date**

**Contact Ed with any membership
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Fall Color Tour John Dixon	FallColor@nordstern.org eyerack@tcq.net	Webmaster Mark Kedrowski	webmaster@nordstern.org

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612.275.4891
Zone10rep@gmail.com
Zone10rep@nordstern.org

Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 612.845.4509

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Patrick Blum

911 Cab
Rochester, MN

Kate Herdina

911 Coupe
Minneapolis, MN

Theo Martianos

Boxster
Coon Rapids, MN

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 listserv for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Also for last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe and or how to unsubscribe..

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. Note: Nord Stern conducts an 'All Porsche Show' at which cars are 'shown' but not judged.

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!).

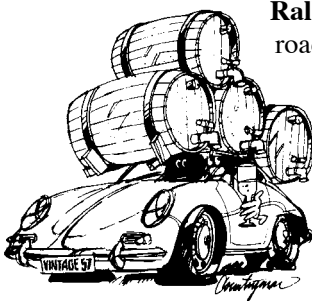
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

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!

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!



As always, I've left the column until the last moment and sure wish I hadn't! But that's the way it goes come summer time. Lots of other excuses for not sitting at a computer on a gorgeous summer morning, sunlight streaming through the glass warming up my toes while sipping that first (or second or whatever) cup of Java. I just love these days as it's my break from work and probably, if truth be told, my break in all of life's comings and goings and action.

But it's time to finish this issue up (and actually, it's late, mea culpa!) and get it to the printer. I'll post it online immediately so to some degree I do feel 'timely' in that manner as it's actually still before July 1st!

Lots of fun stuff in the issue, again, I've received some gorgeous pictures from some of the recent events. I do recall distinctly back when we first joined the club that it was the pictures from some of the then social outings that caught my eye and made me want to participate in something upcoming. The idea of being able to drive the P-car somewhere, meeting others for a tour, or rally (always low-key stuff), or an awards or holiday dinner just made sense. We knew some people in the club and of course got to meet a lot more over the years! Now my hubby, on the other hand signed us up for the club because he knew the Porsche Club

drove on the track up in Brainerd! And that, ha ha, was his initial main focus. I, on the other hand, was clueless as to what that meant. Fortunately, I quickly figured that one out and have spent many a time zooming around BIR and various other venues. Talk about learning a lot about your car and what it can and cannot do (don't ask me about chicanes!). And of course, we very quickly found it that 'it's about the people!' How lucky we feel we are . . .

Just a couple things to note, I'd like to welcome a new advertiser from Rochester, MN! Members Brian and Gina O'Neill are quite active in that region of the state and with that in mind, Gina's well-established business as a Jafrá rep fits into the grand scheme of things as it offers wonderful products for us wonderful people! I am sure we will have an Advertiser's Apex piece for us soon so that we can get to know her a bit better. And I can attest to how fun, interesting and enthusiastic she is after having the pleasure of meeting her when they hosted the recent Membership Social 'down South' this Spring in Rochester! Welcome, Gina.

Meanwhile, get out there and drive those cars!

From the Editor

by Christie Boeder
'73 911



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JULY**2015**

- 24-26 Nord Stern Annual Club Race and Driver Ed**
 Brainerd International Raceway
 Eventmaster: Doug Anderson
 Registration: clubregistration.net

AUGUST**2015**

- 8 Vino in the Valley**
 Eventmaster: Randy Walker
- 9 NEW: Auto Lieben Event**
 Afton Alps Ski Area
 See flyer and info on page 30 of this issue

SEPTEMBER**2015**

- 7 Annual Rochester Labor Day BBQ and Picnic**
 Details TBA, Questions Jeff Boehm at 507.261.9407
- 19 AutoMotorplex Oktoberfest**
(replaces German Carfest)
 Contact: Paul Bergquist 952.937.1822
 Time: approximately 9 a.m. to 1 or 2 p.m.
 Ad
- 25-27 Annual North Shore Fall Color Tour**
 Headquarters: Tofte, MN
 Eventmaster: John Dixon, eyerack@tcq.net

OCTOBER**2015**

- 1-3 Escape to Rushmore!**
 Drives, tours, hospitality: <http://escape2015.pca.org/>
 Eventmasters: Jim and Arylce Lilligaard
 See info on page 14
- 11 Informal Bark and Beer Drive**
 Details TBA, Questions Jeff Boehm at 507.261.9407
- 16 Nord Stern Driver Training**
 Brainerd International Raceway
 Eventmaster: Ron Johnson
 Registration: clubregistration.net
- 17-18 Nord Stern Fall Fling Driver Ed**
 Brainerd International Raceway
 Eventmaster: TBA
 Registration: clubregistration.net

NOVEMBER**2015**

- 8 Old Log Theater Outing with Mercedes Benz Club**
 Details TBA, Questions Paul Bergquist
 952.937.1822

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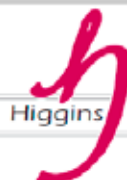
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Pop-Up
Event
(or more
traditionally
called an
'Impromptu'
event!)

... 993's
Gather!

Yes, it was a 'pop-up' event! Meaning it was quickly organized, quickly 'publicized' albeit in this case only via Clubtalk (see, there IS a reason to be subscribed even if it means deleting some e-mails that aren't of interest) but nonetheless just as fun. What started as a hey, let's get our cars out and meet some evening after work became a fun gathering for a number of 993 owners (and I believe a few interlopers!) at one members workplace parking lot. Do go online and check out the pictures in color as they truly are colorful! I always say P-cars remind me of a bag of Skittles! In 'researching the term 'pop-up' it brought me to the realization that our fun with Lemonade Stands as kids can be seen as the 'original' pop-up event! The use of the term "pop-up," is usually associated with pop-up shops, pop-up restaurants or even food trucks. What we often don't think about as pop-up events can include flash mobs, pop-up concerts on airplanes or commuter trains, themed-dinner parties or festivals. They can also include: Farmers Markets, Yard Sales, Lemonade Stands. Or, they can include a Porsche evening get-together!



*courtesy Clubtalk and
Christie Boeder*

*Photos by Will Sigsbee, except where
noted*



Above photos by Will Sigsbee
(the originator of this pop-up event!)

Rochester Labor Day PORSCHE Picnic

**Looking for a great way to start the fall season?
Then join us Labor Day, September 7th 2015**

**Location: To Be
Determined**

**Starts: 1pm
Ends: 4pm (Or Later)**

This is a BYOBB event!

**Bring Your Own
Beer & Brats!!
(Grills Provided)**



Bring the family!



