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February 2017







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## PORSCHE

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## 2 0 1 7

*Dedicated to the belief that . . . getting there is half the fun.*

Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

The editor reserves the right to edit all material. Articles and classifieds for publication in Nord Stern must be submitted by the 15<sup>th</sup> of each month prior to publication.

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### Departments

- 4 2017 Nord Stern Officers and Committee Chairs
- 5 So, Just What Do We Do In Nord Stern??!
- 6 The Prez Sez . . .
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 10 Club Talk . . . 'Talk'
- 13 Nord Stern Business Meeting Minutes JANUARY 2017
- 24 It's a Brand New Year
- 28 Carmudgeon Chronicles: Can Minnesota Create a Car-hating Child?
- 29 Time to Renew - Nord Stern Newsletter Subscription
- 33 Book Reviews for Porschephiles . . . DEREK BELL My Racing Life
- 35 PCA's Zone 10 Directory
- 36 Classifieds

### Features

- 11 Driver Education, Driver Training and Autocross
- 20 The 'Great Debate' - 25 Years post 'The Chicanes'
- 22 Carnage Averted!
- 25 New Member 'Spotlight'
- 26 A Few Interesting Facts About Porsches
- 27 2016 Liqui-Moly Bathurst 1000 - The Saga Continues
- 30 Tech in Action: JDC Motorsports
- 32 Even though you think they are . . . They're NOT the same!
- 34 Did You Know? A Few of those 'Old' Stories

### Upcoming Events

- 8 2017 Calendar . . . Get Around with Nord Stern
- 12 2017 Membership Socials
- 38 AutoLieben Motorsports Fest July 30, 2017



Cover - photo  
by Michael  
Grabner

Glen Larson's  
beautiful  
1980 Tobacco  
Brown 928  
at the Stone  
Arch Bridge  
from his  
2017 Charity  
Calendar  
Photoshoot!



## 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](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 via email or just give him a call!*

Ed Vazquez  
email: [edmn911@aol.com](mailto:edmn911@aol.com) or  
612.720.0760 (cell)

Mail renewal checks to:  
**Jeff Bluhm**  
6767 Marsh Ridge Ct.  
Eden Prairie, MN 55346

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

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

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

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

## 2017 Nord Stern Officers and Committee Chairs

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		<b>Zone 10 Rep: Julie Bailey</b>	229 S Westfield St Wichita, KS 67209 <a href="mailto:racylacy944@yahoo.com">racylacy944@yahoo.com</a> 316.655.4058

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!



### **Chris Dahl**

Lakeville, MN  
2006 911 Carrera S Cabriolet  
Black

### **Kevin Facinelli**

Golden Valley, MN  
2015 Panamera GTS Silver

### **Dan Niccum**

Brainerd, MN  
2005 911 Carrera S Arctic Silver

### **Jim Phillips**

Andover, MN  
2002 911 Carrera 4S Arctic  
Silver Metallic

### **Steven Skoglund**

Cambridge, MN  
2002 911 Carrera Cabriolet Red

### **Jake Solberg**

Woodbury, MN  
2002 911 Carrera Lapis Blue

### **Laurie Zenner**

Minneapolis, MN  
1999 Boxster Navy Blue

## **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-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!).

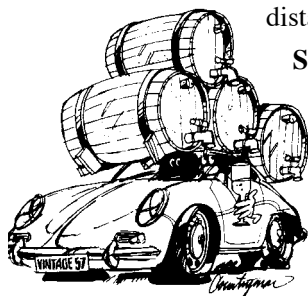
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



# The Prez Sez . . .

by Ryan McGee

I hope everyone enjoyed the holidays and is having a great new year! I have facilitated my first business meeting as Nord Stern President and thanks to all of the chairs our annual events are on track and shaping up nicely. Just as a reminder, the February business meeting is pushed back by a week to February 21st, due to the 2nd Tuesday being Valentine's Day.

We just attended the US Bank Stadium tour and it was fantastic! I would especially like to thank **Roger Johnson** for putting this together, **Dave Anderson** for all his hard work behind the scenes and **John Dixon** for providing an excellent tour. We had a great turn out with about 60 people attending! The technology that has gone into this building to provide wifi and cellular throughout the stadium is amazing. There have been links to some great pictures posted on Clubtalk and if you missed the event, stay tuned as we hope to put another tour of the stadium again in the future.

By the time you are reading this the holiday party will have come and gone. This social event is another one that Lara and I look forward to each year. For those of you that are new to the club, the holiday party is held at a different venue each year. This year it will be at Morrie's Bodyworks and will showcase Morrie Wagener's private automobile collection and memorabilia. I'm told that one of the past holiday parties was held at this location in the past but that the automotive collection has grown to over 300 cars now! In past years the holiday parties have been held in locations such as the McNamara Alumni Center, the St. Paul University Club, the Lafayette Club on Lake Minnetonka and the top of the IDS tower featuring guest speaker Randy Pobst. This year

I'd especially like to thank **Ron** and **Michele Deml Johnson**, **Christie Boeder** and **Betsy Porter** for all of their work in putting this event together.

Last month I recognized some of the incoming and outgoing chairs. This month I would, again, like to encourage others to get involved with the club. While all of the chair positions are full, we would 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](mailto:president@nordstern.org) and [vicepresident@nordstern.org](mailto:vicepresident@nordstern.org) and let us know how you are interested in helping. You can also show up at the Nord Stern business meetings. The dates and locations are listed in the newsletter calendar of events. Members are always welcome at the business meeting.

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!!

Remember, it's not just the cars, it's the people.



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Cathy Perinovic, Linden Hills Realty .....	21
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Back cover	N/A	N/A	N/A - \$83 plus color charge
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This month I have to admit to truly being one very lucky editor. Starting this issue each month I often wonder, will I have enough content to fill 40 pages? The thought is always there and invariably I end up, - through no effort of my own - with more than I can actually use! Our membership is very generous in their willingness to send me interesting articles about their Porsche adventures, photos from various events, factoids and tidbits from near and far. I could go on!

Suffice it to say, but this issue is a prime example featuring a wide range of stories, a book reviews some truly fascinating facts from early day races and racers, plus a look back at a very crucial and important period in our club history. **Roger Johnson, Ron Faust** and a few others have delved into what we affectionately called 'Carnage Averted!' Take a look at the series of editorials and follow up articles to find out what that's all about! And of course we continue the Bathurst saga with Dave Roberts.


And in this issue we welcome a couple new advertisers: **Dan Perinovic** of State Farm and **Cathy Perinovic** with Linden Hills Realty. And yes, they are a couple! Both Cathy and Dan are Nord Stern members and we are thrilled to welcome them both as new advertisers as well as Dan has taken on the Insurance Chair role from long-serving **Michele Deml Johnson**. So we will see Dan in two new roles in the Nord Stern Club! Check out their ads, they are 'together' on page 21.

Spring is really not that far away so hopefully all members are looking at their calendars, filling in the dates with upcoming car events and looking forward to another great year of driving adventures whether they be on a track, in a rally, cruising around some curves, dining together, there's much to do! Hope to see you at the 'next' event!

# From the Editor . . .


by Christie Boeder  
'73 911







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**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 - See Pg. 15**  
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 - See Pg 15**  
9:30 a.m. Registration.  
Auto Edge, Mahtomedi  
11:30 p.m. Lunch  
12 p.m. Tech Session
- 23 Membership Social/Tech Session - Rochester**  
Noon, Pizza Lunch - See Pg. 15  
Social, DE Tech, Club Info  
Location: Werkstatt (werkstatt533.com)  
Dave will do a DE inspection on a 944,  
an aircooled 911 and a 997  
RSVP: Jeff Boehm, 507.261.9407 or jeffandbj@gmail.com

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

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

**MAY**

- 14 Autocross Event with Corvette Club**  
Details: TBA?

**JUNE**

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

**2017 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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# Club Talk

## ... 'Talk'

*Courtesy Clubtalk*

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copy of the picture, resize it, and post it  
on your behalf.*

### Tech Session: US Bank Stadium Tour!

**John Dixon**, thanks a lot for giving such a fun tour of the US Bank Stadium to our Porsche Club yesterday (Saturday, January 14).

I was excited to see so many new members in attendance.

Of course, the highlight of the tour was seeing the four Lombardi Trophies lined up next to each other. (a guy can dream can't he?)

Thanks also to Roger Johnson, Dave Anderson and the other Nord Stern volunteers who helped make the morning run so smoothly.

– Keith Jones

Ditto, Keith,

As I'm not much of a pro-sports enthusiast I figured this was the way to see the stadium I watched them build, not to leave out seeing a bunch of old friends. I visited that site at least weekly from the time it was a hole until the skins went on. No way can you understand what the inside looks like with that kind of view!

John Dixon and the other Nord Stern crew did an great job of getting us access to suites I will never be invited to and even a chance to walk on the green. Pretty amazing building although when you throw \$1.2B against a pile of cement you can make it look really good!

Still wondering how the 31 miles of beer tubing knows I want an IPA and not a Pilsner.

– Jon Beatty

What, no scotch on tap?

