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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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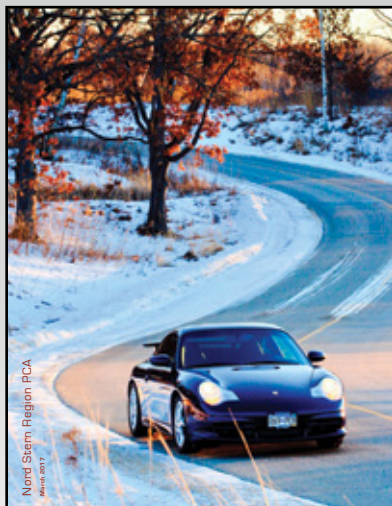
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by Michael  
Grabner  
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2003  
911 Carrera 2  
996-2  
Lapis Blue  
Metallic,  
with winter  
tires

## 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 (defrags monthly  
newsletter costs!)

Nord Stern membership Options:  
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**Check your mailing label  
for your expiration date**

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

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Addresses available upon request for chairperson/s or Board members.  
Call Christie Boeder 612.845.4509 or email: [editor@nordstern.org](mailto:editor@nordstern.org)



*Welcome . . .*

## *New Nord Stern Members*

We hope to see you at upcoming events!



### **Warren Ajax**

Bloomington, MN  
1978 911 SC

### **Clay Bunch**

St. Paul, MN  
Seal Gray 2006 911 Carrera S

### **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!).

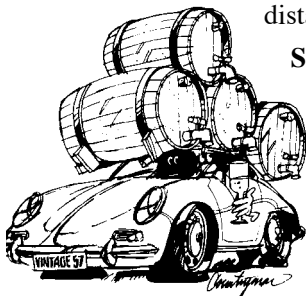
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

Well, it finally happened. I saw my dream Porsche, a 959. I know many of you had the opportunity to see one at Imola at one of our new member socials but I missed it and I was bummed! Also, this wasn't any 959, but THE prototype 959. Where did I see this? I was recently in California at the Porsche Experience Center in Los Angeles. If you haven't been there it is worth checking out. I went there on a Saturday morning and purchased their Cayman 718S driving experience. I was introduced to my Porsche Drive Coach and we proceeded to the car. We took turns on 6 out of the 8 driving modules that they offer at their 53 Acre playground for 90 minutes. He would show me what I was supposed to be doing then I would try to approximate what he showed me. I have a lot to learn! Here are the driving modules I was able to enjoy:

The inner and outer handling circuit designed not as a race track but as a challenging country road. Using the contours of the land they created a series of corners that all offer challenges for both car and driver. I was shown will the correct lines, braking

points and how to safely extract the maximum enjoyment from my driving experience.

The Kick Plate is a

computer-controlled hydraulic plate set flush to the road surface is designed to induce loss of rear wheel traction, putting the car into a skid or spin.

The Ice Hill has a 7% slope and computer-controlled water jets and a low friction surface. A combination which provides a unique and challenging scenario to test even the most experienced of drivers. It took me a number of tries to get this down, even as a Minnesota driver!

The Low Friction Circle consists of highly polished concrete on a wet surface that in turn creates an ideal environment to provoke, correct and hold oversteer all at speeds which enabled me to build an understanding of car dynamics. Can you say "drifting nirvana"?

The Low friction handling course consists of a polished concrete surface with many curves to provide a situation where a vehicle can be placed in a oversteer condition.

The Acceleration Straight provided a safe and controlled environment to fully explore how a Porsche accelerates using launch control with an added twist. Near the end of the nearly 3/4 mile straight there is a replica of the Karussell (Carousel), the famous banked curve on the Nordschleife (North Loop) of the Nürburgring.

The other two driving modules are:

The Off Road course is designed to show how the technical systems on how the Porsche Cayenne works in off-road conditions. Offering 40 degree declines and ascents, rough terrain and unfeasible side slopes name just a few obstacles. I believe this one is



Continued on page 28

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## 2017 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	N/A - \$85 plus color charge
Back cover	N/A	N/A	N/A - \$83 plus color charge
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

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1/2 page: 7.5" wide by 5.25" high

1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high

1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high

Back Cover: 8.5" by 7"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.

6 month pre-payment required for ad insertion, billed yearly

Lots and lots of stuff in this issue. Several fun and interesting stories by members - enjoy, enjoy.

