



Nord Stern Region PCA

January 2016





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Cover

Another fun photo, this closeup submitted by Michael Grabner

Addition to December Cover photo credits is the info that the car pictured is owned by Nord Stern member Glen Robertson

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# The Prez Sez . . .

by Paul Ingebreitsen

It's early December and delightfully mild outside as I prepare to step into the Nord Stern president role for 2016. If I can paraphrase Sir Isaac Newton, "I stand on the shoulders of giants." On behalf of the club, I would like to extend a massive "Thank You" to our outgoing Prez, Mike Sabers, and to all the people who stepped up as volunteers to serve the club in 2015. Certainly a highlight of the year was the successful "Escape to the Black Hills" and Mike did an awesome job "herding the cats" to make that event successful. Special kudos go to Arlys and Jim Lillegaard, who worked for two years planning this event, and to Kim and Keith Fritze, and many others who worked their tails off at the event.

I am perhaps even more grateful for those who have volunteered for 2016! This club puts on an incredible number of activities and it takes a lot of help to make it all happen. At the risk of sounding like a Public Television appeal, we always are looking for help with our various events, so please let me know if you are interested!

By the time this issue goes to press, hopefully most of you will have signed up for our Holiday Party, scheduled for January 16 at the McNamara

Alumni center at the U of M. It's always fun to see how much different everyone looks all dressed up and without "helmet hair!"

Our 2016 Calendar is shaping up nicely with a Membership Social in the Rochester area on April 17,

New Member/Tech Sessions at Auto Edge (Christie insert date here), an All-Porsche Car Show June 26, social drives, a rally, the Porsche Parade in Jay Peak, Vermont June 19-26, a "Treffen" tour to Lake Tahoe September 7-11, a Red River Region weekend tour September 17-18, and a Fall Color Tour September 30-October 2.

For our "track-centric" crowd, we have First Fling Driver's Training and Driver's Ed at BIR April 29 - May 1, the Fast Fling Driver's Ed and Club Race at BIR July 22-24, and the Last Fling Driver's Training and Driver's Ed September 17-18. We are also working on some June dates for one of the finest tracks in North America, Road America in Elkhart Lake, WI. Although our driving activities must go into hibernation for a few months, I am looking forward to seeing all of you at the various social events during the cold months. Like any enthusiast group, we love our cars, but - the cars are mostly an excuse for a number of really great people to get together, hang out, talk cars, set the world right, and generally have fun. As many in the club will tell you, "it's not just the cars, it's the people."

- Paul Ingebrigtsen  
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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
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1. First, **JOIN** the Porsche Club of America (PCA). Please visit [www.pca.org](http://www.pca.org) for membership instructions.

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!*

Ed Vazquez  
18918 Dorenkemper Place  
Eden Prairie, MN 55347  
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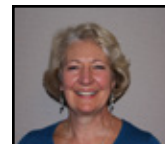
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for your expiration date**

**Contact Ed with any membership inquiries or updates**

## 2016 Nord Stern Officers and Committee Chairs

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<b>Fall Color Tour</b>	<b>FallColor@nordstern.org</b>		
John Dixon	eyerack@tcq.net		



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!

Check here next month!



### **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.

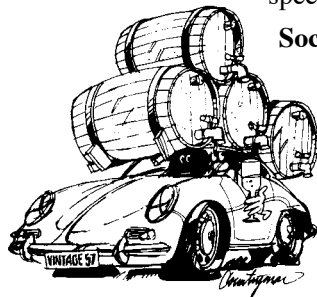
**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver 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!



**H**ard to believe it'll be 2016 when this arrives. Another year has zipped right on by. True personally, and true within the club's programming and events. And this issue is packed with a lot of information about what's happening in Nord Stern in 2016. Please take a look at the calendar and note all those important dates of upcoming gatherings. More will be added as details are determined. And of course there will be outings that happen more 'spur of the moment' and never get into this calendar. Which is why I sure hope members pay attention to either, or both, PCA e-blasts and clubtalk ramblings as they are one of our more effective means of putting out detailed info. And I'll continue to try to put stuff up on the website. Again, as a reminder, it is very searchable. I'll have a page with calendaring info so really, all one has to do is search on '2016' and lists will pop up. Truly no excuse to NOT know something is coming up. And of course, it sure doesn't hurt to take a moment and contact any of our officers or any committee chair and just ask.

Which leads me to my other little soap box of late. There are business meetings monthly during the Fall/Winter/Spring. They are the 2nd Tuesday of the month

starting about 6:30 p.m. to allow for some social time, order dinner, get a drink, meet and greet others attending. The meetings start right on time at 7 p.m. and it's very rare that they aren't finished up around 8:30 p.m. They are very open, members are oh so welcome to attend. It's fun knowing what's coming up, what might be a concern, how is it being handled and in general just meet others. My guess is a lot of members might be worried that they'd be asked to volunteer or do something just because they happen to attend a meeting. NOT SO! Unless you want to get involved, there's no need to feel that pressure one bit. The business meetings ARE designed to also be social in nature. Attendees are often found hanging around afterwards chatting and catching up with others. Do yourself a favor in 2016, attend a meeting, meet someone you didn't know. Put a face with a name. Duh, it's not hard and it's a very friendly, fun time.

And if you truly are interested in helping with something this sure is a great time to get the 'big picture' and see where something might fit into YOUR schedule! See you in 2016.

## From the Editor

by Christie Boeder  
'73 911



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**JANUARY****12 Nord Stern Business Meeting (Tuesday)**

Location: Grizzly's in Plymouth  
220 Carlson Pkwy N.  
6:30 p.m. Social, 7 p.m. Business Meeting  
All Members welcome!

**16 2015 Annual Holiday Party and Meeting**

McNamara Alumni Center - U of MN  
Cost and dinner options: TBA  
clubregistration.com  
6:30 p.m. Cash Bar/Social  
7:30 p.m. Dinner followed by program

**FEBRUARY****9 Nord Stern Business Meeting (Tuesday)**

Location: Grizzly's in Plymouth  
220 Carlson Pkwy N.  
6:30 p.m. Social, 7 p.m. Business Meeting  
Members welcome!

**MARCH****8 Nord Stern Business Meeting (Tuesday)**

Location: Grizzly's in Plymouth  
220 Carlson Pkwy N.  
6:30 p.m. Social, 7 p.m. Business Meeting  
Members welcome!

**APRIL****9 New Members/All Membership Social**

Auto Edge, 700 Mahtomedia Blvd, Mahtomedia  
10 - Noon - Informational Gathering  
Auto Edge Pizza Lunch/Tech Session: Noon - 2 p.m.

**12 Nord Stern Business Meeting (Tuesday)**

Location: Grizzly's in Plymouth  
220 Carlson Pkwy N.  
6:30 p.m. Social, 7 p.m. Business Meeting  
Members welcome!

**17 Sunday Membership Social - Rochester Area!**

1 p.m.  
Gina and Brian O'Neill's Home  
4400 Rossi Ct. NW, Rochester

**29 Nord Stern First Fling Driver Training**

Brainerd International Raceway  
Eventmaster: Ron Johnson  
Registration: clubregistration.net

**30-****May 1 Nord Stern First Fling Driver Education!**

Brainerd International Raceway  
Eventmaster: Steve Meydell  
Registration: clubregistration.net

**JUNE****19-26 Porsche Parade 2016**

Jay Peak, Vermont

**2016****26****The Annual All Porsche Show and Swap Meet**

10 a.m. to 1 p.m.  
Roseville's Rosefest - Central Park  
Featuring Porsche "Supercar Corral"  
Eventmasters: Phil Saari and Mark Koegler

**JULY****22-24****Nord Stern Club Race and Driver Education**

Brainerd International Raceway  
Eventmaster: Doug Anderson  
Registration: clubregistration.net

**JULY****31****Second Annual Auto Lieben**

Afton Alps

**SEPTEMBER****7-11****Inaugural Treffen (replaces 'Escapes')**

Lake Tahoe, in partnership with Sierra Nevada Region  
Resort at Squaw Creek in Olympic Valley, California

**16****Nord Stern Last Fling Driver Training**

Brainerd International Raceway  
Eventmaster: Ron Johnson  
Registration: clubregistration.net

**17-18****Nord Stern's Last Fling Driver Education**

Brainerd International Raceway  
Eventmaster: Steve Meydell  
Registration: clubregistration.net

**19****Annual Oktoberfest - Mark Your Calendars!**

Location: AutoMotorPlex, with Mercedes Benz Club  
Eventmaster: Paul Bergquist

**30-****Oct 2****Nord Stern Annual Fall Color Tour**

Headquarters: Blue Fin Bay  
Eventmaster: John Dixon, eyerack@tcq.net  
or 952 939 9071

**OCTOBER****NOVEMBER****8****OLD LOG THEATER EVENT**

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# Parades and Politics

## No, It's Not an Election Year

*by Jerry Greene*

**D**ear Nord Sterners, thought I would recant for everyone my foray into the Trans Am Race series this past year (2015) or possibly it's just therapeutic for me to make sense of what really went on as I refocus on the upcoming 2016 driving season. Yes, 2015 was a very interesting year. But before I delve into that, I have to tell you what led me to leave the fold of PCA Club Racing and go on what I know call a fool's folly.