– Best, Lon Tusler

I'm sure there is, just not piped throughout the building. John told us it takes 26 kegs to flush the system! You'd think they could donate that "flushed" beer but I doubt the food shelves would want it. :-)

– Jon Beatty

Nice of them to properly mark the most important features of the building. (note pic to right)

– Roger Johnson



Geri and I add our thanks to those responsible for the tour. I think the non-sports fan enjoyed it as much as I did. Of all the things there are to like about the stadium, my favorite is that, unlike the Metrodome, it doesn't smell like plastic.

– Steve Thompson

### Fred Jacobberger

Fellow Nord Stern Member Fred Jacobberger passed. He was a member of Nord Stern for about 20 years and recently moved out to Las Vegas. Fred had a razor sharp wit and great spirit. He will be missed.

Our sympathies go out to his wife Patty and family.

– Jim Bahner

Yes, we've lost one of the great ones. As Jim said, Fred was a very generous guy. #438 is the only 911 Lara and I have driven to date.

We miss you Fred!

– Ryan McGee

Sad news, indeed. He was more than willing to lend a hand or offer up some advice when asked. I always enjoyed working with Fred and have missed having him around the "flings" for a while now.

– David Anderson

One of the best instructors I had, I remember him telling me to look ahead of the traffic not right in front of me when driving at BIR. One of the best driving tips ever.

– Ed Vazquez

Jim, My sympathies to you. I know Fred was a good friend of yours and many other club members over these 20+ years. As attorneys, we were opponents on hundreds of cases over the years. He was an excellent lawyer, person and friend. My wife Lisa, who was his Law Firm partner all these years, has lost a dear friend and mentor. I know Patty is planning a celebration of Life event. I, or other club members

will post it on Club Talk

– Rick LaVerdiere

Count me in on the celebration of Fred's life. When I ran the BIR schools Fred was always one of the first to volunteer for

*Continued on page 30*



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 lets give you some background information and definitions of the 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 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 College by various other area clubs. Nord Stern does partner to offer track time at an upcoming event - watch your calendar for more information. In 2017 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:

#### 2017 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 . . .

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 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**

**RSVP:** Jeff Boehm  
[jbandbj@gmail.com](mailto:jbandbj@gmail.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](mailto:edmn911@aol.com).

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



# Nord Stern Business Meeting Minutes JANUARY 2017

*by Betsey Porter, Secretary*

**T**he January Business Meeting of Nord Stern Region of PCA was called to order by President Ryan McGee at 7:00 p.m.

## **President – Ryan McGee**

Paul sent the Zone 10 President's report to PCA in January. Ryan and Lara are attending the Zone 10 President's meeting March 22-26.

## **Vice President – Lara Dant**

No update

## **Treasurer – Jeff Bluhm**

No report

## **Advertising – Lara Dant**

We have a few new advertisers for 2017. Lara will be looking for help with Advertising for 2017.

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

No report

## **Autocross – Andy Golfis**

Our TBD "Bigger than Autocross" event is scheduled for Oct 8 at Dakota County. Ryan suggests we form a committee to make sure all details are covered. We will promote MACs New Driver classes too. We should promote all events at the upcoming New Member meetings. They really helped last year.

## **Board of Directors**

No update

## **Charity – Mark Kriesch**

We should work on schedule for 2018 calendar as early as possible. We have sold 80 calendars so far, so we can send an additional \$2,700 to NAMI. Will have some available to purchase at Holiday Party, in addition to taking orders if we run out.

## **Club Race – Dave Sorenson**

We have a new chairperson! Dave Sorenson. Welcome, Dave.

## **Driver Education – Steve Meydell**

No report

Per Dave, P&P has 15 registered for Saturday

## **DE Registrar – Dave Anderson**

Four registered for First Fling Driver Training so far. Will open DE registration soon.

## **Driver's Training – Jim Bahner**

The Minnesota VW Club wants to train with us and do Driver Training too. Jim will talk with them.

We donated two First Fling DT experiences to the Cystic Fibrosis annual banquet. We will send the winners certificates.

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

No report

## **Historic Archivist – Kim Fritze**

No report

## **Insurance – Dan Perinovic**

No update

## **Membership – Ed Vazquez**

Ed got a very nice Porsche calendar from Porsche of St Paul to do a giveaway at the Holiday Party. Ed is working on getting a tent for our outdoor activities, with our logo and PCA's (10x10). Have gotten some renewals since the various email blasts have gone out. Please renew now if you haven't already!

## **Met Council – Bob Kosky**

They had their banquet last Saturday, light attendance which was disappointing. They had four Porsche winners, none of whom are members of Nord Stern or PCA!! Bob lobbied them to join. Bob recommends Andy Golfis come to the Met Council meetings if he can. It's easier to negotiate dates as the Met Council than as Nord Stern.

## **Newsletter – Christie Boeder**

January issue is online and at the printer. Send event updates directly to Christie

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

No report

## **Rally and Drives – Lon Tusler**

No report

## **Safety – Paul Ingebrigtsen**

New helmet rule will be enforced in 2017, per PCA. No more grace period. 2010 or 2015 helmets required for all events.

## **Social Media – Betsey Porter**

Will add items we have talked about at meeting to Facebook

## **Shop and Tech relations – Roger Johnson**

We have 58 people signed up for US Bank event on Saturday, the 14th. Roger has several ideas in the works for the rest of the year.

*Continued on page 31*





Who would have thought this shop was in 'our backyard!' Savage, MN to be exact

Scenes from the recent Tech Session at JD Motorsports







Scenes from the recent Tech Session at JD Motorsports - Lots of raw carbon

All photos on this page and page 14 are by Eventmaster Roger Johnson, kudos for a well-attended and fascinating tour of the JDC Motorsports shop





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



In the middle of the winter the Business Meetings heated up as Nord Stern decided to pull the pylons from the chicanes at the end of the straights going into Turns 1 and 2 at BIR. Strong opinions were expressed on the danger or added safety of this move at the meeting. Also in this issue three different members offer great articles on their European travels. Many of our current members must have a travel story; write it up and send it to Editor Christie Boeder.

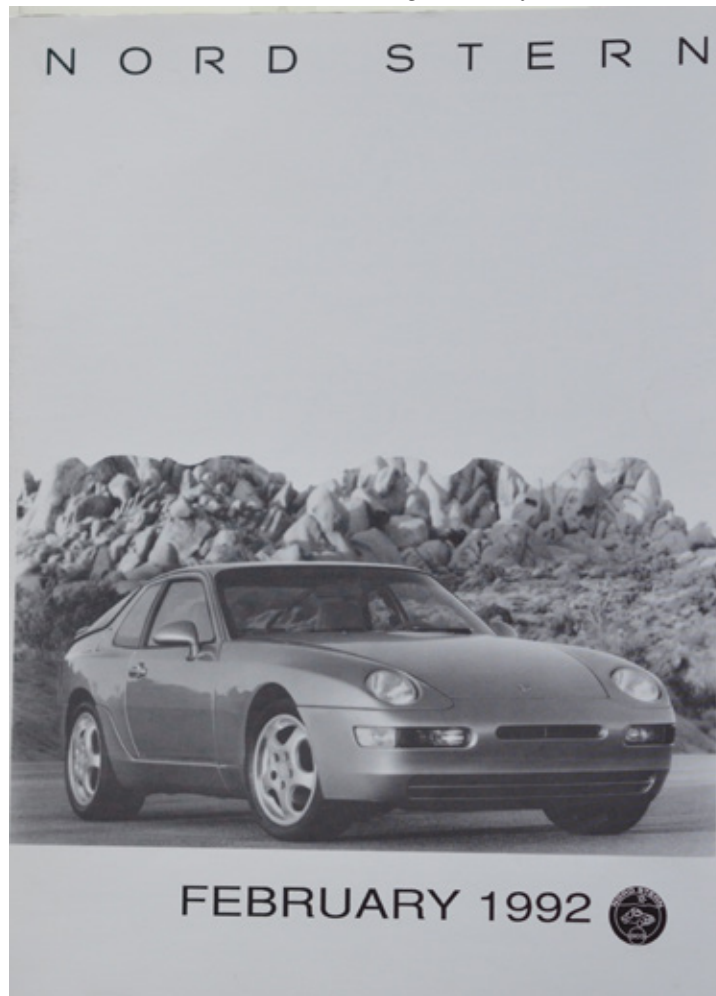
– Ron Faust

## February 1992

- **Teresa Vickery** is President and **Bobbi Miller** is Newsletter Editor. Bobbi calls the pylon debate “to chicane or not to chicane.”
- Treasurer **Tom Prideaux** had announced a Nord Stern balance of \$30,909 at the January business meeting. There were no practical dates available for Elkhart Lake for 1992 and a proposal for an event at Blackhawk Farms was discussed.
- **Bob Fleming** explains the Met Council which was formed in the '60's to standardize rules and procedures and coordinate schedules for car clubs in the area. Nord Stern and eight other clubs were founding members.
- **Kim Crumb** and **Bob Fleming** discuss pulling the pylons from the chicanes

at the entrance to Turn 1 and Turn 2, prompted by a number of factors. Apparently strong opinions heated up the business meeting which is covered elsewhere in this issue.

