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January 2017





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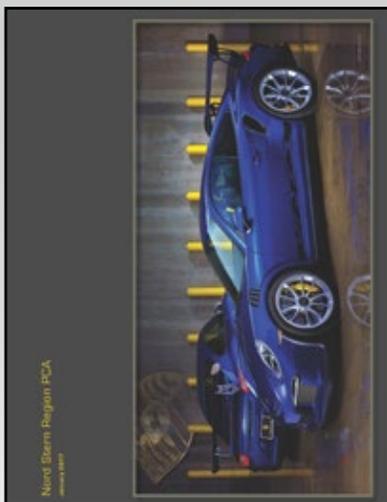
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Cover - Rodger Finke's two GT3 RS's

Photo by ThoenPhoto.com

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**HOW TO JOIN PCA AND
THEN
NORD STERN REGION OF
PCA**

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

2. Next, join Nord Stern

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

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

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

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612.720.0760 (cell)

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Eden Prairie, MN 55346

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for your expiration date**
**Contact Ed with any membership
inquiries or updates**

2017 Nord Stern Officers and Committee Chairs

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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!



Jim Freeman

Chaska, MN
1986 911 Carrera 961/Y5 Meteor
Grey Metallic

Ben Freuhauf

Minnetonka, MN
199 911C4

Dennis Hull

North Oaks, MN
2015 Cayman S Jet Black

Margot Wetzel

Minnetonka, MN
2017 Macan GTS RED

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. Subscribe at <http://listserv.nordstern.org/mailman/listinfo/clubtalk>, or any account edits, updates.

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-Requirement 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!).

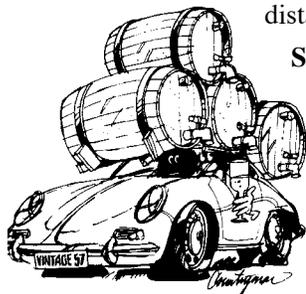
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



The Prez Sez . . .

by Ryan McGee

Well, as we wrap up another year I'm excited to have a chance to be more involved with the Nord Stern Region of the PCA. While the track time initially drew Lara and I into the club events we have found that there are many events that Nord Stern offers. Lara and I were able to make it to quite a few events this year including the Annual All Porsche Show and Swap meet, which had amazing examples of fine automobiles, including the 928 GT I'm longing for! As always, we enjoy the track time, this year at the Club Race and Last Fling and we hope that resurrection of the Autocross events gains (yeah, pun intended...) traction!

We've been going to both the Vino in the Valley Tour with the fun curves of western Wisconsin and the Fall Color Tour along the North Shore for several years now and the scenery and company are both something not to be missed! If you haven't made it out to any of the Nord Stern events, please keep an eye on the calendar in the newsletter for opportunities to get out and meet your fellow Porsche enthusiasts. The holiday party is coming up on January 28th. We hope to see you there!

Nord Stern has had a couple of officers and committee chairs step down and a few people step up to replace them. **Lara Dant** will be the sitting Vice President. A big thank you to **Chris Tobkin** for doing a great job heading up the Charity Fundraiser this year and **Mark Kriesch** for volunteering his time to replace Chris. Our thanks go to **Doug Anderson** for heading up the Club race for the last few years and **Dave Sorenson**

for stepping up and taking Doug's place. **Jim Bahner** has big shoes to fill replacing **Ron Johnson** as the Driver's Training Chair. Thanks Ron for all your years of hard work! **Dan Perinovic** has volunteered to replace **Michele Deml Johnson** as Insurance chair and they have both been working hard to ensure a smooth transition. **Roger Johnson** has been putting together some exciting tech sessions too – Thanks, Roger!

We appreciate the past and future work of these individuals and we always welcome more volunteers. I'd really like to see a Chair and Co-Chair for each position making transitions easier. If you have been wanting to get involved but didn't know where to start, please send a message to both president@nordstern.org and vicepresident@nordstern.org and let us know how you are interested in helping. In addition to the chair positions listed in the Nord Stern newsletter (thank you Christie for all your hard work!) There are many events that need volunteers such as the Club Race, the charity events, the All Porsche Show, etc. If you're not sure what you're interested in, we can help you make that decision!!

I hope everyone has a great holiday season and a Happy New Year!



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Werkstatt, European Auto Service	9

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1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
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Back cover	N/A	N/A	\$83
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 1/2 page: 7.5" wide by 5.25" high
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 1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high
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Since I did not finish this issue before the Christmas holidays, it'll be unfortunately a tad late in the mail. Hopefully the holiday season was restful (maybe, maybe not!) and as we head into a new year it certainly is our wish and hopes that it be one filled with lots of love, fun, adventures, and good driving opportunities whether that be on the track or out and about! The club will do it's best to provide a decent variety of options for all of us whether it be of the competitive or social nature. So watch that calendar, watch those e-mail blasts to stay up to date.

It's also my fervent hope our various levels of government can be staffed with individuals willing to work together across the broad spectrum of citizens and find those common areas around which to craft the laws and policies that make this a great nation. I do not care what political party you may or may not identify with, we are all one human race with all the same basic needs and continuing to work toward a country that allows each and every one the same opportunities and protections is my personal mantra. And since this is my column I get to state a few opinions on occasion and know that some things may not be as agreeable to a reader as another. Although I doubt I'll ever be bold enough to truly step out (said with a grin!) After all, this is a car club which a mission wrapped around learning about, and enjoying Porsche engineering. Yes, they do get themselves involved in controversy at various times. And that plays out in the media quite frequently. I think anytime design is involved

there'll be those who don't agree with a direction the company may have chosen to follow, or not to follow! It's the 'spice of life' as my mother always says.

Right now I am enjoying some sunny, rather warm Florida weather before heading back to the ice and cold of Minnesota. I thought I'd see a lot more Porsches out and about as I know this is a very popular area for the marquee. Perhaps there are too many family members in town visiting for the holidays which have relegated drivers to the SUV's and bigger vehicles. Who knows!

So while palm trees with twinkle lights, blow up snowman sitting on bright green grasses and fake flamingos with Santa hats is not quite my cup of tea, I will admit the white sand beaches and aqua blue/green ocean has been restful and full of family fun. Next it's on to skiing in Vail where the proper holiday lights just look RIGHT! There's where my personal prejudice shines bright and clear just like the Christmas lights down here do in the very dark Florida nights. I'll never get used to this 'look' although I will also never turn down an opportunity for a respite from our Minnesota winter weather. A beach person I am, I'll readily admit it.

In the meantime, our Holiday Greetings and a very Happy New Year 2017 for one and all!

See you at the next event (Holiday Party - January 28th - it's be fabulous!)

From the Editor . . .

by Christie Boeder
'73 911



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JANUARY

7 Met Council Holiday Party
Cost: \$10 per person, All invited, Questions: Bob Kosky

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

28 Annual Nord Stern Meeting and Holiday Party
Morrie's in Long Lake, see flyer for details

FEBRUARY

21 Nord Stern Business Meeting (changed due to Valentine's)
Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business, All Members welcome!

MARCH

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

29 - PCA's Treffen Hill Country
Apr 2 Hyatt Regency, Lost Pines Resort, Austin, Texas

APRIL

8 Membership Social
11 a.m. to 2 p.m.
Imola, Plymouth
Details TBA

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

15 Membership Social
9:30 a.m. Registration
Auto Edge, Mahtomedi
11:30 p.m. Lunch
12 p.m. Tech Session

23 Social/Tech Session - Rochester
Werkstatt (werkstatt533.com)

28 Nord Stern Driver Training
Brainerd International Raceway
Eventmaster: Jim Bahner
Registration: clubregistration.net

29-30 Nord Stern Fall Fling Driver Ed
Brainerd International Raceway
Eventmaster: TBA
Registration: clubregistration.net

MAY

14 Autocross Event with Corvette Club
Details: TBA?

2017 JUNE

25 Annual All Porsche Show
Central Park, Roseville, Rosefete
Details TBA, Co-Chairs Phil Saari and Mark Koegler

JULY

6-16 PCA Annual Porsche Parade
Spokane, WA

28-30 Annual Club Race and Driver Ed
Location: BIR

30 AutoLieben - Car Show
Location: Afton Alps
Details TBA: Eventmaster Jackson Richter

AUGUST

12 Vino In The Valley - Drive
Maiden Rock, WI
Eventmaster: Randy Walker

SEPTEMBER

4 Annual Rochester Labor Day BBQ and Picnic
Details TBA, Questions Jeff Boehm at 507.261.9407

15 Nord Stern Driver Training
Brainerd International Raceway
Eventmaster: Jim Bahner
Registration: clubregistration.net

16-17 Nord Stern Fall Fling Driver Ed
Brainerd International Raceway
Eventmaster: TBA
Registration: clubregistration.net

20-24 PCA's Treffen Asheville
Omni Grove Park Inn; Asheville, NC

29 - Nord Stern Fall Color Tour - 25th Anniversary!
Oct 1 Eventmaster: John Dixon, eyerack@tcq.net
Based out of Tofte, MN
Make your reservations a year out

OCTOBER

13 Sunday's 'Bark and Beer' Drive
Details TBA

NOVEMBER

12 Old Log Theater Outing with the Mercedes Benz Club
Eventmaster: Paul Bergquist

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Another Sad Good bye: Cal Townsend

I am sadden to hear about Cal passing away. I wonder how many Nord Sterners remember that Cal drove the bus at the Apple Valley Holiday Pizza party we threw when we organized an event at the IMAX Movie Theater at the Zoo. This movie covered part of the development of the Cayenne.

He was the Nord Stern President then, I think. He drove a red 968

– Ed Vazquez

Definitely sad news. Great guy. Always had time to talk. And had a great sense of humor. Will be missed by all who knew him.

– John VeLure

Thank for letting us know about Carl, Jim. He was a real nice guy and always had a smile and time to talk.

I am so sorry to hear that news. Thanks for the heads up on another great guy from our club passing

– Keith Jones

Terrible News. :) He was one of my early instructors. Great guy!!

– Scott Kuhne

Cal was a good guy!

– David A. Roberts

ClubTalk Reminder:

From time to time, ClubTalk lights up with a controversial topic or a somewhat heated exchange. Please keep in mind that ClubTalk is intended as a forum for polite and respectful repartee on topics Porsche, Nord Stern, and automotive. We try to avoid inherently inflammatory topics like politics, religion, air-cooled v. water-cooled, etc. ClubTalk is used by the Club and membership to communicate club events, seek advice and offer help, and sometimes to just chew the fat and share our automotive enthusiasm with each other.