In 2013, a friend of mine in SCCA told me my car was quicker than most of the Trans Am cars at BIR from my times when I was tire testing on the BIR short course with the SCCA region's club race. We were running a Hoosier slick that Hoosier was developing for the Cup cars in PCA races, and I wanted to get as much information as possible on them.

So any time I got to test them, I did.

Well, with this information about the quickness of the Cup car lead me to convince fellow Nord Stern member and friend Clint Sawinski to break with a few races from PCA and see what we both could do in our 996 Cups. Clint had experience from way back when in Trans AM cars so his response was an enthusiastic, Yes! We quickly found out that, yes, our cars (996 Cups) were a fantastic top runner in our class of TA3I.

So we ran three races in 2014 to see if we liked what they had to offer. And we did. Clint won the Road America race and I won the BIR race. We ran three venues with them and for not self-inflicted damage or other driver's, we would have done much better with our other 2 race results.

Fast forward to 2015; we both commit to the series. Our first race is Sebring in the spring, followed by

Homestead, then Road Atlanta.

As with most race series, there are many rules to follow and just as many documents to fill out. Our gas and tires were controlled by the Series and all were delivered to each track where we were racing. We just told them

how much and how many.

Opening round in Sebring found me with a very high temperature from a bad case of the FLU. It was horrible. I could only drive the car, get out and sleep between testing and qualifying. To say I could feel the car meant I was only fooling myself. The format, which I do like, is that all the races are 100 miles or 75 minutes in length. Did I say I liked that format? But I digress. Tires, tires tires. The "new" tire they had our class running on was the New Hoosier R7. Clint kept telling me they were horrible, but in my condition I could not even change a tire let alone judge their performance. In between track times and sleeping, I kept pumping the Hoosier Tech for information. All he kept saying was the other marque drivers were loving the tires, and setting new lap records in them . . . Which was comprised mostly of Vipers, Corvette's & BMW's with Clint and myself in the only 996 Cup cars with one other 997 Cup. Go with 40 PSI hot is what he told me.

As the race unfolded, I was lucky enough to finish 3rd in class, mainly through attrition. I still could not feel the car through the fog of the flu, but kept out of the way of a large field of 700-900 HP cars.

Yes, I was driving my review mirror . . . Shudder. My times were way off, even from PCA events, but I gave it up to the fact I was so sick. Clint said I was wrong.

Race 2; Homestead, Semi-oval with infield. Never raced there, but learning a new track is not that hard for me. Have the R7's on, and with some data from Sebring, off we go. Clint and I quickly found out we were roughly 10 seconds off the pace. UGH!

Back to the Hoosier guy, these tires suck I tell him, I can't turn, can't brake, what gives?? I'm lowering the hot psi. Testing got us to around 31 hot for best result. Not pleased with what is happening to being behind by 8 seconds now. We talk with the Transam officials. Well, among the things we learned was all the competitors had their restrictor plates removed for the season. What?? Yep, Vipers put out around 650 ponies and the 'Vets and BMW's were running 550+HP. Great.

Still shaking my head, when did that happen?? Last year they all ran restrictors . . . Officials just look at us and say, did you read the rules? Oh boy, Really? Okay, now I'm not going to ramble here, but bear with me as I take you back a year to 2014 at the BIR race I won.

Clint told me, don't run too fast. Well, I had Mike





Courtney with me running the headset and wrenching on the car to help fine-tune the set up for the Hoosier slicks. I could NOT let him down. Of the three classes of cars that started, I started at the back, of all things for leaving the pits before they let us go after qualifying. "It's in the rulebook", I'm told.

Well, as the race unfolded, remember, the 996 Cup comes in a good day around 400 HP so lowest HP in the field. Of the 29 cars to start, I was running as high as 7th OA before I spun on dirt in Turn two that had me spinning all the way to the end of the wall outside Turn 3. Gathered it up and finished a respectable 12 OA and 1st in class. Well, that I would soon learn did NOT sit well within the shadowy world of Trans Am. Nope, to out-qualify Tommy Kendall in the TA2 class in the new Mopar and turn lap times of nearly the same, as he would and did, could not stand. Clint, you were right. Sorry.

Now back to south of Miami to Sunny Homestead with the palm trees swaying in the wind. Finished the race 3rd in class, again. But, only because of attrition! It was a Parade. Not happy. Did I say it was a Parade? Talk with officials about some kind of parity, they say, hang in there. Being the new kids on the block we do not make a fuss.

Next, it's Road Atlanta in the spring; Fly down in Clint's plane with him at the controls and me sitting on his right. As luck would have it though, 3rd in class . . . Again! Dang, still a Parade, though. I'm now telling every one I'm putting flags all over my car for the next Parade. Officials tell me to hang in there, soon we will bring parity. Soon. Well, both Clint and I take the next race two races off scheduled on the east coast; New Jersey and Lime Rock, due to prior family commitments.

So we had a bit of off time between races and with both cars back in Minneapolis, Courtney determined that the new R7's stiffer sidewalls were adding a huge amount of added spring rate to all the corners. Making the car unable to turn and brake, effectively neutering the Porsche. So, we changed springs. The car is now within two seconds of the rest of the TA3I field at BIR. He, He. Officials are now

creeping around trying to figure out what we are up too. Still take a 3rd in class, but we are getting closer! In talking with them after the race, to show we are trying to make it work, I tell them we changed the springs. They then claim my car was illegal after the work we did. They do let the 3rd place stand, though. Gee, thanks. I'm still NOT happy with the lack of parity our class has even though I'm now 2nd in points. Go figure.

Did I say it was a Parade? Well, I finally convinced them to bring some kind of parity to the class for our next event at Road America. Let any one who wants to, run either the Hoosier slicks or the R7's at Road America. They do. Very excited as I feel I am racing again. I promise them a great race for the TV audience.

They fill both Clint's and my car with data collections systems, we strap our slicks on and qualify. Race Monitor has 5 marques, including me, at a 2:18+++.



Staying in the pits till I'm released, I make my way back to our paddock area, then on too the Trans Am official area. Beaming with the knowledge that now we have a race, I find several officials, arms folded, with grumpy looks on their faces as I tell them the good news. All I got from them was 'you can't bring a knife to a gun fight.' This was the last time we would be able to run slicks. Well, that was my last race as well as Clint's for the season. Clint made 5 out of 12 races, finishing 9th OA out of 22, while I made 6 out of 12 races, finishing 4th OA of 22.

Needless to say, I look forward to actually racing in the 2016 season with PCA!

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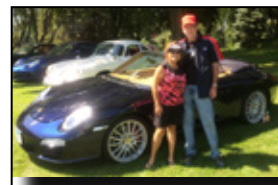
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Gina and Brian O'Neill, Nord Stern members



*Courtesy Clubtalk*

### 944 Accident Repair

Gang, I'm looking for advice on a good shop for Porsche bumper/body repair. I was rear ended in my 1988 944 this morning (Gotta love rainy day traffic on HWY 100)... (So much for driving my P car later into November than ever before...)

The damage doesn't seem too significant, but the rear bumper is definitely scratched and banged up and is pushed in about 1/2 inch on the drivers side.

I'm familiar with Auto Edge, but didn't know if they did body repair type work (planning to call them tomorrow), otherwise I'm looking for a good shop either in St. Cloud, or on the North West side of the metro. Any suggestions?

– Thanks, Arin

One other advertiser that wasn't mentioned and I have used is Collision Center in St Louis Park off 394 between Louisiana and Park Place (North side by Taco Bell) I have used them to great satisfaction. Ask for Terry Geffe

– Ed Vazquez, Nord Stern Membership

I feel your pain as I was rear ended 2 weeks ago. Just cosmetic damage but Collision Center is doing the work to fix it at the end of this month. I've used them before and I'm a believer in Jurgen, the DentMeister, who also works out of this shop. Took all of the dings out of my new to me 911. Terry is the guy and I have not be disappointed by any work they've done.

– Jon Beatty

I would also endorse The Collision Center. I have used them twice in the last 5 years, fortunately not for my P-cars. Terry is great. They far exceeded my expectations.

– Glen Robertson

### PORSCHEs you wish you had never sold or lost

Below are the answers I have received so far for the Tell us about the PORSCHE you wish you had never sold or lost discussion, courtesy Keith Jones.

Bruce Boeder: The 1965 911 I sold to Bob Fleming ... for \$3,500 ...

Doug Farrow: I still own the car I'll never sell. 993TT

Dave Roberts: Tough one. My first Porsche was a plain Jane '89 944. There is no reason to want it back other than it was my first. Now I am sure I would be disappointed if my first girlfriend was back and my guess is I would feel the same about my first P car. Honestly, I like my '08 GT3RS better than any other Porsche I have owned so I guess the full answer is none!