- **Dave Weisel** shares the fun on an automotive tour through Germany



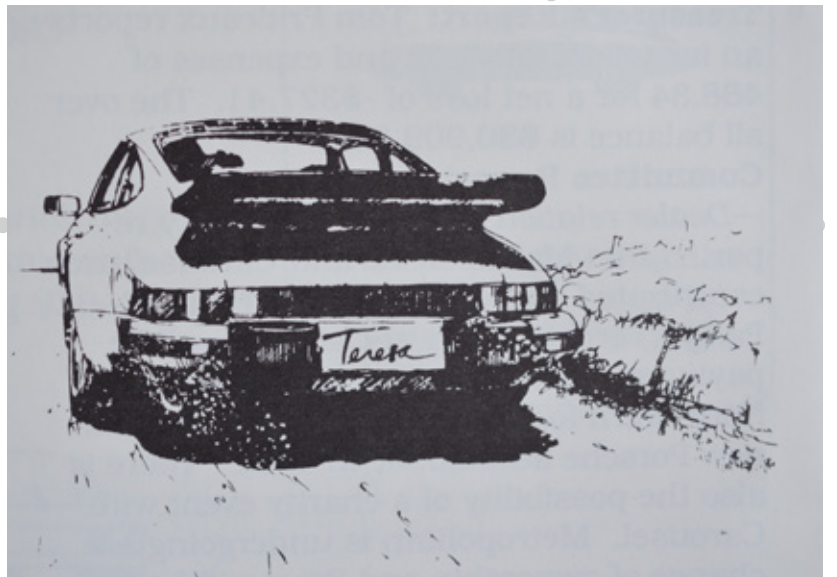
and France. After a rushed stop at the Porsche Museum he and his copilot find the Musee National De L'Automobile in Mulhouse, France. It still contains over 520 cars. They drive onto the track at Nurburgring for a 13DM per lap fee. “Seat belts must be fastened” was the

only rule, and this was the most fun day of their tour.

- Nord Sterner **Gordon Maltby's** beautiful book “Porsche: 356 and Spyders” is reviewed. **Tom Countryman** and **George Wilke** contributed and **Hank Godfredson's** four cam Carrera made the cover. My copy is autographed “To Ron, Keep those rev's up!” by Gordon
- **Teresa Vickery** pens an article on her trip with the Quattro Club to Seefeld, Austria and the Audi Fahr- und Sicherheitstraining winter driving school. There was even an Audi on a rotisserie where one could practice getting out of a car that had rolled onto its roof. A day skiing with Rosie Mittermeir instructing was fun too.
- What follows is “Far Fig Newton” by **Peter Vickery**. Audi had loaned out Audi 100 Quattros for a trip up the Autobahn to the city of Rothenburg which was then about twelve hundred years old. After a five-star night it was on to Stuttgart, 140 km in one hour and then a half hour to find a parking place near the Factory. Of course, the tour was over the top.

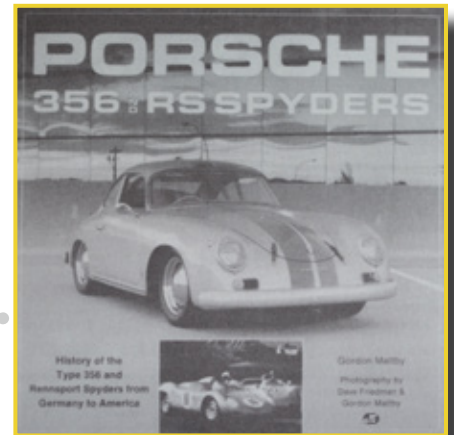
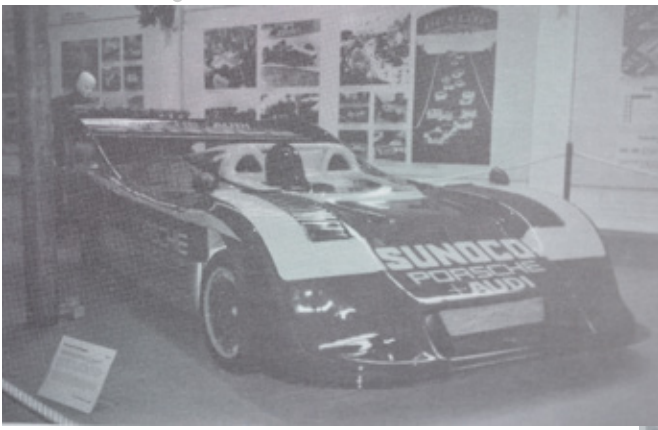
• New members **Wayne** and **Diane Clare** and **Keith McKenzie** are welcomed.

- The Marketplace offers a 1997 924 for \$4500, a **Bob Cox** 1963 B Sunroof Coupe for \$7,850. **Doug Arndt** is parting out a 1973 914.





# The Scans Continue . . .



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# The 'Great Debate'

## 25 Years post 'The Chicanes'

*As older Nord Stern issues have come to light it is fascinating to revisit some of the history behind the club, the development of our very successful, long-running track program which mainly focuses on our 'home' track in Brainerd: Brainerd International Raceway, or better known as 'BIR.'*

*The question as to WHEN the practice of placing pylons at two points in the track to 'control' speed were eliminated has been nailed down.*

*For fun, Roger Johnson has revisited what was a VERY hot topic in it's day and present here are a couple editorial articles by two of the very experienced and active track participants.*

*Enjoy!*

What, you may ask are 'the chicanes'?? Good question, although those of us who have been Nord Stern members long enough and were involved in track events at BIR back in the late 80's and early 90's know EXACTLY what they were! In the interest of revisiting this momentuous time in our club's history, here are several of the published articles expressing opinions regarding this very important track configuration change. I had contemplated perhaps summarizing the articles but in retrospect, they 'say' more in the raw!

### VIEWPOINT: BIR CONFIGURATION

I was asked to contribute to this column because I've run many tracks, including BIR, in their open (no chicanes) configuration. I do feel racing will teach you a certain ability to assess and manage risk . . . If you want to survive!

For years we have used two chicanes to reduce speed going into turns one and two. This made the situation one with a very high degree of "difficulty," but fairly low speed. We did have some occasional spinouts. etc. These chicanes were very hard on brakes, although this affects the heavier cars more than the lighter, earlier models. A mixed bag. My "OK" judgment of the old configuration comes from the fact that you're NOT near the edge of the track while making the large steering inputs that a chicane requires. So on balance it wasn't too bad, unless of course you don't have any brakes on lap 3, turn 3.

But, this summer, BIR put up more guardrail on the main straight. Those occasional spinouts would become 60-70 mph impacts.

Yikes! Change(s) were needed. We ended up using a chicane actually down in turn one. When the drawing for this surfaced at the July meeting, I predicted that it would result in people going off the banking if they made a significant mistake. I was (alas) all too accurate about that. How did I know? As you exit the final cone (an apex for a right hand turn) you are also simultaneously next to the outside edge of the track. That means that any error here will likely result

in an instant track exit . . . At 75 mph and down an embankment.

Certainly having an apex that simultaneously has you at the outside edge of the track is a rare situation . . . It only happens when the track is too narrow. I doubt BIR would get safety approval from racing organizations with the actual running track width we were using in turn one in late '91.

I suggest that there isn't any good place to put the chicane any more. Period. That means we need to reverse the modes used in our original chicane. Now since we have no good means of speed control, we need low degree of difficulty.

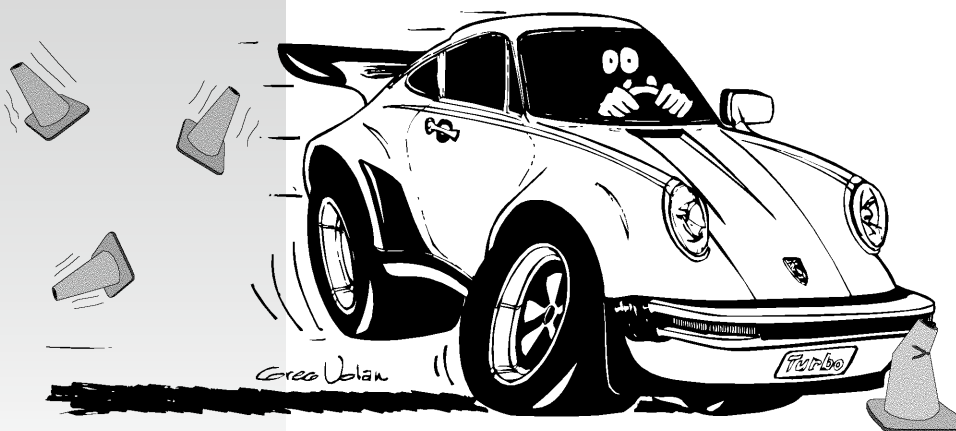
Thankfully, turn one and two are just that. No significant elevations changes, no blind exits, etc. With the addition of some pylons to keep people from early apexing and with some (re)education. I think we would be making the best of the new situation. Plus our "overheated brakes" problem will be dramatically reduced. Fun and safety!

Last year, there was a (possible) plan to build some small off-track chicanes. Since you were still placed fairly close to the edge of the track as you were going to apex and exit, I wasn't too wild about them. They have the same flaw as the turn one chicane, to a lesser degree. Due to tornado damage, BIR's insurance carrier conducted an on-site review this fall. Obviously, their opinion must have been similar since they made it a point to make it clear they DON'T require, or encourage, off-track chicanes. For liability

reasons all of their negative comments about them were kept "unofficial." Nobody can say they're "required" any more.

