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October 2015



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Cover - A montage of only a small number of photos chronicling Jill Daneu 'moments' attending many, many Nord Stern events. So many to choose from! Truly a member who participated fully, volunteered continually and brought a welcoming smile to many over the years. Thank you, Jill!

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# The Prez Sez . . .

by Mike Sabers  
79 911 SC

I am sitting here tonight wondering where the last month has gone. By the time you read this it will be October. Yesterday it was April and I was excited for First Fling. Time flies when you are having fun.

Nord Stern is certainly on the home stretch for its activities planned for 2015. **Escape to Rushmore, Fall Color Tour, Last Fling and Porsche and Pancakes** will either be in our rear view mirror or happening as you receive this newsletter. I am starting to feel like a lame duck as your president. I think my wife and kids are pretty excited about that.

As temperatures cool, and everyone starts to think about the inevitable winter that will be upon us, my advice to everyone is plan a day, or days, to get out and drive your cars. I went for one of those drives this last weekend (one of the tour drive routes I am leading for Escape) and am still smiling. No one will ever say that I wish I would have driven my Porsche less last summer.

Not much else to add for the month. Our Club remains healthy, we have had good volunteer turnout this

summer and our numbers are growing. I believe the diversification of events has helped add to numbers and it has helped add members who have interests that are not just focused on the track alone. Although the number of events has strained the ability of the Club to keep up to some extent, I think it is a good thing in the end as we have seen people stepping up and helping "for the first time" and realizing that it is hard to call it volunteer work when the subject matter, and people are as enjoyable as they are!

So, get out there and drive, enjoy the fall, and store up some warm memories for the upcoming months.

– Until next month, Sabers, 2015 Prez



Rennsport Reunion V, Laguna Seca, September 25-27, 2015

There are many uses for the iPhone. Here an engineer measures the wing angle on an RS Spyder.

photo by Roger Johnson - stay tuned for more and in the meantime do check out his live blog from the event featured on the home page of PCA.org where it currently resides. LOTS of great photos.

## 2015 Advertising Rates

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2. Next, join Nord Stern
  - Visit [www.nordstern.org](http://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](http://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!

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Reminder: Annual Dues are:  
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**Contact Ed with any membership  
 inquiries or updates**

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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!

Watch here for future updates!

#### 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!).

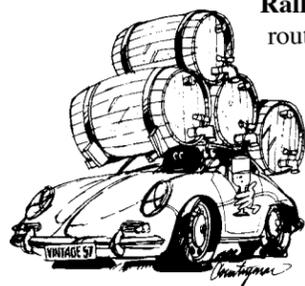
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



Have some 'housekeeping' items of note. First, I neglected to include additional information about last month's cover shot by Cliff Anderson. He had told me in a separate email this was a "shot of dew on the rear trunk of a Cayman looks pretty to me. The car was fitted with a turbo by Auto Edge; not sure who the owner is but it was participating in DE at the Annual Club Race weekend at BIR."

Sure been a tough summer and fall for the club membership as I now also share the loss of another club member, Chris Rogers. Ed Vazquez let us know of this most recent loss . . . "For those of you who attended the Fall Color Tour, some of the B.I.R. and national Porsche events, you may have run into **Chris and Riley Rogers** from Fargo. Riley has a Blue 993 coupe (among some other models) and is part of a great group of members from that far northwest area.

If you had a Jalepeno Popper at the Fall Color Tour social, you had her signature dish.

Ali and I had the pleasure of enjoying Chris's humor at many Fall Color Tour and even in Puerto Vallarta.

Sadly, Chris passed away last Thursday in Fargo after a long battle with cancer. She had a very

contagious laugh, great sense of humor and always pitched in when clean up time after Fall Color Tour Friday Night socials. We have now lost two great members who graced our Fall Color Tour. First Jill Daneu and now Chris Rogers.

On behalf of Ali and I and Nord Stern Membership, I want to extend our deepest sympathy to Riley Rogers as well as Fred Daneu.



Our Motto rings true: "It's not the car, it's the people". We can usually replace the cars but sadly not these unique members." Well put, Ed, thank you for your kind words. I'll also miss seeing her at upcoming FCT.

And in that vein, it's pretty rare that the covers of our Nord Stern newsletters DON'T feature a vehicle shot of some sort but as a tribute to Jill I felt it very appropriate to present a montage of her from

Continued on page 8

From the Editor

by Christie Boeder '73 911



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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
- 13 Nord Stern Business Meeting**  
Location: Lifetime Fitness Center  
755 Prairie Center Dr, EP  
6:30 p.m. Social, 7 p.m. Business Meeting  
Members welcome!
- 16 Nord Stern Driver Training**  
Brainerd International Raceway  
Eventmaster: Ron Johnson  
Registration: [clubregistration.net](http://clubregistration.net)
- 17-18 Nord Stern Fall Fling Driver Ed**  
Brainerd International Raceway  
Eventmaster: TBA  
Registration: [clubregistration.net](http://clubregistration.net)



NOVEMBER 2015

- 8 Old Log Theater Outing with Mercedes Benz Club**  
Details TBA, Questions Paul Bergquist  
952.937.1822
- 10 Nord Stern Business Meeting**  
Location: Lifetime Fitness Center  
755 Prairie Center Dr, EP  
6:30 p.m. Social, 7 p.m. Business Meeting  
Members welcome!

DECEMBER 2015

- 8 Nord Stern Business Meeting**  
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From the Editor . . .

*continued from page 7*

many past events attended by herself and husband Fred. As our unofficial club motto so aptly states: ‘It’s Not Just the Cars . . . It’s the People’ and what better way to visualize that sentiment, but with a photo spread.

For Jill, we will miss you. We do miss you and will continue to miss you. Thanks for giving so much for so many years to the club.

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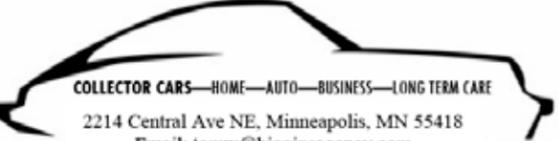
  
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Thanks for keeping us informed all these days, Christie. Jill will be missed by all and far more than she probably ever realized. Deepest felt condolences to Fred and all their family. Jill was just fun to be around, always making you feel welcome and a good friend. Outgoing would be an understatement, always capturing the moment at club events with her snapshots to share with everyone who couldn't be there.

It is amazing how many times the past few days I have heard that Jill and Fred were the first couple to reach out to new members at social events like FCT (Fall Color Tour).

Susan and I have been in the club 19 years now. Our first stop, of our first FCT, was the Wolf center in Ely. Jill approached us with, "Hey look Fred, new best friends!" (editor's note: Boy, does that ever sound like Jill!)

We had worried that the Porsche club would be all smug, self-impressed, big money, big shots with no time for someone driving a used Porsche. Jill and that FCT quickly made us aware of how no one really cares which Porsche you drive and how nice the people are in our club.

- Rest in peace Jill, we will all miss you,  
Susan and Keith Jones

Jill, Janie and I love you and will miss you, but we'll see you later!

- Janie and Terry Saxton

I have to echo your comments, Keith. I joined Nord Stern in 2010. My first club memory is from an East Side new member gathering at Auto Edge where the first two faces I encountered were Ed Vasquez and Jill Daneu. I shared your same concerns about smug, self-impressed etc. Those concerns fell away quickly largely due to Jill. Fast forward to my wife's first club event, the FCT at Bluefin Bay. The same open greeting followed from Jill to Julie. Jill introduced us to all manner of fun club members and made things very easy for both of us.

Though I now reside in Utah, and am a board member of the Intermountain PCA, Jill will always live on as THE benchmark to live up to, in how I treat others who are new members to this region. She made an impact and will be remembered fondly.

- Rich Sanders

Our thoughts and prayers go out to Jill, Fred and family. Both my wife and I were devastated by the news, even though we only met and knew Jill for a



short time, she has made a lasting impression and is very positive and caring.

- Sincerely, Sue and Greg Stanich

P.S. I'll never forget the first time we met, my wife and I were on our way up for the first time to the North Shore Fall Colors tour and we had stopped along the service road trying to figure out where a restaurant was and Jill and Fred stop to find out if we need any assistance. This is just a simple example of the care she and Fred demonstrated and we have come to expect from Nord Stern Members.

I have given this short speech too often recently . . . All the money in the world can't buy time . . . those that spend their time wisely are the richest people in the world. They make their time count. They touch people. They leave our world a little better than it was before. We are all in a race with time and can only hope we too leave this world a little better place. Our time will have been well spent. So, in losing a friend, we gain something, and have one more reason to thank the friend we lost. Thanks for reminding us all that time is precious.

- Richard Tanler

I just checked and my last e-mail from Jill was "telling me how wonderful I was . . ." She was full of it of course, but wow do I have a lot of great e-mails from her as I scanned through them. My favorite is her reminding me I haven't screwed anything up yet but I have over a half a year left . . . We've lost one of our greatest club members.

- Mike Sabers

We lost one of our Porsche family and thou it hurts it's good to know she's at peace in heaven.

Jill was a fantastic organizer and advertising representative for us. No matter what the situation Jill always put a positive spin on things. She will be missed dearly.

We love you and will miss you Jill!

- Ron and Michele Johnson

Being a relatively new member of the club, I've only gotten to know Jill recently. When I attended my first board meeting, Jill was the first one to introduce herself and welcomed me with a warm smile. As we pulled the materials together for the All Porsche Show this year, Jill was a great resource offering suggestions for outreach materials that greatly enhanced their effectiveness. In this difficult time, I hope that Jill's family takes comfort in admiration that I and other members of this club have for the things that she accomplished and the person that she was.