Todd Smith: I cannot answer as the one I have is my first and the one I dreamed about since November 1969.

Michael John: '86 Targa ... it wasn't perfect, but it was better than I deserved.

Keith Jones: My answer ... It could be that it was my first Porsche, but I find myself missing that connected to the road feel and the sound of the 3.6 naturally aspirated, air-cooled engine of my 1991 Carrera 2 that Ed Vazquez and now Steve Flaten have owned after me.

Ron Johnson told me it was a Blue 928 GTS for him. Imagine in the early 90s having a front mounted 5.4 liter V8 with 369 lbs. of torque power plant ... what a car that would be! I don't recall ever seeing one live.

And also, here is one more answer to the What is the most fun NON-PORSCHE you have ever owned?

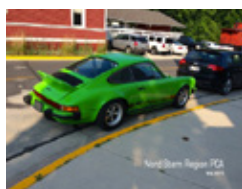
Lance Link: I would have to go with my 1970 AMC Rebel, When everybody else was showing up in the high school parking lot in the early-mid 80's with trucks and late 60s early 70s Camaros, Mustangs, Mopars and Firebirds, my car stood out. Also, at that age my wheels and me had many unforgettable adventures. I'm sure glad cars can't talk.



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**For example, 2015 means it expires 12/31/15 )**

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# Nord Stern Business Meeting Minutes December 2015

*by Betsey Porter Secretary*

The December meeting was called to order at 7 p.m.

## **President – Mike Sabers**

Unable to attend, Mark wishes incoming president Paul well leading his first meeting!

## **Vice President – Paul Ingebrigtsen**

The board finalized the expense reimbursement for Jim and Arlyss for Escape and sent them a check.

## **Treasurer – Jeff Bluhm**

Via e-mail to Paul, the club will end up financially well this year, mainly due to the success of the Escape.

## **Advertising – Lara Dant and Ryan McGee**

Lara reported she has insertion orders out to almost everyone via e-mail and will follow up with phone calls.

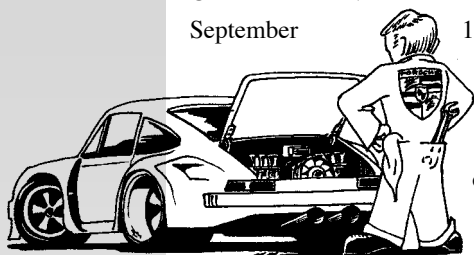
## **All Porsche Show – Phil Saari and Mark Koegler**

Via e-mail, Phil reports the All Porsche Show and Swap Meet will be held June 26th. A new feature for 2016 is a Porsche “Supercar Corral”.

## **Autocross – Andy Golfis**

Andy read in the minutes about our discussions on reviving autocross and so he checked on the costs at the Dakota County facility with some previous participants. Wally from Corvettes of Minnesota indicated the rental for Dakota Co is \$1,500 for the track and approx. \$400 for other expenses for a one-day event (usually Sundays). Weekends fill up quickly, and already have for 2016, so we will need to determine in September if we want to try and get a weekend in 2017 and submit a request.

Corvettes of MN has reserved June 12 and September 11 for 2016. They are



concerned about member loss in their club and would be eager to partner with us at their events. Per Bob Kosky, the MAC also has nine autocross

events planned for Dakota County this year. Per Paul, the SCCA also holds one-day events at BIR. Ron suggests asking Luis Jr to advertise these events at Cars & Coffee. Ron also suggested getting Morrie’s Heritage involved. He can coordinate. We could promote the hell out of it and probably attract club members who are interested in driving on a track, but not able to commit to a three-day event yet. Roger Johnson suggests an Autocross Tech

Session in May and have Harvey Robideau speak. Ron offered to host it at Morrie’s in Golden Valley

Jim thinks if we can offer a one-day lapping event, we would get a lot of participation as well.

## **Board of Directors**

Board of Directors meeting is scheduled for Jan 17th

Still looking for a VP candidate

## **Charity – open position**

Chris Tobkin has agreed to take the Charity Chair position. YAY!

## **Club Race – Doug Anderson**

Via e-mail, Doug indicated he has no update to report.

## **Driver Education – Steve Meydell**

No report

## **DE Registrar – Dave Andersonl**

Will add the training programs online by end of the year.

## **Porsches & Pancakes**

Scheduled at Tin Bins on Saturday, Dec 12 at 8:30 a.m. Also working on getting the new Club Talk online by end of year. Will add Holiday Party to Club Registration when details are finalized

## **Driver’s Training – Ron Johnson**

Working on building the instructor pool

## **Fall Color Tour – John & Suzanne Dixon**

John reports via e-mail that the dates are set for 2016! September 30 - October 2 and are listed in the club calendar. A three-day stay IS required at Blue Fin Bay Resort, but there are plenty of other resorts and hotels that do not have that requirement.

## **Historic Archivist – Kim Fritze**

No report

## **Insurance – Michele Deml Johnson**

No update

## **Membership – Ed Vazquez**

Via e-mail, please add new member meetings to online calendar. Ed would add a Fargo and/or Duluth New Member/All Member meetings if he can find someone to host him.

## **Met Council – Bob Kosky**

Met Council awards banquet is scheduled for Saturday, January 2, at Old Chicago in Eagan

## **Newsletter – Christie Boeder**

Via e-mail, Christie reported that the December newsletter is in the mail and on the website. She put a full-page “ad” in the newsletter for the Holiday Party

*Continued on page 26*

*NORD STERN JANUARY 2016*

Nord Stern would like to thank our faithful Advertisers for their outstanding support of the club and it's newsletter in 2015!

We would not be able to produce a monthly newsletter otherwise. A great source for members seeking services and products! We hope to see you all again in 2016 and from the newsletter desk, we wish each and every one the best of holiday seasons and good wishes for the coming new year!

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*Structured Network Solutions, Lon Tusler*

*Tom McGlynn - Lakes Sotheby's*

*Trackside Tire, Paul Beyl*



# PCA Adopts the 944 Cup Race Series, A New Era for the Production 944

by Patti Mascone

With PCA Club Racing absorbing the 944 Cup, a new light has shined on the front-engine Porsche which “lived” – its first life – from 1976 to 1995. The first 924 hit U.S. shores in 1976, as Porsche went after younger buyers, who often seemed to be the college-aged children of 911 owners! As the manufacturer tinkered, iterations included each of the following: 924 (and Turbo), 944 (and S, Turbo, Turbo S), 944 S2, and 968.

A few were specifically built for racing – 31 factory-built 1986 944s were constructed for the Rothmans Challenge Series in Canada, driven by the likes of Goodyear, Tracy and Fellows.

Although you may see one of those remarkable models in 944 Cup today, you don’t need one to go racing. 944 Cup founder Dave Derecola’s goal remains, 14 years after he founded the series: Take the various 944 models, put them in Cup and Super Cup classes, and level the playing field in each class with weight. Dave, a PCA member from South Carolina, will retain his position as series director, joining PCA’s racing committee.

A model that may have been relegated to extinction has gotten a second life, certainly one more suited to Porsche’s racing bloodline. In developing rules and running the series since 2002, Derecola’s emphasis has been on keeping drivers engaged and helping new drivers enter the fold. The series has flourished, even as the U.S. economy has waxed and waned.

The PCA-944 Cup relationship began in 2006, when PCA created SP1 (spec), SP2 (Cup), and SP3 (Super

Cup). The two organizations ran joint events, with 944 Cup getting split starts if grids reached 15, a level the group regularly exceeded. By 2013, a record 60 entrants took to Watkins Glen, with 17 racers crossing the border from Canada; in 2014, the Midwest chapter joined 944 Cup, jump-starting series expansion at the Circuit of the Americas.

Sponsors have been generous: The most popular “awards” for 2015 were the bright-red bicycles, given to national champs Robbie Wilson (Cup) and Karl Poeltl (Super Cup) by the Pikesville Bike Shop. Each winner was also given a year of entries into the Pirelli World Challenge.

Grassroots Motorsports (<http://grassrootsmotorsports.com/articles/porsche-944-profile/>) remarked in 2000 that a water-cooled Porsche could be purchased for the price of a “used Honda,” and the car continues to appear on the budget-racer list. Over 130,000 of these Porsches were originally sold in the United States (<http://www.connact.com/~kgross/FAQ/944faz03.html>). Of those, just over 56,000 were 944s, sold from 1983 to 1989; the largest production year was 1984, followed by 1986. Unlike other cars of that period, owners kept their 944s drivable, so not only is the model available, a network of parts suppliers (used/refurbished, after-market, OEM) exists to support the amateur 944 racer.