I think all this means that running BIR "open" is our best option. No more cone-related safety problems or DNF's! This was already approved for our first BIR event (May) at the November Nord Stern meeting.

I think our general experience with bureaucrats (like the 55 mph freeway speed limit) has been sufficiently annoying





without doing it to ourselves. They obviously make highly negative assumptions about people, something I won't do about our members. They also pretend there is some "number" for speed that is automatically unsafe, a naive concept. I will not support this "negativism." If going 120+ is unsafe, somebody better tell all those Porsches on the autobahns!

I'm looking forward to using my Porsche!

by Kim Crumb

## Viewpoint #2: BIR Configuration

Driving BIR is fun. For some of us it's the simple thrill of enjoying our cars: for others it's completing the perfect corner or driving two laps faster than anyone else.

The single most negative element detracting from our enjoyment at BIR has been the false corners. The pylons have caused us all to perform unnecessary precision, high speed maneuvers to the detriment of our brakes (has anyone not had brake fade?) and excessive wear of our tires. These blasted cones cause the DNF's for missing the perfect lap by inches and are the reason corner workers run onto the track in harm's way.

Neither BIR nor its insurance company requires the false corners. If they are not required, why would we want to reinstall them?

For twenty years the pylons have been in place to restrict over-driving the high speed corners of turns 1 and 2. Yet those slowing devices have been the single most dangerous cause of incidence. Why? Because they do not appear to have any consequences.

Corners that have eminently apparent consequence, such as turn 9, "scare the bejeesers" out of us and we drive accordingly. How many crashes at our events have there been at turn 9? None that I recall. Both turns 1 and 2 have that eminent consequence when driven unrestricted.

Talk with the people who have driven the track in both configurations. Ask Hank Godfredson, Bill Groschen, Daryl Fortier,

Jim Bryant, Jim Seubert, Bill Siggelkow or Bob Johnson, "Which is better?" Ask the Chicago region, who took the pylons off their track at Road America two years ago, "Which is better?" Have the folks, who want the pylons, driven our track open? If not, are they overestimating the dangers? The most vocal of our group in favor of keeping the pylons appear to be the same folks who have modified their gears and may not be

as competitive on the open track. Hmmm... Is there some vested interest here? Neither my driving nor my old 911 is competitive in either configuration, so what I'm looking for is - a better track to drive.

by Bob Fleming



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# Carnage Averted!

by Roger Johnson

2017 marks 25 years since one of the most acrimonious periods in Nord Stern's history. To listen to some, it was literally life and death.

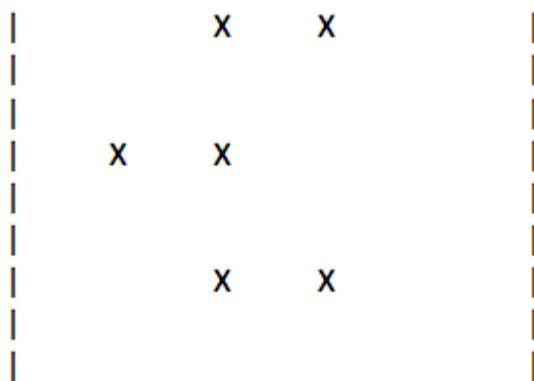
What on earth could have been so controversial, with stakes so high? It was the removal of the pylon chicanes at BIR used at that time, thus running the track open as we do to this day. The change was acrimonious because BOTH sides had the same argument: Safety.

Since most current members never ran BIR with pylon chicanes (heretofore TPs, The Pylons) also known as the gates, let's review how BIR events were run prior to the first Driver Ed event (not yet called First Fling) in the spring of 1992.

At that time, PCA driving events were Autocrosses. That is, timed events mostly run on parking lots within a course marked out with cone-shaped, orange pylons. There were a number run on real racetracks, such as BIR and Road America, with TPs placed ostensibly to control speeds and thus, in theory, make the events safer.

At BIR, there were two sets of TPs; one a hundred yards or so past pit out on the main straight and another hundred yards or so before Turn 2. They were basically a set of six pylons in a row on the centerline of the track and the driver needed to slow to a speed where they could navigate between the 1st and 2nd sets and then the 2nd and 3rd. By definition: a chicane.

At BIR, most cars approached the TPs at well over



100 mph and had to brake to about 35 mph to make it through cleanly. Since these were Autocrosses, cars were being timed, challenging the driver to brake as late as possible, trailing into TPs, and carry as much speed as possible through TPs. The fast driver would trail brake in past the first gate and allow the loosened

up rear of the car to rotate around the second set, and then use the throttle to plant the rear again and accelerate out. To be fast, you simply had to be on the very edge of control.

This was a high-skill action because of the required precision. It meant making a series of very quick transitions with three steering inputs (to get it right): high speed entry, downshifting 2 or 3 gears, a rotation, catching the rotation, then accelerate past the exit cone. It was brutally hard on your brakes, which would manifest itself later with a soft pedal entering Turn 10. The brakes would be hammered going through the two TPs chicanes ( or aka gates) and then entering Turn 3. Those brakes then had time to boil fluid just in time for Turn 10 - when your pedal could/would go to the floor. Because the track had limited width, drivers would regularly go off in pretty much every way you can imagine, occasionally rolling over in the soft dirt. But they were low-speed rollovers . . .

Since we were competing, workers would stand at the side of the track to replace any pylons a car may have punted on its trip through TPs. Missing a gate or striking one of TPs resulted in a DNF. If a pylon was struck, the worker would have to dash out onto the track and put TPs back in their proper place. Since the starter would try to keep 4-5 cars on the track at a time, in essence, it meant running out onto a hot track. With the benefit of 25 years of hindsight, it is remarkable that this was considered a safer way of doing things! (Editor's Note: Incidentally, "workers" were Nord Stern members who were participating in the event, since at that time the club was not hiring corner workers but rather participants were assigned times to work the corners or the dread pylon replacement duty.)

A timed-run consisted of two laps around the track. The drag strip starting gate was where cars lined up to began their timed runs (near the west paddock restrooms). There were NO corner workers, so a "safety car" (arguably a misnomer) followed the car being timed to watch for DNF's, and to provide assistance if anything happened. The safety car was required to have a passenger who could jump out and help a stricken driver. There were NO requirements for the passenger, only that there was a passenger. Safety cars were very popular because it was a way to give your friends a ride around the track, at speed.

In 1990 BIR informed us they were extending the

walls along the front straight and therefore there would be walls on the sides of the track where we put TPs. This meant any loss of control negotiating TPs would put the car into the wall. All agreed this was unacceptable. The track offered to add permanent chicanes to the inside prior to Turn 1 and outside between 1 and 2. As work began, it was learned there were significant problems with that plan and it was abandoned. Other options were explored, including such ideas as implementing a speed limit zone, requiring a stop and go. Nothing proved to be feasible.

This left the club with only one option – Open Track.

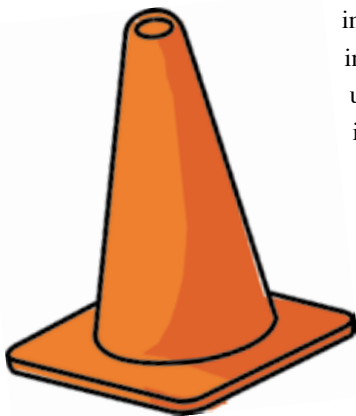
To use the current vernacular, OMG, was there a reaction. To many, the monster at the end of the straight would simply gobble them up, crush their car, and spit them out in a ball of flames. And if Turn 1 didn't get you, Turn 2 certainly would. The reaction was very emotional and for many of us who had raced on the open track with other groups, it didn't make a lot of sense. We just thought if Turns 1 and 2 were scary, you could, and would, just slow down. But that argument didn't sell. Part of this process involved reaching out to PCA regarding insurance coverage on an open track. The response was tepid. The PCA Insurance Chairman basically wanted to understand what we were doing before saying it was okay. The naysayers took this as, "we are going to die and we won't be covered." There was a lot more, but you get the point. Business meetings were packed. Members were passionate. (Editor's note: nothing like a controversy to generate member engagement!)



John Bierbaum driving through the 2nd set of chicanes in his 4-cam Carrera probably in the 70's. This is the car Corey Johnson has now.

At the 1992 February business meeting the membership voted to give open track a try and viola, here we are today.

In retrospect, the controversy has had a very lasting impact. It forced a review of Nord Stern's track procedures and the addition of much



of the structure we have in place today. Tech inspections were beefed up, training required, instructors organized. Open track made safety cars unfeasible which then led to corner workers. Corners initially were manned by the Driver Ed participants. Later, hired corner workers

and an actual race control became standard. The yearly competition and need for timed runs died a slow death over the ensuing years based on several converging factors: the rise in in-car timing devices, the required club timing equipment was a lot of work

for some poor volunteer, the majority of drivers believing it was OK to drive all weekend when they might get insurance to cover a wreck, but not go out for two timed runs (deemed competitive). Participation in timed runs dwindled until it was obvious that members wanted to have more track time.

Also, the national PCA Club Racing program was being developed so DE drivers interested in that 'next step' had other competitive options. All the above changes allowed our club to hold a Club Race in 1994 at BIR, a tradition that continues to this day.

It all seems so antiquated.