It is normal and natural to have differences of opinion. The ClubTalk forum should be a place where opinions can be freely expressed in a respectful way. The fun falls apart when the discussion veers into disrespectful or even angry exchanges played out publicly.

We do NOT have an official moderator or Club Talk Cop. It is up to users to self-regulate, which we manage to do most of the time. If we do veer into

regrettable territory, the leadership of the Club will step in and remind everyone of the ground rules.

Other internet forums make use of Acceptable Use Policies to clarify the ground rules. We are in the process of formulating similar guidelines, which will be published when complete. Meanwhile, let's keep ClubTalk a fun, respectful, entertaining, and informative place where friends hang out.

Sincerely, Paul Ingebritsen,
2016 Nord Stern President

Charity Calendar Kudos

Thanks so much for this effort. The calendars arrived yesterday and are beautiful. There are so many great shots—the October shots of the arena red 993 and the 1973 white Carrera in June jump out in particular (is that a real '73 Carrera?). Of course you nailed my 356 perfectly in the calendar and the images you sent on the disc. I've owned the car for 32 years and taken so few photos that are anywhere near your league. Your images are treasures.

Thanks also for getting the whole job done and mailing out the calendars so quickly and efficiently.

I hope you will consider doing this project next year again. I've got a few more Porsches for you to shoot. There must be some way we can make more charity money out of it.

– Ron Faust

P.S. I thought the printer had just scrambled photos and stuck the one of some red 944 in with mine, but today I got it. What a nice, understated way to honor Roy (Henneberger) with this project.

Michael, Forgot to drop you a note, I went through the CD this weekend, OMG the photos are great. I have too many favorites to say one is the best. Right now my desktop at work is the under bridge in color.

Thank you again for your amazing work. How are you going to top this for next years calendars?

– Doug Kuchera

Porsches are great to look at, but they're even better to drive. Since many of us have only been able to look at our Porsches all winter, it's not too early to start planning for what we believe is the best driving experience one can legally have in a Porsche. Our club, Nord Stern Region of PCA puts together one of the best driving club programs in the country and we urge all club members to give one of our driving events a try this year.

For those of you who are unfamiliar with Nord Stern's non-racing driving events let me give you some background information and definitions of our three types of non-racing driving events.

Driver Education is "an activity where drivers practice skills of high-performance driving in a controlled environment".

A Time Trial is defined as "an event held at a high-speed driving facility where one car at a time competes against a clock". These events usually follow the Driver Education event. Currently, however Nord Stern is currently NOT setting aside time to timing.

We also offer Autocross Events. An Autocross is "an event held at a low or medium speed driving facility where one car at a time competes against a clock" Autocrosses in the past have been set up in large parking lots, they also are scheduled at the Dakota Country Technical center by various other area clubs. Nord Stern does partner to offer track time at an upcoming event - watch your calendar for more information. In 2016 an effort is being made to secure a date for the club at the Dakota County facility.

All events are covered by a set of rules, which we highly recommend getting all of the details regarding what you need to do in order to participate, please contact Driver Training Chair Jim Bahner (contact in the officer/committee chair listing in this issue) "Nord Stern Region, Porsche Club of America, Driver Education, Time Trial, and Autocross Rules".

Before we go on, do note the difference between the Driver Education Events and Driver Training. Driver Training is "a school and where drivers learn the theories and techniques of high-performance driving. Driver Training usually incorporates classroom sessions followed by supervised track exercises."

Now here is why we bring this to your attention. Completion of a Nord Stern Driver Training event or its equivalent is REQUIRED for new participants at high-speed Driver Education events. Driver Training is usually only offered twice a year, the day prior to to

the first Driver Education Event (First Fling) and at the day prior to the last Driver Education event (Last Fling). If you have not attended our school you must have proof of equivalent training. So be sure to sign up for the first Driver Training so you can participate in driving events the rest of the summer.

Autocross events, which are low-to-medium speeds, do not carry the same training requirements but we do offer training for these events also.

Now that the above is stated here's this year's schedule:

2016 Track Schedule

- Driver Training First Fling: April 28 at Brainerd International Raceway
- Driver Education First Fling: April 29 - 30 at Brainerd International Raceway
- Driver Ed at Road America (Elkhart, WI) June 12 and 13 (Monday and Tuesday)
- Club Race and Driver Education: July 28-30 at Brainerd International Raceway
- Driver Training Last Fling: September 15 at Brainerd International Raceway
- Driver Education Last Fling: September 16-17 at Brainerd International Raceway

Local ICE RACING schedule! For the truly adventurous . . .

- 1/7-8 Flickabird's, East Rush Lake
 - 1/14-15 HPID on 14th racing on 15th Flickabird's
 - 1/28-29 Thunderbay
 - 2/11 or 12 Flickabird's
 - 2/25 or 26 Flickabird's
 - 3/4 or 5 Flickabird's, possible make-up date
- Motorsports Registration will have reg info
 Questions: Bob Kosky, 4tun8@usfamily.net

Driver Education, Driver Training and Autocross

or . . .

How To Have Fun in YOUR Porsche!

Originally published Nord Stern 2001

Nord Stern Porsche Club

Member-Wear

	<p>Port & Company 100% Cotton T-Shirt</p> <ul style="list-style-type: none"> • Heavyweight 6.1-ounce, 100% (preshrunk) • Shoulder-to-Shoulder Taping • Coverseamed Neck • Double Needle Hem • Black w/Nord Stern Logo <p><i>Small – XLarge - \$20.00 Each</i> <i>2XLarge - \$22.00</i></p>	<p>Men's Size</p>	<p>Quantity</p>	<p>\$ Item Total</p>
	<p>Cutter & Buck Tournament Pique Polo</p> <ul style="list-style-type: none"> • Ribbed knit collar & Cuffs • 3-Button Placket • Drop Front Shoulder • Reinforced Side Vents • Pearl Colored Logo Buttons • C&B Pennant at Left Sleeve Hem • White w/Embroidered Nord Stern Logo on Left Chest <p><i>Small – 3XLarge - \$45.00 Each</i></p>	<p>Men's Size</p>	<p>Quantity</p>	<p>\$ Item Total</p>
	<p>Eddie Bauer Packable Wind Jacket</p> <p>Wind was the inspiration for this compact layer – and it packs down into a pocket, making it easy to carry wherever you go. Hood with drawcord and toggles for adjustability, contrast reverse coil zipper, underarm vents, packable zippered chest pocket, front unzipped pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon.</p> <p><i>Small – Xlarge - \$50.00 Each</i> <i>2XLarge - \$52.50</i></p>	<p>Men's Size</p>	<p>Quantity</p>	<p>\$ Item Total</p>
	<p>Port Authority Dry Zone Cap</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"> • 55/45 poly/polypropylene double knit • Unstructured • Low Profile • Hook & Loop Closure <p>\$20.00 Each</p>		<p>Quantity</p>	<p>\$ Item Total</p>
<p>Contact Name</p>				<p>\$ Order Total</p>
<p>Contact Phone #</p>				

Please contact Ed Vazquez at edmn911@aol.com with questions or to place an order.

Nord Stern Business Meeting Minutes December 2016

by Betsey Porter, Secretary

The December Nord Stern Business Meeting was called to order at 7 p.m.

President – Paul Ingebrigtsen

This is Paul's last meeting as president, welcome Ryan McGee as new president!

Vice President – Ryan McGee

Recruited Lara Dant as VP for 2017

Treasurer – Jeff Bluhm

We are in the best shape financially for as long as Jeff has been Treasurer! We received a few national sponsorships which helped, as did hosting the Escape.

Advertising – Lara Dant

Will follow up on a few companies who have not paid for 2016/ Will start on 2017 collections shortly

All Porsche Show – Phil Saari and Mark Koegler

No report

Autocross – Andy Golfis

There is no confirmation on dates yet. Paul is working with BMW Club to get a date. The first event with COM is being firmed up. Dave asked Andy how he thinks we could increase participation. Andy thinks we should give it more attention at New Member Socials, e-blasts, etc

Board of Directors

Holiday party is all set/ Some chairs will come on Friday night to help setup tables and decorations and tear down Sunday morning. We can stay until 11 p.m. this year. Ron will confirm the floor plan with which three cars will be on display. The caterer will need a final count by Monday the 16th. Menu is set, price is set, bar in event room, piano music during drinks and dinner. Dave will activate registration this weekend. Calendars will be for sale as well

Charity – Chris Tobkin

Via e-mail, online ordering is now available for calendars. Thanks to Dave for adding PayPal link. Thanks to Michael for the ordering instructions. Christie will send an e-mail to Club Talk. Per Michael, we should invite a NAMI representative and guest to the party to present a check. Per Dave, we need to pay Michael for the calendars he has already ordered, and also his expenses. We should announce at the party that a calendar for 2018 will happen. The board will be donating a DE/DT registration for First Fling to the silent auction at the Cystic Fibrosis Ball on Saturday, Dec 17th. Mark Kriesch will be taking over Charity Chair in 2017.

Club Race – Doug Anderson

Paul is in discussion with another Nord Stern member about taking the Chair position for 2017 with Doug Anderson stepping aside. Also in the process of confirming 2016 volunteers for various positions during the 2017 Club Race.

Driver Education – Steve Meydell

No update. Steve will retire after 2017 season.

DE Registrar – Dave Anderson

First Fling registration is open. Clubregistration.net is raising their rate for hosting payments. We may want to move to PayPal.

Driver's Training – Ron Johnson

No update

Fall Color Tour – John & Suzanne Dixon

No report, Per Ed, John has locked up the GunFlint Lodge for 2017's luncheon.

Historic Archivist – Kim Fritze

No update

Insurance – Michele Deml Johnson

Insurance is in place for tech session and holiday party. Dan will take over these duties moving forward.

Membership – Ed Vazquez

Ed recommends we start sending renewal reminders in October. Dave said the renewal e-mail blast worked well, got a number of renewals. Ed asks all Chairs to come to both New Member Socials in March and April. Paul Ingebritsen, Ed Vazquez, Kim Fritze and John Dixon went to Porsche of Minneapolis and met with the management to explain how our Club benefits them. There will be a follow up article on the outing.

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

No update

Octoberfest – Paul Bergquist, Mercedes Benz Club

No report - Christie reports she is in contact with Jackson who is organizing the AutoLieben Show again for 2017 which she and Paul believe is where our clubs need to focus their support for an All German car show.