**Please RSVP by September 3rd via E-mail
or Phone to Jeff & BJ Boehm.
e-mail: jeffandbj@gmail.com phone: 507-261-9407**



Right and left: photos by Glen Robertson

Right and left: photos by Glen Robertson

Slowpokes Inc.

Open Track Time

2015 Dates:



Sunday, May 31
Thursday, July 2

Brainerd International Raceway
Competition course - 2.5 Miles, 13 turns
One-Day Events: Open Track - 9 a.m. – 6 p.m.

Cost: \$295 per car

Format: No run groups - Open track all day
Unlimited number of drivers per car
*Lunch 1 – 2 p.m. – Parade laps on track

Requirements: Prior High Speed Track Driving Experience
Vehicle Tech Inspection
Contact us for details

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
Jim Bahner – jim@qualitytapeinc.com 651-492-9459

If your happiness requires more track time
visit www.slowpokes.org and sign up today!

It's Just Around the Corner: Escape to Rushmore!

October 1-3,
2015

by Arylce and Jim Lilligaard

Escape is one of the “big” PorscheClub events of the year. It's often the case that Parade is on one coast or the other, and not everyone has the time or budget for a trip like that, perhaps all the way across the country. Escape provides you with another option.

Escape, like Parade, moves around each year and is typically held on the opposite side of the country from Parade. It is a multi-event weekend, with a national attendance list. While the Parade has a competitive focus, Escape is purely non-competitive. It is a socially oriented weekend focusing on camaraderie and friendship. It is a great opportunity to show off your car, see old friends, make new ones, and enjoy the good will and fellowship of other Porsche owners. All of this without the pressure of: “Did I miss that speck of dirt?” or “Is this the fastest line through the track?” or “Was that a rally landmark?”

Typically a held over a long weekend, such as Thursday through Sunday, Escape usually consists of banquets, driving tours, drives to local area attractions and perhaps a “people's choice” car show. Other activities may include an “off road” event for our Cayenne enthusiasts. There may also be organized group lunches or free time (either day or evening) to allow you to explore area restaurants and culture on your own. Memorabilia for Escape or the local region may be available for purchase at a goodie store. The primary goals are to provide a fun venue for club members to congregate and show off the highlights of a new part of the country.

This year's Escape is being co-hosted by Nord Stern and the Dakota Regions and chaired by Nord Stern members Jim & Arylce Lilligaard (lillescape15@gmail). They have worked tirelessly the last couple of years to put together a wonderful opportunity for drives, touring, hospitality in one of the most beautiful areas of the USA within easy reach of our Nord Stern Region.

The dedicated website is live and full of information, photos, listings and registration information: <http://escape2015.pca.org/>

On the agenda: Enjoy The Ride,

At **Escape to Rushmore 2015** you will have several options for both guided and independent tours. You'll enjoy amazing scenery and choose from many popular tourist options, or discover your own little hidden gems. Tour a jewelry manufacturer, take an 1880 train ride, search through the passageways of underground caves, or relax and discover your new

favorite wine at a local winery.

Find yourself in the middle of a wide variety of wildlife including antelope, burros, bison, turkeys and even occasionally mountain sheep. There are at least eight organized tours every day and many others you can do on your own or with a group of your choice. Your options are limitless!

Watch the Road: Drives center more on watching the road than the roadside. **Escape to Rushmore 2015** provides both options in one. You can choose to appreciate the scenery on a tour one day, then drive the same geography concentrating on how you and your Porsche grab and hug the hilly, twisty roads the next day.

Iron Mountain Road Drive: Experience hairpin curves, tunnels and spiraling changes in elevation with wooden pigtail bridges aiding the challenge. Three granite tunnels frame Mount Rushmore in the distance.

Needles Highway Drive: Challenge yourself on this drive with hairpin curves winding through slender granite peaks called Needles and narrow granite tunnels.

Northern Hills Canyons Drive: Here you'll drive through Spearfish Canyon, a 19-mile gorge with thousand foot limestone palisades in colors of brown, pink and gray. Then you will transition to Vanocker Canyon road with its great twisties and scenic vistas. You will not be disappointed with this entertaining drive.

Hotels: Rapid City is a significant tourist center and has lots of hotels and more than 8,000 rooms. Arrangements have been made with several hotels. Below are options that provide many conveniences and pleasures for you including a buffet breakfast, secure parking, bellmen, car washing facilities and local transportation. Holiday Inn Rushmore Plaza is the official Escape host hotel and is located next door to the Rapid City Civic Center.

Reservations: Hotel reservations can be made after Escape to Rushmore 2015 official registration opens in mid-July. Special prices begin September 30. Reservations must be made by phone and require the code you receive during registration. Please make sure to use your code to receive extra services associated with the **Escape to Rushmore 2015** event.



f your car's suspension creaks, squeals and grunts like the famous 1930 Wramblin' Wreck Ford from Georgia Tech (Go Jackets!) when you go over a bump or when turning the wheel, it's probably just a dried out (ball) joint in one of its suspension components. So, just replace the component, right?



Well . . . maybe there's something else you can do to extend the life of the part, save some money but more importantly: **Quiet down the creaking!**

On the newer Porsches there are no lube points in the suspension as in the old ('70s) cars. The ball joints come with a "lifetime lubrication" which



comes well short of the car's life.

These components with ball joints, such as: control arms, trailing arms, wishbones, anti-sway bar droplinks, etc. are quite extensive and expensive and replacing them will generally also require an alignment since the suspension geometry will change with the installation of the new part. For instance, here are the components on one the rear corners. The front has similar parts as well.

I've highlighted the components with ball joints. (image on right)

The ball joint itself is generally protected by a rubber boot (dust cover) which can deteriorate with time or can be damaged by debris or by the improper use of tools, then the tear in the boot allows the grease to dry up quicker and the creaking begins.

Even without any damage to the boot, when the "lifetime" grease in these ball joints starts to dry out your car will let you know with very loud and embarrassing creaking.

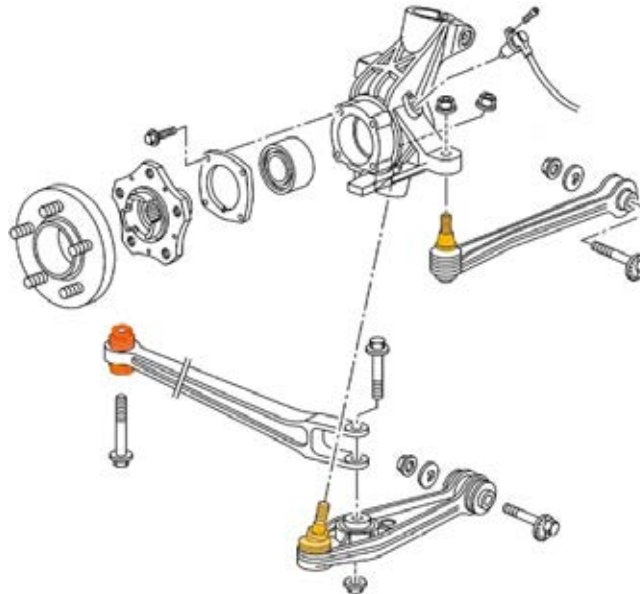
If you don't want to replace the component(s) you can fix it quickly and inexpensively yourself.