# It's a Brand New Year

by Danielle Badler,  
Rocky Mountain Region PCA  
reprinted from January 2017  
High Gear

There's a tag-line I hold near and dear. It's "Always Forward." I can't think of a more appropriate time than the present, as we move inexorably into the New Year, to remember what that means. Which is why I'm wading into the New Year's minefield we call prognostication, and taking a plunge into the fantasy world of Porsche ownership for the coming year. Care to follow me down that yellow brick road? Read on. First things first. Let's face it.

Porsche is increasingly faced with an aging new car audience. The fact is that a vast segment of the youth of America today could care less about "Nothing Comes Close" or "There Is No Substitute." To them, the response is "To What? Uber? Lyft? Zipcar?"

When was the last time you spoke to a teen who was overjoyed about getting their driver's license? And waxing poetically about sports cars? Especially when the price of a new entry-level Porsche, without options, which is just about impossible to find, is around \$55,000.

Yes that's right. I checked.

What to do? Here's my prediction. Porsche AG will decide to make a concerted marketing effort to appeal to a younger enthusiast audience. At last. But this gets tricky. They've invested millions over the years to establish a cutting-edge performance image, anchored by racing wins on every continent, going back decades.

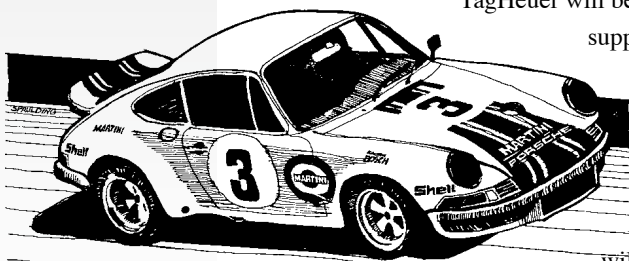
What to do? They'll embark on a multi-faceted product and sports tie-in program, all designed to remind the next generation of what has made it great over the past few decades. And the tagline? "This IS Your Father's Porsche, and That's a Good Thing." Here's what they'll launch.

— A reentry into Formula 1. They'll bring Dan Gurney out of retirement to manage the team, which will be dedicated to the memory of Richie Ginther. In the time-honored spirit of name-plate marketing,

TagHeuer will be named engine supplier. Team

drivers will be Alain Prost and Keke

Rosberg, who will be celebrating the retirement of his son,



Nico. How's that for racing irony? Ron Dennis, now gone from McLaren, will be named team manager.

— Porsche will also re-enter Indycar, with an all-out assault on the Indy 500. Named lead driver is Danny On The Gas. At the press unveiling, Mario Andretti will mutter "what's the big deal?"

— Porsche will take its Rennsport Reunion on the road. They'll announce a "victory lap" celebration of all things that were great in their racing past. And the capstone will be a salute to the original Can Am series, by running the Sunoco 917/30 at a track near you. And the pilot behind the wheel? David Donohue, of course.

Special give-away swag will be produced for the victory tour, featuring tee shirts proclaiming "You can never have too much power."

— At the marque's urging, Mexico will announce a return of the original La Carrera Panamerica. Porsche will come out with a factory entry, made up entirely of retro bathtub Speedsters, manufactured by Superformance of South Africa.

— Not to be outdone, Sicily will announce a recreation of the Targa Florio, and Porsche will field a complete team of restored 908s, fresh from the museum in Stuttgart.

— This entire racing effort will be bundled under the heading "What's Old is New Again." And, with that, Porsche will announce that it's banning, forever, the PDK transmission. Sport suspensions and sport exhausts will become standard on all cars.

— "Volume is king" will become the internal operations/manufacturing mantra. And that will mean only one thing: The Porsche pick-up. Correct that, the Porsche of pick-ups. Yes. Half ton, three-quarter ton, dualies, quad cabs. It's the full line, extending the SUV line-up to the largest market segment in the US, and the most profitable.

Why will it have taken them so long to enter the category? And what do pick-ups have to do with sports cars and racing? Good questions. And, for the answer, pundits will turn to the numbers being bandied about for the cost to VW AG from settling Dieselgate.

The ad campaign for this new/old initiative?

I can hear theme music for the commercials now:

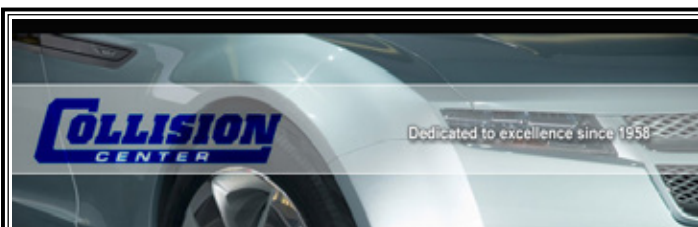
"Let's Do the Time Warp Again." Look for product unveilings at midnight madness showings of The Rocky Horror Picture Show. Check your local listings for location and time.

Oh, and a very Happy New Year to you and yours.

## New Member 'Spotlight'

New Member Brandon Hyland shared a photo of his Porsche and upon inquiry mentioned a bit of history - hopefully he'll expand a bit more as it's always fascinating to hear how members come to their Porsches and that passion! Welcome, Brandon.

*"It was bought locally at the Porsche dealership in Minneapolis/ Golden Valley back in 1996, It's been my father's ever since. I inherited the car from him and am looking forward to this spring/summer and all the events! Excited to be part of Nord Stern and meet everyone."* Right, Brandon's 1992 911 Turbo, and yes, there are plenty of air-cooled P-cars in Nord Stern!



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# A Few Interesting Facts About Porsches

<http://www.redbull.com/us/en/motorsports/stories/1331759118196/10-things-you-never-knew-about-porsche>



They're in a league of their own. Not only are Porsche the kings of iconic road cars, they're also the master of sports car racing. With over 30,000 race victories, no other brand can keep up with them in the record books, let alone the track.

Their LMP1 cars have electrifying power. At this year's historic 24 Heures du Mans, Porsche's 919 hybrid recuperated and used 8 megajoules per lap – enough to supply a family home with three months' worth of electricity.

In 2014, Porsche returned to the 24 Heures du Mans after 16 years. After just one year back, they won the famous race for the 17th time and followed that with their first World Endurance Championship.

With the WEC crown already in the bag, the drivers of the number 17 car – Mark Webber, Brendon Hartley and Timo Bernhard – could seal the Drivers' Championship at next week's season finale in Bahrain. So to get up to speed with all things Porsche, here are 10 facts about the sports car racing giant that you might not have known.



Their name 'Porsche' has two syllables: The age-old debate – do you stress the final 'e'? Strictly speaking, you should, as it's named after its founder Ferdinand Porsche, whose family name is pronounced "porsch-eh."

Their racing numbers and colours are historic: Porsche's regular WEC LMP1 numbers, 17 and 18, are a tribute to the fabled 917 KH that won Le Mans in 1970 and the high-performance 918 Spyder sports car. They both run in white, as that's the traditional German racing colour.

*left: The famous 917 KH that took Le Mans glory in 1970*

They renamed their classic car: Porsche 911 posters have adorned generations of car lovers' bedroom walls so it may come as a surprise that the iconic model was originally called the 901. In fact, 82 Porsche 901s were built before the name change.





When Rusty invited me to Bathurst it was late February and my Camaro was scheduled to race at Sebring in March during the SVRA celebration of the 50th anniversary of Trans Am. The Camaro was to be driven at Sebring by Ron Fellows of Corvette racing fame. Ron is a factory Corvette driver who has won a number of sports car races including an overall win at the 24 Hours of Daytona, class wins at the 12 Hours of Sebring and the 24 Hours of LeMans. He is also the winningest driver in Trans Am history with over 100 victories.

After Sebring, the Camaro was scheduled to race in SVRA's June Pro-Am event at Indianapolis.

The Pro-Am event pairs a veteran of the Indianapolis 500 with an amateur driver who is the owner of a period correct mid-60's through early 70's Trans-Am car. Alex Lloyd, an English Indy car driver, and I, had competed in this event the two previous years and were scheduled to compete again for the third time in 2016.

On the Camaro's schedule in July was The Hawk at Road America. Not wanting to take a chance on wrecking the Camaro or destroying the engine, I elected to withdraw from The Hawk and keep the car in the shop until it was time to load it into a shipping container for the trip to Melbourne.

I needed 50 days to load the container, get it to the Port of Savannah where it would be loaded on the Santa Bettina bound for Melbourne. Ocean travel time would be approximately 35 days between Savannah and Melbourne. CARS, a European based shipping company specializing in the shipping of exotic and race cars worldwide, arranged for the Camaro to be picked up at CRP Racing in Harrisburg, NC, transported to their facility in Savannah, loaded into a 20-foot container and then delivered to Savannah's seaport.

Once the Camaro was on the Santa Brittna and she had set sail, I was able to track its progress on the Internet. At first I tried to track it daily, but that became frustrating. The ship never seemed to move! After departing Savannah, it headed to Jamaica. After arriving in Kingston, it sat there for a few days. Out of Kingston, it headed to the Panama Canal. The Canal is a gathering spot for ships circumventing land between the Atlantic and Pacific Oceans and all I could see on the Internet site were hundreds of red dots clustered together on my computer screen waiting their turn to sail through the canal. One morning the

ship was sitting on the Atlantic side and the next, it was sitting on the Pacific side. Once in the Pacific, progress seemed even slower. So much so that I stopped watching. I figured the ship's captain knew what he was doing and tracking his progress wasn't going to help it get to Melbourne any faster. Then 33 days after it left Savannah, I got an e-mail from Rusty that the Camaro had arrived. Along with the



e-mail, he sent a picture of the car sitting behind a chain link fence waiting to clear customs. It took a few days to get through customs and once it cleared, Rusty's crew picked it up and off to his shop for a

week of preparation.