Rally and Drives – Lon Tusler

No report - it's been reported Cars and Coffee is up in the air as far as location in 2017.

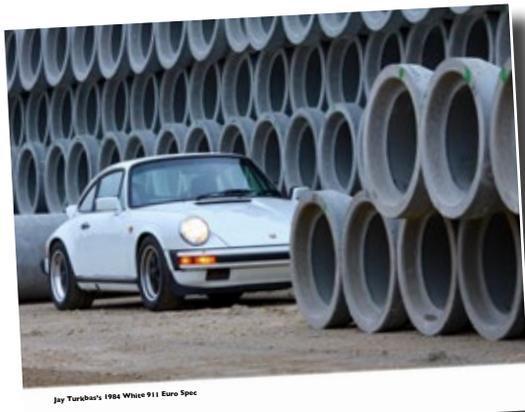
Continued on page 31

Nord Stern 2017 Charitable Calendar

Who, What, Where, When, How!



Under construction over the summer and fall, this incredible calendar features 13, month-by-month spectacular photos of 13 plus Nord Stern member Porsches in various locales and settings.



The idea behind the calendar involved auctioning each month (check that, done!), arranging professional photo shoots with member and calendar organizer Michael Grabner (check that, done!), post production layout work by Michael (check that, done) and actual calendar printing (check that, done).

All members may purchase copies of our inaugural calendar shortly. Each calendar costs \$35 and will be mailed (or can be picked up at a couple upcoming Nord Stern events if pre-arranged) delivery time once ordered will probably be less than 2 weeks

Plan on getting your personal copy!

Individual orders: calendar.nordstern.org!

The calendar is gorgeous - it will includes most of the major Nord Stern event dates. Photos included here are from the actual calendar. It is a full-size production.

Proceeds are being donated to Michael's choice of charity: N.A.M.I. (National Alliance on Mental Illnesses, www.nami.org), to honor the late Roy Henneberger and all others who may be struggling.

Remember, our calendar features numerous very unique and artistic Porsche Portraits!



Nord Stern Membership Socials!



Auto Edge
Racing



April 8, 2017
Saturday

11 a.m. - 2 p.m.
Details TBA

Imola Motorsports
2980 Empire Lane
Plymouth, MN 55418

763.205.2561

April 15, 2017
Saturday

9:30 a.m. Registration,
Coffee & Donuts
10-11:15 a.m.

Introduction of Officers
and Presentations by
Event Chairs

11:30- 12:00 Pizza Lunch
12 - 1 p.m. Tech Session

Auto Edge
900 Wildwood Rd.
Mahtomedi
651.777.6924

April 23, 2017!
Saturday

12 Noon
Pizza lunch,

Social, Driver Ed Tech
and Information!

Werkstatt
(werkstatt533.com)
6th Ave NW Rochester,
MN 55901

507-258-6364, dave
[@wekstatt533.com](mailto:dave@wekstatt533.com)

So, What DO we do as Nord Sterners?

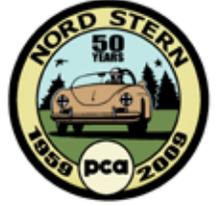
Learn What we DO, When we DO it, How we DO it and How you can DO it, too. Learn about our: Driving Schools, All Porsche Show, Day trips/tours, Social/Dinner Events, North Shore Fall Color Tour, Low Speed Autocrosses, High Speed Track Driving, National Club Racing Program, Charitable events!



These Socials are your chance to find out more about Nord Stern's upcoming activities and meet other club members! New members please contact Ed Vazquez, Membership Chair at edmn911@aol.com.

All Nord Sterners Welcome: new, old, young or just curious this is for you!

Where We Were – Where We Are – Celebrating 55+ Years of Nord Stern



July 1991

We have only one issue from 1991; surely the rest are out there in somebody's attic. They're only 26 years old and you can't take them with you. Christie would love to see them here in future issues.

– Ron Faust

- Editorship has passed on to **Angela Manente**; thanks for volunteering.
- **Roger Johnson** is serving as President.
- **Dick Engebretson** has arranged another "World's Second Shortest Tour".

The plan is a drive from a parking lot in Wayzata through neighborhoods around Lake Minnetonka to the Lafayette Club—all in first gear.

- The President discusses "Where does Nord Stern spend its money?" The annual budget was \$40,000. Most of the money went to driving events (50% according to the vintage pie chart) and the newsletter.
- Two 911 SC's are listed in the Marketplace: a '78 with 44,000 miles for \$20,200 and a '78 Targa with 79,000 miles for \$15,900.

January 1992

- Here's another very short issue; where have all the photographers gone? A two page cover wrapping around the back and the front is a first. **Bobbi Miller** has taken over as Newsletter Editor and she's thinking way outside the box.
- **Teresa Vickery** (Pfister) is President; Teresa's new year's resolution this year is to beat **Roger Johnson** at BIR (as it was last year). (note pic to right!)
- The business meeting of December 4, 1991 is reported. Roger Johnson (always ahead of his time) brought up the idea of

a silent auction with the proceeds given to charity.

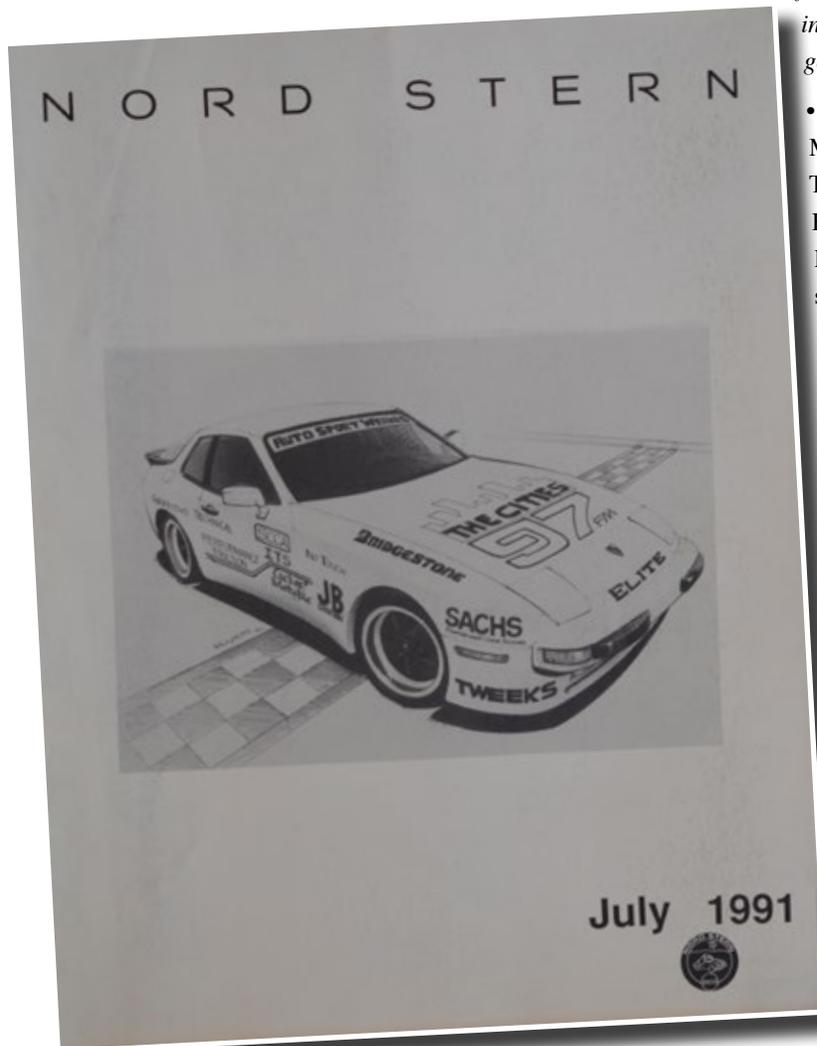
- The price of a new 968 has been reduced from \$44,500 to \$39,850. The 3 L 4 valve engine produces 236 HP, a 0-60 of 6.1 sec, and a top speed of 156 mph.
- **PCA has passed a racing program** for the coming year and is sending out feelers to see if anybody is interested. The rules fill only four pages. The "13/13 rule" is introduced right away in the second paragraph. One sentence says: "Drivers of vehicles without full windshields are required to have either full face helmets with shield in place or use protective goggles."

• In a story called "The Mother of All Speeding Tickets, Tracy 'Racer' Brown of Northern Ohio Region brags about passing somebody at 105 on the berm in traffic coming back from the Parade in Boston (yeah, right). Then he was back in the second lane at 135. He is awarded a \$400 ticket and frames it as "The Mother of All Speeding Tickets."

- **Garfield and Sharon Clark** of Orono are listed as new members.

• The '78 911 Targa listed in July 1991 is still for sale, but down to \$15,900.

- An '81 Targa and an '86 944 Turbo are also for sale, the later for \$15,000.



Note: 1st pylon set opened up in 1991.

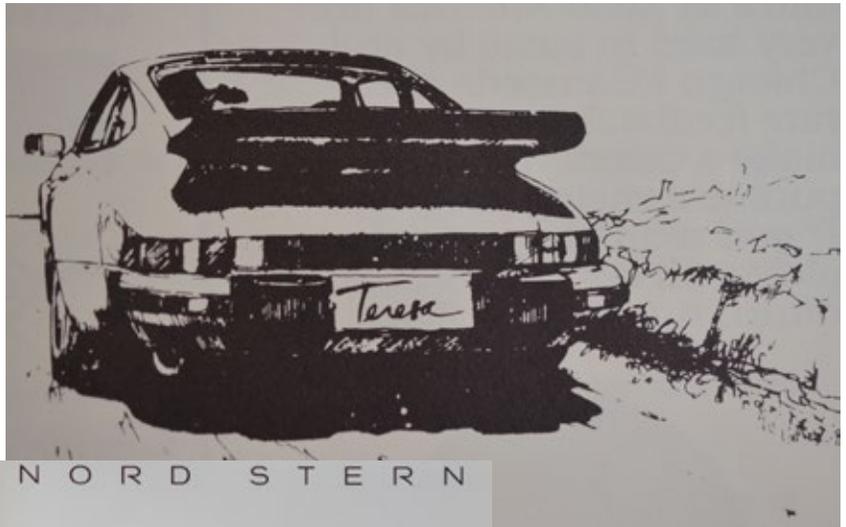


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Green Udder



N O R D S T E R N

**Imagine.
Your ad here!**

NORD STERN P.C.A.
14288 GARRETT AVE.
APPLE VALLEY, MN 55124

ADDRESS CORRECTION REQUESTED

2004 N. 222nd
LAWN GARRETT Ave.
55124 AppleValley, MN 55124

BULK RATE
\$1.50 PER COPY
PAID
MINNEAPOLIS, MN
Permit No. 4738

JANUARY 1992

Carmudgeon Chronicles

How to Survive in a World Geared for Geeks

by Ken Kamstra

Originally published in
September 2007

*Nord Stern newsletter, note,
humor was obviously Ken's
favorite pastime in retirement!*

One day my nephew came home from Kindergarten all excited because his teacher had put him in charge of computer training. I said “that’s nice” but

I should have been paying more attention. I should have said, “what about your cookies and milk? What about your nap on those little nap rugs?” I should have asked myself, “what’s this world coming to anyway?”