All you need to do is put some quality grease back into the joint. You can do this without removing any parts.

If the boot is torn you'll also need to reseal the tear with silicone sealant or similar after you repack with grease.

To have access to these components you just need to jack up the offending corner and remove the wheel.

You will be able to access the wishbone and track arm ball joints which are the main culprits (highlighted in yellow).



The control arm (highlighted in red) needs to be accessed from underneath the car, but this joint generally lasts a lot longer than the others and when it wears, it doesn't creak or squeal, it clunks and rattles when going over rough terrain.

To take care of these issues yourself, with very little money, purchase a mini grease gun with a needle adapter which is made for this purpose. You can get it at most auto parts stores. The needle makes such a small hole in the rubber boot that it seals itself after greasing without the need for silicone or glue.

Ramblin' Wreck

by Pedro Bonilla, GCR PCA

Published in the June 2013 issue of "Die Porsche Kasette"

Continued on page 22

A Road America Recap:

courtesy Clubtalk

ClubTalk: Thanks to all for a fab Road America DE

reat people, beautiful cars, (mostly) lovely weather, and one of the finest road courses anywhere. Yes, it was a wonderful event!

Thanks to all who participated to make it wonderful and special thanks to Registrar & Event Master, Dave Anderson, for all the time, energy, and attention that made it possible.

If you wanted to be there but couldn't or considered making the trip but didn't, I hope you are able to be there next time. I'm sure you deserve it.

– Thanks again, Doug Anderson

ep... A great event. Thanks, Dave, Paul, Keith and all who make it happen.

RA is a great track and should be an annual pilgrimage. It's an easy drive and there's cheese and fireworks along the way.

– Glen Robertson

Left, Dave Anderson's #104 on the paddock at Road America. Note the 'Escape to Rushmore' stickers!

Photo by Dave Anderson



A (very) Brief 'History' of LeMans

<http://blog.themanlemons.com/post/121184731596/the-history-of-the-24-hours-of-le-mans>

courtesy Clubtalk

okay everyone here is a brief History of the 24 Hours of Le Mans. This week's race will mark 83 years since the Automobile Club d'Ouest first mapped out their plans for a 24 hour endurance race.

1920's: The first races were held in 1923, with the original framework resembling that of a three race event – a plan that was abandoned by the organizers in 1928 in favor of the one race format more familiar to modern motorsport fans. Early races were dominated by British, French and Italian drivers as marques like Bentley, Bugatti and Alfa Romeo dominated the podium positions.

1930's: The 1930's ushered in a new era for car design and innovation – and with it, a new wave of aerodynamic cars from Alfa Romeo and Bugatti. The result? Faster cars, more exciting races – and more dangerous conditions for drivers.

1940's: After a ten year hiatus during WWII, The 24 Hours of Le Mans emerged once more in 1949 with renewed interest from major car manufacturers. The stage was set for something big.

1950's: After the formation of the World Sports car Championship in 1953, things started to get serious. Teams began to receive the backing of the factories that supplied them, which allowed them to send multiple cars to the Circuit de la Sarthe – often a necessity given the danger of the circuit and the fragility of the cars. The extent of this danger was exposed by the tragic death of Pierre Levegh and 80 spectators in 1955 – an accident that in turn led to widespread safety measures being brought in at Le Mans and other WSC venues.

1960's: The 60's saw manufacturers move away open cockpit roadsters in favour closed cockpit coupe's – a trend that would increase speeds to above and beyond 200 mph. King amongst these coupe's was the Ford GT40, a car that recorded 4 consecutive victories at Le Mans – and the last production car to assert such dominance on the racetrack for reasons that will become clear.

1970's: The 70's saw the arrival of purpose built prototypes on the circuit, with the result being that production cars moved down to the lower classes of competition. Porsche was particularly dominant

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August 8
September 12



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during this period, with the 917 and 935 at times proving unstoppable, though French manufacturers Matra-Simca and Renault also scored notable victories for their home country.

1980's: Whilst Porsche continued to assert their dominance with the 956, the 80's also saw returns to the fray for Jaguar and Mercedes Benz, as well as new entries from Japanese manufacturers like Toyota and Mazda – with the latter scoring a memorable victory in the rotary engine powered 787B in 1991.

1990's: It was in this decade that the Circuit de la Sarthe undertook the most significant change of its history, with the iconic Mulsanne straight altered to include two chicanes. With this came a resurgence from production cars like the McLaren F1 (which

won in its first outing in 1995), who could claim reliability and better mileage over their prototype peers. This in turn sparked fierce competitions between cars competing in the race's GT and prototype classes.

2000's: With many car manufacturers withdrawing from active competition at Le Mans, Audi emerged as the dominant force on the Circuit de la Sarthe in the R8 – until Bentley finally knocked the Germans off their perch in 2003. This paved the way for a Franco-Teutonic rivalry that would last the rest of the decade, as Peugeot and Audi experimented with different engines and fuel sources like diesel and bioethanol in a bid to outdo each other.

2010's: After Peugeot withdrew from competition for financial reasons, it was left to Audi and Toyota to grapple for overall

first at the Circuit de la Sarthe throughout the 2010's – a period of dominance that was interrupted by the return of Porsche to the top flights of competition in 2014. With the resurgence of Nissan's NISMO racing team to contend with also, the stage is set for an intriguing match up this weekend.

EVENTMASTER: Randy Walker

CONTACT INFO: 715-441-6084

email: 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. 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 and pictures check out their website: <http://www.vinointhevalley.com>

Event Information

- **Date:** Saturday August 8th 2015
- **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 August 4th, 2014.
- No registration will be accepted the day of the drive.
- To register please send an email to: rswalker@baldwin-telecom.net

Tech Session: Raymond Auto Body'

Courtesy Clubtalk

If you missed the tech session at Raymond's today, you missed a great one! It is amazing what a professional can do to remove scratches from your car's finish. I bought the complete Griot's polishing package years ago and have been afraid to use it for fear I would screw up my finish. After watching and asking questions, I am going to start working on my Boxster tomorrow.