Because of the length of the straightaways at Bathurst, Rusty suggested I change the rear end gear ratios. The back straight at Bathurst is over a mile long and is called Conrod Straight. The name comes from connecting rod, which in an internal combustion engine turns the up and down motion of a piston into the reciprocating motion of the crankshaft. Apparently over the years, a number of connecting rods have broken on Bathurst's longest straightaway. Down Conrod Straight, every driver has his or her accelerator foot planted on the floor for the entire length of the straightaway. After a number of laps, especially while running an endurance race like the 12-Hour or the Bathurst 1000, connecting rods tend to weaken. Once they weaken, they break. If they break, the engine eats itself and causes a catastrophic failure. I am sure that broken connecting rods occur less frequently these days because of the exotic materials being used in their manufacture, but Mt. Panorama has been used as a race track since April 16, 1938 and Conrod Straight has had its name nearly that entire time.

The Camaro normally races with a 4:10 rear gear ratio, which means for every 4.1 revolutions of the



# 2016 Liqui-Moly Bathurst 1000 October 7th, 8th & 9th, 2016 ... The adventure continues

*by Dave Roberts*

*Continued on page 37*

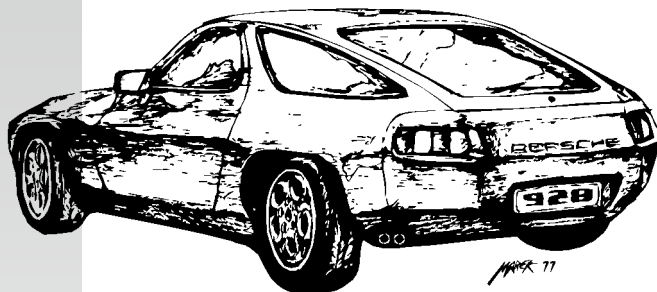
# Carmudgeon Chronicles

## Can Minnesota Create a Car-hating Child?

by Ken Kamstra  
Originally published in  
November 2007

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

928



Think about it! If it can be done, it will be the world's first breed of "hybrid" youngsters. Kids not giving a damn about cars. While lesser states are enmeshed in a fruitless struggle to save the planet with gas-sipping hybrid cars, along comes Minnesota to conjure up a whole new breed of hybrid people!

It would put Minnesota on the map. Even the world map! Dare we think that this might overshadow even Al Gore's fame?

Hybrid people who have no interest in cars? Zombie-like creatures who prefer bikes, busses or trains? Get real and go easy on the Scotch you say? Well, read on; some very serious people are working long hours to make it happen.

Our very own Governor Tim Pawlenty came up with the idea. He's put together a panel called the Minnesota Climate Change Advisory Group. The group of more than fifty business, environmental and community leaders have already been hard at work for months. One member calls the task "a really big and complicated puzzle."

I don't envy them and the work that lies ahead.

Rumor has it that to create this hybrid child, they have come to a painful conclusion. Toy cars, trucks and any other "zoom, zoom" toys that we all remember from our childhood will have to go. No word on how the hapless child will be pacified as his car toys are wrested away from him.

But yet they must if our planet has any chance of surviving.

Could he learn to play with Barbie Dolls? What punishment would have to be meted out if the kid or his parents resist? It's frightening and it boggles the mind.

And while the Hybrid Child Project continues, adult drivers have not been overlooked. No way!

The whole sticky mess will be brought before the state legislature. There, still another group, Transit For Livable Communities, has found a magic formula for quick legislative approval: tax revenue! Drivers will have to start paying to use roads and anything else the panel might think of.

I wish they had asked me about all this. I could have saved them a lot of grief. After all, I wrote a book on the subject, IT'S OKAY TO LOVE YOUR CAR. In it, I quote the famous professor, Dr Erhart Von Geernoggin. He is credited with identifying people who carry the "Auto Immune" gene. It renders them totally indifferent to cars except as appliances that take them from point A to Point B. I fear that Minnesota's Climate Change Advisory Group was over populated with Auto Immunes. Otherwise, they would have known.

IT AIN'T GONNA WORK! There will never be a hybrid, car-hating child and grown ups won't ever part with their beloved vehicles.

*Editor's Note: Obviously a bit of tongue-in-cheek humor on Ken's part! I prefer to believe there are ways to work and develop technology so as to create transportation options with the goal of producing environmental-friendlier products.*

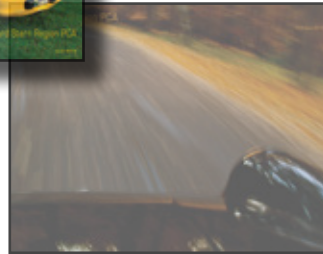
*It certainly is true that there are 'auto-immune' folks as Ken espouses and then again there are those who just plain were born with that car-gene. I've personally seen it in action! Hence my involvement in a car club despite the fact that for me, cars are more a tool than an object of adoration.*

*The love of going fast, of gears, engines, suspensions, tires, motion, g-forces, exploration just seems to be hard-wired in many. I say, forward ho and let's see where technology might take us as a species in the coming future. It certainly isn't a 'dying' industry yet I'm certain it will morph in ways that I personally wouldn't even want to try to predict!*



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## Tech in Action:

## JDC Motorsports

## Clubtalk 'Talk' Continued . . . from pg. 10

Great photo of the JDC Motorsports Oreca under the lights of Daytona. We saw this car in the raw carbon at the tech last month.

photo courtesy  
Roger Johnson



“instructor duty” and never left me hanging. I could give him any student and the feedback I received was always more than positive. That coupled with his smile and talent for dealing with people from the right seat, in a calm and competent manor, will make him hard to to forget for me.

We’ve lost two good ones in my eyes, Fred and Cal Townsend (who also just recently passed away). Godspeed to both.

– Jon Beatty

Fred was one of the first people I rode with at BIR after buying my Porsche. He showed me the lines and helped introduce me to what has become my favorite summer activity. Being a brave soul, he road along with me driving one of my first times on the track. He even let me drive his 911 once!

He was also funny and generous, and a great example of what this club is really about. The world won’t be the same without him.

– Lara Dant

Very sad news. Another Nord Stern legend passes. Our sympathies and prayers to his family.

– Paul Ingebrigtsen

Sad news. My favorite driving instructor. Always had the tip that fixed my driving issues. Will really miss this tall dude in my tiny car. (editor’s note: Yes, he was one tall guy!)

– Paul Termin

So sorry to hear. I always enjoyed his driver meetings at Slowpokes when he would remind us that we are “adults” and to act accordingly out on the track.

– Lon Tusler

Best drivers meetings ever. Godspeed Fred.

– Jim Breakey

I was sent this picture of Fred (in the blue shirt leaning on the barrier) and his favorite track steed. He was a generous guy, always letting others take #438 out for laps.

– Jim Bahner







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*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/Things_to_Do/Tours/index.html)  
[https://santafe.org/Visiting\\_Santa\\_Fe/Self\\_Guided\\_Tours/index.html](https://santafe.org/Visiting_Santa_Fe/Self_Guided_Tours/index.html)  
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<http://www.visitalbuquerque.org>  
<http://taos.org>  
<https://www.newmexico.org/videos/>  
<http://www.newmexico.org>

Minutes . . .

*continued from page 13*

**Touring – Randy Walker**

No report

**Track Relations – Jim Bahner**

Dates are set, contracts are in process. Road America keeps raising prices, we may have to stop holding events there. Bobby V is participating in the Crown Rally to Chicago, which overlaps with our Road America dates. They would like to join our event, maybe as their own run group. As long as they have the requisite experience they can participate.

**Webmaster – Dave Anderson**

Have been working on the new website, it is ready to go with a few tweaks.

**Old business**

Ed requested we restock the apparel to sell at events.

Ron Johnson needs a few volunteers to help set up the Holiday Party. Let him know if you can assist.

32 registered, 56 attending so far.

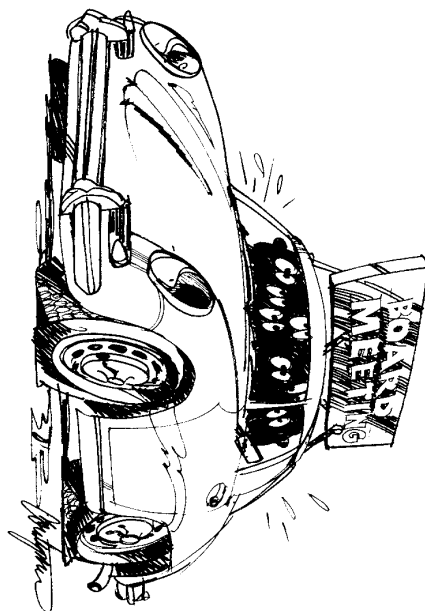
Registration closes on the 20th.

**New Business**

none

Meeting adjourned 8:32 p.m.

Respectfully submitted,  
Betsey Porter, Secretary



Even though  
you think they  
are ...  
They're NOT  
the same!