- Mark Koegler

Our hearts are broken at the loss of such a dear friend. Jo and I will greatly miss her charm, wit and sense of humor. We grieve her loss and extend our sympathy to Fred and family.

Jill was the first Nord Sterner to welcome me into the club. It was almost like she had known me for years and was just stopping by at the German Car show in St. Paul to say hello. I can't imagine a nicer more sincere greeting. She made me feel like I was one of the family right from the start. Now I know it is a family and we are all part of it. So our loss is great, but we were truly blessed having known her and having Jill be a part of our lives.

- Dale Trippler/Jo Craven

Jill will be remembered fondly, and missed dearly, by many. DeLaine and me among them.

Our thoughts are with all those who have been close to Jill, and most especially with you, Fred. Would that we could do something more for you than to express our appreciation

for the opportunity to know Jill a little bit over the past few years.

- Doug Anderson

Our thoughts and prayers are with Fred and Jill's family. Jill brought a special energy and dedication to the club. She will be missed!

- Paul Ingebrigtsen

Terribly sad news. Our thoughts and prayers go out to Jill, Fred, and their family.

Rolf

It is so sad to hear that the lord is taking Jill home. She touched all our lives and made our club and world a better place. I will always remember her smile and enthusiasm for everything. My and Nancy's prayers will be with her and Fred.

- Sincerely, Steve Meydell

Thank You for the information this is a very sad time. I am glad to be a part of this club of caring people

- Mark Pladson

Please tell Fred that my family and I are keeping Jill and him in our prayers. She's been one of the most welcoming and genuine Nord Stern members we've encountered and always there with a smile.

- Luis Jr and the whole

Fraguada clan.

Hugs and prayers from the Grabner family

Laura and I (and Dave Weisel) are in Sturgis, we all are very saddened by all this news and our thoughts are with Jill And Fred.

- Bret  
(or as Jill always said, 'Bret-ster')  
Bailey

This is truly sad news. My thoughts are with Fred,

- Dave Weisel

I took a roll of electrical tape with me to the *Vino in the Valley* run. Randy made an announcement at the drivers meeting explaining Jill's passing and I offered to stripe anyone's badge who wanted it.

Every car on the run had a memorial stripe! I am so proud of this club. Even new members who didn't know Jill or Fred asked for one. (see Photo left on page 10)

I don't know how many cars where in the drive, but it looked like about 30.

- Dale Trippler



Two favorite pictures of Jill, below, handing out prizes which was such a fun thing for her to do. L to R: Keith Jones, Jill, and Fred Daneu and above, at Pidegon Falls with John Dixon and Christie Boeder



Courtesy Clubtalk

**Annual Labor Day Rochester BBQ**

Thank you Jeff & BJ for coordinating such an enjoyable event. And Thank you Brian & Gina for hosting. Your place is wonderful.

It was a great time seeing old friends and meeting new ones. You south-siders are a great bunch!

– Todd F Smith

Yes, indeed, a large economy-sized thank you to Gina, Brian, BJ, & Jeff for putting together a delightful gathering in a lovely setting on a perfect afternoon. And another thank you to Jeff for talking us in from the boonies after I forgot to bring directions to Gina & Brian's beautiful home.

And thanks to all who attended. I know it's a chore to have to drive your P-cars to a picnic but you did so bravely and made it a memorable experience for DeLaine & me.

– Doug Anderson

**Annual Nord Stern Club Race**

With the final checks just in, the 2015 Club Race charity auction total ended up at \$10,141.

Thanks very much to the merchandise donors, the bidders, our club race sponsors, and the Nord Stern volunteers who helped us have very successful Club Race silent and live auctions.

Gift-in-Kind donors, you should see your donation letters in the next few weeks.

The fantastic folks we have in our Nord Stern Porsche Club helped a lot of people with your generosity last month.

– Thanks again, Keith Jones  
Nord Stern Club Race charity volunteer

Well done Keith and to all the members who stepped up and made this happen! A great result for a worthy cause!

– Paul Ingebrigtsen Nord Stern VP, Safety Chair

Keith, thank you for another successful event. People like you make the club such a wonderful group of people.

– Steve Meydell

**Happy Birthday, Klaus Shneegans!**



For fun, a new 'Celebration Porsche', from Klaus' family since he turned 60 (earlier this year). Ten family members came to the U.S. from Germany to celebrate his milestone. Pretty awesome, what a sense of humor.

Discussion topic of the night: I would be interested in hearing the absolute favorite motor sports tracks that our club members have driven?

I assume close to home Road America has to be in with the elite tracks.

Others that pop into my mind would be: Road Atlanta? VIR? Watkin's Glen? COTA? Sebring (just kidding too flat, too bumpy) Daytona's Road Course? Infineon (aka Sears Point)? Laguna Seca? The Ring? The Disney Land gasoline cars ride when you were seven and were finally just tall enough to get to drive?

– Keith Jones

Hey you hit them all. Actually I enjoy the heck out of Sebring. Fast, long and while bumpy not too bad. I have driven it in a number of different cars with no issue.

Road America is my favorite, but in four weeks I will be racing at Coronado for fleet week. They invited 30 Group 6 Vintage Trans Am cars from across the country and to support the Marines and Sailors, I am going. The car is going on our hauler with the Audi as it makes the trip west for Miller, Sonoma and Laguna Seca. From Laguna, we go to San Diego. I am sure it isn't much of a track (the air field) but it will be worth the trip!

– Dave Roberts

Keith, Don't miss Mosport. What an awesome track and it takes real large attachments to go through turn 2 at speed! I have had a ride around the track in a GT3 but I would love to race there. Maybe in my dreams.

– Jon Beatty

Road America followed by Road Atlanta or Mid Ohio for me.

– Bruce Boeder

944 guys / Gingerman, MAM, Hastings and BIR short.

– Ron Johnson

Really enjoyed Mid-Ohio. My current favorite has to be Grattan, north of Grand Rapids, MI, due to the elevation, combination of positive and negative camber, a blind entry or two, and the general park-like grounds and facilities. It also has the distinction of being able to be run in both clockwise and counter, so very interesting to do both on a given weekend event.

– Kevin Fitz

Keith, Makes me think of Hallet. Would love to race there. In the next couple weeks we are returning to Gingerman, which is also a very cool track and I'm looking forward to racing there. Good elevation changes, nice off camber downhill corners and just enough straight-aways to get your blood moving. Would be nice to have some track amenities like food and garages but I still enjoy the track a lot. Also not a bad area as South Haven is a pleasure for relaxation and food after the event.

– Jon Beatty

Road Atlanta, Riverside, Lime Rock, The Glen

– Doug Farrow

Seattle international Raceway - 2.25 mile track 9 turns and 200 feet of elevation change with a 1 mile straight away/ drag- similar to Brainerd – but faster and more elevation change

– Will Sigsbee

Sonoma, lots of elevation changes and blind corners never get old. Oh yes, the post trips into wine country are wonderful.

– Mark Pladson

Jon nailed it. Mosport is easily the best track I've raced on.

– Jim Breakey

Jim, I forgot about MoSport. You are right, it is a great track. It is not as "exciting" as it once was with all of the run-offs now paved but it feels safer. For a street course, St. Pete is enjoyable.

Not many passing zones, crown of the road is very distinguishable and fast straights. Long Beach is also fun. Jim, one other that you will know. The hill up to The Sky Ranch at Baja at night without lights?!

– Dave Roberts

Had I been at the wheel or riding with you Dave, the long dark trip up to The Sky Ranch would be at the top of my list! I have to admit, there's not many people I am comfortable riding with and Freddo isn't on the list!

The thing about Mosport is the number of totally hairball moments on every lap. Turn one obscured by the pit wall, T2 having a totally blind turn in followed by falling off a cliff, T5, blind again with only a great deal of compression allowing you to get

courtesy ClubTalk

# The 10 Commandments For Buying Any Car

(Especially USED Porsches)

Chuck Stoddard  
PCA Parade 1989

- |  |   |  |
|--|---|--|
| <p><b>1</b><br/><b>NEVER BUY A BLACK CAR, IN THE RAIN, AT NIGHT</b><br/>Know what you're buying---know what you're getting<br/>Sellers usually don't know what they're selling (if they did, they'd be easier to deal with)</p> <p><b>2</b><br/><b>IF YOU BUY IT, YOU'LL FIX IT</b><br/>No car will meet your expectations<br/>Repairs will be more extensive and cost more than your best guess (soft tops cost LOTS more)<br/>Be prepared to spend money on it, or don't buy it</p> <p><b>3</b><br/><b>BEWARE OF NO PRICE</b><br/>This is called Trolling for Suckers<br/>A seller usually doesn't thoroughly know what he has, and therefore asks too much<br/>The sale price should not be related to the seller's invested \$<br/>Low and high prices have a message<br/>If you want it, be a willing buyer</p> | <p><b>4</b><br/><b>THE CHEAPEST IS THE MOST EXPENSIVE</b><br/>Don't buy a low priced anything IF you want to make something out of it<br/>You won't beat the system</p> <p><b>5</b><br/><b>PHOTOS NEVER TELL IT LIKE IT IS</b><br/>Photos are for basic identification<br/>It ALWAYS looks better in a photo</p> <p><b>6</b><br/><b>REPAIRED/REFINISHED/RESURRECTED IS NOT RESTORED</b><br/>Most seller's do not understand the difference!...do you?<br/>It costs LOTS more to do it over, than to do it right<br/>Do you want a "driver" or a "show car"?</p> | <p><b>7</b><br/><b>CONVERTIBLES ARE FOR LOOKING - COUPES FOR DRIVING</b><br/>Flexible-fliers are sleds that don't steer well<br/>Old converts are the worst</p> <p><b>8</b><br/><b>CUSTOMIZED IS DOUBLE TROUBLE (at least!)</b><br/>Vandalized is better than customized<br/>Always plan/provide for a way back to stock</p> <p><b>9</b><br/><b>YOU CAN'T GET IT WHOLESALE (including thee and me)</b><br/>There really is no wholesale, only a higher price</p> <p><b>10</b><br/><b>THE LAST IS THE BEST</b><br/>Do you want a good car, or a conversation piece?<br/>The later production is usually much better</p> |
|--|---|--|