Now I know. It’s 30 years later and my nephew is one of the Geeks in charge of the world. Apple’s new iPhone is the latest salvo from the Geekology crowd. No doubt you’ve heard about it. It will take pictures, handle E-mail and I believe you can even shave with it. Press the right button and you can call someone.

Tell ‘em you’re talking on the new iPhone and they will be mightily impressed. Maybe even jealous if they haven’t yet scraped up the \$600-plus-air-time charges for this latest technological marvel.

Then again you may find yourself gabbing with someone who doesn’t know – or care – what the hell an iPhone is. As well quaffed presidential candidate John Edwards keeps saying, “we live in two different worlds.”

He means rich folks and poor folks, of course. But, when you stop to think about it, the same holds true for the Geeks and non-Geeks. We feel increasingly overwhelmed by Geekology. Every day falling further behind.

I’m pondering all this when my radar detector goes off, instantly snapping me back to here and now reality. I slow down just in time to dodge the dreaded speeding ticket bullet,

“You’d better cool it! Next time you won’t be so lucky,” says my wife and navigator. The smirk on my face irritates her no end.

“It’s not about the ticket, Honey, I say; it’s about technology!” We have just proved we can enjoy life in a world full of technologically superior beings. It’s my pick-n’-choose philosophy that makes it work. A Geek would spend big bucks to have his car hard wired with cop avoidance gadgets. My

detector is one tiny cordless machine. All I need. Pick-n’-choose.

“Then why don’t we use our navigation system?” She asks, obviously unimpressed with my genius.

“Because we don’t need it; we know where our South Dakota relatives live.”

Silence. I have once again failed the tact test with my spouse. She’s concerned that I am not making enough progress on the Geekology graph.

My car, for instance, came with a GPS Navigation system. No choice. On the center console is a mouse that will guide and enhance one’s travels. Simply pull off the road and dial up your desires from an extensive and bewildering menu. Set the heat, the air, the radio and just about anything.

All that was once handled by primitive knobs and buttons.

They call it the iDrive System. The automotive equivalent of an iPhone. I ignore it. My system is called “I will drive, damn it!”

Be of good cheer wherever you are on the Geekology scale. Geeks and Goofs can coexist and live happily ever after. Think of technology as one delightful smorgasbord. Take what you want and only what you want. You can always come back for more.

928



Time to Renew Nord Stern Newsletter Subscription

2017 Nord Stern Dues Due
Make it Easy: Pay ONLINE!



Dues are:
\$30 per year
\$80 for 3 years

*****Life Member??**

\$20 per year donations now being accepted to help defray printing costs!

Take care of those dues so your Nord Stern newsletters will continue to be mailed monthly for your viewing pleasure! Link to Paypal is on nordstern.org (the label on your newsletter indicates year subscription expires)

For example: 2016 means it expires 12/31/16

Membership/Renewal Chair:

Ed Vazquez
18918 Dorenkemper Pl
Eden Prairie, MN 55347-4287

612.720.0760 (c)
952 934 5093 (h)
edmn911@aol.com

The Ring Taxi

by Scott Berger

“You are not buying a Porsche!” She blurts, after I drone on again about how a Porsche 911, especially the price-depressed 996-body, may actually make some “sense.” I console her that it was more practical than the two-seater option (see what I did there?). Sarah, my girlfriend at the time, is completely unpersuaded, to absolutely no one’s surprise.

Over the three-plus years we’ve been together, much has been accomplished. She’s put up with me through preparation for the bar exam (which we both passed, to the avoidance of much further consternation), finding jobs, and the several changes of scenery that went with the jobs that we were lucky enough to find out of law school. Oh, and I also found her a BMW 530i with the incredibly rare six-speed manual, on which she has learned to drive and I’m happy to say now enjoys the wonders of three-pedal driving. She formerly drove a simple, four-cylinder Toyota Camry. Things are trending in the right direction!

Sometimes subtle, sometimes not-so-subtle, she’d been giving off hints, and I know that she is starting to get anxious for me to tie the knot and lock her down. Yeah, I’m working on it.

My formerly lovable and trusty FIAT 500 has recently seen a defective suspension assembly and a lawsuit against FIAT Chrysler, LLC go my way. After months of biking to work and having no car, I come to the conclusion that I could actually get by with no car. In a bit of an ironic twist, by extension, that meant that I could get by with a moderately-to-highly impractical car! Time for a sports car! (See how good I am at

rationalization?) But, which one?

I’m glad you asked!

I think I’ve found the one. Car, that is.

Yes, it’s a Porsche 911 I want, after all. I’ve whittled my options down from Lotus Evora (too expensive), Honda S2000 (too impractical), E39 BMW M5 (too big), to the best perceived combination of value,



performance, and appeal. Welcome to the world of Porsche!

In my youth, I remember the well-documented, and Internet-fueled fanfare and confusion that ensued at the introduction of the 1999 Porsche 911, water-cooled, fried-egg Boxster headlights, massive change from all previous 911’s, the 996 Carrera. As I like to say, I never knew the good old days, and so I can’t miss them! Purists may disagree, but a 996 ticked all of my boxes: manual transmission, rear-wheel drive, hardtop coupe/sedan, trunk space, decent (highway) fuel economy, and price? Yes, they were surprisingly affordable!

But what about the reliability? That dreaded intermediate-shaft bearing issue that plagues the car’s reputation? The pesky rear main seal? Piston ring or engine wear? After countless articles are perused, and forums are scoured, I conclude that ... it’s polarized and complicated. But, she’d tell you that I like a good challenge! I know that many of these cars have been updated or upgraded, and a perception of problems has depressed prices, even on the more potent, less peaky, and less controversial 2002-2004 Mark II body style with the larger, better-sounding 315 hp, 3.6-liter flat-six engine. Yes, this is the car for me! Now I just have to find the right one at the right time. That time is now.

Clicking, calling, waiting, searching. After some time and repeated unconcerned and flaky dealers and private parties, one car seems to have it all: a dealer, albeit a small one, with a reputation, a reasonably-priced model in outstanding shape in a good, basic specification. Problems? It’s in the Bay Area of California. I’m ready to pull the trigger, but I need to work out logistics. Fly one way and drive it back? Ship it? It’s roughly 30 hours’ drive from the Bay Area to my home in Minnesota. But, I’ve done 27



hours to Florida many times, and I think I could handle it.

She obviously wouldn't want to join me just to get a car in a whoosh, but I ask anyway. "Sure, that sounds fun!" She says. Huh? Oh, OK. Great! I didn't see that one coming. I take a sigh of relief that she has seemingly come to accept that my mind is made up (yay, Porsche!). I'm getting the car. But would there be a bonus during this trip, and was there something in store for her? You bet!

It might look bad to be buying a sports car for me and nothing for her? I love her, and have known for years that she was the right one for me. I can finally afford the ring that I know she wants (i.e., classy and impressive). Come to think of it, I'd say we're well-matched!



It's time to fly! No sooner than landing at the San Francisco airport, I am already facing a heart rate I'm more used to during a long run. We taxi to the dealership to look at the car. Time for moment of truth number one. The pictures looked great, but what if they were old or misleading? The wrong car? I fully admit that some risk was definitely being taken. I had full, dealer service records, but you never know. Luckily the dealer was friendly and helpful, the car was detailed, and the test drive drove my heart rate up even



further. Let's roll!

We head for downtown San Francisco, zigzag down Lombard Street, and find a romantic corner. We hop out of the car, and take a walk. Now, I can pop the question and breathe a sigh of relief! A bigger relief than the car not falling apart, things go smoothly.

She's speechless to the point of forgetting to answer as a tourist furtively walks by and wonders aloud "did you just pop the

question?" Yes, but she hasn't answered yet! She quickly realizes and corrects her delay, and says YES! Now, time to set out! Life's good. I've really got it all!

We've already planned to stay in a series of cities along the way home, including Napa, Reno, Salt Lake City, and Deadwood, SD before reaching home. Now there's a cherry on top! First stop? Napa, not a bad place to spend the day and night you get engaged! A series of circuitous adventures later, including experiencing incredible mountain roads near Muir Woods and then wine country the way I imagine they were meant to be, we're well on our way home. A flooded Bonneville and somehow driving over a bolt, necessitating a double-tire patch by some friendly guys in eastern Utah. Whew, close call! Now, through some surprisingly good twisties near Sturgis and Deadwood, and we ultimately make it home. OK, there were some long, long straights in there too! I can finally take a deep breath.

I'd say we both got what we wanted--each other. Well, I mean, as a bonus she got a fancy ring and I also got my first P-car!



Reflections On my First Autocross

By Roy Jensen, California Inland
Region, reprinted from Winding
Roads Newsletter July 2007

*Editor's Note: With the 2017
Driving Season actually not all
that far out, this article and a
couple others are submitted here in
anticipation of the 2017 driving
season for all those members who
have yet to check out either our home
track up in Brainerd or any of the
local lower speed Autocross action!*

After having recently having discussed with (club member) David Witteried what “Autocross” is and how much/little wear and tear it may inflict on my car, I finally mustered up the courage to satisfy my curiosity at the James Dean Memorial Autocross at Minter Field just north of Bakersfield on May 19th. I am very glad that I did!

I will address the car issues first, and then give some thoughts on the actual experience itself. In my estimation, unless you are trying your very best to go as fast as you can, taking your car to an Autocross is not at all hard on your car, more like a brisk drive on a two-lane or mountain road. However, if you do decide to push as hard as you can, there will be some wear and tear, primarily tires and brakes. Even so, it is well worth the slight wear of doing this once or twice a year for the increased skill and knowledge of your car that you will gain by trying your hand at this.