*By Pedro Bonilla*

*Reprinted courtesy Die Porsche  
Kassette, May 2014*

Even though you think they are, they're not the same! I'm referring to the convertible top mechanisms in the Carreras and Boxsters.

Because they shared so many parts, at least the



first generation Boxster ('97- '99) and the first wasserboxer Carrera in '99 - '00, you would think that the soft tops share the same mechanism.

You would think wrong.

They're both operated from the same switch in the dash and (at least in the first generation of cars) you had to engage the emergency brake (now you can operate with the car in motion), but in the Boxsters an electric motor operates two independent mechanical transmissions (one on each side) via cables, much like the old mechanical speedometer cables.



The clamshell or protective shroud that you see first start to raise before the top goes down is operated via the same motor through a set of rigid, ball-jointed arms.

**In the Carreras:** an electric motor operates a hydraulic pump which sends oil to two hydraulic



pistons (one on each side) which then operates the soft top.

The clamshell in the Carrera is operated by a second electric motor which starts first, before the hydraulic

pump starts to operate.

The systems are quite complex because they just don't put the top up or down, they perform a series of tasks.

**In the Boxster:**

1. In the 1st gen Boxsters the handbrake needed to be engaged and the red light on the dash needed to be lit otherwise no power went to the top's motor.

2. Then the top's latch needs to be manually unlatched, which in turn opens a microswitch which allows the windows to drop a few inches and at the same time sends a signal to the central locking unit (CLU - black box under the driver's seat) to let it know that the top is unlatched.

3. Pressing the top's switch on the dash turns on the top's dash light. Continuing to press the microswitch through the complete cycle starts to open the clamshell and the top's frame begins to fold on its own. Older car's with plastic rear windows should have the plastic "helped" by hand in order for it to fold straight down the middle. Newer cars or older cars that have been upgraded have a glass rear window that obviously doesn't fold but fits inside the top's frame as it comes to rest over the engine.

As the top is nearing its resting place, the clamshell begins to close over it until the motor stops on its own and finally the top's light on the dash goes off letting the operator know that the cycle is complete and that the button can be released.

This is all done in a matter of only 12 seconds!

For those that are so impatient that they can't hold the button for that period of time, there is an aftermarket product called the One-Touch that will do it for you with a single touch of the button. It will also make your wallet significantly lighter.

**In the Carrera:** When the dash button is pressed, the top's latch drops and unlatches the top's front edge.

The windows (all four) start to drop all the way down and the clamshell starts to open.

The hydraulic pump pressurizes the system and sends oil to each of the two hydraulic pistons which start to move the top until it reaches its resting place. The clamshell closes over the top and rests in its original place.

*Continued on page 38*



Derek Bell can be considered the grand old man of endurance racing because his driving career endured for close to 50 years, winning all the big events: Le Mans and Daytona, with a couple world championships along the way. The introduction nicely recaps his life and career spanning from 1964 through 2011, and could be considered an executive summary of the book. But don't stop there. The book is a fascinating read with lots of Porsche content – one of the six chapters is “Porsche: a special partnership”. Though British motorsports journalist and editor Alan Henry is listed as co-author, the first person tense in which this autobiography is written does make it seem to be Derek himself talking. Fast-paced and captivating, the you-are-there feeling provided by this book has kept this reviewer up beyond bedtime on several occasions. More than any book in some time, this book revives his youth of living in the racing world vicariously through books.

One incident that stands out is Bell's discussion of the experience (as a 26 year old rookie in his first race after moving up from Formula 3 to Formula 2), of having breakfast with his idol, Jimmy Clark (who had already won more Grand Prix races (25) and achieved more Grand Prix pole positions (33) than any other driver), and riding to the track with him, only to have Jimmy killed in the first heat of the race! What an introduction to big-time racing.

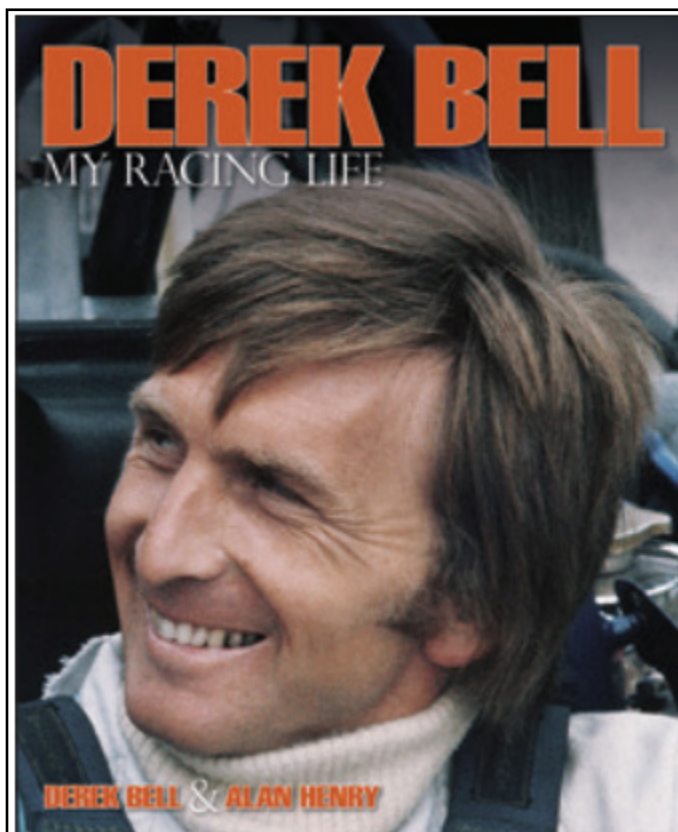
*DEREK BELL My Racing Life* has very few pages without a picture, but a number of pages without text. In addition to the multitude of pictures, there are lots and lots of words jammed into these 272 pages – old line Porsche enthusiasts may find reading glasses to be appropriate.

An absorbing page turner, this is a book that reads like a novel written about a guy who drives race cars. His personal comments on many famous people in motor racing may not be appreciated by all, for which he apologizes in advance, but his forthright observations provide fascinating new insight into the workings of various motorsports

teams and organizations, particularly Porsche. Bell comments that without a doubt, Jacky Ickx was the world's most versatile racing driver at the time of his retirement in 1985. After reading this book, this reviewer is convinced that Derek Bell, in turn, was the world's most versatile racing driver at the time of his retirement in 2005.

Derek Bell was arguably the most significant driver to race Porsches. This book also discusses his involvement, sometimes very intensive, with the racing programs, formal and informal, of an great variety of marques. And it further describes his amazingly extensive career as a TV Personality who gave racing commentary from the studio, the track, and even the driver's seat! A fascinating story very well presented in what may well become a classic book.

*DEREK BELL My Racing Life* is very liberally illustrated, and at 272, 8-1/2 x 11 inch pages, is coffee-table sized. It should be available for \$43.96 from your favorite bookseller (ask for it) or from <http://www.quattroknows.com>



## Book Reviews for Porsche- philes . . .

### DEREK BELL My Racing Life

*by Derek Bell and Alan Henry  
published October 2015 by Evro  
Publishing LTD, Dorset, England*

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

# Did You Know? A Few of those 'Old' Stories

*Courtesy Dave Weisel*

**E**ditor's Note: Dave recently emailed a few interesting facts and I asked if we could publish them in the newsletter and he agreed. As indicated, he was "Going through some very old sports car magazines, plus some current with old stories . . ." Fun stuff to recall. Personally I love the very first fact since the club had the great good fortune and pleasure of featuring Mr. Hill at a holiday gathering a number of years ago. He was a fascinating speaker, even for those of us without much of a racing history background!