Recently, Super Cup has grown, with grids at the 2015 championship equaling those in Cup. To keep

*Continued on page 29*



photo right: Mid-America  
Motorsports Start





Above, Sebring



Above, MMC podium fun and below, Mosport action



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# Nord Sterners 'In The News'

## Porsche- Loving Pair Prefer People

...

by Sara Marie Moore/Staff Writer

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shoreview/news/December 1, 2015](http://www.presspubs.com/shoreview/news/December 1, 2015)

photos by Sara Marie Moore

Phil Saari and son Eric Saari of Shoreview have a mutual love for Porsches – and people.

The duo became interested in Porsches 30 years ago, when Eric was just a child. But it evolved into a full-blown hobby as years went by.

For over a decade now, Phil and Eric have been finding, buying and reselling Porsches. Their niche is Porsches from 1973 or older.

“The hunt is a part of the intrigue,” said Phil.

Meeting sellers of the cars has also been part of the fun.

“One of the things we enjoy about the chase of these cars is the awesome people we get to meet,” said Eric. “We end up creating new friendships all over the place.”

Sellers often are sad to see their car go, but entrust it to the Saaris.

“These cars are sometimes holed up in a garage or barn for decades,” said Eric. The Saaris buy cars and do history research which will help them to resell. They also clean neglected cars and sometimes buy parts to resell with it.

A recent acquisition was a rusted 1960 Porsche 356 found in the woods in rural Minnesota. The Saaris found missing parts through other sellers and plan to resell the car, potentially to an overseas buyer. The car was originally black and had a red interior, which was an unusual combination. The Porsche 356 was produced from 1948 to 1965. If fully restored by the buyer, the car could resell in the six-figure range.

Not all the cars the Saaris buy will be resold to buyers who will fully restore them. Some are sold for parts.

“Some cars are destined to become parts cars,” said Phil. “Some with a little TLC can return to the road.”

Meeting buyers is another part of the fun.

Buyers



have not been hard to find, and fly from across the country to look at the cars. The pair have also had a number of buyers from overseas. Currently, there are more Porsches in the United States than in Germany, where they were originally produced.

The Saaris have grown their reputation to such an extent that they are now well known in the national network of Porsche lovers.

“The connection in the community keeps growing,” said Phil.

The Saaris make their hobby as much about the cars as about the people they interact with in the process. They have had the opportunity to meet people from a variety of places and even sold a car to a friend of Jerry Seinfeld. The agent could not reveal the buyer's name.

But the Saaris get to meet most of their sellers and buyers in person. It's become a social hobby.

“It's really about people and not really about the cars,” said Eric. “The chase is the fun part but the reward is meeting people.”

“It evolved to be a hobby not only for us, but for others,” said Phil. “They develop a trust that we are not here to misrepresent.”

The Saaris are now moving past 1973 in their hunt for cars. They currently house a 1974 Porsche



Continued on page 26

NORD STERN JANUARY 2016



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# ***Nord Stern Annual Holiday Party***

**Saturday, January 16, 2016**

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**McNamara Center  
U of Minnesota  
200 Oak Street S.E.  
Minneapolis**



**Time: 6 p.m. - Social Hour and Cash Bar**

**Dinner: 7:30 p.m.**

**Program: 9 p.m.**

**Cost/Dinner Options: \$55 per person, Register online:**

**[clubregistraion.net](http://clubregistraion.net)**



Join your fellow Nord Stern members for an evening of conversation about Club accomplishments for 2015, dinner at the McNamara Hall on the University of Minnesota campus, and the presentation of 2015 Nord Stern Club awards. ***Unlike the crowning of Miss Universe we should have a painless transition of Club officers, but mark your calendars just in case!*** Saturday, January 16th is the date. Social hour and cash bar starts at 6 p.m. Dinner follows at 7:30 with the program starting at 9 p.m.

The **McNamara Alumni Center** is located on the East Bank of the University of Minnesota Minneapolis campus across from Williams Arena and TCF Bank Stadium. Nord Stern has reserved some parking in the adjacent ramp that is connected by tunnel to the Alumni Center. Cost for parking in the ramp is \$10 cash (per car) and is NOT included in your registration. Directions and alternative parking or transportation can be found at <http://mac-events.org/directions/>.

Dinner options -- chicken, beef, or fish -- are listed as event options so don't forget to make your selection(s). Vegetarian option available upon request. Questions, contact Dave Anderson directly.

**Salad:** Baby Spinach Salad with Strawberries, Mandarin Oranges, Spiced Pecans and Raspberry Vinaigrette, with Fresh Baked Breads and Sweet Butter

#### Dinner Choices

- Pan-Seared Breast of Chicken with Gremolata Sauce, Roasted Baby Red Potatoes and Roasted Asparagus
- Short Rib of Beef with Sweet Balsamic Glaze, Parmesan Risotto and Brussel Sprouts
- Sauteed Salmon with Peas, Fingerling Potatoes, Charred-Tomato Relish and Sugar Snap Peas
- Vegetarian Selection Available Upon Request

Dinner will include Chef's Selection of Family Style Miniature Desserts, Certified Organic and Free Trade Dark Roast Coffee, Decaffeinated Coffee and Tea served with cream, sugar, sweetener and lemon

AND! 1 glass, per person, Wine (Napa Valley Oak Vineyard Chardonnay or Oak Vineyard Cabernet Sauvignon

Cost, Per Person, \$55 Registration ONLINE at: [clubregistration.net](http://clubregistration.net) or send your check to Treasurer Jeff Bluhm (pg 4 for address)



## 2016 Nord Stern Officers Election Time

President: **Paul Ingebrigtsen** ..... ☐  
write-in ..... ☐  
Vice President: **Ryan McGee** ..... ☐  
write-in ..... ☐  
Secretary: **Betsy Porter** ..... ☐  
write-in ..... ☐  
Treasurer: **Jeff Bluhm** ..... ☐  
write-in ..... ☐  
Board of Directors: **Mike Sabers** ..... ☐

Mark your ballot and return your choices to: Mike Saber: 1100 Wilderness Trail, Rapid City, SD 57702 or email: [msabers@clslawyers.net](mailto:msabers@clslawyers.net) (both member and associate may send in separate votes). Officers will be presented at the upcoming Holiday Party in January 2016



# Where We Were – Where We Are – Celebrating 55



## of Nord Stern

The frenetic pace of summer and fall events has finally been put to bed. The most ambitious Nord Stern members settle down to winter projects like rebuilding engines and restoring old cars. Back then, “normal” people with a hint of an engineering background could do an engine job in their home garages. The modern cars’ engines are the stuff of dreams for shade tree mechanics, however. We can’t even see the power plant when we open the rear lid on a 911 or mid-engine Porsche now.

– Ron Faust

### January 1990

- Editor **Dodie Mueller** announces a campaign to “awaken local media” to motorsports events, complaining that the local media doesn’t even recognize the 24 Hours of Le Mans as a sporting event. Plans are made to contact local sportswriters and even get them a ride at BIR.
- The activities calendar includes two functions for the women. Also there is a “ribs and bowling” event and a tech session at Fallon McElligott ad agency to see what goes on behind those Porsche ads we loved so much.
- **Rick Moe** pens an article on lambda sensors, otherwise known as “oxygen sensors”. They monitor

exhaust gases and make sure the fuel injectors maintain a proper stoichiometric air:fuel mixture. There is one formula; it has a pi in it, but Rick explains the whole system so anybody can understand. He’s our hero.

- **Kim Crumb** offers a write-up on the past year of his automotive hobby; it takes three pages to chronicle his many events in 1989. **Bob Johnson** had a 911 GTU in pieces and Kim encouraged him to rebuild it as a race car, which they both raced on alternate weekends. At BIR, Kim put the car off in Turn 7 but by the end of the weekend he was able to get his racing license and win an eight lap sprint race in the rain.



- A 911 Carrera Cup Series was announced for 1990; all cars would be set up identically by the Factory. At the end of each race the three winners would be sealed immediately and shipped to Weissach for “technical verification”.

- The Mart includes a ’69 912 for \$6,000 and a ’78 911 SC for \$19,000. **Gordon Doering** is selling a ’75 Datsun 280Z for \$3,000 OBO. **Dan Engel’s** ’87 white/burgundy Carrera Coupe with white alloys won the ’88 Parade. It can be had for \$43,000.

Left: Daryl Fortier’s 356 SC Coupe



ing! N.S. Writer of the Year winner, Kim Crumb



Gordy tripping the light fantastic with Peggy



Denny....you're embarrassing me with that thing!



Photos: J

Left: "Doesn't Billy G. look excited?"



Santa God with Ron Draper



Worker(s) of the Year - Teresa & Peter Vickery



Above:  
Obviously the inspiration for 'Mighty Mike'

Photos from the 'Black' Tie' Holiday Party. The Club certainly knows how to dress up!