(Editor's note: and in our climate here in Minnesota with all sorts of weather and road conditions throughout the year, learning better car control and handling is frankly one of the smartest and best things we can do for both personal benefit and all-around safe and smart driving!).

Now for my actual experience. I made it to the venue a little before 7 a.m., and David was already there along with a few other early birds. I told the organizers that it was my first time and they were very friendly and helpful, as everybody turned out to be as the day progressed. I emptied my car of all loose items and passed “tech,” a simple inspection to make sure the car was “road worthy.” Any car in basically good shape will pass. Then after a brief “driver’s meeting” we took a parade lap (one lap around the track at very modest speed, perhaps 20-35 mph). There were 17 cars in three groups, and one group worked as corner workers (resetting cones that were knocked over, etc.) while another group drove. The cars were spaced out quite far apart so there was never any feeling that someone would be gaining on me. The starter knew to give me extra time my first time out so I could focus on the course without worrying about the following car.

My first lap was at best “tentative.” Even though David had walked the entire course with me, I still did not know my way around the course and had to look to find my way. As the day progressed I became familiar with the course and my confidence grew dramatically. I think my first lap was around 148 (seconds). I dropped nearly 20 seconds in my

first session of 5 laps. I made plenty of mistakes, approached turns all wrong and generally drove like a newbie. After my first session David gave me a ride for his first 5 laps. I learned a lot about when to brake (much later than I had been doing), and also about how to be decisive when entering the turns. Pick a line and purposefully drive through the turn. I learned a lot in my short ride-along.

During my second session, I felt far more in control and started both experimenting with lines through the turns as well as going significantly faster, all the way up to “too fast,” at which point I went off the course in a big, but harmless way—can you say “drove right into the adjacent field?” Well, both the car and I survived and on the very next lap I went faster than I had up to that point. A little after noon we broke for lunch, and I spent the lunch break talking with a more experienced driver, from whom I learned still more.

I should note that many cars spun or got off their line and had to slow mid-turn, so even the more experienced drivers make mistakes.

Observing from the corners offers an opportunity to study the various ways the cars approach the turns, what works and what definitely does not work.

After lunch, in my third and last session, which consisted of 2 practice laps and then 3 timed laps, I followed my lunch-time plan: First lap, drive slow and focus on the best line around the course, including changing gears manually (my car is a 928 automatic). Then on lap two I was going to do the same, just pick up the pace “a bit.”

Up to this point I had left the car in 3rd gear, now I tried keeping it in 2nd through the slower sections and only getting into 3rd at the faster sections (about 80 mph). So how did I do? My first lap was a 138, followed by a 124.

I felt in control! In the end, my timed laps were under 125 and I was very happy with my progress for the day.

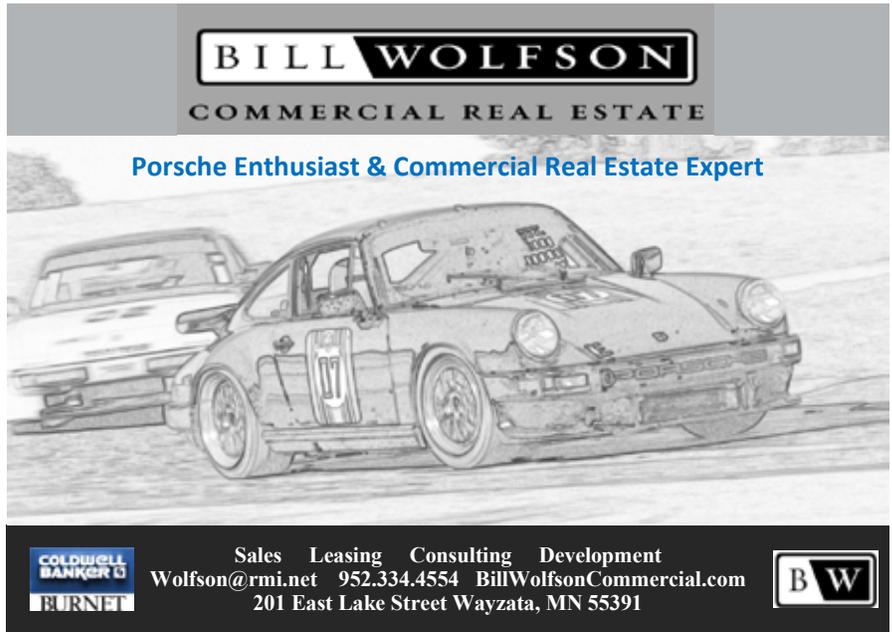
So would I do this again? Yes. Do I recommend this to others? Yes! If you don’t want to do “competitive” driving, try it anyway, at a speed you are comfortable with. Nobody will try to make you “go fast,” you are free to pace yourself, and I can attest to “start slow, build speed later” works much better than “go fast” right away. Use this low-risk venue to practice and explore the braking and steering your car is capable of. You will be amazed at how much grip and braking

power your car has. That knowledge may just save your life one day.

And, if like me, you have a little bit of competitive spirit (though I clearly have little talent), you might be pondering how much better you could drive with more experience and maybe some better tires. I will definitely do this again, join me!

Editor's Note: Even though this auction is not in our region, his experiences and comments are universal and do speak to what a driver new to Autocross might expect to learn and experience here in Minnesota.

It is a fun sport and definitely can also be an introductory event to signing up for the Driver Training up at our higher-speed track at Brainerd International Raceway!



BILL WOLFSON
COMMERCIAL REAL ESTATE

Porsche Enthusiast & Commercial Real Estate Expert

Sales Leasing Consulting Development
Wolfson@rmi.net 952.334.4554 BillWolfsonCommercial.com
201 East Lake Street Wayzata, MN 55391

COLDWELL BANKER BURNETT

BW

2017 Nord Stern Officers Election Time



- President: **Ryan McGee**
- write-in
- Vice President: **Lara Dant**
- write-in
- Secretary: **Betsy Porter**
- write-in
- Treasurer: **Jeff Bluhm**
- write-in
- Board of Directors: **Paul Ingebritsen**

Mark your ballot and return your choices to: Paul Ingebritsen, or email: pingebrigtsen@hotmail.com (both member and associate may send in separate votes).

Officers will be presented at the upcoming Holiday Party in January 2017

Same Time Next Year

by Danielle Badler,
Rocky Mountain Region PCA
reprinted from December 2016
High Gear

I remember when Autoweek was still a weekly, and it was called Competition Press & Autoweek. It was printed on newsprint. I'm not ashamed of that. But I much prefer to look forward, to the New Year and beyond, especially at this time of year.

And so I did recently, when I found in my virtual inbox a one-off special insert from Autoweek's parent, Automotive News. The insert was all about something called Automobility LA. Apparently this was a four-day trade show for the "new" auto industry, celebrating "the intersection of technology and the automobile. . . ."

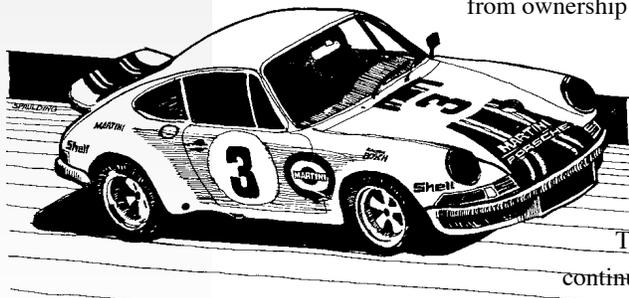
I dived in; in-depth promotion of the talk-fest, timed to precede the annual LA Car Show, with representation from . . . Yes indeed, Porsche. As well as Ford, Amazon, IBM Watson, Mercedes-Benz, Facebook and more.

No, I didn't read the whole insert. And I didn't print it out either. I mean, it ran to 50 plus pages. But I did discern some highlights that I'm honored to share with you, dear reader, as we round out the year. You can thank me now or thank me later.

The keynoter was Padmasree Warrior, U.S. CEO of Beijing-based EV start-up NextEV. That's Beijing as in China. She had previously been a global marketer with Motorola and Cisco Systems. In advance of her podium remarks, she sat down with Automotive News for a Q & A.

"We are focused on the mobility experience versus just the car," she says in the interview. "We say we are designing the product and platform strategy from the user end rather than the wheels out . . . I think of the car as the smartest device people will own in the future.

"Three big trends will disrupt the auto industry. First is the shift from the internal combustion engine to the EV. Second, the shift from the car being just a device to an experience. Third, the shift from ownership to ride sharing.



"Cars will continue to be aspirational products.

There will continue to be ownership, because cars are

the most desirable consumer product, more so than owning a home in many countries.

"Increasingly the car will become more of a computer, more of a robot. I think of it as an intersection of two circles. We are absolutely open to partnering as the whole industry shifts to the future. For me it's not a question of who wins. We want the consumer to win."

Hmmm. Remember, she was the keynoter. I'd give a lot to know how these comments registered with the delegation from Stuttgart. You'll note, no talk of enthusiasm. No wail of the banshee. No mention of lap times or driver involvement, other than to press buttons.

Then I came across the Top 10 Automotive Startups of 2016. These were selected by the event organizers from 130 applicants for an expectation that they will "make significant contributions to the world's transportation and mobility needs." Here are a few.

Evercharge. Their goal is "to make electric vehicle ownership accessible for everyone — not just people who own their own homes . . . The company's focus is installing and managing smart EV charging systems in multiple unit buildings."

See Jane Go. A "ride-hailing App set up by women for women, providing safety and trust factors lacking in existing sharing apps. Because we think getting into cars with strange men should be reserved only for online dating."

Spacial AI. A "geospacial API that provides users with the culture and flavor of urban areas, through big data analysis of social media." The idea is to enable people to navigate an unfamiliar city like a local, anywhere in the world.

Your Mechanic. This one's my favorite. An "on-demand" car repair service, offering more than 500 repair, maintenance, and diagnostic services. These mechanics can travel to your office or, yes, they even make house calls . . . Before scheduling an appointment, the customer can read ratings and reviews of the mechanic. The flat rate quote doesn't change, even if the job takes longer than anticipated.

The organizers of Automobility LA are also promoting a Design and Developer Challenge. The theme? "Autonomous Vehicles: A Redefined User Experience for 2050."

Teams competing must “collectively envision how technology, data, connectivity and content will power modern vehicle design and the in-vehicle experience.”