## 1989 Parade 'Nuggets' - Enjoy, Agree, Disagree!

*From Chuck Stoddard, who ran the ultimate dealership and parts department!*

KEEPERS & RUNNERS	
Keeper (Collectable)	Runner (drivable)
48-49 All 1959 1959 60-61 63-65 64-65 1967 1969 70-72 73-76 1973 73-75 78-79	356/2 Gmund Limo 356A Speedster * 356A Conv. D 356A Cabriolet * 356A Coupe * 356B Abarth Coupe 356C T-6 Cabriolet * 356C Coupe * 911S Coupe/Targa 912 Coupe/Targa 914/6 Roadster 914 - 2L Roadster 911S Coupe/Targa Carrera 2.7/2.8/3.0 ltr RS 930 Turbo
ANY RACE CARS	Any 1957-59 356A Coupe/Cabriolet 1600S  Coupe/Cabriolet 1600S  Coupe/Cabriolet Coupe Coupe 914/6 & 912/2 '73 up  2.2 & 2.4 911E Coupe/Targa  911S Coupe '78 up 911/928/944
* = Any 4-cam 356 models	

## Tracks

*continued from page 13*

through T6, T8 (I think) being a scary version of BIR's T2. It's a great track when it works. Leighton Reese has a scary story of when it doesn't. After Mosport I think Road Atlanta and Road America are my favorites.

– Jim Breakey

I really enjoy Gingerman as it has lots of different types of corners, hard braking, interesting passing, and little strait line driving. COTA was an amazing track for me because I am an F1 fan, the track layout is fun and it just keeps going and going. The facility was top notch as well.

– Bret Bailey

Heartland Park in Topeka hasn't been mentioned. It's a bit flat but challenging technically. Not too far away, wither. Not sure when it will re-open with its financial problems.

– Glen Larson

A few years ago, 6 to 8, I had a great time watching Shannon Ivy drift his 911 to an easy win at Gingerman. It was great to see such car control. Road Atlanta is fun for its vertical, rhythm and it is both technical and fast. Plus Jim Breakey set a record for having the most time pulled over waiting for minor red flags - in the rain. What would be White at Road America is a Red at Road Atlanta.

There is a new track in Lexington Ky

that is pretty good - very technical and good rhythm.

– Phil White

Gingerman is a no rest track that if you podium you have driven well!  
Ron Johnson

Sears Point is an incredible track. It has serious elevation changes that are great fun. The fastest section of the track are the esses. No sissy long straights like BIR. It has off camber over crest car getting light corner as well as a corner in a little valley that gives tremendous grip. And the food and wine in Sonoma and nearby Napa are world class. Too bad the track is so far away.

Jay Luehmann

Re: Hallet

My first experience at Hallet was in 1989. I bought a new Porsche that year and Porsche wasn't selling many cars so one of the incentives was a three day Skip Barber open wheel school. It really didn't mean much to me at the time, but when the salesperson said if I didn't want the school, he would take Fortunately I went to the school.

I was living in Kansas City at the time and my choices were Hallett, Laguna Seca, Road America and Lime Rock. I have never been accused of being the brightest guy in the room and for good reason; I picked Hallett because it was close to home.

It was the first track I had been on since my go-kart days as a youngster and that was

in the early days of karting and the tracks we ran were DIRT road courses, yes, dirt road courses. So to me anything that wasn't dusty was Nirvana putting Hallett in that class.

My instructor was Robbie Buhl, who later raced Indy cars, and he told me something I am sure no one else has ever heard at a racing school, "Gee you are one of the faster guys here and I would suggest you take additional Skip Barber classes to hone your racing skills"! I was on cloud 9 and when I got home I announced that we were taking the kid's college funds to buy a racecar and driving lessons. That lasted about two seconds until my wife slapped me upside my head and my dreams were dashed. My love for Hallett disappeared overnight, I got up the next morning and I went to my real job. I have not been back to my beloved Hallett since that Skip Barber school. I guess it is like your first girlfriend; you only have fond memories of the 16-year-old, long haired blonde beauty you met in Algebra.

I would like to go back to Hallett just to see how the track compares today to how I thought it was 26 years ago. By the way, I am going to my high school reunion for the first time ever in October and after more years than I would like to admit, I am betting that long-haired blonde beauty may not be just that. Of course I haven't changed.

– Dave Roberts

*Continued on page 26*

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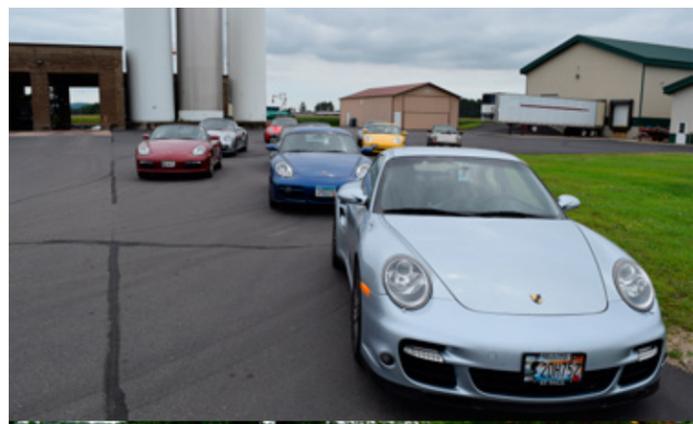
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# Scenes from 2015 Vino in the Valley Drive, Dine and 'Wine' . . .

*Photos by Jeff Boehm*



Too Much  
Fun To Be  
Legal

AutoCross!

by Andy Golfis

One of the most important things about taking your car to a track, big or small, is how much fun you will have driving it in a controlled environment. The first time I took the Lancia out to an autocross event, my son was there taking photos of the event just in case I crashed and burned and the car would never be seen again, which didn't happen; but what did happen was he saw his Dad smile more than he had his entire life according to my son Nick. It was so much fun that worrying about tire wear, rock chips, brake dust and parts falling off (remember this is a Italian car) all I wanted to do was improve my time from the last run.

My wife confirmed the perpetual smile that lasted well into the evening long after racing was complete and cars were put away and we were out to dinner, when she said (you had to much fun for it to be legal). I agree aren't enough things in this world that are that much fun and you won't get a ticket or go to jail for.

I have always been proud of the fact that my car looks great whenever I take it out and people want to know about it. Now along with admiring it for its condition I can also inform them about how well it did in its class the last time I took it to the track. Most people can't believe that race a car that looks that good or is that old. No matter what kind of car you have or what age it is you will be in a class of similar car and given a handicap for your class of car so you can compete



for driving skill and that rewarding in and of itself.

Their isn't a long list of things you need to buy in order to participate in the entry level autocross event, a good helmet is it and at most event sponsored by MAC they will have helmets you can use. There is a driver education class at the beginning of each season that I suggest that you take but, it is not required for Autocross event. Get out there and try it but, don't show up at your first event with the entire front end of your car covered in masking tape like I did, you won't get any chips unless you are too close behind a rear wheel drive when they leave the starting line.

### Minnesota Autosports Club (MAC) Autocross Events 2015!

Date	Name	Location	Club	Type
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](mailto:steve.garnjobst@msn.com), Phil Ethier, Preregistration [pether7@gmail.com](mailto:pether7@gmail.com)  
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# Nord Stern Porsche Club

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	<p><b>Cutter &amp; Buck Tournament Pique Polo</b></p> <ul style="list-style-type: none"> <li>• Ribbed knit collar &amp; Cuffs</li> <li>• 3-Button Placket</li> <li>• Drop Front Shoulder</li> <li>• Reinforced Side Vents</li> <li>• Pearl Colored Logo Buttons</li> <li>• C&amp;B Pennant at Left Sleeve Hem</li> <li>• White w/Embroidered Nord Stern Logo on Left Chest</li> </ul> <p><i>Small – 3XLarge - \$45.00 Each</i></p>	<p><b>Men's Size</b></p>	<p><b>Quantity</b></p>	<p><b>\$ Item Total</b></p>
	<p><b>Eddie Bauer Packable Wind Jacket</b></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 2XLarge - \$52.50</i></p>	<p><b>Ladies' Size</b></p>	<p><b>Quantity</b></p>	<p><b>\$ Item Total</b></p>
	<p><b>Port Authority Dry Zone Cap</b></p> <p>An exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill.</p> <ul style="list-style-type: none"> <li>• 55/45 poly/polypropylene double knit</li> <li>• Unstructured</li> <li>• Low Profile</li> <li>• Hook &amp; Loop Closure</li> </ul> <p><b>\$20.00 Each</b></p>	<p><b>Men's Size</b></p>	<p><b>Quantity</b></p>	<p><b>\$ Item Total</b></p>
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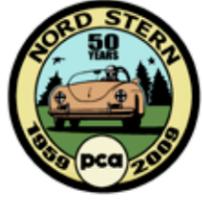
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# Where We Were – Where We Are – Celebrating 55+ Years of Nord Stern



The cover of this issue features **John Paterek's** 1952 America Roadster photographed at the '89 Parade. He and his brother Ray run Paterek Brothers Inc. in Chatham, NJ. They are frequent contributors and competitors at PCA Parades. A Goggle search will quickly lead to a fascinating 13 minute youtube video demonstrating this 63-year-old car.