Right, Phyllis Godfredson, Teresa Vickery, Sonia Fortier, unknown  
Photo Left: Deb and Terry Johnson



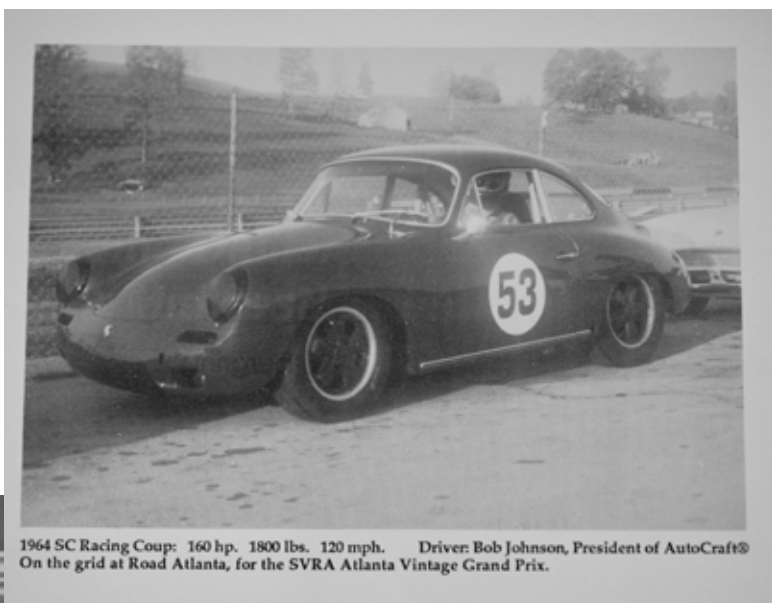
# The Scans Continue . . .



Above: Bob and July Fleming



Right Above: Registration Table at the Holiday Party



Above:  
The Kim  
Crumb/ Bob  
Johnson  
911 GTU in  
action.

Above:  
From Bob Johnson's AutoCraft Altura ad.

Below:  
The 911 Carrera 2 Cup car from Weissach

**BRIEFE aus der FERNE**

## New 911 Carrera 2 Cup Series For 1990

PCNA Motorsports News

Porsche AG of Stuttgart has announced the creation of a new racing series in Germany based on the 1990 911 Carrera 2. Designated the 911 Carrera 2 Cup, the new series replaces the German Porsche 944 Turbo Cup Championship, which has run with great success over the last four seasons.





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## Minutes . . .

*continued from page 15*

and suggests we plan a few targeted e-blasts once details are set. Lara and Christie are on contact with all advertisers on renewals for 2016. They decided not to send out holiday cards to advertisers this year. Will revisit for next year. She did put a “thank you” in the newsletter for all advertisers. Christie did not insert envelopes for renewals in the Dec newsletter. She hopes that most will renew via PayPal. Ed can advise if he wants an envelope in the Jan issue. Note: There will be an envelope inserted in the January issue with Jeff Bluhm’s address as destination. Via Betsey, Paul gave an interview to a Washington County newspaper about our club and the story is very nice. Phil Saari and his son are also featured. Link was added to FB and Dave will add it to the website.

### **Octoberfest – Paul Bergquist, Mercedes Benz Club**

No report

### **Rally and Drives – Lon Tusler**

No report. Lon was asked to update the travelling trophy with names of winners

### **Safety – Paul Ingebrigtsen**

No update

### **Social Committee**

See old business

### **Shop and Tech relations – Keith Fritze**

Keith and Kim were to explore having a winterizing tech session. Dave will follow up with them.

### **Touring – Randy Walker**

Via e-mail, Kim reported that she received a call from a Red River Region member from Bemidji, Rich Siegert, who leads a weekend tour for the RRR in September. The 2015 tour was written up in November’s Pano on page 110. The 2016 dates are the weekend of Sept 17. Nord Stern members are invited to participate. We will find out more info and post it online and FB.

### **Track Relations – Jim Bahner**

Would like to line up monthly tech sessions in the “off season” to keep members engaged. Talked to the Milwaukee Region

and they are excited to partner with us at the RA event in June! Milwaukee will also still try to have their August one-day event at RA, which NS is of course invited to attend. We will advertise these events heavily. They fill a gap in our schedule. Roger J. will reach out to some big car outfits to see if they would like to attend too. Also talked briefly with Milwaukee about reviving a Black Hawk event.

### **Webmaster – Mark Kedrowski**

No report. Mark is out of the hospital and doing well

### **PCA Zone 10 Rep – Kim Fritze**

No report.

### **Old business**

Holiday Party is set for January 16th at the McNamara Alumni Center on the U of M campus. We will have cocktails, live piano and a seated dinner. Roger will research a speaker or two. Suggestions made to show the 50th Anniversary slide show as well as the video that is being done about the Escape. Michele will finalize food choices, get the contracts signed and send all info to Dave so he can open up Club Registration. Paul will send out an e-blast. Betsey will give decorations to someone at the next board meeting to put on tables.

### **New Business**

Roger J. went to the Porsche Experience Center in Atlanta and reports that it is an amazing facility. They sell simulation time as well as track time. They also have a heritage center/museum. It is VERY customer-friendly. Suggests we put together a fly-in package offer for an event for February. He will investigate.

Meeting adjourned 8:38 p.m.

## Porsche-loving . . .

*continued from page 18*

914 “Bumble Bee,” of which only 500 were made. Some of the older cars are becoming too expensive for the Saaris to buy and resell, as their value has skyrocketed over the last five years. Phil noted that five years ago they may have crushed the 1960 Porsche 356 they found in the woods. But now it’s a keeper.

In their garage is also a 1974 Volkswagen “Thing,” a replica of a German military vehicle. The Saaris enjoy bringing it up to their cabin in the summer.

Phil is retired from a career in human services, in which he worked with people who had disabilities. He now works at Joe’s Ski Shop. Eric works as a business analyst for Carousel Motor Group.

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■ ■ ■

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originally appeared in Nord Stern,  
1995*

For some reason, Karl's bag had gotten stuck to the conveyor belt, which I hadn't accounted for when I grabbed the handle. The unexpected jolt had me temporarily dazed; I slowly recovered and tried to gauge my surroundings. The conveyor belt was traveling in a dense fog, through which I could barely make out huge piles, of unknown composition, up ahead. As I approached I was able to discern the contents of each pile, and I was taken aback. One pile contained only unmatched socks, another pile was of hammers and screwdrivers, another contained pencils and pens, then a pile of keys, followed by wallets, tire valve stem caps, hockey pucks, every superball ever made, and old game show hosts. The fog began to thin ever so slightly, and I could see other piles, and thousands of other luggage conveyor belts, all moving as if they would converge ahead. I strained my eyes to see through the fog, and slowly it became clear that I was approaching a city of some sort, where all the baggage conveyor belts were indeed converging. I saw, to my horror, that all the thousands of belts were merging into one belt that was of the same width. The point of convergence was a deafening chaos of baggage, colliding and bouncing in all directions. Very few pieces of luggage were actually staying on the new conveyor belt, most were ricocheting off into the surrounding city (which I recognized almost immediately as Cleveland, thanks to the sign reading "Welcome to Cleveland - City of Lost Luggage"). The speed of my conveyor belt was increasing dramatically as it neared the city, and before I knew it I was hurtling towards the baggage vortex. Not having any time to react, I just held on tight to Karl's suitcase and closed my eyes as we plunged into the swirling maelstrom of luggage. I'm not sure what happened next, but when I opened my eyes, I was just coming back through the dimensional barrier into the LAX baggage claim area. John and Karl were standing there, smiling.

"I forgot to tell you," Karl said, in addition to his German accent, he tended to draw trailing vowels out for hours. "I brought all my tools with me." With this he heaved his suitcase

off the conveyor belt, plopping it on the floor beside him. Still in a daze from my visit to the land of the lost, I summoned the will to move and rolled off the belt myself.

"I thought it was stuck," I mumbled.

"Not stuck, just heavy," he replied. "How was it back there?"

"I'm just happy to be alive," I said, pocketing the housekeys I had lost in sixth grade (at least my trip hadn't been a total loss).

With a deep breath, we proceeded out of the building, John and I carrying, and Karl dragging, our respective luggage. We were greeted with a blast of blistering LA smog, and all collapsed onto the pavement, gasping for air.

"Welcome to LA, mang!" someone said, with a chuckle.

We slowly regained our composure and climbed to our feet. The sun blared at through the greyish air, and I squinted up at the sky. Not a cloud to be seen. There was a bright flash as a plane dipped its wing and reflected the sunlight. Had I taken the time to think about it, I would have realized that the plane could not possibly have reflected the sun, the angles were all wrong.

The search was about to begin.

## 944 Club Series . . .

*continued from page 17*

costs down for Super Cup/SP3, explains Derecola, "we kept in place the basic concept that you get to run a stock engine." With ebay and other sources for finding cars and parts, this class has proven to be quite attainable, as well, although drivers must be savvy about the cross-pollination of parts across later Porsches.

No matter the steed chosen, many 944-related suppliers race in, crew for a driver, or support the series, so technical support is readily available. In this series, the competition is tight, but the camaraderie never wanes. And there's always room for one more driver!