No, they don't say who won. This insert was in advance of the convention. But I'm really curious. Maybe I'll get an update insert from Automotive News in my e-mail. I hope so. Because, hey , 2015 is 34 years from now. That's it. Think back 34 years to, yes, 1982. It wasn't that long ago. What were YOU driving?

Hold that thought! Happy Holidays and New Year to us all!

Holiday Greetings from Nord Stern to All our Members and Readers, May 2017 bring everyone many miles of driving enjoyment



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A Few Interesting Facts About Porsches



The plant makes more than 20 different versions of its famed six-cylinder engines ranging from 255 to 535 horsepower.

<http://www.ndtv.com/photos/news/porsche-911-10-super-facts-on-the-supercar-14271#photo-185517>

and <http://www.autonotebook.com/6-fun-facts-about-porsches/2/>

Black, red and white are the most popular colours of the Porsche, even though the company will custom paint a car in any colour, for a fee.



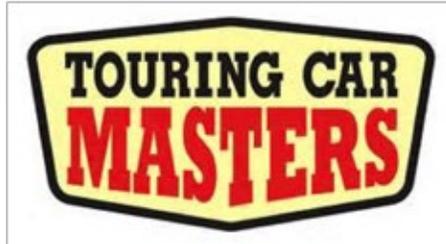
Unexpected Beginnings:

Although Ferdinand Porsche founded the company in 1931, Porsche did not begin to manufacture cars until nearly a decade later. Instead, the company offered motor development and consulting services. For instance, Ferdinand Porsche is credited with the design of the bestselling Volkswagen Beetle. The company also contributed to the design of Tanks during the Second World War.

The most popular machine from the Porsche factory is the Porsche 911. Introduced in 1963, the car has remained in production, with newer generations featuring fresh upgrades. A notable upgrade was the switch in 1998, after more than three decades, from using air-cooled engines to water-cooled engines—a change that remains with modern Porsches.



It was late February and I was attending the Liqui-Moly Bathurst 12 Hour endurance race for GT3 cars. In Team Erebus' Mercedes SLS AMG was an American teenager who was paired with German Touring car legends, Bernd Schneider and Maro Engel. That teenager was Austin Cindric, the son of Team Penske President Tim Cindric. It was Austin's first time on Mt. Panorama, or The Mountain, as it is affectionately known as by the Australians. It was also my first trip to Bathurst, Australia. Like everyone associated with motorsports, I had heard of Mt. Panorama and even had seen it on TV, but I had no idea how daunting it was and I was just a spectator.



During the race, Tim and I watched the 12 hour race from a number of different locations along the more than 4 miles of public roads that become the Bathurst race track on two weekends annually. My favorite locations were along the top of the mountain watching the race cars run across the Skyline, through the esses headed to Forest's Elbow where the cars make a tight left turn to come down off the mountain on Conrod Straight, a straightaway that is more than a mile long. While standing on top and looking down on the town of Bathurst, I mentioned to Tim that professional drivers had to be thrilled to race on Mt. Panorama and wondered if they ran any amateur races at the track. Tim must have filed that thought away in his memory bank, because I was to hear the answer to that question later in the day.

About halfway through the 12 hour race, Tim and I made our way back to the garages to watch Team Erebus execute pit stops and driver changes. While standing in the garage, Tim introduced me to Rusty French. Rusty is a racing legend in Australia with an ownership position in ProDrive, the team that fields four Fords in Australian V8 Supercar series. Rusty is an entrepreneur and the earnings from his various enterprises allow him to enjoy motorsports on a personal level. One of the companies he owns is Skye Sands.

Skye Sands was created through God's handy work when he created a strata of colored sands on property that Rusty owns. Now, finding sand on your property isn't all that exciting except the sand Rusty found was very different from sand elsewhere in the world. Rusty's sand has a number of very distinct colors that make it very valuable to people building a home and

wanting to match the color of the mortar to the brick. You want blue mortar? No problem: use some of Rusty's blue sand. Pink? Again, no problem.

Rusty also owns other businesses. One of those is a trailer manufacturing company that builds high quality bespoke trailers for – what else – race cars among other applications.

Tim introduced me to Rusty leading with: "You both should get to know each other because you both are vintage racers". I can't think of a better way to strike a bond between two people from opposite sides of the equator than by using a

sentence that contains the words "vintage racers". A friendship was formed immediately. Rusty, among the various cars that he owns, has a 1969 Mustang that he races in the Touring Car Masters series in Australia. I, in turn, own a few race cars including a 1969 Camaro that I race in SVRA (Sportscar Vintage Racing Association) and HSR (Historic Sportscar Racing) events in the States. Unbeknownst to either of us, we met in passing a number of years ago at Mazda Raceway Laguna Seca in Monterey, California while we were both attending Rennsport IV. Rennsport is a celebration of Porsche race cars. It is a generational gathering of race cars from the early years of Porsche's involvement in racing to their current effort with the 919 Hybrid race car the factory campaigns in endurance racing. Rusty was attending Rennsport IV with one of his 935 Porsche's and I was there in a less auspicious 944 Porsche Turbo Club Sport. Both are Porsche factory-built race cars, but Rusty's 935 is worth just a wee bit more than my 944.

Okay, much more than my 944.

I met Rusty early on at Rennsport shortly after my friend George Calfo and I arrived at the track. Just down from our paddock location was a 50 foot shipping container. Since using a container is so unusual, but ingenious,

to serve as your work space at a race track, George and I made a beeline to see how it was being



by Dave Roberts

2016
Liqui-Moly
Bathurst
1000
October 7th,
8th & 9th,
2016

Continued on page 37

Our goal is to help
you pursue yours.
It's that simple.



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nurburgring, inc.

restoration of fine vintage Porsche automobiles

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

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.
Of recent, I have accepted an opportunity to continue my career in a new direction.

I will be a curator for a private Porsche collection.

I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

Rick Moe
nurburgring, inc.
dasring.com

Nord Stern Annual Meeting & Holiday Party

Saturday, January 28, 2017

Morrie's - Long Lake

2605 Wayzata Blvd, Long Lake

Dinner, Music, Presentations, Awards, 2017 Officers

Cost: \$60 per person

6 p.m.

Tours of Morrie Wagener's private automotive & memorabilia!

Cash Bar

Appetizers: Antipasto . . . fresh veggies, artichoke hearts, olives, cheeses, hard salami, imported ham, sweet peppers, fresh mozzarella and cherry tomatoes

Caesar salad

Choice of one of three entrees:

- Vegetarian lasagna with a white wine sauce
- Stuffed chicken breast, sauteed spinach, Swiss cheese, panko bread crumbs, and wild rice
- Beef burgundy with homemade butter/parsleyed noodles

All entrees served with a side vegetable, Rolls and butter at each table, coffee, water, Dessert will be homemade pies!

There will be walking involved so consider comfortable shoes

registration will be online at clubregistration.net

R.S.V.P. by January 21, 2017

Tech Session: Patience Metal Fab

Great tech at Patience Metal Fab in Brooklyn Park. Gary and Bryan walked a nice size group of Nord Sterners through the ins and outs of designing and building a quality roll cage. Corey Hoegland's Boxster Club Racer was the featured car.

Many questions and lots of good discussion about what actually makes for a quality cage and how many builders take shortcuts as building a cage is not easy. A good cage will take 40 to 80 hours to build, of which 15 is just welding. Building a good cage also takes some study of the rules for the class of racing a particular vehicle will participate in. All the different sanctioning groups allow subtle and not-so-subtle differences!

Patience works on all kinds of cars. A notable car in their shop was a Nissan 350Z that was being set up for pro drifting. Chevy V8 and rear radiators. Some cool ducts that were 3D printed.



Above: Photo 3443. All fabricators use a little CAD now and then. Cardboard Aided Design.



Minutes . . .

continued from page 13

Safety – Paul Ingebrigtsen

No update

Social Media – Betsey Porter

No update

Shop and Tech relations – Roger Johnson

Tech session registration is at almost 100 people for this coming Saturday's event! Will split into two groups. The shop is very busy and very involved all over the US. Roger is working on a tour of US Bank Stadium for January. Current date would be January 14. Stay tuned for details. Has more ideas in the hopper!

Touring – Randy Walker

No report, date set for Vino in the Valley and is listed in the calendar.

Track Relations – Jim Bahner

No report

Webmaster – Mark Kedrowski

Newsletter is online, Christie and Dave A. are managing the website and working on transitioning the site to a local server and off the PCA site - which is limited in functionality.

Old Business

Nametags have been ordered for the holiday party, they are plastic clip ons. We will not submit our club for national award after all, due to lack of time by any individual to gather the information needed with the deadline having been moved up to December 31.

New Business

None

Meeting adjourned 8:49 p.m.

Respectfully submitted,
Betsey Porter, Secretary



SANTA FE MAY 25-28, 2017

Presented by Porsche of Albuquerque

Celebrate the **2017 Fiesta New Mexico** at the Hilton Santa Fe Historic Plaza Hotel in beautiful Santa Fe, NM! It's the **50th Year** of Roadrunner Region hospitality and fun!

- **Concours**
- **Autocross**
- **Landmarks Rally**
- **Beautiful New Mexico Drive Outs**

There will be a Welcome Reception, Continental breakfasts and Awards Banquet. You will definitely want the commemorative t-shirts and other goodie bag items, all included.

COME CELEBRATE THE 50TH ANNIVERSARY OF THE ROADRUNNER REGION AT THIS PREMIER EVENT!



Registration will be through **motorsportreg.com**

<http://www.motorsportreg.com/events/2017-rrr-pca-fiesta-new-mexico-hilton-santa-fe-historic-plaza-roadrunner-027901>

30 cars have already registered- don't miss out on this fantastic Porsche Roadrunner adventure!
We can accommodate a maximum of 100 cars at our event.

The Roadrunner Region is proud to announce that the artwork for this event, which will be on our commemorative t-shirts, will be produced by world-famous Porsche artist, Nicolas Hunziker.

You can see more of Nicolas' art at this site:
nicolashunziker.com
and be sure and visit his store to see his collection of t-shirts and, newly available, footwear.

Nicolas has done the artwork for the first three Porsche Werks Reunions held in Monterey, CA during the Pebble Beach Concours d'Elegance Car week, and we are immensely proud that he will be doing the artwork for our 2017 Fiesta New Mexico event. The 2017 Fiesta New Mexico t-shirts will certainly be a collector's item and will only be available to Fiesta New Mexico registrants (and co-registrants) by attending our event.