Thanks to Jerry and his crew for the demo. And thanks to Keith for arranging it.

– Dale Trippler

I took a picture of his materials and made a list after looking them up on line. (Another member's photo of the products are featured on the following page, editor's note).

– Steve Weisbrod

I enjoyed it too. The tech, Skip, know his trade! I being a DIYer am not sure if I would attempt to do all that Skip did with paint restoration. I think I would be bringing the car in for a new paint job!

– Keith Fritze

Yes, thanks to Keith Fritze for organizing a fantastic tech session at Raymond Auto Body in St. Paul!

While the weekend's I-94/Snell Ave. Bridge closures may have caused traffic snafus for some, it didn't deter close to 40 Nord Sterners from attending Saturday's event. While Jerry Slomkowski provided a process and product overview, Skip Hipkins demonstrated his multistep process for removing scratches and imperfections. Those lucky members whose cars were used for demo purposes immediately saw the before/after effects of Skip's handiwork.

Thanks again to Keith and to Raymond for hosting a great tech session. Everyone enjoyed both the hands-on demos and the assortment of breakfast food and beverages. Look for pics of the tech session in a future edition of Nord Stern.

– Jill & Fred Daneu

I also really enjoyed the session and learned a lot. I have painted a number of cars over the years but nothing in about 20 so lots of new stuff available for finishing and scratch removal.

I completely agree with Dale.. It was a really fantastic session on Saturday. Thanks to all that helped to arrange this session. I look forward to other upcoming sessions.

– Dennis Ondik

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Gina and Brian O'Neill, Nord Stern members



SCENES FROM RAYMOND AUTO BODY TECH SESSION . . .





Ramblin' Wreck

continued from page 15

Use a good quality "moly" grease.



Inject grease until it starts to ooze out of the boot.

That's it. Cured!

But if the groaning is due to the turning of the steering wheel, then most likely the issue is in the upper strut bearing (highlighted in green).

This is not a sealed bearing so it collects dust and grime with mileage. If not cleaned and repacked it will eventually lead to bearing damage.

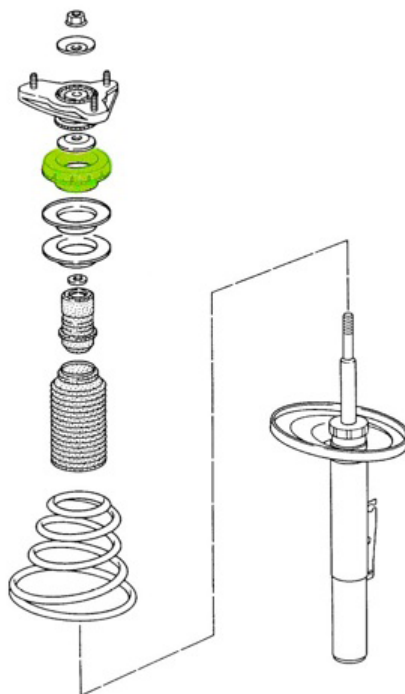
The cure for this one is much more involved than that of the simple injection of grease, as explained above.

This bearing needs to be removed, cleaned and repacked with grease. After

it is reassembled, an alignment needs to be performed because the strut has to be removed to allow access to the bearing.

Once the strut is moved, the alignment is off, so it has to be reset.

Generally these creaking sounds start to appear at around 100,000 miles and once



they start they will get worse until fixed.

Avoid the temptation of trying to squirt a little WD-40 into the joint as a quick way to cure it. Contrary to popular belief, WD-40 is not a lubricant! WD stands for Water Displacement, and was developed to dry-out components, not to lubricate them.

This fix works! I guarantee it!

When my car started to sound like the Ramblin' Wreck from Georgia Tech, I did what I described above and it immediately quieted down my ride.

That was some years ago with 110,000 miles on the odometer.

I must admit that I had to repeat the procedure once more, last week, but now with the odometer showing 231,000 miles.

To learn more about the suspension in your car, please visit my website at: www.PedrosGarage.com.

Pedro

Happy Porscheing,



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	<p>Eddie Bauer Packable Wind Jacket</p> <p>Wind was the inspiration for this compact layer – and it packs down into a pocket, making it easy to carry wherever you go. Hood with drawcord and toggles for adjustability, contrast reverse coil zipper, underarm vents, packable zippered chest pocket, front unzipped pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon.</p> <p><i>Small – Xlarge - \$50.00 Each</i> <i>2XLarge - \$52.50</i></p>	Men's Size	Quantity	\$ Item Total
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Where We Were – Where We Are – Celebrating 55+ Years of Nord Stern



In his column, President **Ron Draper** encourages the submission of more Letters to the Editor but insists they should be signed. Surely no one in Nord Stern would stoop to writing anonymous letter—I think.

– Ron Faust

May, 1989

- In May the PCA National Officers met in Minneapolis. After their meeting a dinner ride on the Minnesota Zephyr train from Stillwater was planned and Nord Sterners were invited to come along.
- **Jerry Person** visited Porsche dealerships in Japan and Australia while on a business trip. He got a warm welcome and saw right hand drive examples of multiple models. A private collection of four right hand drive 356's including a 4 cam Carrera was also noted.
- **Tom Golden** writes of his first two years' experiences owning a 944T in which he drove 50,000 miles including lots of laps at BIR. He was moving on. The page was all positive and he did thank and name a bunch of Nord Sterners who helped, but five sets of worn out brake pads were mentioned!
- **Derrick Walker** is new manager of the Quaker

State Porsche Indy Car Team. He writes of the recent passing of Al Holbert.