– Ron Faust

the brakes but coasted over to a slow stop on the left shoulder of the road. The car and his family survived unscathed and he drove on to Brainerd after retrieving the wheel.

- The new member list includes 22. Named are Ronald and Nancy Smith of Minnetonka, Teresa Ann Johnson, daughter of Corey and Deb, and Cory Alexander Seubert, son of Jim and Janelle.

- **October 1989**
- The America Roadster was chosen Judges and People's Choice winner at the '89 Parade Concour. **Karl Ludvigsen's** "Excellence Was Expected" says only 17 examples of this rare 1952 model were built. Most were aluminum with a low belt line, all intended for racing the early tracks in America. Powered by the 70 hp 1500S engine, the cars weighed only 1580 lb.
- PCA membership is \$36 per year; Nord Stern Membership is \$12 year.
- A new social event is on the calendar, a pot luck "Hay or Sleigh Ride" on November 18th at Wagon Wheel Stables in Lakeville.
- The price of a steak at the Autocross Awards Banquet has risen to \$21; the event is at the Decathlon Club in Bloomington.
- **Roger Johnson** continues his "Expert Driver" series with #3. Turn in and early and late apex are discussed. By checking RPM on the tach (the big dial), the driver can put a number on how well he or she did through the turn. Adjusting the turn-in point for increased speed coming in is the hard part. It left me sitting out in the grass outside of BIR's Turn 3 rethinking this advice more than once.
- Could a 0.57 mile tour to the Lafayette Club for lunch have really earned **Marv Olson** a ticket for a driving violation? The **Tibbet's, Trifunov's, Bumps, Manentes** and **Julie Cox** got special welcomes as new Nord Sterners who had "managed to build meaningful lives without Autocrossing".
- **Leon Steinberg** tells a harrowing tale of what happened when he and his wife noticed their left front wheel passing his 930 turbo on Highway 169 heading for Brainerd. He never applied



John Paterek's 1952 America Roadster



Fred Senn & kids start out the bar-b-que



Checkpoint Terry!!!

## The Scans Continue

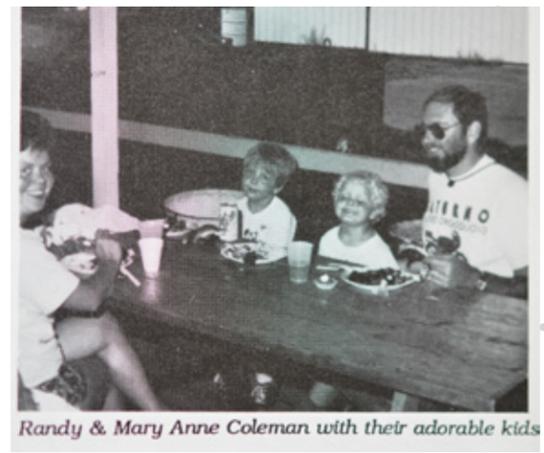


Left: George Andeweg, Nord Stern's recently retired friend from Porsche of St. Paul, is pictured on the back cover ad from Metropolitan Porsche Audi. The champagne was in celebration of the introduction of the new 911 Carrera.



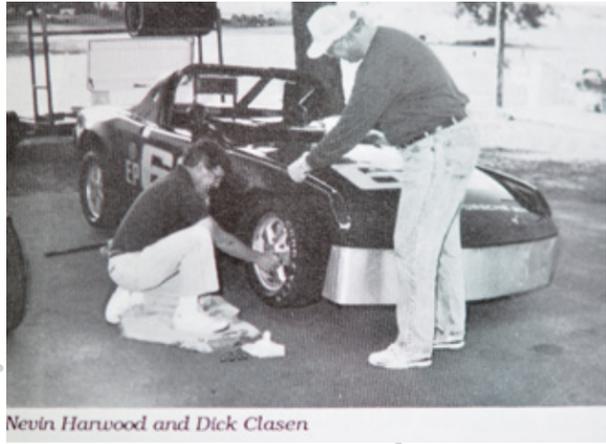
At evenings end.....

Above, a familiar Saturday eve scene at the track!



Randy & Mary Arne Coleman with their adorable kids

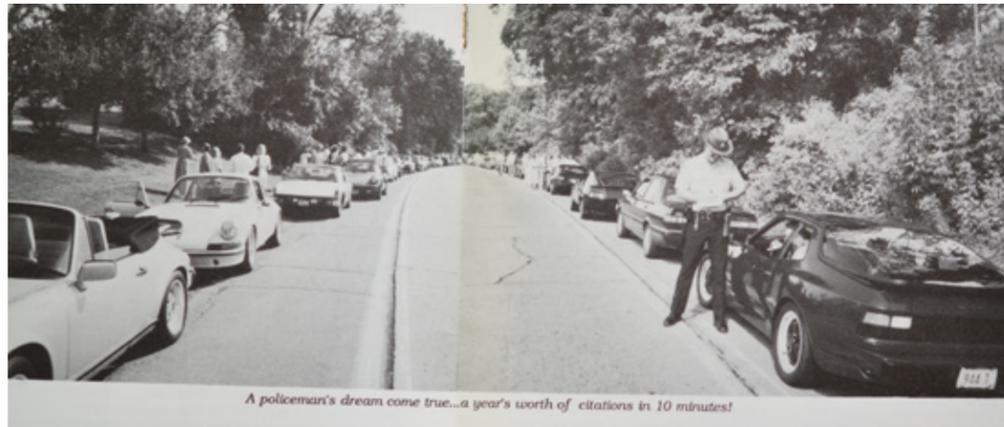
Right, Left and Above :  
From Fast Fling



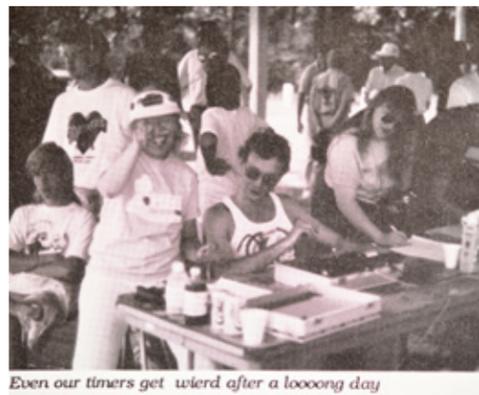
Nevin Harwood and Dick Clasen

# The Scans Continue . . .

Right: From the Lafayette Club Tour

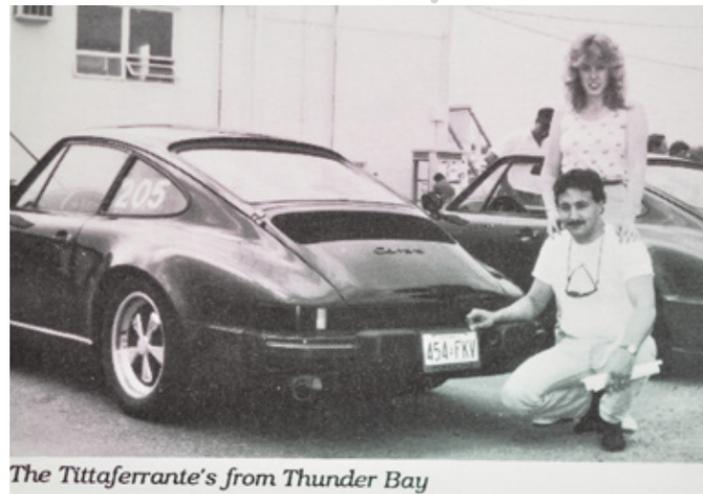


A policeman's dream come true...a year's worth of citations in 10 minutes!



Even our timers get wierd after a loooong day

Left, Right,  
Below Right:  
From Fast  
Fling



The Tittaferrante's from Thunder Bay



Don't worry Marv...Nord Stern will do bail...

Above: Having a bit of fun!



Marv Olson

# REGISTRATION NOW OPEN!!! 11<sup>TH</sup> ANNUAL



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## Tracks

continued from page 15

it's preformed concrete and slabs of glazing. I'm sure was top shelf back in the late 60's. Very cool. Now with the patina of many years, however all there, just aged, like most of us. The circuit surface was aged by winters of past. Run off was some grass and a wire fence. The course even has the "Hump" oh ya! it has topography, and a top gear pull. If you closed your eyes and with a little imagination the essence of F1 & CanAm cars could be felt. Had a blue sky DE track day. Still to this day I can close my eyes and be there. Had my taste of old school.

— Bonjour, Scott C. Mayer



My two favorite tracks in the Midwest have to be Road America and Brainerd for spirited, high speed driving. Road America for the beauty and elevation changes; turn 5 and the kink. BIR for the long high speed straight into one and two, and my favorite corners: 7,8,and 9.