There is a lot to do in Santa Fe, NM. You may want to come early and stay late to really enjoy the trip. Below are some helpful links to help you plan your trip.

https://santafe.org/Visiting_Santa_Fe/Things_to_Do/Tours/index.html

https://santafe.org/Visiting_Santa_Fe/Self_Guided_Tours/index.html

https://santafe.org/Visiting_Santa_Fe/Museums/index.html

https://santafe.org/Visiting_Santa_Fe/Dine/index.html

https://santafe.org/Visiting_Santa_Fe/Galleries/index.html

<http://www.visitalbuquerque.org>

<http://taos.org>

<https://www.newmexico.org/videos/>

<http://www.newmexico.org>

When you get down to it, they're all air cooled!

By Pedro Bonilla

Reprinted courtesy Die Porsche Kasette, May 2014

Well know that air runs over the cylinder's cooling fins in the old cars, but it's also air that actually cools the engine oil and/or the antifreeze that runs through the radiators in the newer cars, isn't it?

Nevertheless, the one question you hear most about Porsches is "Why did they really stop making the air



1945 VW engine cutaway

cooled engines?"

Obviously, people who ask that question don't consider the 986, 996, 997 C7, 991, C8 and 981 air cooled. That's OK, I get their point.

There are 3 main reasons why Porsche stopped making the "air cooled" cars.

You pick which one you think is the REAL one.

There's the "Environmental/Emissions" reason, there's the "We can't get more power out of the darned thing" reason and there's the not-talked-about Porsche was broke reason.

True air-cooled engines have a great advantage in that they are very lightweight when compared to water-cooled ones.

Water-cooled engines have a much better power/displacement performance than air cooled.

So, when Dr. Porsche decided to use a small, air-cooled boxer engine in his newly designed Volkswagen in 1938 and also in his first Porsche in 1948 they were both very good decisions at the time.

Both cars were very light and raw. There weren't any additional requirements other than getting from point A to point B in an enclosed vehicle (no air conditioning, no radio, no seat heaters, no power windows and power mirrors, no vanity window lights, no 12 volt outlets to power your smartphone ... wait, we're getting way too far ahead of the times now.

But as time progressed and people demanded more and more from their cars they got heavier and required more power, whether it was for moving the added mass through city streets or for moving the mass faster on racetracks.

Eventually they got to where the engine's displacement had grown to a point which couldn't affordably get much better in terms of power (993).

You can also see it as: Porsche wasn't competitive anymore with the likes of BMW and Ferrari so they had to follow suit.

In 1996 the very stringent OBDII / LEV (low emissions vehicle) regulations came to the USA and the Euro3 and Euro4 exhaust emissions regulations went into effect in Europe. Simply put, the old air cooled technology could not meet these new requirements in a cost-effective manner and Porsche was forced to re-design its power plants.

This, coupled with the instant success of the Boxster,



Boxster Prototype © 1993

quickly put Porsche, not only back-in-the-black, but it also became one of the most profitable car manufacturers

... Err, excuse me, vehicle manufacturer since now Porsche is selling more trucks than sports cars.

When all of this was happening, in the early 90's, Porsche's financial situation wasn't the best either. Let's be honest ... They almost went under!

Car sales had dropped dramatically and in order to stay afloat Porsche needed



Continued on page 37

It is easy to think of Route 66 as a California highway because of the great open stretches that still exist in Southern California, but it really was a national highway running 2,278 miles from Chicago to Malibu. This book is a travel diary appropriately dealing with the food along the way as well as the road itself and, of course, barn find cars. Lead car and conversation starter for the trip was a 1939 Woody.

Be advised that the title - *Route 66 Barn Find* - is somewhat misleading in that most of the old cars described were found in driveways, car ports, back yards, open fields, or otherwise exposed. Some were found as projects-in-work, but few, if any, were the hidden away, long abandoned vehicle which comes to mind as a barn find. Indeed, many of the barns in which the described finds were located, were actually salvage yards.

There is no Porsche content in *Route 66*, but the trip does begin from the home of a 1963 356 Coupe owner in Highland Park, Illinois, and the book does adhere to the PCA mantra: It's not the cars; it's the people, that make this book such a great read. Almost half of the text is about the owners of the cars spotted from the Route 66 pavement.

Route 66 Barn Find is divided into eight sections, one for each of the states through which Route 66 passed (though only 13 miles were in Kansas). Fast-paced and engrossing, the sections have a separate named chapter for each collection (collections as distinct from museums or even displays). For example, in Moriarty, New Mexico the author found some 700 cars out in a field, some with trees growing through them – none for sale!

The chapter headings and various parts of the book have interesting Route 66 oriented artwork, like the graphics of the book's cover. Within each collection/chapter one or more cars and their restoration needs are described in detail. Some finds were vehicles that had been

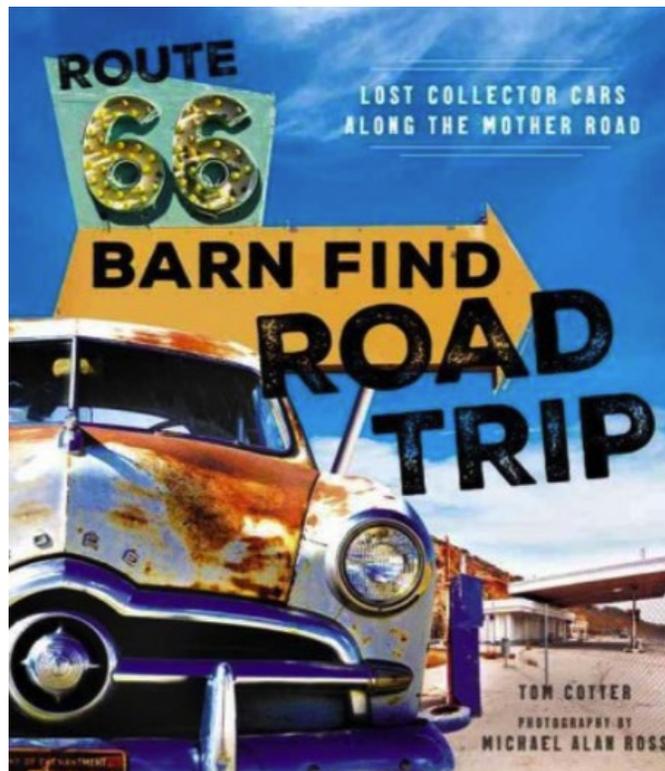
extensively hot-rodded, but not driven in decades.

The emphasis of this book is clearly on Detroit iron, no doubt reflecting the focus of the collectors rather than that of the author, but Datsuns, MGs and SAABs are reported on. While most of the collectors are not interested in selling cars from their collections, a few do sort of run businesses in old parts, but do so without showrooms, advertising, or websites. It seems that their marketing techniques are as old as their cars!

Route 66 Barn Find is hardbound, with 192 heavyweight glossy 9-1/4 x 10-3/4 pages. The text and 402 color photos are sharp and clear.

There is a comprehensive, two-page, three-column index, and a one page listing of the best of: food, places, people, and cars encountered on the trip.

By the time you read this it should be available for \$35 from your favorite bookseller (ask for it), or from [https:// www.quartoknows.com](https://www.quartoknows.com).



Book Reviews for Porsche- philes . . .

Route 66 Barn Find Road Trip: Lost collector cars along the Mother Road

*by Tom Cotter, photography by
Michael Alan Ross*

*published October 15, 2016 by
Motorbooks, Minneapolis, MN*

*Reviewed by Bruce Herrington,
Orange Coast Region,
Courtsey Grand Prix Region PCA,
The Circuit October 2016*

Tech Quiz Fun: Former 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. SAE _____ is an approved oil viscosity for a 2007 Cayman.

- a. 20W-50
- b. 10W-30
- c. 0W-40
- d. All of the above

2007 Cayman, Cayman S Owner's Manual pg. 210

2. The model designation on the current generation Boxster is _____

- a. 987
- b. 992
- c. 999
- d. 981

Excellence Oct 2012 pg 91

3. 20" wheels and tires are standard or an option on 2013 Boxsters?

- a. Standard
- b. Option

Excellence Oct 2012 pg 90

4. The concept Boxster revealed January 1993 in Detroit was designed by an American.

- a. True
- b. False

Excellence was Expected Vol 3 pg. 1330

5. _____ was an outside contractor completely responsible for the assembly of the 986 suspension and steering assemblies.

- a. TRW
- b. Bilstein
- c. Krupp Hoesch
- d. ATE

Excellence was Expected Vol 3 pg. 1335

6. The Boxster S 550 Spyder featured _____.

- a. 280hp
- b. removable hardtop
- c. 19" wheels
- d. None of the above

Excellence Porsche Buyers Guide pg. 91

7. BMW pressed the steel body panels for the 986 Boxster

- a. True
- b. False

Excellence was Expected Vol 3 pg. 1337

8. New for Porsche was a six speed Tiptronic transmission introduced in the 2005 Boxster and Boxster S.

- a. True
- b. False

Excellence was Expected Vol 3 pg. 1375

9. The 2013 Boxster has electronically assisted power steering which _____ over the previous hydraulic assisted power steering.

- a. has less drag on the motor
- b. permits the steering wheel to be turned once the Auto Stop/Start shuts off fuel
- c. reduces the possibility of fire
- d. All of the above

Excellence Oct 2012 pg 91

10. The base Cayman introduced in the summer of 2006 had a VW-built 5 speed transaxle.

- a. True
- b. False

Excellence was Expected Vol 3 pg. 1535

11. Because of the roof the original Cayman S had a dry weight of 10 pounds more than a comparable Boxster S.

- a. True
- b. False

Excellence was Expected Vol 3 pg. 1525

12. The 2013 Boxster S top can be raised or lowered at speeds up to 51 mph.

- a. True
- b. False

Excellence Oct 2012 pg 93

13. Installing small dowel pins on each side of the main bearing webs of an air cooled 911 engine is known as _____.

- a. dowel -pinning
- b. shuffle-pinning
- c. anti-skid
- d. wasting money

Porsche 911 Engines 1965-1989 Wayne Dempsey pg. 93

14. 2012 marked Hurley Haywood's _____ start in the 24 Hours of Daytona.