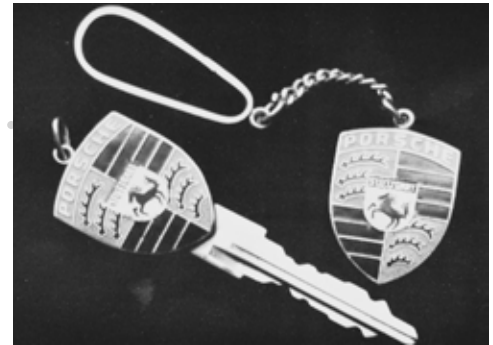
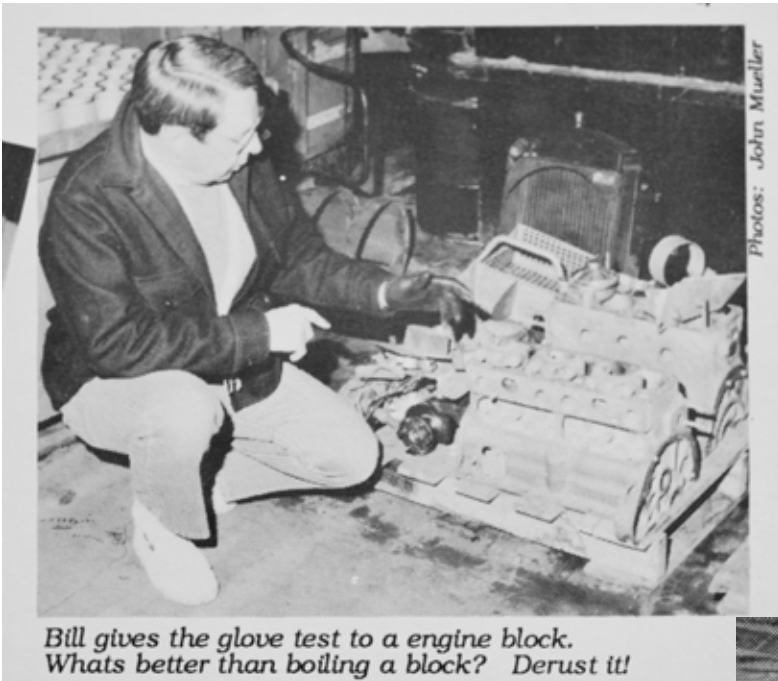
- ♦ A tech session at International Metal Stripping in St. Paul showed their non-caustic electrolytic process. After dipping to remove coatings, the electrolytic process bubbles off rust day by day over three to four weeks.
- ♦ Porsche announced a 6% to 8% price drop on 944's, which would range from \$41,900 to \$44,900, depending on the model.
- ♦ **Bill Caldwell** contributes a two page (6 column) write up on everything you need to know about car covers; he's a concours guy.



May 1989 Cover: The New Quaker State
Porsche March 89P

- ♦ Frequent contributor **Kim Crumb** writes about his trip to the Warbonnet Tech in Oklahoma. He remembers and relates all the police cars he spotted taking pictures along the way but got there unscathed. A tech quiz was combined with a time trial for radio controlled cars. He won a mounted 959 piston—I'd be proud to bring that one home.
- ♦ In a Letter to the Editor, **Mike Harper** criticizes **Bob Cox's** recent article on Value Rankings for 356's (see May 2015 Nord Stern, pages 26-28). He doesn't give his own list because he feels condition and fun of driving are what really determines a car's value for the owner. **That's OK; Bob's still the guru.**
- ♦ The Mart includes a gold plated Porsche key and key fob/ring set from Nieman Marcus for only \$750 (was \$1,100).

The Scans Continue



Above: Only \$750 (in 1989 dollars) and it's yours



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Above: A 356 down to it's soul



Above: Kim Crumb's 959 (piston)

Right: Tech Session at International Metal Stripping

TECHNISCHE SEITE




Yes, they were stunned at how clean these car frames were.



One of two 10,000 gal. stainless steel tanks. 21 ft. long, 9 ft. deep, 6 ft. wide

The Scans Continue



**Sat. May 6, Mpls./St. Paul
Hank Godfredson : 588-6840**

Plans are for a dinner on the Minnesota Zephyr. We have one whole railroad car reserved for a fabulous 3 and 1/2 hr. trip. Board at Stillwater Depot at 6:30 pm returning around 10:45 pm. Cost : \$43.25 per per.



Above: John Newell 356 collection

Above: Nord Stern travels back in time

Photos: Jerry Person



Above: Right hand drive 356 in Sidney Australia

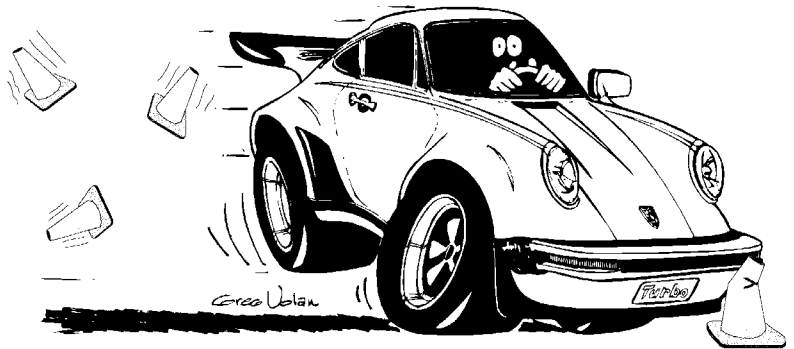


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Other PCA Region Driver Ed Schedules

Milwaukee Region DE events 2015

- **Aug. 14—Road America (Elkhart Lake, Wis.)—**
All skill levels welcome! This annual event brings together a road course, ranked as one of the top in the world, and you/your car. As always, if you have questions please email us at MilwaukeeDE@aol.com.



Great Plains Region Driver Ed 2015

Schedules:

- **July 18 & 19 Summer DE** at Motorsports Park Hastings - Hastings, NE
- **September 19 & 20 Fall Finale DE** at Mid-America Motorsports - Glenwood, IA



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NEW: Auto Lieben!

August 9,
2015
10:30 a.m.
to 3:30 p.m.

by Jack Richter

This new area event will be a day long festival located in the valley of Afton Alps ski resort and golf club celebrating the history and progress of prestige German automobiles from Mercedes Benz, BMW, Porsche, and Audi.

German classic and modern cars are all welcome, and food and beverage will be provided by Afton Alps and the **first 50 cars who register are free!** There will be professional photographers, patio seating, prizes, and cool memorabilia.

Registration is online but ends August 5th so plan on registering asap: <http://goo.gl/forms/kXlvGdmtY4>

Questions, contact Josh Hway at I Dynamic Photowerks: 612 516 5351, <http://dynamicphotowerks.com> or his email is: dynamicphotowerks@gmail.com. Josh is one of the primary sponsors and hopes we can have more than a few Porsches participating! After all, we are a German auto club....Sounds fun and in a beautiful location.