On the west coast, there is nothing to

compare to the climb up to the top of the corkscrew and down the descending turns, as I get a lump in my throat each time I have driven it at Laguna Seca. Entry into that downhill is like none other.

I like Daytona a lot, because of the high banked turns and the need to get the infield before one and the 'Bus-stop' just right.

BUT, there is NOTHING else I have ever driven to compare to the infamous "Green Hell" of the Nurburgring. We had a Zermatt Silver, factory given 944 S2 for nearly a month as we toured Germany in 1991. We put over 6,000 km on it and 4 days of that was spent as guests of the Porsche Club Germany, Great Britain, and Porsche at Eifel.

I had about 6-8 ride a-rounds in a yellow 911 RSR driven by a German dentist who had several hundred laps of experience at the track. For 'familiarization'.

NOT ENOUGH ~

His catching air at Flugplatz was a bit unnerving to say the least as I tried to memorize brake points and apex entry at various segments of the track. The sight and feeling I will NEVER forget was the overtaking move Jorge made on a 900 Ninja sport bike: I could have literally reached out the passenger window and laid my hand across the back of the rider as we drifted thru the "Karoussel". I thought I heard the clink of the sport bikes handlebars on the right rear view mirror at least twice. Neither gave up one mm of track to the other. WONDERFUL

stuff . . . the rider came up to Jorge's car later as we unbuckled and thanked him for a fantastic run of it!

I was pumped, no literally AMPED with adrenalin as I attempted some of the same moves as I thought I learned from my short, but couple hour drive with the 'pro RSR piloti'. Mandatory cool downs between each run were religiously observed by the owner of that marvelous old long-hood.

The unnerving thing about the Nurburgring is you are going SO fast into every corner, many of which are blind, most seem downhill, that recovery once committed to a line is a non-negotiable thing. We saw one sport bike on the side of turn 4 BURNING while the rider sat up the hill watching it go up in flame, all the while we drove by him at warp speed. NO flags, just pull offline and go around. An Ambulance worked to remove two occupants from an Opel Vectra with the front moved off to the side about a good two feet. Steam coming from under a hood peeled back over the windshield. Tour busses trundled by at 40 mph and rusty mid-80's Camaro's and Mustang's with American Serviceman plates tried their best to dog-waddle around the turns with a lean that was nearly as embarrassing to watch as it was painful.

It's not called the 'Green Hell' because it resembles a distorted, dark Disneyland ride. It is literally lethal to the disrespecting driver.

— Don Lawrence

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# The Porsche 914 - Mid- Engine Magic

by Dean Lewellen, reprinted from  
*Going Places*, official newsletter of  
the Arizona Region PCA

When the Boxster was formally introduced to North America Porsche dealers and a select number of PCA notables right here in Scottsdale, Arizona, in September of 1996, its heritage and inspiration was traced and credited to the company's legendary 550 Spyders and RS-60s, the remarkable, two-seat, mid-engine race cars that established Porsche's reputation in endurance road racing in the 1950s and early 1960s. The Boxster concept car was first shown to the public and hyped as a fresh styling approach at the North American International Auto Show in Detroit in 1993. For the next three years, while 10,000 deposits were collected and we patiently waited for the production version of the two-seat, mid-engine Boxster to arrive at local showrooms, all the company's publicity seemed to deny the existence of the 119,000 Model 914s built and sold by Porsche from 1970 through 1976. This denial is mysterious to PCA members who have owned or still own any version of this mid-engine magic machine. I still smile when I recall the joy my 914-2.0 could provide at Pacific Northwest Region Autocrosses and the fun of running flat-out through every corner of Seattle International Raceway on Driver's Ed days. Just any one of our Region's several 914 owners about their rides and prepare to become well informed about the attributes of these wonderful two-seat, mid-engine cars.

The public was first introduced to the Model 914 at the Frankfurt International Auto Show in September 1969, and, the first production cars arrived in North America Porsche+Audi dealership showrooms in March 1970. But, let's back up a few years and look at the Model 914 project from its beginnings as a three-way joint venture between Karmann, Porsche and Volkswagen.

In late 1966 and early 1967, Porsche management began thinking about a less expensive addition to the 911/912 family of cars. Almost coincidentally, Heinz Nordhoff, the Director of Volkswagen, was thinking about a sportier car to expand Volkswagen's image beyond simple, utilitarian transportation machines. Ferry Porsche and Heinz Nordhoff shook hands on an agreement whereby Porsche would design and develop a new mid-engine sports car for Volkswagen, using the flat-four cylinder engine Volkswagen was developing for the VW Model 411. The new car would have the bodies built and assembled by the Wilhelm Karmann GmbH factory in Osnabruck, Germany, which had previously built bodies for both Porsche and VW. It was further agreed that this

resulting car would be marketed as a Volkswagen. The two men also verbally agreed that Porsche could acquire the same body shells from Karmann, install Porsche engines and market these cars as Porsches if desired. These basic agreements would be changed several times as issues arose before the Type 914 would come to the market.

The first issue was the appearance, which had to be approved by both Porsche and VW. Porsche did not want the car to look like their existing product line and Volkswagen did not want the car to look like any earlier Porsche models. To minimize conflict, an outside source was chosen to provide the initial design concept for the new car, which was formally identified as the Type 914. The industrial design firm of Gugelot Design GmbH, located in Neu-Ulm, Germany, was working on an automobile body shape built from a foam core bonded to fiberglass panels as a sandwich structure which had interested BMW, Daimler-Benz, Karmann, Porsche and Volkswagen as a future automobile body production method. This design concept was a front-engine coupe with flush fender lines, a recessed rear window and elongated running lights capping the front fenders. The Porsche design team, headed by Butzi Porsche, credited for the 911 Coupe and Targa designs, changed the Gugelot concept car to accommodate the mid-engine location and made other styling changes to suit Porsche's desires. The second issue was the death of Heinz Nordhoff in April of 1968, following which the new Director of Volkswagen, Kurt Lotz, backed out of some of the verbal agreements between Porsche and Nordhoff as Lotz had little interest in the new sportier VW version being developed. This issue resulted in a Porsche and Volkswagen joint marketing venture, fifty per cent owned by each company, which would sell Volkswagen, Porsche and Audi products. Porsche could still buy bodies from Karmann, but at a higher price than Porsche thought they had earlier agreed to pay. The final outcome from all the issues resulted in Karmann building the Model 914 as a completed, out the door, ready to roll automobile with the "VW-Porsche" nameplate for European sales and the "Porsche" nameplate for US sales. The Model 914/6 bodies were assembled, trimmed and painted at Karmann's Osnabruck factory then shipped to Porsche for engines and final assembly where they went down the same production line with the Model 911. A total of 3,351 914/6s were produced at Zuffenhausen in 1970, 1971 and 1972 under this plan. The total number of 914/4s produced during the seven

year model run was 115,596. It is estimated that approximately 75,000 copies of the 914 models were sold in the United States.

The appearance of the 914 was a departure for Porsche, but the mechanicals were tried and true Porsche components. The MacPherson strut front suspension with the longitudinal torsion bars was lifted right out of the 911. The rear trailing arm independent suspension geometry was similar to the 911, but the links and coil springs were new. Both the 914/4 and 914/6 had disc brakes all around with the 914/6 utilizing vented rotors at the front. An odd rear caliper was used at the rear on both cars which had the hand brake actuator linkage built into it. The dual master cylinders activating separate front and rear brake systems through a rear brake pressure limiter made brake caliper bleeding often difficult for the rear wheels. The 914/4 steel wheels were mounted on four-lug VW 411 hubs while the 914/6 wheels were steel or optional magnesium cast wheels by Mahle mounted on Porsche five-lug hubs. The Mahle wheels were often referred to as "gas burners". The 914 had a 7 inch longer wheelbase and was four inches lower than the 911. The mid-engine location allowed for substantial luggage spaces front and rear even with the one-piece, removable top section stored in the rear space.

The 914/4 was initially offered with the W-series engine from the VW 411. This engine was a fuel injected, 1.7 liter, air-cooled, overhead valve design producing 80 DIN horsepower. The 914/6 used the 2.0 liter, single overhead cam engine from the 1968-69 911T which produced 110 DIN horsepower. This engine had a capacitive discharge ignition system, a dry-sump lubrication system and two, triple-choke Weber carburetors supplying fuel. In 1973, the 2.0 liter four-cylinder engine option was introduced for the 914/4 when production of the 914/6 ceased after the 1972 model year. The two liter engine capacity was obtained by a bore and stroke increase and the power was rated at 95 DIN horsepower. The model designations were changed in 1973 to 914-1.7 and 914-2.0. The standard engine was enlarged to 1.8 liters in 1974,

equipped with L-Jetronic fuel injection and the power dropped to 76 DIN horsepower. The 1975 and 1976 914s fell victim to emission and safety mandates that resulted in ugly impact absorbing bumper systems front and rear which added weight and new exhaust systems for more stringent emissions control which reduced the power output to 88 DIN horsepower for the 2.0 liter engines. Sportomatic transmissions were advertised options for the 914/6 and a few were actually produced. Typically, both cars used the five-speed gearbox from the 911. Because of the engine location, the transmission was turned around and the shifter mechanism was usually described, kindly, as "a trifle vague" in the early years cars. The side-shifter transmission with improved linkage was introduced in 1973 which greatly improved gear selection capability and reduced embarrassing gear clashes when shifting from first to second in a tight autocross corner. This updated linkage has been retrofitted to many pre-1973 914s.