And there's a new event coming up later in March hosted by one of our faithful advertisers: **Further Performance** at their NEW location. There's a full page layout explaining the who, what, where, when. There will be a presentation by long-time member **Kim Crumb** (one of this month's columnists, too).

As Kim explains, he is friends with **Dieter Landenberger, the Museum archivist at Porsche AG**. Dieter gave a presentation at last year's Porsche Parade on the history of the "Transaxle" cars (924/944/968 & 928) and also about the special exhibit of "Die Transaxle Era" featured at the Museum from last April 27 to October 16, 2016. Dieter had put a lot of work into this, and there are photos that only the Porsche Museum Archivist would have. Normally Kim didn't think Porsche would let this presentation

*"out of their sight but Dieter trusts, as his friend, to do the right thing only showing it to 'those' who will appreciate it,"* So Nord Stern members will have the unique opportunity to see it....at **Further Performance**, on **March 25**.

And there's an Open House on March 18 of Russ Hagen's collection (356's and boats, too). Long-time member and advertiser Rick Moe is involved with that and can answer questions, email: [shop@dasring.com](mailto:shop@dasring.com).

While we have had some nice warm weather of late and I certainly have seen a fair number of Porsches out and about, my guess is we still do have a few weeks left of actual winter. Activities are ramping up, though: 3 upcoming Membership socials and then . . . our true driving season is just around the corner. And, now's the time to get signed up for Driver Training and/or Driver Ed as our First Fling

track event is 'just around the corner.

See you at the next event!

## From the Editor . . .

by Christie Boeder  
'73 911



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**BJ Peterson**  
Nord Stern Member  
[bjp@burschtravel.com](mailto:bjp@burschtravel.com)



**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!
- 18 Open House at Russ Hagen's**  
Hosted by Rick Moe, ?'s shop@dasring.com
- 25 'The Transaxle Era' Presentation, Kim Crumb**  
10 a.m.  
Further Performance, see ad on page 8
- 29 - PCA's Treffen Hill Country**  
**Apr 2** Hyatt Regency, Lost Pines Resort, Austin, Texas

**APRIL**

- 8 Nord Stern 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 Nord Stern Membership Social - See Pg 15**  
9:30 a.m. Registration.  
Auto Edge, Mahtomedi  
11:30 p.m. Lunch  
12 p.m. Tech Session
- 23 Nord Stern Membership & 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

**JUNE**

- 25 Joint-Sponsored Autocross with Corvette Club**  
Details TBA
- 25 Nord Stern Annual All Porsche Show**  
Central Park, Roseville, Rosefete  
Details TBA, Co-Chairs Phil Saari and Mark Koegler

**2017 JULY**

- 9-15 PCA Annual Porsche Parade (updated)**  
Spokane, WA
- 28-30 Nord Stern Annual Club Race and Driver Ed**  
Location: BIR
- 30 AutoLieben - Car Show**  
Location: Afton Alps  
Details TBA: Eventmaster Jackson Richter

**AUGUST**

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

**2017****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**

- 8 Sunday's 'Bark and Beer' Drive (corrected date)**  
Details TBA

**NOVEMBER**

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

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Informal 'Post-Work' Social, 5:30 p.m. at

**CLUB JAGER** 923 Washington Ave. North, Mpls, MN 55401  
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website: <http://clubjager.com/>

*\*\*Please note: Nord Stern sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. All other events of potential interest to club members may be added to the calendar as a courtesy to the organizer, or organizing entity, as space permits.*



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# Club Talk

## ... 'Talk'

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administrator has time, he will pull a  
copy of the picture, resize it, and post it  
on your behalf.*



Photo by Ron Faust, dated February 2002

### Dick Meintsma

Long time Nord Sterner **Dick Meintsma** passed away today, February 13, just shy of his 89th birthday. Many of you will recall Dick, and his beautiful black Carrera as a ubiquitous presence at BIR events for decades. Some of the many attributes that distinguished Dick were his kindness to all, his unfailing good cheer and his unadulterated love for our marque, and for our Club. Dick was always a true car/racing guy like many of us. But beyond that he was also a really good man. Having known him since I was a car crazed High Schooler, and Dick a wise, if exasperated, Guidance Counselor, I can say with total conviction that Dick is due the highest possible accolades for his well lived life.