Links: <https://www.pca.org/news/2015-11-03/944-cup-series-integrate-and-expand-pca-club-racing-2016>

<http://44cup.com/>

### January Quiz Answers

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



# Hartmut Kristen in February 2015 Pano

by Roger Johnson,  
Courtesy <http://nordstern50th.blogspot.com/>



The interview with **Hartmut Kristen** in the February 2015 issue of Porsche Panorama is also very interesting and has a Nord Stern connection. Kristen attended the 1991 Last Fling as a guest of Nord Sterner **Fred Senn**. You can read more on the right.

I remember the visit clearly as it isn't often someone from Porsche attends a Nord Stern Driver Education event. They were specifically looking for customer input regarding importing a car like the Carrera RS. While it wasn't possible to import the CarreraRS due to all the import requirements of the US, they did come up with a version of the 964 called an RS America. The car featured a whale tail, 17" wheels, M030 suspension, interior bits, and that was about it. Sales languished because it didn't offer much in performance upgrades and the price was quite high. I owned a '93 from 1994 to 2001. I enjoyed the car very much.

I like to think those conversations led to the GT3 in 1999. The change in thinking was that enthusiasts would buy new cars if they offered features they desired. Some of us like a stiff suspension and don't need a valet system.

Another point in this Panorama article of note. If you follow sports cars racing to the depth that I do, there is a great deal of "inside baseball" here. Lot's of stuff he clearly couldn't say when he was working for Porsche. Obviously not a fan of the Balance of Performance process and the vagaries that come with. I wouldn't expect a manufacturer to feel any other way. Read this article carefully!

Received from Fred Senn, Fallon Founding Partner and active Nord Stern member:

## Who would imagine that Porsche's advertising would be created in Minnesota?

The strength of Nord Stern, and the creative reputation of Minnesota's advertising community combined to accomplish that feat twice. In the fall of 1987 Fallon won the Porsche national advertising account. The agency celebrated the win by placing a mint condition 1963 356 in their new offices on the 31st floor at 9th and Marquette in downtown Minneapolis. Nord Stern was involved from the very beginning, helping the local agency come up to speed.

Nord Stern hosted two PCNA marketing executives at a BIR Fast Fling to give them a firsthand taste of club activities. One of those clients, **Hartmut Kristin**, went on to become worldwide head of Porsche Motorsport. The agency did award-winning work for Porsche, and the team was invited by Ferry Porsche himself to a film interview in his Stuttgart home. Those interviews became classic long form commercials and auto show videos for years to come. With a change in top management at PCNA, the account then moved to a San Francisco agency. But not for long. In 1999 Carmichael Lynch parlayed their



Photo above: Courtesy Fred Senn, Fallon Minneapolis. Ferry Porsche was 80 years old in 1989 when this was taken at his home in Austria.

experience with Harley Davidson motorcycles and brought the Porsche account back to Minnesota.

*Continued on page 41*

*NORD STERN JANUARY 2016*



Randy Leffingwell is a very prolific author of books promoting Porsche sports cars. Having developed close ties to factory insiders, current and past, his books have been extremely well illustrated and very informative. They are also large format and very readable. This book upholds that reputation, or enhances it. It reads like it had been written by an insider chronicling developments as they occurred over the years.

Motorbooks has provided many quality touches to this book, including heavyweight glossy paper, folded-edge dust jacket to prevent tearing of the edges, and different color illustrations on the front and back end-papers. The metallic silver of the car image on the dust jacket is spectacular in its own right.

PORSCHE TURBO is not a book about the Porsche 930, but about Porsche turbocharging from the first 'experiments' in 1968, and about all turbo'd Porsches from the first 917 through

the 2017 Carrera and Carrera S. As such, much of the subject matter is devoted to the race cars, where turbos were first used intensively. It seems hard to believe that the effort involved in implementing turbocharging in, first the special production vehicles, and now, the current base model 911s took 40 years. After reading this book you will understand how it happened and why it took so long.

The text contains many first-hand remarks, quoted from Porsche engineers and race drivers, providing intimate, insider detail about design/engineering, development and racing activities. The discussion does get technical at times, mentioning details of model/option numbers and engine specifications, as well as production numbers. The book is copiously illustrated, including pictures, renderings and design drawings. If you have a turbocharged Porsche of any model, this book will probably teach you something new about your car.

PORSCHE TURBO is a big, heavy book that runs to 256 large format pages, despite using relatively small type for the fascinating text, so 'mature' readers should plan on having their glasses handy. But the

very personal insights provided by the text make it well worthwhile to buy a pair of 'readers' if you don't have any already. Though the story of Porsche Turbos is presented in the text, much more space is devoted to pictures than to text and each photo has its own explanatory caption.

There are nineteen chapters and a comprehensive index. The chapters do not tie directly to Porsche model numbers, but rather stages in the evolution

of Porsche's design and application of turbocharging, including for Porsche airplane engines. The very detailed and personal descriptions of how Porsche designed, developed and manufactured turbocharged vehicles provides an engrossing insight into factory operations that should be read by every Porsche owner.

PORSCHE TURBO is not just a very interesting read, but an encyclopedic

reference on Porsche Turbos. Lots of data on model numbers of various car and engine versions is worked into the text. Only in discussing the variable geometry turbines, first used in the 997 Turbo, does the discussion of turbochargers get technically complex. The text explains how variable geometry offers power and torque control throughout the rev range comparable to the way combustion/emission control is achieved by use of direct fuel injection.

PORSCHE TURBO consists of 256, 9-3/4 x 12 inch pages, with 288 color photos. It should now be available for \$60.00 from your favorite bookseller (ask for it), or from [http:// www.motorbooks.com](http://www.motorbooks.com).



## Book Reviews for Porsche- philes . . .

## Porsche Turbo The inside story of Stuttgart's turbocharged road and race cars

*by Randy Leffingwell,  
published October 23, 2015 by  
Motorbooks, Minneapolis, MN*

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



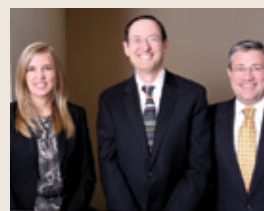
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..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

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# Carmudgeon Chronicles

## About World Peace . . . and Lots of New Members

by Ken Kamstra, Reprinted from  
July 2004, Nord Stern,

*Editor's note: it's been more than  
a decade since Ken's columns ran  
and many Nord Stern members  
aren't familiar with his writings  
so 'time to reprint some!' And this  
particular column is pertinent in  
light of the recent Escape held in  
South Dakota.*

I think I may be onto something. A car-centered idea for peace in the Middle East, maybe even the world. If I have your attention now, bear with me while I start from the beginning.

The germ of the idea was born on Alitalia Flight 103, heading for Rome. Predictably, my reservations were screwed up but Alitalia squeezed me into one of the last two seats available. "Smoking section," right next to the toilets. Smoking is of course mandatory for all Alitalia passengers.

As the blue haze thickened, I wondered who would be my seat mate. Staring into the murky aisle ahead, I thought I could discern a figure making this way toward me.

"Excuse me," the man said in precise Oxford English. He was definitely a Middle Easterner. Young, handsome, dark. Didn't look like a terrorist, but one never knows these days. I stood so he could sit next to me.

He lit a foul-smelling dark cigarette. I brooded; tried to breath. Wondered when the flight attendance would bring my martini. She was probably lost in the clouds of smoke. Neither of us spoke.

Finally, I asked, "You make this trip often?" Not an imaginative query, but an ice breaker.

"No often," he replied, "mostly I go to London or Paris."

That seemed a bit snooty to me, but things got better. He was a Kuwaiti; a government paid landscape designer he said.

"You plant trees, shrubs and stuff in the deserts" Does that really work?"

He chuckled; assumed me that "there are beautiful landscapes in my country." Then he added, "People do pay through the nose for a single tree." He handed me his business card. Seemed legit. I'll call him Ahmad; not his real name.

We were bonding.

Our talk turned to the Iraqi wars. The first one, of course, on his Kuwait turf and the second one still going on in Iraq. The one with all the terrorists blowing up everything including perfectly good cars.

"We would never blow up our cars," I said, trying not to sound too morally superior. "We love them too much. Why, I have been known to throw my body over my car just to protect it from hail."

"Really," he said in that damned perfect English.

Ahmad wasn't impressed but at least I had maneuvered the subject to cars.

"Did you know that we humans are born with a car gene, I went on? When it's triggered, we become emotionally involved with our cars. A little nutty actually. Dr. Erhard Von Geernoggin discovered the gene; called it 'Auto Erotic Dependency.' AED for short. Millions are addicted with it, especially in America."

Never missing a chance to plug my book, I added, "I wrote a book on it."

"Maybe I am addicted, too," Ahmad confided. I keep a Ferrari at my flat in London and my Porches in Kuwait. We have lots of gas for our cars.

"We have car clubs but we worry about our gas supply," I said. Then I expounded on the boundless

merits of our Mercedes Club, Porsche Club, BMW Club, Ferrari Club and more. Told him how we hold races, rallies, driving schools, concour competitions and lots and lots of parties. I tried to further explain my theory of Auto Erotic Dependency addiction.