The 914/6 was fancier and better equipped with 3-speed wipers, electric windshield washers and chrome plated bumpers. The 914/6 also had vinyl trim on the "roll bar", dual horns, headlight flasher and external trim strips. The instrument panel contained a central tachometer which went to 7000 rpm on the 914/4 and 8000 rpm on the 914/6. The right dial housed the speedometer which registered 120 mph and 150 mph for the 914/4 and 914/6, respectfully. The left dial contained a fuel quantity gauge in the bottom sector and the 914/6 had an oil temperature gauge in the top half while the 914/4 had warning lights for fuel level, hand brake and low brake fluid in the top sector. During the 914/4 and 914/6 production runs, the cars remained basically the same. Only a few minor improvements were made--adjustable passenger seat in 1972, additional air outlets at each end of the dash and insulation and sound deadening improvements in 1973. The 914 was never as well developed as other Porsches during its production run which led indirectly to its demise.

During the seven year production life of the 914 series, Porsche explored the outer limits of the chassis's capability with several projects. Two cars were constructed and powered by the 4-cam flat eight cylinder engine from the 908 race cars. One of these special cars was presented to Ferry Porsche on his sixtieth birthday. It was detuned as much as possible to make it docile enough for road usage. Ferry Porsche used the car for commuting from home to office registering some 10,000 kilometers before garaging the beast after which this 914/8 found a permanent home in the Porsche Museum. The racing shop at Werk I in Zuffenhausen developed a highly upgraded version of the 914/6 which was identified as the 914/6 GT. It had bold, bulging steel fender flares all around, a solid steel roof, and, was powered by a 906 blueprinted engine producing a minimum of 220 DIN horsepower. These cars were campaigned world-wide by factory and private teams. The most notable achievement of a 914/6 GT was a GTclass win and a sixth overall finish at the 1970 running of LeMans. This car was prepared by Werk I and entered by a Frenchman named Auguste Veuillet of Paris. This car is reported to have run the entire 24 hour race on the same tires and brake pads--remarkable!

The Porsche 914 offered reliability and economy along with a healthy dose of competition potential and capability. Its inherent balance and great handling at a reasonable purchase price brought out the latent competitive spirit in many Porsche owners and drivers who hadn't participated in driving challenge events in recent years. 914s were seen in races, autocrosses, rallies and time trials at the local club, regional and national levels. Many were successfully campaigned in international events around the world.

The introductory price in 1970 for the 914/4 was \$3595.00 (East Coast) and \$5999.00 for the 914/6, add \$100.00 for West Coast deliveries. In 1975, exchange rate problems and pollution controls' requirements pushed prices to \$6300.00 for

## Mid-Engine

*continued from page 30*

a 1.8-liter car and \$6995.00 for a 2.0-liter car. Today's values can vary widely as the condition of the now near 30 year old cars run the entire gamut from "beater to beauty". 914-1.7s and 1.8s can be bought from \$2500.00 to \$5000.00. The more desirable 914-2.0 cars range in price from \$2500.00 to \$7000.00. The 914/6 is now considered to be one of the more sought after Porsches and prices keep escalating higher each year for good and authentic examples of these coveted cars. Expect to pay from \$8000.00 to upwards of \$17,000.00 for a pristine and authentic 914/6. Be aware that show cars and cars with a historical significance are valued substantially higher than the figures given here. Also, be aware that there are a lot of "conversions" out there in the 914/6

marketplace--some well done to or nearly to factory specifications, but others are not so well done. A complete listing of 914 serial numbers is available in the "The Porsche Family Tree" published by PCA and available from PCA National offices, which is valuable information for serious shoppers.

Production of the 914 was quietly phased out in Onasbruck in the winter of 1975-1976. The last cars were sold in the spring of 1976 to knowledgeable buyers who knew these were the last of a somewhat controversial line of Porsche cars that had a story to tell. Porsche learned a lot about joint venture partnerships, obtained priceless experience designing and building a mid-engine sports car for the road, and produced a truly marvelous, two-seat, mid-engine car that is still coveted in wide circles of Porsche

owners to this very day.

### References:

- Batchelor, Dean, Illustrated Buyer's Guide--Porsche, Forth Edition, 1997
- Ludvigsen, Karl, Porsche Excellence Was Expected, 1977
- James, Drayton, Editor, The Porsche Family Tree, Published by PCA, 1995



This book consists of a collection of photographs by Louis Klemantaski, described on the jacket as chronicling the Golden Age of motor racing. There are a variety of Golden Ages defined by various sources with overlapping and exclusive characteristics. Klemantaski's golden age spans from the late 1930s to the late 1960s. The pictures show sports cars, Grand Prix and Formula 1 at a variety of European racing venues, and American drivers such as Briggs Cunningham, Richie Ginther, Phil Hill, Maston Gregory and others are included. These dates encompass the black and white era of motorsports photography, which may or may not contribute to Klemantaski's reputation as a master of conveying the feel of motor racing events. Another factor in the effectiveness of this book in conveying the atmosphere of the motorsports era of racing is Klem's predilection for using driver eye level viewpoints rather than the spectator downward-looking one.

Coverage begins in 1935 with photos illustrating what now appear to be primitive venues. Throughout the book the photographs have an un-posed, you-are-there quality. They clearly illustrate the rudimentary nature of mostly adapted (not purpose-built) racing venues in the days when motor racing was a sport, not a business – an era during which the drivers sat on the cars more than in them, and single-seat drivers often drove with their elbows outside the bodywork.

The often snapshot looking photos in Klemantaski are presented in chronological order, interspersed with more extensive, but still concise, profiles of cars and drivers. The snap-shot quality of the pictures is part of Klemantaski's unique ability to capture the spirit of motor racing. The photographs present a long lost era when the drivers were all arms and elbows, and spectators could see the grimaces on drivers faces as they struggled for control through the corners. Extensive captions, written by the author, give one a full understanding of what they are seeing. It is a book with many touches of quality. In addition to the heavy-

weight glossy pages, the end papers show different images, and the dust jacket has folded edges, much less prone to tearing than the cut edges of the dust jackets of lesser books.

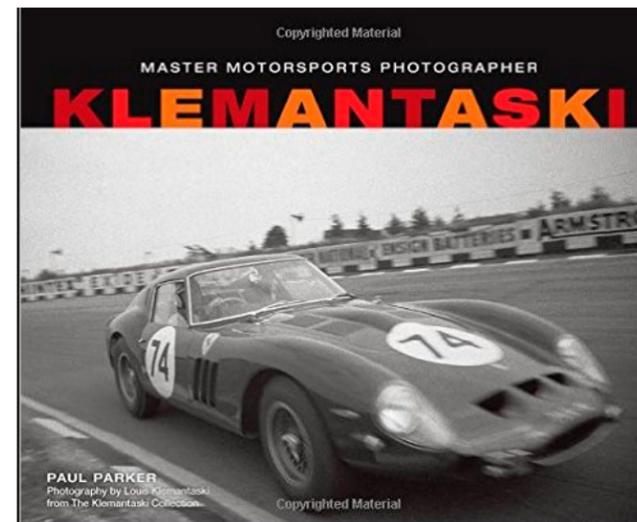
Large sized at 12 x 9-3/4 inches, it is definitely a book worth showing off on your coffee table or credenza. Klemantaski is something of a time machine. Old timers who are familiar with the names of drivers, team managers and car owners such as Nina Farina, Frolian Gonzales, Rob Walker, etc., will be taken back to the days of their youth.

The younger generation, to whom many of the allusions will be Greek, will be given a taste of what motor racing was like before the modern motor-business era. In either case, the anecdotes presented by the author are well writ-ten and are interesting in their own right, even

without having memories to be brought back by the text. Every motorsports enthusiast should have a copy of this book – some to reminisce, others to gain appreciation for the time when world class racing was much less formal than it is today.

Color photos appear as early as 1956, but black and white dominates until the book's final year of 1967, a year when race winning drivers still cherished their Jeroboam of Champagne, rather than wasting it like foolish children.

**Klemantaski: Master Motorsports Photographer** is an elegant hardcover book of 272, 12 x 9-3/4 inch pages with 302 black and white pictures and 55 in color. It should be available for \$75 from your favorite bookseller (ask for it), or from <http://www.motorbooks.com>.



## Klemantaski Master Motorsports Photogra- pher . . .

*by Paul Parker, published in 2015  
by Motorbooks, Minneapolis, MN*

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



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..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

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Thanks, Nord Stern. Thanks, Bob Beck. That's for what?

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Let me explain. Way back in 2010, I decided I needed this 'one last Porsche'. One to cap off some 50 plus years of Kamstra Porsches, starting with the legendary 356. Many of you were probably not even born yet or perhaps just in diapers!

I asked myself (and wife, Marion, agreed) "what does an old duffer like you do with another Porsche?" I answered that I was going to drive it, of course, and make the payments out of the kids' inheritance.

Yet, my fun was marred by a feeling of isolation. "Was I the only one bombing around in a Panamera?" Car magazines drooled over the latest 911s and such but nary a mention of the Panamera.

My globe-trotting son-in-law reported seeing lots of rich Chinese driving them. That was interesting, but not helpful.

I still felt isolated. Having fun for sure but kind of lonely.

Then the latest issue of Nord Stern came out. And for me everything changed. Bob Beck, an admitted 911 lover, praised the Panamera as the new ultimate sports car. In his piece, he ponders other 'ultimates such as BMW, Audi, Mercedes, Maserati.

His conclusion: "today there is only one choice and that is unequivocally the Panamera. It is that good. You simply need to drive it to understand."