- a. 50th
- b. 25th
- c. 40th
- d. 10th

Porsche Panorama March 2013 pg. 55

15. In 1961 Porsche began 356 roadster production at the D'Ieteren Brothers located in _____.

- a. Paris France
- b. Paris Texas
- c. Brussels Belgium
- d. Heilbronn Germany

Porsche Panorama January 2013 pg. 64

a	8
b	7
c	6
d	5
a	4
b	3
c	2
d	1

PCA's Zone 10 Directory

Regional Clubs

Central Iowa: <http://cia.pca.org/>

Ozark Lakes: www.pca.vintageeuro.com

Dakotas: www.dakotapca.org

Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

Schönesland: www.schonesland.org

Kansas City: www.kcrpca.org

St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

One Stop "Shopping"

Nord Stern's Website will have up to date information on event scheduling, locations, activities, dates and times as well as contact info.

Questions, email 'editor@nordstern.org'

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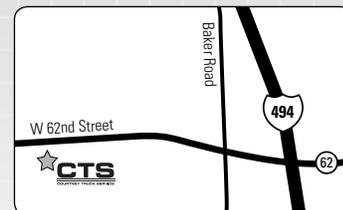
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Classifieds

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

Wheels/Tires

Set of BMW wheels/winter tires that are no longer useful in Charlotte. Willing to sell or trade for 18" of 19" 987 wheel set. 17" perfect condition BMW OEM matched set with winter tires. Rim model 7Jx17 EH2+ IS47 alloy. These wheels will fit 1-Series and 3-Series cars with following years: 1-Series 2009-20014; 3-Series 2004-2013 Tires are 3 winter seasons old, good tread Goodyear Eagle Ultra Grip Run Flats 205/50 R17 89H. \$550 for the set of wheels with snow tires or trade for 987 wheel set. (This is a deal! One new tire & wheel combo is \$521--you're getting the whole set--New this set is a \$2000+ value.) Will pack to ship via your preferred shipper, you pay shipping. Richard, rdhermann38@gmail.com

2006 911 (997) Carrera 4S AWD Cabriolet

\$49,900, Red with black interior, only 20,000 miles. Never driven during the winter. Always garage kept (at the Automotorplex in Chanhassen MN) with in-floor heating. Six speed manual transmission. Recently serviced at Porsche of Minneapolis. For inquiries, I can be reached at: borrerojl@gmail.com



Wanted to Buy

Porsche 928. Clean, original, well cared for. Any year – but 1987 or 1988 preferred. Call Mark at 612-859-8558.

For Sale



1998 Porsche 993 Carrera S. No track use. Clear title and thick file of maintenance records. \$94,500.

Also selling Porsche books, posters, model cars, signs and other Porsche memorabilia. Have complete set of 356

Registry from Vol 1 to the present. Call for details and to discuss pricing, pickup etc. Barb 763.434.7787.

For Sale

1982 Porsche 924 TURBO, Brought back from the brink several years ago and now it turns and drives. Information contact Dwight McCullough, dwight@bmcautos.com, located in Ham Lake.



For Sale

Champion Forged Monolite RG5 Wheels with Pirelli P Zero tires, H&R Sport Springs (Lowering 1"), \$3750 OBO. All parts off a 2004 C4s, Pictures here: <https://goo.gl/photos/ke7yv9Pzy7RG6cAZ6>, Buyer pays shipping, Contact at brad.bolin@gmail.com. 2



x Champion Motorsport RG5 Forged Monolite, 19 x 8.5 (49mm offset). Condition: Very Good, minor cosmetic imperfections. 2 x Champion Motorsport RG5 Forged Monolite, 19 x 11 (40mm offset). Condition:

Very Good, minor cosmetic imperfections. 2 x Pirelli P Zero 235/35 ZR19 (87Y), N-Rated (N2). Condition: Like New (Tread 9/32"), 2 x Pirelli P Zero 295/30 ZR19 (100Y), N-Rated (N2), Condition: Like New (Tread 9/32"). H&R Sport Springs, Part No. 29466, Approx Front Lowering: 1.0", Approx Rear Lowering: 1.0". Notes: AWD. Condition: Used (As far as I can tell they are just fine, but don't know much about springs). brad.bolin@gmail.com

Tires

Nearly new set of 18" tires. Left rear does have a nail pretty close to the shoulder, so it's up to the new owner to use or junk it. Fronts-Bridgestone Potenza REO50A, 235/40/R18. Rears-Hankook Ventus V12 evo2 265/40/R18. First \$300 gets them. Bill Nord, Bill.nord@graphicpkg.com or 612-280-4313.

Wanted

Looking for two (2) straight 10.6 offset 8 x 16 and two (2) 7 x 16 Fuchs with minimal or no curb rash. Paint fade is ok. I believe part numbers are 911.361.020.45. and 44. Also four (4) center caps to fit same wheels. Let me know what you have. Mark, 612.251.5710 or mark.read03@gmail.com

Wanted

One 15x6 fuchs wheel for 1970 911. Mylo Gustafson, Maple Grove, MN, 763.250.0992, mylo.jodi@gmail.com

996 Turbo Twist Solid Wheels for C4S or Turbo

Turbo Twist solid (not hollow) wheels from my 996 C4S. Widebody fitment. Front 18x8 50 offset; Rear 18x11 45 offset. Very good condition. C4S hubs. \$450 for the set. Please contact Jon at jonwallace@mac.com.

Wanted

17" wheels for 968. Open to multiple brands, BBS, Fiske, Kinesis. Let me know what you've got! David @ 952.451.6550.

Launch Edition 997

This car is 1/337 made. U.S. car located in Winnipeg Manitoba Canada, 50 mins from North Dakota border. Purchased from Lamborghini Vancouver & all service done there, EuroCars & Porsche Centre Winnipeg. Newer Michelin Pilot Supersport 2's, Newer Clutch,*IMS upgrade was completed*, 3M wrap, clear front markers, 5mm Porsche spacers, black wheels/color crests. These Launch Edition 997's come Hard Loaded! PCCB, full leather dash, Bose, Adaptive Sport Seats, Bose, PCM, Sport chrono pkg, adaptive suspension. This car has only 22,500 miles and has always been stored under cover (included in sale) on a lift with a battery tender over the winter. The car has been well cared for by PCA member and is fresh from the dealership spring check-up and oil change, and is ready to go. Take advantage of the stronger U.S. dollar and bring this car back to the U.S. Great rear drive, naturally aspirated 911's with manual transmissions and hydraulic steering are becoming harder to find and more difficult to acquire, now is your chance. 45,999 USD. Sean Shapiro, drseanshapiro@yahoo.ca.

Bathurst . . .

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used. Arriving at the container, we saw the big metal box serving as a garage for two Porsche 935's with all of the necessary tires, wheels and spare parts to support a race car on another continent. We introduced ourselves to the owner and were given a tour of the container. That owner happened to be Rusty French. Of course I made no effort to remember the name of the owner because the likelihood of ever seeing him again was 7.5 billion to 1 or something close to that, but I vividly remembered the container. Well, not only did I meet him again but we became friends. I guess there is a lesson to be learned, but I am not totally sure what it is.

(Editor's note: and it turns out that several other Nord Stern members chatted with the Aussies although we didn't get names at the time; Cid Holton and myself had a lively conversation with them as we also were taken with the cargo container serving as a

workspace and storage. They talked about how long it took to get the container over and the required quarantine time necessitating close scheduling to be sure to arrive in time for the Rennsport Reunion. And I remember distinctly their delight at being in Monterey, racing at the Laguna Seca track and indicating they'd definitely return if the event reoccurred! I'm happy to report that they DID return for Rennsport V when it was held in October of 2015. What a small world it is!)

As Rusty and I talked about Vintage racing in Erebus' garage, we did what every vintage racer does and shared pictures of our cars from the hundreds of car photos we have stored on our iPhones. As we were looking at the pictures of our cars and totally ignoring Tim, Tim mentioned to Rusty that I expressed an interest in racing at Bathurst. Rusty immediately turned to me and said, "You must bring your Camaro to the Bathurst 1000 in October. I'll arrange for an invitation". Without thinking, and I seem to do that

frequently when race cars are involved, I said sure. That set the wheels in motion.

After returning to the States, I heard from Rusty a number of times, which was good because occasionally an invitation is extended before the inviter thinks about what he has done. But this time, it was for real. Rusty told me to ship my Camaro to Melbourne and once it arrived, his crew would pick it up at the port, take it to their shop and prepare it for the Touring Car Masters races which are run as support races for the V8 Supercar Bathurst 1000, Australia's biggest motorsports event.

Editor's Note: Dave's Bathurst adventures will continue in upcoming issues of the Nord Stern newsletter so watch for your next issue!



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RIVER VALLEY RIDERS
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Cover Photo Shoot . . . Nord Stern Member Rodger Finke and his Porsches

By Greg Thoen,
Thoen & Associates Advertising
Photography, Inc.

Photo info: With the recent purchase of the foreground vehicle, our client wanted an image showing both cars with an emphasis on the new one. Both are Porsche GT3 RS racing models.

Besides a large wall print, they wanted it to work well when used small, so the thought process kicked into high gear.

With a lot of post work in Photoshop, we could have done both separately in our studio creating a background to flow with them, like we've done in the past.

But to keep the budget down, we setup in an empty warehouse with the client making the overhead scrim and detailing the cars. We also utilized our experience and creativity by using some yellow lot markers we found there. The yellow worked well with the brake caliper / interior accents, coupled with using the textured spancrete wall and wetting the floor, hence opposite colors and textures . . . (see cover!)

With well thought out composition, the new Porsche is predominate,

yet the older car shows features not seen, plus when used at a reduced size, with the small overall footprint of the two, one can still see many details. Be sure to click on the above final image to see it up at full screen size! (Editor's note: here's the time when going online and downloading the newsletter file is well worth the effort to see this photo on your computer's screen in full color!).

Situating and lighting both cars in one photo was challenging to say the least. But they were extremely pleased with the results.

Behind the scenes, the photo setup with Greg Thoen, right, and his right hand man, Jeff Natrop, left



Air-Cooled . . .

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and introduce an entry-level car which sold for under \$40,000 (\$39,995 in USA).



This entry-level car would also share up to 60% of its parts (including the engine block, front end, dash, headlights, doors, interior, etc.) with the new-to-market 1999 water-cooled Carrera 996, therefore reducing manufacturing costs.

By producing two platforms in the same, new production line, Porsche was able to drastically reduce manufacturing costs.

But, if you look closely, even the trucks (Cayenne and Macan) have radiators that are cooled by AIR, so that's why I say "they're ALL air cooled!"

Photo below, submitted by Richard Hascall as found online: some peeps just have too much time on their hands! But nevertheless, it's the season!





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