- Phil Hill taught himself to drive at age 12 in a Model T Ford.
- 1952 - Montlhery (France) banked oval. A Jaguar XK120 coupe averaged 100.31 mph for a week utilizing four drivers on four hour stints. One of the four drivers- Stirling Moss.
- Thompson, CT opened a new 1.5 mile road course. Under 1500cc race first three places in class, Porsche 356's, Briggs Cunningham in 3rd. Senior Race, Cunninghams in first three places, drivers Phil Walters, John Fitch and Briggs Cunningham.
- Convair Classic-Allentown, PA airport road course.
- Brynfyf Tydden- Pennsylvania Senator Newell Wood had a 3.5 mile course set up on his 900 acre estate but only cars of 1500cc or less raced due to tightness of turns.
- Grand Island GP-3.7 mile course on island in the Niagara River, eight miles from Buffalo.
- Elkhart Lake-Cunninghams take first three places with John Fitch winning and Phil Hill finishing fourth in C Jaguar. John Von Neumann finished third in 1500cc event in Porsche roadster- formerly a coupe.
- Nurburgring-15th German GP. Alberto Ascari wins in 185hp, 2.0 liter, 4 cylinder Ferrari.
- 1951 Barcelona GP-Fangio wins World Championship driving a 1.5 liter supercharged Alfa Romeo in 2hr45min with average speed 98.69mph. Fastest lap 105.82
- Interview with a young Stirling Moss dubbed him the "English Nuvolari."
- Moss was a very superstitious guy- wouldn't do anything on Friday, 13th, walk under ladders. He won his first race in 1948 driving a 500cc Cooper.
- Ft. Lewis, WA, 1952, Gray Field Military Base. Pete Lovely wins driving a Jaguar XK-120.
- Jean Behra, top French motorcycle rider switches to cars and wins Rheims GP driving a Gordini
- 1952 Lemans- Mercedes wins with Briggs Cunningham/Bill Spears finishing fourth. Cunningham drove 19.5 hours of the 24 hours.
- San Francisco-first road race in Golden Gateway Park. Phil Hill finishes second to the winning Cad-Allard in a 2.56 liter Ferrari.
- 1952 Bridgehampton. Dave Garroway, TV host drives a prewar Jaguar SS-100 with XK 120 power. DNF
- F1 Engine Regulations at this time- 1500cc supercharged; 4500cc unsupercharged.
- Vero Beach, FL road race on Airport course. 12 hour race combined with six hour race (six hour competitors joined the 12 hour race at midpoint). Briggs Cunningham drives the entire 12 hours in a 2.0 liter Ferrari.
- Palm Springs Road Race. Jack McAfee wins in Jaguar XK120. Race Starter is Clark Gable. Actor Keenan Wynn dnf's in Mercury powered Alfa Romeo.
- Special Ladies Race with six entries.
- Watkins Glen GP 1952. Seneca Cup race on Saturday won by John Fitch driving C Jag. GP race on Sunday halted on second lap when Cad Allard swipes crowd injuring several spectators and killing a small boy. NY Police determine enough racing is done for that day.
- 23rd GP of Italy 1952. Ascari wins driving a 4 cyl Ferrari which carried 90 gallons of fuel. Maserati debuts new 6 cyl dohc engine.
- 1966 - Riverside Can Am had 38 cars on the starting grid.
- 1959 - Dan Gurney was paid \$163/mo by Ferrari plus half of starting money (about \$100) and a plane ticket from California to Milan and back.
- 1950 - Stirling Moss. age 20, driving HWM's got 25% of starting money, about \$100 and "I could just about live on that as long as I stayed at small hotels and kept meals to a main course."
- 1952 - Moss was with Mercedes and got 90% of starting money plus \$ on where the car placed at finish and \$20 a day to live on "which was quite a lot then!"
- 1957 - Moss driving for Vanwall got \$2000 a race plus 60% of starting money.
- 1961 - Moss's last year of driving he made a total of \$60,000.



## PCA's Zone 10 Directory

### Regional Clubs

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

**Ozark Lakes:** [www.pca.vintageeuro.com](http://www.pca.vintageeuro.com)

**Dakotas:** [www.dakotapca.org](http://www.dakotapca.org)

**Red River:** [www.RedRiverPCA.org](http://www.RedRiverPCA.org)

**Great Plains:** [www.gprpca.com/](http://www.gprpca.com/)

**Schönesland:** [www.schonesland.org](http://www.schonesland.org)

**Kansas City:** [www.kcrpca.org](http://www.kcrpca.org)

**St. Louis:** [www.stlpca.org](http://www.stlpca.org)

**Nord Stern:** [www.nordstern.org](http://www.nordstern.org)

**Wichita:** [www.wic.pca.org](http://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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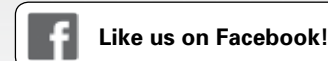
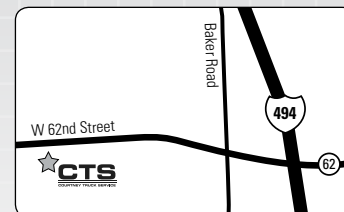
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# Classifieds

*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 10<sup>th</sup> 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.

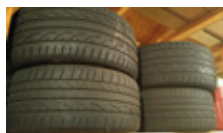
## For Sale

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 . . .

*continued from page 27*

engine's crankshaft the rear wheels turn one time when the Camaro's transmission is in 4th gear. That is perfect for most tracks in the US, but at a track like Bathurst with a mile long straightaway, the engine would be on the rev limiter before the Camaro reached



the end of the straightaway. (While trying not to turn this into Auto Shop 101, I know there may be those who are not engineers reading this story, so let me take a moment to explain a rev limiter. The rev limiter in modern engine is software that prevents the revolutions per minute (rpm's) of the engine from exceeding a pre-set number. The higher the rpm's, the more likely the engine is going to break something internally.)

Rusty suggested a 3:25 rear gear set for Bathurst, so just before the car left for Australia, Nick Short of CRP Racing bought a 3:25 ring and pinion and sent it along with the car. When the Camaro arrived at Rusty's shop, his crew removed the carrier and had the new gear set installed.

I departed Charlotte on Sunday evening, five days before the Bathurst 1000 weekend started. Going with me was Taylor Allen, a certifiably car crazy young man who has helped with my Indy car on a number of occasions. Our flight from Charlotte to LA took five hours. After a two hour layover in LA, we boarded an American Airlines 787 bound for Sydney. Fortunately, I had earned enough miles on American Airlines to be upgraded to first class. If you have to spend sixteen hours on an airplane, first class

is the way to do it particularly at my age.

The 787 seating configuration is such that I was the only person on the right side of the aircraft and the seat was a lay flat bed with an approximately 20" in-flight entertainment screen.

We departed late Sunday night so falling asleep was easy. Crossing the International

Date Line in route to Sydney, we lost a day, landing in Sydney on Tuesday morning. It felt good to have our feet back on Mother Earth. Once we cleared Customs and Immigration, we had a three hour car trip in front of us to get to Bathurst.

We picked up the keys to our rental car at the Avis desk and headed to the parking lot. Awaiting us was a brand new VF generation Holden, Black

Edition no less. It was as though Avis knew we were car guys and wanted to drive something we would enjoy for a week. It was painted a funky green, with black aluminum wheels. The only drawback was it was a V6, but it had enough power to keep our trip through the mountains to Bathurst interesting.

Once out of Sydney, the drive to Bathurst was through scenic rolling hills. It reminded me of the rolling hills of western North Carolina as you approach Asheville; heavily forested terrain, with small towns scattered about the countryside. It was fitting that the area is called the Blue Mountains as it is akin to the Blue Ridge Mountains in southern Virginia and northern North Carolina. I felt right at home, other than I was driving on the wrong side of the road.

Bathurst is a small college and resort town that just happens to have a great race course. The unfortunate part is that Bathurst doesn't have many hotels other than the Rydges Hotel on the Conrod straight. It is a

great place to stay, but very expensive and doubtful you can find a room on the two race weekends if you wanted to stay there. The rooms on the trackside have balconies where many of the guests sit and watch the race. Aiding their viewing is a large video screen right in the track's infield facing the hotel. These are like the rooftop bleachers at Wrigley Field, only closer to the action, with a refrigerator, sofa and bed just a few steps from the viewing deck. If you looked up racetrack nirvana in the dictionary, you would see a picture of this hotel.

The common practice among teams racing at Bathurst is to rent a local resident's house and that is what we did with the help of Team Penske/Dick Johnson Racing. Using my iPhone's navigation system as we left the Sydney airport, I entered 6 Bluegum Close, Kelso, NSW, the address of the house we had rented. Three hours later, we were ringing the doorbell on the front step of our humble



abode for the next week, or at least that is what we thought.

*So save 'that thought' as the story continues in the next issue!*

## Not The Same . . .

*continued from page 32*

Because they are complex mechanisms, some of the components can and will fail with time and use and could leave you with a non-functioning top in the open position which is not good, especially here in Florida, where we only have two seasons: the rainy season and the very-rainy season (and in Minnesota, that can be said regarding our Spring/Summer/Falls when cabs are likely to be on the road!).

So, what can fail, and what can you do? The most common failures we've seen are:

**In the Carrera:** leaking hydraulic pistons. These tend to leak out the oil through its seals, once they become dry and brittle from age and or lack of use.

You can know they are leaking in one of three ways:

1. The hydraulic pump runs but the top barely moves or doesn't move at all.
2. You can see a puddle of hydraulic oil

under the corresponding side, just in front of the rear tire.

3. When the top is down you can actually reach in and feel the pistons. If they are oily, they are leaking.

If you are caught with the top in the Open position and need to close it, while pressing the top's button, hold the front edge of the convertible top and manually pull up and forward assisting the failed hydraulics. Keep the button pressed until the latch securely closes. Now the top is secured in the closed position but you will need to have the hydraulic piston(s) replaced. Not cheap.

They can also be rebuilt for a fraction of the cost of new ones.

**In the Boxster:** Various failure points.

1. The transmissions have internal nylon sprockets designed to break before causing damage by an improperly operating top.
2. The transmission cables tend to stretch their outer shrouds and disengage with the transmission thereby rendering the

corresponding transmission immobile and warping the top since only one side works.

3. The convertible's plastic link ends (black and or red) break causing the top to open/close one side only.

If any of these things happen, there is an emergency procedure to allow you to manually close your convertible top: Remove the black plastic link covers on the outer edge of the convertible top. Using a large, flat screwdriver, or pry-bar, pry off the black-tipped link on either side of the top. This allows you to manually lift back the "clamshell." Using the same screwdriver or pry-bar, pry off the red-tipped link on either side of the top. This allows you to manually raise the convertible top.

After the convertible top is closed, securely latch it and then close the clamshell by hand.

Because the clamshell is not properly secure maintain a safe maximum speed of less than 60 mph until you can have the top repaired. Not too expensive.

Happy Porsche'ing, Pedro



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