Continued on page 41

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# Tech Quiz Fun: 2012 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. A joint development of Porsche and Mann+Kummel Group produced \_\_\_\_\_ a multi-chamber module to transfer acoustics pulses from the 991 air intake to the steel bulkhead at the rear of the passenger compartment.

- a. Symphony
- b. Symposer
- c. Acousticer
- d. Boom box

*Excellence April 2012 pg. 57*

2. The 2012 991 Porsche Torque Vectoring system helps to limit oversteer by applying braking force to the inside rear wheel in a curve, adding more torque to the outside rear wheel.

- a. True
- b. False

*Excellence April 2012 pg. 57*

3. A major 911 clutch design change occurred in 1970 with the introduction of the " \_\_\_\_\_ " clutch.

- a. pull
- b. push
- c. puck
- d. exploding

*Up Fixin der Porsche Vol X pg. 39*

4. What is the correct order of production for lightweight 911 wheels?

- a. Mahle cast-magnesium, Fuchs forged-aluminum, ATS cast-aluminum
- b. Fuchs forged-aluminum, Mahle cast-magnesium, ATS cast-aluminum
- c. Fuchs forged-aluminum, ATS cast-

aluminum, Mahle cast-magnesium,  
d. ATS cast-aluminum, Fuchs forged-

aluminum, Mahle cast-magnesium,  
*Up Fixin der Porsche Vol X pg. 89*

5. In early 1972 an evolution of the 914 appeared. With a 2.4L 911S engine, 911S brakes and a fixed Targa top the total production of 30 916's were quickly snapped up by the Porsche family and "friends".

- a. True
- b. False

*Porsches for the Road The Survivors Series  
914-6 Section*

6. In 1976, the 912E was available in both coupe and targa body styles.

- a. True
- b. False

*Up Fixin der Porsche Vol IV pg. 135*

7. Bump steer is the change in the toe setting at the wheels as the car is moved up and down on it's suspension. Bump steer can happen in either the front or rear suspension.

- a. True
- b. False

*Porsche 911 Performance Handbook - Bruce  
Anderson 3rd Edition pg. 227*

8. At the end of 1967, Porsche built 23 911's for racing designated the 911R. These Spartan 911's had which of the following modifications.

- a. a 210 HP Carrera 6 type engine
- b. plexiglass side windows
- c. fiberglass bodywork
- d. All of the above

*Porsche 911 Performance Handbook - Bruce  
Anderson 3rd Edition pg. 11*

9. The 944 Turbo was the first Porsche model to produce the same horsepower and road performance with or without a catalytic converter?

- a. True
- b. False

*Up Fixin der Porsche Vol VII pg. 264*

10. The 250,000th Porsche 911 was built in 1987.

- a. True
- b. False

*Up Fixin der Porsche Vol VIII pg. 241*

11. What year saw the most PCA Regions chartered?

- a. 1959
- b. 1960
- c. 1961
- d. Both b and c

*2012 Region Procedures Manual pg. 11*

12. The 991 has an increase in wheelbase of \_\_\_\_\_ inches over the departing 997.

- a. 4.08
- b. 9.50
- c. 3.93
- d. Zero

*Excellence Nov 2011 pg. 66*

13. Excellence in the Parade Concours Restoration Group is recognized by Levels of Achievement Awards. The Zuffenhausen award recognizes the highest point total?

- a. True
- b. False

*2012 Region Procedures Manual pg. 126*

14. The 1961 RS61 was four inches longer to accept the 6-cylinder 1.5-liter F1 engine?

- a. True
- b. False

*Porsche The Fine Art of the Sports Car -  
Lucinda Lewis pg. 98*

15. Dr. Ferry Porsche attended his first Porsche Parade at \_\_\_\_\_ in \_\_\_\_\_?

- a. Monterey 1962
- b. Aspen 1960
- c. Chicago 1964
- d. None of the above

*Porsche Panorama Dec 1985 pg. 116*



Badler . . .

*continued from page 42*

about one less thing, so you can concentrate on the driving job at hand and, in turn, deliver faster lap times.

We don't care. Some things, like a perfectly executed downshift, are meant to be savored . . . forever. Just ask the Preservation Society.

Hartmut . . .

*continued from page 30*

Roger's comments: I remember visiting with Hartmut Kristin and Fred at BIR. The conversation revolved around bringing the 964 Carrera RS to this country. A couple of years later we had the RS America which wasn't exactly what we were asking for and sales languished. The conversation was right on the money, however, as today we have the GT3 and GT3-RS which sell very well for Porsche and are very popular in PCA.

You can tell when speaking to Fred about his two days at Ferry Porsche's home in Austria with the then-retired octogenarian that the project was one of the highlights of his stellar advertising career.

It was a phone call from Fred to Carmichael-Lynch the fall of 2002 that sparked our current relationship.

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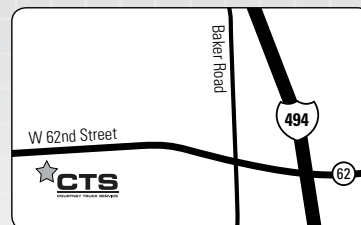
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# A Couple Short Stories

by Pedro Bonilla,  
courtesy pedrosgarage.com

## Story #1: It's in the right place! True story.

Last year, on a hot summer day, in-between track sessions, I opened my front trunk to check if I'd left my spare tire's support bracket inside. I thought I'd heard a rattle up front on my last session and wanted to check it out.

Sharing the same garage with me was a gentleman driving a BMW, 1 Series. He had some family members with him, including his little son, who I guessed must have been 7 or 8 years old and who had been watching me and my car for a while.

When he saw that my trunk was an empty, void space he ran over to his dad to show him. His dad put his hand on the boy's shoulder and guided him over to



my car, where he told him loud enough for me to hear: "Yes Billy, there's no engine here like in our car because this is a "Porsch", and "Porschs" have the engine in the wrong place. They have it in the back". He really emphasized the word "wrong" and made it sound even somewhat despicable. It kind of amused and irritated me and also because of the way he said "Porsch".

I politely smiled and guided them to the rear of my car in order to show them, while I popped the rear deck lid with my keyless remote.

As they both positioned themselves to see the "wrongly-placed" engine I opened the rear deck lid and they both seemed truly bewildered not to see an engine in there either. Instead of an engine all they saw was another empty trunk. They both looked at me with truly puzzled faces.

I then, looking at the father, said. "You see Billy, this is a Por- sha Boxster which actually has the engine in the correct place . . . in the middle".

The dad lowered his eyes and looked apologetic. He had learned his lesson, but more importantly Billy had learned the correct placement of a car's engine and the correct way to pronounce the name our beloved marque. Maybe he'll even own, drive and enjoy one when he grows up ;)

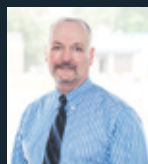
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## Story #2: Break-in-Period

Published in the book "Porsche Family Tree" © 2010.

After having owned several Porsches, I fell in love with the Boxster Concept, which was introduced at the Detroit Auto Show in 1993.

In February, 1997 I ordered one sight unseen. There weren't many on the streets yet.

In almost 12 years of ownership (as I re-write this article, it's 15 plus years!), I have truly enjoyed the Boxstering Experience.

Driving, tracking, modifying and working under my Boxster has been very rewarding.

She's my daily driver, weekly Auto Crosser, monthly DE'er and yearly BRBS'er.

A couple of months ago, on my way to Boxtoberfest in Fredericksburg, Texas, while filling up with gas, a gentleman in the next pump over asked me: "So, how do you



like your new Porsche?"

I thought he was joking, so I just smiled.

He insisted again: "How do you like it?"

I then answered, "I'm not sure yet, because I haven't finished the break-in period".

Then he asked: "How many miles have you put on her?"

And I answered: "Just 190,000".

We both laughed out loud.

Happy Boxstering, Happy Porsche'ing,

## Story #3: It ain't cheatin' if you don't get caught?

True story.

Last November I received a call from a guy who wanted to ask a couple of technical



questions regarding one of my products which adds 23 HP to the 2.5 liter Boxster engine.

I asked: "How can I help you?"

He said: "I'd like to know if I install your TechnoPower Kit in my Boxster, can people tell that it's in just by looking at it?"

I then explained that, no; the modifications in my kit were internal and they consisted of boring out the throttle body which gave the car more ability to breathe, that I also modified the intake tee adding a very efficient air splitter and that finally we updated and remapped the ECU with software so that the car could take advantage of the extra air and thus make more power.

I reiterated that all those changes could not

be seen by the naked eye.

I then asked him on what model year he was installing the kit in?

He said: "In my '99 Spec Boxster".

I immediately told him that if he was racing under Boxster Spec Rules it would be illegal. He said: "I know!, I know!, I know!".

He sounded very upset with my remark, so I quickly changed the subject and asked him when was his next race, to which he responded: "At the end of January".