His son Kirk, also active in the Club for many years

– Ron Smith

Thanks for posting this Ron. Dick was a fixture at the track and always greeted me upon my arrival. Fun to talk with, very knowledgeable about BIR and racing and had one of the nicest 911's around. I saw him a few years ago at the club race but we didn't get much of a chance to catch up. He will be missed.

– Jon Beatty

Agreed. A really good guy. Humble but always upbeat. And a VERY clean Carrera.

– Bruce Boeder

Dick always made me feel like a close friend when we would meet at BIR or the Afton Concours. I also remember one day fifteen years ago when we toured the auctions in Scottsdale. He knew so much

about so many of the cars we saw, whether German, American, or from anywhere else. His automotive knowledge was encyclopedic.

– Ron Faust

Genuinely nice guy. Remember talking with Dick often at BIR years ago in the garages between runs. Passing of a era in more ways than one. Thankfully his 911 had a steering wheel and go-pedal.

– Nick Cirillo

Sad to hear. Dick was a regular at track events and fun to talk with. A real unpretentious guy who loved his 911. He will be missed. Always welcoming to new members.

– Chip Smith

### 2017 Holiday Dinner

It was truly an amazing private car collection. Thank you again Ron Johnson for getting the club access to it for the 2nd time. And of course a big thank you to the Wagener's for sharing their private collection with our group.

My personal highlight for the presentations was when outgoing President Paul Ingebrigtsen handed out a few special items for the incoming president which included two keys to an unknown Porsche, a pack of tissues and some Tylenol – LOL - the later two items will surely come in handy.

It was a great evening I was glad to be there and be with those that attended.

– Jim Bahner

A great time at the dinner at Morrie Wagener's amazing car collection last night. Kudos to all who made it happen, especially **Ron Johnson** who got the club in the door. Since Morrie sold the dealerships he has very obviously been devoting all of his time and attention to the collection

I fell in love with a 1950 Chevy two door deluxe convertible, white top over maroon body with a white interior and some mild custom touches. Be still my heart! Thanks, Ron!

– Bruce. Boeder

Thanks also to **Christie Boeder** and **Michelle Johnson** for all the work they did to make the event come off smoothly.

– Dale Trippler



## Autocross Crossed

If you are married and live in Minnesota you already know that your entire summer is already over, booked with warm weather activities your wife or husband have been planning since New Year's Day. But unlike all of those resolutions that you have since forgotten, those summer weekend dates are cast in stone and are not going to be cancelled or moved. You have been looking forward to these events all winter long if they involved driving your favorite summer car.

Unfortunately, there just isn't enough summer to fit everything in, which brings me to the current scheduling conflict of this upcoming summer.

Nord Stern has been trying to give new, and current, members more inexpensive opportunities to drive their cars in a safe and controlled venue while testing the limits of their car's ability, as well as their own. To this end we have posted the Minnesota Autosports Club (MAC) schedule for Autocross events statewide.

Nord Stern has again joined the Corvettes of Minnesota (COM) to sponsor an Autocross event this year. Last year's event was a great success with a record number of Porsches being represented. This year's jointly sponsored Autocross event had to be changed from last year's date in May to Sunday, June 25, 2017 which is the same date as the All Porsche Show. We know this is going to cause some consternation for some of our members, but we are trying to provide as many diverse opportunities as the summer will allow. We hope that you will be able to choose one and enjoy the day with other like minded Nord Stern members.

In addition to jointly sponsoring an Autocross event with the Corvettes of Minnesota, Nord Stern will be sponsoring an event on its own which will provide more seat time than a traditional Autocross event. It will be held at the **Dakota County Technical College facility on Sunday, October 8, 2017**. We are still in the planning stages of the event. And we will be