Bob then takes us along on his Panamera run over the 'rough roads' to Milwaukee. And then a full-speed run on the Road America race track.

I'll never do my Panamera's 170 mph top speed, nor test the all-wheel drive in our Minnesota winters. But boy, will I show off come spring!

## Carmudgeon Chronicles

...

by Ken Kamstra, Reprinted from  
April 2013, Nord Stern,  
Ken's last column for Nord Stern

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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 red mark on a 914/4 engine blower indicates 27 degrees BTDC on cylinder number one for ignition timing.

- a. True
- b. False

*Porsche Panorama August 2012 pg 83*

2. What 914 variant was presented to Ferry Porsche on the occasion of his 60th birthday?

- a. 916
- b. 914 1.7
- c. 914/8
- d. 914S

*Porsche 914 914-6 Brian Long pg. 98*

3. 1972 914/6's had a dash-mounted ignition switch on the left, the same as a 911.

- a. True
- b. False

*Porsche 914 914-6 Brian Long pg. 60*

4. 914 model designations for 1973 were, 914-1.7, 914-2.0, 914-6.

- a. True
- b. False

*The Porsche Family Tree - Porsche Models from 1948 to 1995 PCA pg. 24*

5. The hoses on 1973 914 2.0 fuel injection unit are color coded. The brown hoses are related to the \_\_\_\_\_.

- a. deceleration valve
- b. windscreen washer
- c. distributor
- d. EGR valve

*Up Fixin der Porsche Vol X pg.8*

6. The engine on your 914/4 will not start but you notice that the fuel pump is working. Which of the following fuel-injection system problems may exist?

- a. Electrical plug at pressure sensor disconnected
- b. Pinched fuel line or defective pressure regulator
- c. Out of gas
- d. Any of the above

*Up Fixin der Porsche Vol IV pg. 164*

7. Which of the following are special designs introduced in 1970 based on the 914/6 platform?

- a. Tapiro
- b. Murene
- c. Hispano-Aleman
- d. All of the above

*Porsche 914 914-6 Brian Long pg. 127*

8. The Sonauto sponsored 914/6 GT was used in the movie \_\_\_\_\_.

- a. Grand Prix
- b. Herbie
- c. LeMans
- d. Winning

*Porsche 914 914-6 Brian Long pg. 93*

9. What was a color/trim combination offered on a 1974 "Limited Edition 914?"

- a. black/yellow
- b. light ivory/green or orange
- c. black/black
- d. Both a and b

*Porsche 914, 914-6 Brian Long pg. 83*

10. One thing that remained the same for the complete 914/4 series was the five-speed transmission gearing.

- a. True
- b. False

*The Porsche Family Tree - Porsche Models from 1948 to 1995 PCA pg. 23*

11. For 1970 and 71 leather trim was only available on six-cylinder models.

- a. True
- b. False

*Porsche 914 914-6 Brian Long pg. 157*

12. Adding which of the following allowed the original 914 to achieve a 50/50 weight distribution?

- a. Full gas tank
- b. Luggage in the rear trunk
- c. Spare tire
- d. Both a and c

*Porsche 914 914-6 Brian Long pg. 34*

13. If you look carefully at the rear bumper of a 1971 914 you will notice that the edges of the license plate surround (indentation) are more rounded compared to a 1970 914.

- a. True
- b. False

*Porsche 914 914-6 Brian Long pg. 53*

14. The 914/6 GT used a 2-liter Carrera 6 engine and a transaxle sourced from the \_\_\_\_\_.

- a. 904
- b. 924
- c. 917
- d. VW Type 411

*Porsche 914 914-6 Brian Long pg. 95*

15. Had it been produced in quantity, calculations showed the 916 would have been the most expensive production Porsche produced in 1976.

- a. True
- b. False

*Porsches for the Road The Survivors Series Henry Rasmussen 914-6 Chapter*

## Website's 'Did You Know?!'

by Christie Boeder

Believe it or not but there actually is real and current information on the Nord Stern website. One of my goals starting earlier this year was to work on uploading content as I receive it for our newsletter. While not the most convenient, snazzy or jazzy of websites I am utilizing the posting function to note upcoming events, including the 'details' as well as uploading a downloadable pdf file of each newsletter prior to publication.

Classifieds are being updated, too, plus I've been including the Porsche e-blasts from our president - when appropriate. Obviously the user has to scroll through posts BUT do know that I am tagging the heck out of all posts so everything is really super searchable! Try it out, let me know what other things I might be able to add to make the site more useful. Absolutely a 'work in progress!'

October Quiz Answers

- 1. a
- 2. c
- 3. b
- 4. b
- 5. a
- 6. d
- 7. d
- 8. c
- 9. d
- 10. a
- 11. a
- 12. d
- 13. a
- 14. a
- 15. b

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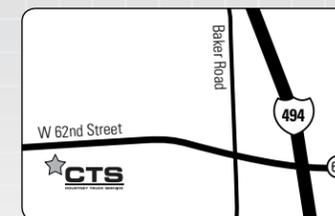
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# 18 America Roads You Need To Drive

*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 Chicago

### Best Known Road: Blackjack Road (shown)

Running between Galena and Savanna, Illinois, Blackjack Road is really a collection of various highways, and it's got tons of twisty bits to keep you entertained. When you get to Savanna, Poopy's is a legendary biker bar-slash-tattoo parlor that's worth checking out.

### Lesser Known Road: Highways 144 and 28 to Sheboygan

Ask any Chicagoan (we did) and they'll all tell you the best roads near Chicago are in Wisconsin or Michigan. Fortunately, Wisconsin and Michigan aren't that far, and if you take 144 and 28 up to Sheboygan, you're rewarded with plenty of curves over rolling hills, and on the way back you've got Lake Michigan right next to you the whole way down.

## No. 10: Don't drive on worn tires

Make sure you regularly inspect your tires, and especially look at the inside edge which, because of the negative camber in our cars, tends to wear quicker.



Worn tires can be very dangerous especially when wet since they lose their capability of pumping out water and can easily hydroplane and lose adhesion to the road.

## No. 9: Don't drive with the wrong psi

It's almost as bad as driving on worn tires. Make sure to check the tires' pressure often and adjust accordingly.



On new cars there's a warning light to remind you, but on older cars you need to make it a habit.

The correct psi should be shown on a sticker inside one of the door frames.

## No. 8: Don't try to save using cheap gasoline

By using a lower and cheaper grade of gasoline than the one recommended by Porsche, you may think



you're saving money, but in the long run the car will consume more gallons per miles driven, throwing your "savings" out the window. The recommended gasoline grade is specified in your owner's manual and/or next to the gas cap.

## No. 7: Don't put oil in your coolant



It's very easy to mistake (if you're color blind) the coolant cap and the oil cap especially in a Boxster or Cayman where they are side-by-side.



The oil cap is always yellow and the coolant is blue.

People who remove both caps at once could easily

make the mistake.

If you do mistakenly put oil in your coolant, the whole system needs to be flushed and replenished with new coolant.

## No. 6: Don't put coolant in your oil

I know at least of half a dozen cases in the last couple of years where someone has put coolant in the oil or vice-versa.



If coolant is mixed with the oil by mistake, the oil needs to be drained, filled with fresh oil, run for a few minutes and drained/filled again.

## No. 5: Don't go over 5,000 mi. without an oil & filter change

The new synthetic oils can certainly go well over 5,000 miles without breaking down, but the only (cheap) way of "looking" inside your engine is by inspecting your oil filter and carefully looking to see if there are any metal particles embedded in the filter's paper folds.



At our shop we always cut and spread out each and every oil filter element that we replace and then we carefully inspect it under a strong light source, with a magnifying glass and a magnet. A small amount of aluminum particles are normal and come from regular use. What you don't want to see are shards, strands or large chips or any ferrous particle (attracted by the magnet) which are indications of unhealthy wear.

## No. 4: Don't go over 2 years without a brake flush

Because brake fluid is very hygroscopic (water absorbing) it will pull in water molecules from the air, through the brake lines and into the brake fluid.



*Continued on page 41*

# Top 10 list of Don'ts

Published in the Sept. 2013

issue of "Die Porsche Kasette"

*by Pedro Bonilla, www.pedrosgarage.com*



The brand new Morrie's Luxury Auto Campus services all luxury makes and models, including Porsche.

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### Scale Race Model Porsches for sale

My "new in the box" collection of 102 1:43 scale race model Porsches. This collection is only being sold as a complete package. The collection has never been out of their boxes and consists of the following cars: 904, 908, 917, 956, 962 and a few 911-based models. The manufactures are the following: 25 Minichamps, 10 Brumm, 6 Vitesse, 7 Omz, 22 Quartzo, 25 Best, 1 Uan, 2 Starter, 3 Solido and 1 Sachs Sporting. The entire collection is being sold for \$3000. Serious bidders can reach me at 612.281.3943 or email: gklitz@comcast.net. Since there are so many models photos are a challenge, I do have a pdf file that lists the cars which I will be happy to send, if interested I can arrange to show the entire collection.

### For sale

A complete set of Porsche 944 factory shop manuals in excellent condition. I can be reached at 612-281-3943 or gklitz@comcast.net. Price for the set is \$400 or best offer, please see the photo.



### Wanted

18" Snow Tires. Car currently has 235 40R 18 summer tires. Must be in very good condition. Contact Chas. 612.508.0777 or email: chersch62@gmail.com

### Wanted to Buy

Boxster hardtop, 987 (2005-08), any color. Steve Kemp, stvkemp@comcast.net or 763.218.3435.