Join us for the first annual Auto Lieben: Motorsports Fest!
A prestige German auto show featuring the fine automobiles of
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19-Jul	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
25-Jul	MAC @ Winnebago Industries	Winnebago Industries	MAC	Driver School
26-Jul	MAC @ Winnebago Industries	Winnebago Industries	MAC	Autocross/Solo
9-Aug	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
3-Oct	MAC @ Canterbury Park	Canterbury Park	MAC	Autocross/Solo
4-Oct	MAC @ Canterbury Park	Canterbury Park	MAC	Autocross/Solo
11-Oct	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo

Questions: MAC Contacts: Steve Garnjobst, President steve.garnjobst@msn.com, Phil Ethier, Preregistration pether7@gmail.com
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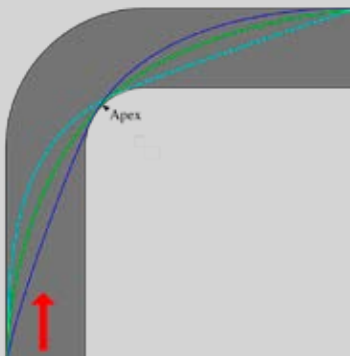


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service@imolamotorsports.com
Kevin Tan (Owner / President)
Jeff Demeules (General Manager)
2. **Type of business and years in business?**
IMOLA provides European automotive services, maintenance and performance. Since opening in May 2009, IMOLA has grown to cater to all European brands including Audi, BMW, Mercedes, VW, MINI and Porsche. Other exotic brands serviced include Maserati, Ferrari, Lamborghini, Bentley and McLaren.
3. **Number of years as a Nord Stern member and/or advertiser?**
As a company, we have been a Nord Stern advertiser and member for over five years.
4. **What favorite sports car (Porsche or otherwise) have you owned and why?**
Besides the McLaren P1 and Porsche 918 (investors' cars), our favorite sports car is one of our shop's 2008 Porsche Cup cars. It is incredibly fun to drive on the track. Plus, you can't get in trouble with the state police or any law enforcement because the car is not approved for street use.
5. **What was your most memorable sports car moment and why?**
Everyone at IMOLA enjoyed hosting the 2015

Nord Stern New Member Social! We displayed a Porsche 918 alongside a Porsche 959 and a McLaren P1. The Porsche 959 was an incredibly iconic car back in the mid 80's, and driving one 30+ years later made for the most memorable sports car moment.

6. **As an advertiser, which PCA events (Club Race, tech sessions, new member socials, other) do you most enjoy and why?**

I enjoy preparing for and participating in everything that surrounds the track events and Club Racing. I've also managed local fun rallies that are time, speed and distance-based. A guy can only have so many hobbies so I've narrowed it down to racing and beer.

7. **What unique benefits do you provide members?**

IMOLA has grown to be one of the Midwest's largest Independent shops that work on a diverse group of European brands. On any given day in the shop, you are likely to see cars ranging from a VW Jetta to a McLaren P1 to everything in-between. With almost 20 employees, IMOLA has technicians specializing in Audi's, BMWs, Mercedes, Porsche, Ferrari, Lamborghini, Maserati and VW. Our remodeled 32,000 sq.ft. Plymouth facility is state of the art and was built with customer comfort in mind. We can take care of your Porsche, your mother's Mercedes, your son's VW or your spouse's BMW.

8. **When I'm not at the office/shop, you are likely to find us...?**

Hunting, fishing, travelling abroad to countries like Japan and Singapore and heading to cabins in Michigan.

9. **What would members be surprised to discover about you?**

IMOLA started as a small shop in North Minneapolis where we worked on the Audi S4 2.7 T. The shop eventually moved to our previous 10,000 sq.ft. location in Golden Valley where we catered to Audi, Mercedes, BMW and Porsche owners. Currently, IMOLA is located at the intersection of Hwy. 494 and Hwy. 55 in a 32,000 sq.ft. building where we cater to all marques, including those for both race and exotic market clientele.

Photo by Matt Hodgman
Right (L to R), Tim Allen- Service Advisor
Dave Grangaard- Detailer
Mark Herrmann- Service Advisor
Kevin Tan- Owner
Eric Hinnenkamp- Porsche Technician
Jeff Demeules- General Manager
Liam Fuller- Parts Advisor



'Captured' at Imola



photos by Alex Bellus



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Jesse Alexander is arguably the best motor racing photographer of the 50s and 60s, the period that this reviewer considers to be The Golden Age of motor racing. Porsche Moments contains some 100 pages of pictures depicting the efforts of people involved with Porsche and Porsches to achieve motor racing success.

Mr. Alexander has spent a lifetime in photography, the largest part of it devoted to documenting motorsports, an involvement which began in the early 1950s with the birth of the sports car movement in the USA. His first sports car was an MGTD, followed by a Morgan Plus Four and then a Sunbeam Talbot. He first photographed races at Pebble Beach and Palm Springs (venues that are no longer with us), and also the late lamented Santa Barbara Airport course, where he fell in love with Porsches.

Porsche Moments covers Porsche's early racing history in Europe and Mexico from 1953-62. It is a big book, 11x13 inches; big enough so that the full-page photographs therein are salon sized, suitable for framing. But rather than cutting up such an outstanding book, individual prints can be ordered directly from the author.

Dan Gurney's foreword touches on their shared personal developments: Dan as a driver and Jesse as a photographer. As Dan says: "Jesse Alexander's photographs beautifully capture the passion and hard work required then to put a race car in the winner's circle." Jesse's unique ability to capture the feeling of motorsports, in picture after picture, makes this book more than worth its \$75 price tag.

Because Jesse Alexander's photos are so great, some of them will be familiar as classics. But, since the entire book is from Mr. Alexander's personal files, the vast majority are newly available pictures, in the same character as the classics.

Organized by venue rather than chronologically, the character of these early motorsports events comes through clearly. The people in the pictures seem to be causal, friendly sportsmen focused on the fun of the events, not businessmen focused on the dollars (or what the

lawyers would do if given half a chance). As Dan Gurney's introduction says: "You can almost feel the camaraderie among the competitors." Virtually all the pictures show people doing things.

Though the pictures are somewhat snap shot in some ways, the composition and the actions of the people in them give the viewer a you are there feeling, lacking in the typical vacation album picture.

Though the emphasis is on the pictures, captions are provided so that the reader can fully appreciate what is going on. But, typically, Jesse Alexander's pictures are largely self explanatory. The cover, showing a pensive, focused Graham Hill sitting in an RS-60, is a really great picture, even when you don't know that he's waiting for the first practice of the 1960 Targa Florio, and that Hans Herman, in the RS-60 behind, would win the race.

Porsche Moments is available through Motorbooks International <http://search.motorbooks.com/> or through major booksellers.

Book Reviews for Porsche- philes . . .

PORSCHE MOMENTS

*by Jesse Alexander
published by david Bull
Publishing, Phoenix, Az*

*Reviewed by Bruce Herrington,
Orange Coast Region,
Courtsey Grand Prix Region
PCA, The Circuit*





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Of recent, I have accepted an opportunity to continue my career in a new direction.

I will be a curator for a private Porsche collection.

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Tech Quiz Fun

continued from page 40

15. In this year's 50th running of the 24hrs of Daytona, Porsche GT teams finished one – two –three in GT. Who were the drivers on the winning team?