I thought to myself: The only Boxster Spec Race at the end of January is the 48 Hours of Sebring.

So, I asked: "Where?" and he said: "Sebring".

I then said: "Good, I'll see you there".

He asked: "Are you also racing?"

I answered: "No, I'm working".

Then he said: "Cool, what do you do there?"

I hesitated for a second and then responded: "I'm the chief of Tech!"

Immediately there was silence on the other end, I heard a distinctive "click" and the line went dead.

Dang!, I just lost another sale :(

Happy Porsche'ing,

Below: Escape to Rushmore 2015: I call this the Conga lineup! photo by Lisa Schneegans





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

## Wheel

I am selling a wheel and tire from a 1973 914. The wheel is a Fuchs alloy 5 1/2 x 15 part# 914.361.001.01. I don't believe the wheel has ever been used or mounted on a car, it isn't perfect but nearly so. The tire may also be the original Continental size 165HR 15/165, believe the tire has ever been used. Both are from a car I once owned, I was the second owner. \$200 or best offer. I also have the jack from the same car. Also selling a floor mat set (four mats) for a 1996 993, brand new still in the box. I believe they fit any 993. They are black with a red Porsche lettering, also for a car I once owned. \$120 or best offer. Please contact me at jpalumbno47@gmail.com or 715.495.8142.

## Wanted

Looking for a lower mileage 87-89 G-50 coupe. Prefer good documentation, no accidents or body/paintwork. Stock with performance upgrades are ok. Any color but black. Doesn't have to be perfect as it will be driven! Thanks! Mark 612.251.5710 or mark.read03@gmail.com.

## 2002 911 C2 4.0L

86000 miles. 4.0L engine conversion. Machining performed by LN Engineering. Assembled at Broadway Auto Tech. IMS Solution oil-fed IMS bearing. Any wearing parts are new. All fluids and maintenance items new. Recent full detail at Carsmotology. \$27,000 firm to nord stern members. bjorn@broadwayautotech.com

## 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 Spyders 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.

## Carmudgeon Chronicles . . .

*continued from page 33*

"But most can't afford cars," said Ahmad.

He had a good point. I hate when people do that. Had to think fast; our plane was beginning its descent into Rome Airport.

"We can help them get cars. They don't have to start with fancy Ferraris like yours. My first car cost less than a hundred bucks and I coddled it like a classic. My country could finance a swap of cars for weapons. We have gazillions of used cars and I hear just about everyone in Iraq has a basement full of weapons or knows where they can steal some. We could call the program 'Wheels For Weapons,' I said, inspired by my own spontaneous idea powers. "Maybe you could get things started in Kuwait."

Ahmad was reaching for his luggage.

"Someday, loving your car could replace hating your neighbor. Or, if a grudge absolutely had to be settled, it could be done with a good old drag race."

Ahmad was fast disappearing into the smoky haze, anxious to deplane and maybe get away from the crazy American. Then, he turned to me, smiled and said, "My friend, you may be onto something!"

## Yes: New Helmets Needed in 2016!

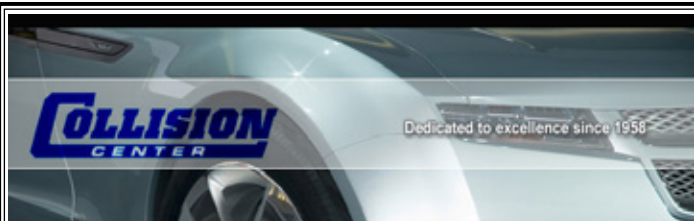
With the NS 2015 Track season finished, it's time to note reminding that Snell 2005 helmets will no longer be accepted in 2016 events.

All helmets must be Snell 2010 or newer. The 2015 helmets are still straggling in to suppliers, but there are HOT deals on 2010 helmets out there.



Great idea for Holiday gifts! Or Valentine's Day. Or St. Patrick's Day. Or April Fool's Day (hmmmm, maybe not the best choice of days). Or May Day. But then again, who needs an excuse? Helmets just are a necessity!

– Thanks! Paul Ingebrigtsen, Safety Chair



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Another fun photo from this year's 2015 Escape to Rushmore event extraordinaire: Loving the personalized license plates! Photo by Lisa Schneegans

# Stick It To Me

by Danielle Badler,  
Rocky Mountain Region

Courtesy PCA National  
Newsletter Editor Wendy  
Shoffitt

The Wall Street Journal did it to me yet again. There it was, this time on the front page. “Drivers Stuck on the Stick Hold Out Against Shift to Automatics.”

They quoted a 33-year old man from, of all places, Michigan. Who’s a designer at Jeep. “I had just had enough of driving this soulless refrigerator,” he said.

What did he do? He helped found The Manual Gearbox Preservation Society, which, according to the article, has 27 likes on Facebook. I went to the site, liked it, and it said I was no. 22.

Whatever. I think I should go ahead and join. And, if you’re reading this, you probably should too.

Here’s my story. At 17 I was given, for free, a ’61 Ford Falcon automatic. Talk about a drooling bow-wow. The thing overheated so often I kept a Clorox bottle of water in the trunk. And it had one straight, flat bench seat in front, clad with 100% plastic that was so strong your bare skin stuck like superglue, no matter how hard you had the thing hunched over in a curve.

Which was a lot. The hunching, I mean, not the speed in the curve.

Then deliverance came when a family friend decided to sell his ’64 Triumph TR-4, for \$800. The Falcon was pawned off to another family member and . . . I used every cent of my savings from waiting on tables to make the Triumph my own.

That night, my father drove the car home. Of course he did. I couldn’t drive a stick. Once safely on the driveway, I humored myself by playing the radio. Presetting stations. Starting it up. Putting in the clutch. Imagining I was downshifting for the Mulsanne Curve.

The next day, we took the TR ou . . . er . . . my father took it out. But he pulled over to let me try.

And I proceed to lurch the thing so hard that the fuel lines jerked off the carburetors.

How did we know? We smelled gasoline. We opened the hood. And we stared at raw fuel, running out and onto the engine block. A small toxic pool was forming beneath the car.

So we simply pushed the fuel lines back on, and we were good to go.

Although I wasn’t. I just couldn’t get the hang of it. For the next week, I made a point to roll, roll, roll up to stoplights, trying to time their change to green, before I actually had to come to a complete halt.

I also rolled through stop signs. Intersections.

Until, one day, I got it. I just got it. And, from then on, I’m very proud to say, I have felt like I could drive anything.

I like that feeling. I earned it. And I don’t want it to go away. To say nothing about the control, the satisfaction of a perfectly executed rev-timed heel-and-toe dow . . . You know the story.

Now this is fascinating. The story in the Journal said “Three-pedal purists have made an impact on the high-end sports-car market. Used Ferraris and Lamborghinis with manuals now sell for \$15,000 to \$20,000 more than those with paddle-shift gear boxes . . .”

My word. Let’s all send this article to Ferrari and Lamborghini and . . . yes . . . Porsche!

Apparently, according to the article, the Silicon Valley elite have caught on, too. Which is probably one reason for the price differential among exotics. Because “wealthy tech entrepreneurs crave such flashy rides . . . (yet salesmen) describe test drives with prospective buyers stuck in the passenger seat because they hadn’t mastered the stick. Yet, they made the sale.”

To which I say, just keep at it. It will come. It will come.

You know, there’s a middle ground. Rev-matching manual gearboxes. I’ve driven two, the one on the Nissan Z-cars and the one on the new Corvettes.

For all I know, the gizmos come from the same supplier. Because they operate the same way. You flick a switch and, presto, no more manual throttle blipping. Just brake, clutch and slip it into the next lower gear, or two. The engine goes whaa or whaa whaa and, what do you know, you’ve executed perfectly timed downshifts that are smoother than anything you could possibly engineer on your own.

Except for the fact that old habits die hard. I couldn’t stop involuntarily blipping the throttle . . . and messing up the algorithm. It felt, God forbid, a bit like the jerking I did with my Triumph, so many years ago.

Which is a bit of the point, isn’t it. At the end of the day, manual shifting is yet another way we drivers of a certain age keep time . . . on our side.

Of course we know that manu-matics are faster shifting, up and down, that they enable you to think

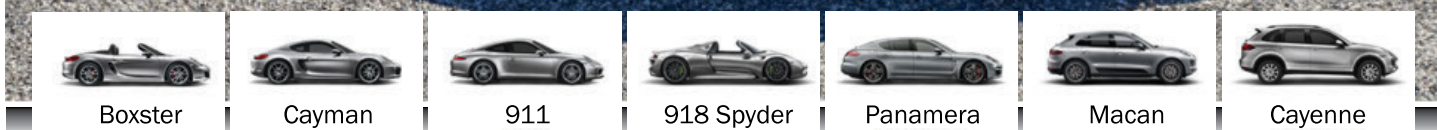
*Continued on page 41*

*NORD STERN JANUARY 2016*





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