### 2012 Boxster Spyder

4700 miles. Original owner. Stored winters. Triple black with black factory rims. Six speed manual, sport exhaust, xenons, sport chrono, full leather sport seats, A/C, radio/CD, Michelin Pilots. Also factory car cover and factory battery trickle charger. Immaculate, no accidents, all records, no disappointments. Only selling to get Cayman GT4. One of three or four Spyderys in Minnesota; only 125 2012 models came to US. \$62K OBO. Call Warren and leave message @ 763.270.1242.

### 1987 944 Turbo

Great for street but also totally set up for the track. Redline oil used; changed annually. Conditioned storage since new. Bolt in roll bar. 5 pt harnesses. Corbeau custom seats. Some spares. Will outrun 911 Carrera 4s and Corvette Z06 @ Hallett. Great condition. Located in western Wisconsin. \$14,900. Go to www.944porscheturboforsale.com for photos, modifications, contact information, etc. Email rph@rainbowconst.com or 715.635.8855.

### 1993 968

79,XXX miles, Midnight Blue, Full OG roll cage, Sparco seats, Simpson 6 point belts, Momo steering wheel, Koni coil overs and camber plates, M030 brakes with Performance Friction pads, Lightweight flywheel, 6 speed trans, limited slip differential, Adjustable fuel pressure regulator & gage, Dyno chart by AutoEdge, Corner balanced, lower strut brace, Lindsey under drive pulleys, 3 sets tires and wheels; BBS 18" with Nitto NT-01, OEM

17" with Dunlop, Direzza ZII, Miglia Mille 17 with storage tires, Cat delete, AC delete, radio delete, rear seat delete, Recent timing and balance belts, Braille battery, complete records. \$16,000 to Nord Stern. Contact Lloyd Vasilakes, lsv327@comcast.net.

### Porsche 911 factory 930

performance body/chassis (m-491 option) turbo look. All original with 72,000 miles. Ruby red metallic with beige leather with Porsche cloth trim. Less than 500 of these manufactured with the 491 option! I purchased the car in 1993 with only 23,000 miles. The car is in excellent condition. Asking \$35,000. Call Don at 507.951.0465.

### 2000 Boxster S

Guards Red, 37,000 miles. 2nd owner, 26,000 since I purchased in 2004. Excellent condition, 6spd, professionally maintained, heated winter storage, garaged in summer, no accidents, no dings, non smoker, both keys. Auto Edge preventative IMS bearing replaced 2014 (old bearing was in great shape). Larry Pearson, Alexandria, MN, 320.846.0403, lpearson1949@gmail.com

### 2006 Porsche Carrera S 18" Rims w/Snow tires

Set(4) of factory 2006 Porsche Carrera S Rims with ContiWinterContact snow tires. Staggered sizes: 265/40/18, 235/40/18 Offset: ET 58, ET 57 Rim condition: very very good condition (used for one winter season only) Maybe a few blemishes. Tire condition: Fronts look to be about 80%, Rears are about 50% Asking: \$1275 or best offer. Please call or email Jack @ 651.439.6237 or jjjbn@me.com, Stillwater, MN

### Bell Sport Helmet – used in 2 DE events.

SA2010 Approved. White. Clear visor. Nearly new condition. \$190. Tom Niccum, tniccum@lancetsoftware.com.

### For Sale

955 Cayenne Genuine Porsche Part OEM Black Cargo Box Locking Carrier, Roof Mounted, Porsche logo. New. Never used. Porsche Roof Transport System 955 2003-2010 Genuine Porsche Part OEM Aluminum Silver Finish Roof Rails New. Never used. Sold together \$700, Contact Mary Longfellow. 651.238.8811.

For the 20th year, J.D. Power issued the APEAL (automotive performance, execution and layout) study, which rates new car owners satisfaction and love of their vehicles based on 77 criteria.

\*1. Porsche (This brand has taken the top spot for 11 consecutive years.)\*

Does this really surprise anyone? But it is nice to know we are in good company.

## TOP TEN

continued from page 39

As we all know, liquids are very hard to compress and that's why brake fluid is a liquid. But when water mixes in as soon as the fluid's temperature reaches 212 °F the water boils and becomes water vapor which is now a gas and is easily compressible. When this happens your brakes become mushy and the pedal feels like it

wants to go down to the floorboard.

### No. 3: Don't go over the recommended service mileage

Porsche recommends specific service intervals for each particular car. Make sure you know your car's service intervals and stick to them.

The services performed at each interval makes sure that your car runs in optimal condition and therefore saves you money in the long run.

### No. 2: Don't overlook an "idiot" light

First, make sure that they are all working by testing them regularly. If one of them is not working then when it needs to warn you of that issue you won't know.

To test the "idiot" lights switch on the ignition and look at the dash lights.

They should all momentarily light up. If some don't their bulbs may be burnt.



### No.1: Don't overlook your IMS



If you have a "wasserboxer" (water-cooled flat-6) from 1997 through 2008\*, you could have an issue with your IMS (intermediate shaft)

bearing. The good news is that there now is a final fix for the IMS bearing malady. (\*) *except Turbos and GT3s.*

If you follow this list of 10 don'ts you and your car will be happy for a very long time.

Happy Porsche'ing, Pedro



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## The Porsche Skimm

continued from page 42

- GTB fighter. Why? Is it because you have to sell four Boxsters to make the same profit from one 488 GTB fighter?
  - Would the 488 GTB fighter be made on the same platform as the Audi R8 and the Lamborghini Huracan? And how would you feel about that?
  - Hello I must be going.
  - Porsche built a four-door 911 prototype.
  - Porsche built a two-seat 928 prototype.
- Subscribe to The Porsche Skimm by going to www.Porscheskimm.com. Tell them Willy Boy sent you.

# The Porsche Skimm

by Danielle Badler,  
Rocky Mountain Region

Courtesy PCA National  
Newsletter Editor Wendy  
Shoffitt

Are you familiar with the Daily Skimm? Makes for great reading every morning, after you log on. It's light. It's irreverent. In its own way.

So you can imagine my surprise when, a few days ago, I came across this entry, a full Skimm, devoted completely to our favorite marque. I couldn't resist sharing; it's reprinted here, in its entirety, for your dancing and dining pleasure.

I apologize for the formatting. But you can use your imagination.

## The Porsche Skimm

Things which make sure you're awake.

### Prices

The cheapest new Porsche you can buy is the Boxster, with an MSRP of \$52,100. It undercuts the Macan and the Cayman by \$500.

The most expensive Porsche you can buy is the Turbo S at \$182,700.

The run of 918s is finished. There are no more. The MSRP was \$845,000.

Was a 918 4.6 times better than a Turbo S? We'll never know. Just sayin'

In July 2015, Porsche sold 4,730 vehicles in the US. 1,356 vehicles were sports cars (911, Boxster and Cayman.)

3,004 vehicles were SUVs (Cayenne and Macan.)

370 vehicles were sedans (Panamera.)

Year-to-date through July, Porsche sold 9,751 sports cars, 17,255 SUVs and 3,516 sedans, for a total of 30,522 vehicles in the US.

### Used Car Prices

Steve McQueen's '76 911 Turbo just sold at Monterey for \$1,950,000.

The 959 Komfort from the Pinnacle Portfolio just sold at Monterey for \$1,210,000.

### Who got the better buy?

An '82 956 Le Mans winner sold for \$10,120,000.

A '73 Carrera RS 2.7 sold for \$324,500.

What to say when the dealer asks if you want the undercoating and the vinyl protector.

New car floor mats are now standard!

You can get a heated steering wheel, but it's extra.

What to say when your ex-boss says he doesn't make what he's worth.

Even with Ferdinand Piech gone, the Piech-Porsche clan retains 51% voting rights to the VW Group.

### What people are talking about.

Donald Trump. Does he drive? Not his long, black limousine, he doesn't. Does he have a pilot's license? Helicopter license? Unlikely.

Does any presidential candidate drive a Porsche? Also unlikely.

Although Vice President Biden does have a Mustang, doesn't he? Which the Secret Service won't let him drive?

### What to say when your friend asks you how fast you've gone in your Porsche.

- I obey all speed limits.
- I don't know. But I do have a radar detector. Don't leave home without it.
- One time, I was going too fast to take my eyes off the road and look down.
- I don't know, but the light poles looked like a picket fence.
- On afterburner?
- Do you remember how fast the Concorde flew?
- Escape velocity.
- The fastest was actually on atmospheric reentry.
- Do you work out?
- Yes, I hold the steering wheel at 9 and 3.
- Yes, I do my own shifting.
- Yes, I heel and toe.
- Discuss. Talk amongst yourselves:
- Porsche should get back into Formula 1. Who cares about LMP?
- Porsche should get out of LMP and not get into Formula 1. Who cares about Formula 1 or LMP?
- Porsche should get out of GT3. Who cares about GT3?
- Porsche should build a real modern 914. Who cares about cars for 1% 'ers?
- Porsche should build a pick-up. Who cares about SUVs? Trucks have been the best selling vehicles in the US for as long as anyone remembers.
- Porsche should build a pick-up. How hard is it to convert an SUV to a truck?
- Porsche should build an electric sedan. Go drive a Tesla S.
- Porsche should build the Tesla S. Compare it to a Panamera. Side by side.
- Porsche should build a motorcycle. Sister brand Audi owns Ducati. Bimmer owns Beemer. KTM?



Porsche 911 Carrera S



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