- a. Andrew Davis, Leh Keen, Hurley Haywood, Marc Lieb
- b. Stephen Bertheau, Spencer Pumpelly, Marc Goosens, Wolf Henzler
- c. Andy Lally, John Potter, Richard Lietz, Rene Rast
- d. Alban, Ledesma, Cooper, Gorsuch

Porsche Panorama March 2012 pgs 4,5,10

July Quiz Answers

a	'8	c	'51	a	'7
b	'41	c	'6	b	'5
a	'13	b	'12	a	'4
d	'11	a	'3	a	'2
a	'01	b	'1	c	'1
a	'6				

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Tech Quiz Fun: 2013 Parade Q & A

Courtesy PCA Newsletter Editor

Editor's Note: PCA has released copies of prior Parade Tech Quiz questions and answers for editors to share and challenge members on THEIR tech knowledge.

The questions cover the various Porsche models, history, etc. I plan on including about 15 questions in upcoming issues in a very random sequence. Also, the source for each Q&A is included. Answers at the end but hopefully readers will try first before peeking!

1. The 911GT3R Hybrid has a 4.0-liter six cylinder engine developing 480 hp. Two electric motors rated at _____ hp each are mounted on the front axle

- a. 150
- b. 100
- c. 81
- d. 78

Porsche Intelligent Performance 2/11 Edition pg. 17

2. Herbert Muller drove a Porsche engined sports racer to second in the 1964 European hillclimb championship. Who manufactured the lightweight chassis?

- a. March
- b. Elva
- c. Lotus
- d. Abarth

Porsche Double World Champions 1900-1977 Richard von Frankenberg pg. 191

3. The Group 6 model 936 was prepared in great secrecy for the 1976 World Sportscar Championship and on Dr. Fuhrmann's orders the car was painted black for mid winter development.

- a. True
- b. False

Porsche Double World Champions 1900-1977 Richard von Frankenberg pg. 237

Questions 34 -36 and Illustrations A through C deal with coachbuilt cars using Porsche components.

4. Which custom body commissioned by John von Neumann is on a 911 rolling chassis?

- a. Illustration A
- b. Illustration B
- c. Illustration C

Porsche 911 Performance Handbook Bruce Anderson 1963-1998 3rd Edition pg. 10

5. The coach builder of the car in Illustration B is?

- a. Bertone
- b. Beutler Carrosserie
- c. Carrozzeria Zagato

Legendary Porsche – Randy Leffingwell pg.65

6. The chassis is pure 356B and a total of 20 of these 1588cc cars were contracted for.

- a. Illustration A
- b. Illustration B
- c. Illustration C

Le Mans Porsche John S. Allen pg.9

Illustration A



Illustration B



Illustration C



7. In 1979 Porsche Engineer Rolf Sprenger started a department for modifying customer cars known as _____

- a. the Special Wishes Program
- b. the Custom Service Program
- c. the Porsche Exclusive Program
- d. the Money Talks Program

Legendary Porsche – Randy Leffingwell pg.192

8. The first race for the 956 was Silverstone where the car weighed 1,804lbs. The next race, LeMans, the car weighed 88lbs more because it carried a box with tools, spare parts and extra lights.

- a. True
- b. False

Legendary Porsche – Randy Leffingwell pg.184

9. Ferdinand Piech's 904/8 Kanguruh Bergspyder has been described as the ugliest Porsche ever.

- a. True
- b. False

Legendary Porsche – Randy Leffingwell pg.91

10. All works 956's ran the blue and white colors of Rothmans.

- a. True
- b. False

Le Mans Porsche - John S. Allen pg.98

11. Introduced at 1965 Frankfurt Motor Show Porsche introduced the 911 Targa. The open top car was marked by a distinctive stainless steel covered roll bar. What was the purpose of the exposed roll-bar

- a. Maintain the lateral rigidity of the body behind the doors.
- b. Better control of the removable top when closed.
- c. Meets US competition requirements
- d. All of the above

Excellence was Expected Karl Ludvigsen 2008 Edition Vol 1 pg. 354

12. In what year was the 3.0 911 SC engine introduced as the only 911 engine for the world market.

- a. 1979
- b. 1978
- c. 1980
- d. 1981

Porsche 911 Performance Handbook Bruce

Anderson 1963-1998 3rd Edition pg. 98

13. The Porsche Center in Dubai sold more Porsches than any other dealership in business year 2006/2007?

- a. True
- b. False

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14. The first Porsche glass fiber body, the 1964 904 weighed only 100kg.

- a. True
- b. False

It Figures! As it has for 60 years Porsche AG
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Continued on page 37

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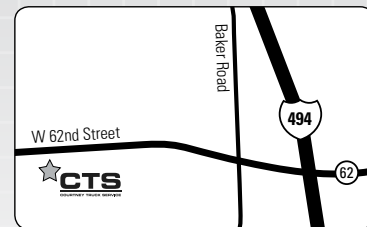
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18 America Roads You Need To Drive

<http://www.supercompressor.com/rides/america-s-best-roads-you-should-be-driving-right-now>

submitted by Steve Flaten

ditor's note: Steve sent this website to me for possible inclusion in the newsletter when space permits. Thought it was a fun site and I'll try to feature one or two of the roads profiled each month!

The Url is: <http://www.supercompressor.com/rides/america-s-best-roads-you-should-be-driving-right-now>. After all, we are a car club! Thanks, Steve, fun website with some great video. Ah, makes me think 'summer!' After all, it will come one of these days.

There are plenty of beautiful driving roads in America (hi, Colorado!). But most involve driving so far out into the middle of nowhere that you need to take a vacation to enjoy them. So, we've put together this guide of **great driving roads that don't require packing sleeping bags or checking into a seedy motel**. Some are well-known, others are so under the radar not even the locals know of them. As usual, you're welcome.

Near Austin, Texas

Best Known Road: Twisted Sisters

Once you head southwest of Austin, the Twisted Sisters have pretty much everything you'd want in a great road: over 100 miles of twists and turns, river-adjacent views, and plenty of cliffs. They're quite possibly the best driving roads in Texas.



Lesser Known Road: FM 1155

Head due-east, just past Brenham—best known as the home of Blue Bell Ice Cream—and you'll be rewarded with 30 minutes of tight corners, long bends, and a belly full of ice cream.



The 'scene' at the recent impromptu 993 gathering, photo by Glen Robertson



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- Friday evening: Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and **free beer!**
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- Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

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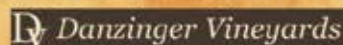
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2000 Boxster S

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1987 911 Carrera Coupe

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2001 Porsche Boxster

76,000 Miles, black exterior with black leather interior, 5 speed manual, RMS update has been completed, LN Engineering IMS bearing installed by Imola motorsport. Recent service within 5000mi; new clutch, new water pump, new front rotors & pads, new tires, secondary cat delete pipes, original 2nd cats will come with car. Price: \$11,000. Photos available on request. Located in SW suburbs. Contact Jeremy Peterson jpeterson4@gmail.com

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2004 Porsche 911 C4S

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Prez Sez . . .

continued from page 5

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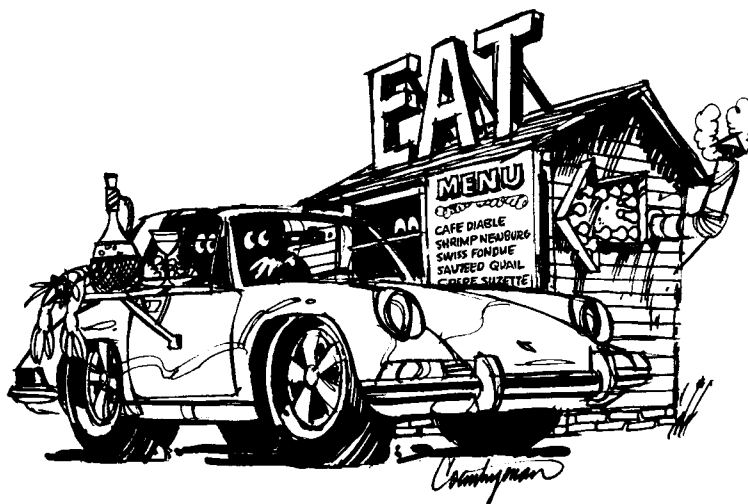
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for great track time and invite your friends from other regions. If you are new to track events, or have never been to Nord Stern's Club Race, you should attend and watch some very entertaining races . . . and invite your friends from other regions or just your friends generally! Let the banter begin.

All for this month. Here's hoping for great weather for the All Porsche Show, and another great outing for Nord Stern.

Yours in relative geographic isolation, Mike



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Unbridled Excess

. . .

*by Danielle Badler,
Rocky Mountain Region
Courtesy PCA National
Newsletter Editor Wendy
Shoffitt*

I've been thinking a lot lately about unbridled excess.

What got me started were news reports about the spring art auction season in New York, where a record was set for the most expensive work of art ever sold at auction . . . a Picasso painting called *Les Femmes d'Alger (Version "O.")* For \$179.4 million.

That was followed by the most expensive sculpture, Giacometti's *L'Homme au Doigt*, which went for \$141.3 million.

According to the e-newsletter Quartz, the dizzying prices are being driven, at least in part, by Asian and Russian billionaires . . . and tactics by the auction houses to offer price guarantees to the owners.

Quartz says us mere mortals shouldn't worry. Only a small, closed club of super-rich can play. And the bidding is a way for them to boost their "prestige." Or, put another way, it's a way for them to say to each other that theirs is bigger than yours, or mine or anyone else's.

The money, itself, really doesn't mean anything. Which is hard to fathom. But it's not unlike Jeff Bezos spending \$200 million to buy the Washington Post. I mean, he wrote a check.

No, Quartz points out that the real shame is that the higher the prices go, the greater the likelihood that the paintings will vanish into private homes or, heaven forbid, secure warehouses . . . rarely to be seen again . . . which is why the artists made them in the first place.

It's not unlike the collector car market, is it.

I recall reading about Ralph Lauren's Bugatti Type 57SC, about how, if they run it for longer than, maybe, a few minutes, the engine has to be completely re-detailed.

How much longer will we see a Ferrari 250 GTO actually moving under its own power? Or even see one at all? If the market rate for one today is plus or minus \$50 million, and climbing, how much longer until they, too, will be sequestered in giant safes?.

Or a Bugatti Royale? Or any blue chip classic? And if that's the start of the trend, how soon will it trickle down to your run of the mill Gullwing? Or 427 Cobra? Or 917?

No, beyond a certain point, classic cars in private collections will be locked away, just like paintings, in private warehouses. Waiting for another oligarch with unlimited funds to come along and move it to their private warehouse.

What a shame.

But then there's this guy, Paul Bailey. He's a Brit. First he bought a McLaren P1. Then he drove it to pick up a Ferrari La Ferrari. And then, together with his wife, he drove over to pick up a Porsche 918 Spyder as well.

That's right, all in the same day. The trifecta of modern supercars.

And he videotaped the whole thing. How do I know? I watched the video, through MotorAuthority, which got it from Supercar DRIVER.

And the guy provides a commentary on the video, about the similarities and differences between the vehicles, and what it's like to be behind the wheel.

According to MotorAuthority, Bailey and his wife were co-owners of a communications company that they sold for north of \$40 million.

Yeah, that's not pocket change. But it's hardly enough to raise a paddle for a 250 GTO, or a Picasso.

The article says Bailey "does his best to share (his cars) with the world in videos like these. Bailey is also a member of a group that raffles off rides in his cars, and the money supports worthy causes."

Well, that's special. But why do I have this vague discomfort about the whole thing? What am I supposed to think? Jealousy? Envy? Sure, he's giving back, but aren't his actions a bit over the top?

And, speaking of over the top, take the annual fund-raising dinner for the Robin Hood Foundation in New York.

Do you know about that event? Each year it sets a record for the amount of money collected for a "worthy cause" in one night. Because the audience is all hedge fund gazillionaires, people who can write a seven or eight figure check and not think twice about it. So bully for them.

I had a brush with it all, a few years ago. I was walking along and I saw . . . no, I heard this sound, I turned, and there it was, a Bugatti Veyron, in motion. I followed, on foot, and saw that it was pulling up to a hotel.

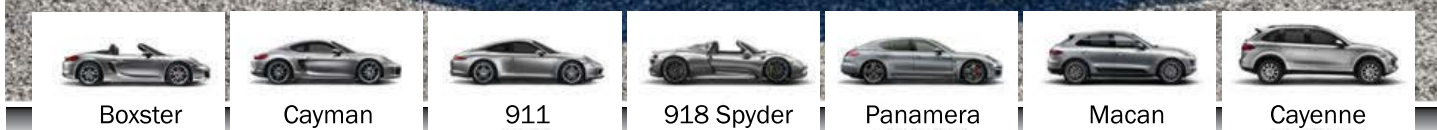
By the time I got up to the car, triple black, there was no driver in sight. I asked the doorman, who was driving? I fully expected the name of some sports or rock celebrity.

But he shrugged. He answered, this way, exactly, "Just some guy. Who went on into the hotel."

What do you know. Some guy. Some rich guy.



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