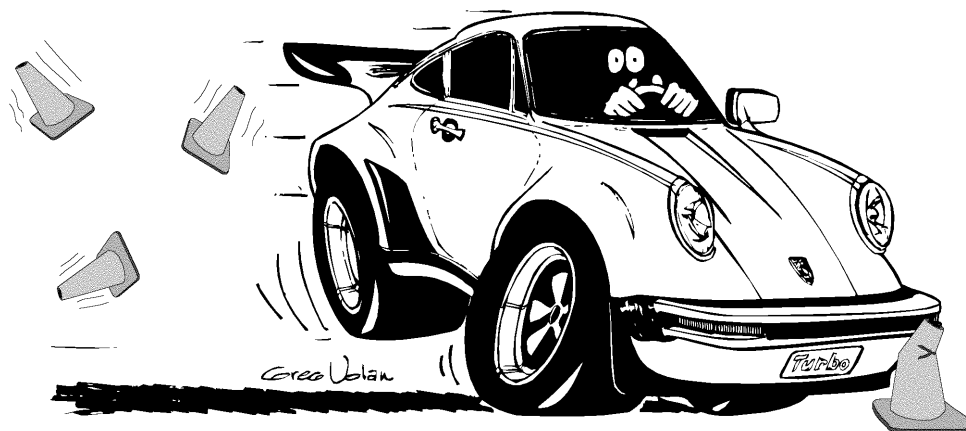
sending out more information as questions get answered about track operations and facility costs, but it should be a lot of fun at a convenient location and an affordable registration cost.

Remember, if you are the kind of person that goes out to the garage in the middle of winter and pulls off the dust cover just to look at your car when no one is around, rest assured you're not alone. We are trying to give you as many opportunities to look at it as well as drive the wheels off it, without the fear of a ticket. Make sure you get the date on your summer schedule so you have a fighting chance at getting to as many Nord Stern events as you can. Really, how many weddings and family reunions can you handle?!!

See page 26 for all of MAC's Autocross event listings!

### 2017 BIR / RA 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



## Autocross Crossed

*by Andy Golfis, Autocross Chair*

# 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!**  
**Sunday**

**12 Noon**  
Pizza lunch,

Social, Driver Ed Tech  
and Information!

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

**R.S.V.P:** Jeff Boehm  
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 February 2017

*by Betsey Porter, Secretary*

Meeting was called to order at 7:01 p.m. by President Ryan McGee.

## **President – Ryan McGee**

Ryan and Lara attended a PCA region-focused webinar. Learned that no drones are allowed at any PCA-insured event. We will communicate to our membership.

Ryan and Lara also attended the Winter PCA National Board of Directors meeting. There was an additional conference call with the PCA BOD to approve some action items. Approved the split of Zone 6 into two separate zones. Approved the Recognized-Entity Policy. The Zone 10 President's meeting is scheduled for March 25-26 in Des Moines and both Ryan and Lara will attend. The US Bank Stadium event was awesome. The Holiday Party was a success, the cars were amazing. There is a PCA regional website contest going on, if we want to enter, the deadline is April 1st. Congratulations to **Bruce Boeder** and **Kim Fritze** for their PCA-recognized contributions.

## **Vice President – Lara Dant**

No update.

## **Treasurer – Jeff Bluhm**

Holiday expenses will be reflected in February financial report.

## **Advertising – Lara Dant**

Waiting to hear from Jeff which advertisers are outstanding, will contact them shortly to renew. **Cathy Peronovic** will be taking over Advertising Chair position. Lara will be assistant Treasurer in 2017 to learn the ropes.

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

Per email, there will be a theme this year, racing opportunities for Porsche owners. Other possible theme would revolve around 20th Anniversary of the Boxster. Discussion ensued regarding the logistics of featuring race cars.

## **Autocross – Andy Golfis**

Event with Corvettes of Minnesota is June 25, which does conflict with the annual All Porsche Show. We had no control over the date chosen. We should work on promoting the events that MAC holds for autocross opportunities (calendar is included in each newsletter. We still have the October 8th event as well, "Autocross Plus." Could be great weather, could be snow!

## **Board of Directors**

No report

## **Charity – Mark Kriesch**

Per Michael, the total Nord Stern raised for charity in

2016 (including 2017 calendar sales) is \$27,165.

We gave \$4,741 to NAMI (from the calendars) and \$22,424 to Courage Kenny. WE ARE AMAZEBALLS!!!!!!!!!!!!!!

There was a conference call between Michael Grabner, Dave Anderson, Mark K. and Chris Tobkin (outgoing Charity Chair) to discuss the logistics for the 2018 calendar. The 2018 charity will be the **American Cancer Society** to honor Mark Bouljon (long-time Nord Stern, PCA member) from Carousel, who died late last year.

## **Club Race – Dave Sorenson**

Via email, there are still some open spots for volunteers. Need Test & Tune, Scrutineer's assistant and Steward's assistant.

## **Driver Education – Steve Meydell**

No update

## **DE Registrar – Dave Anderson**

First Fling has 3 for DE and 4 for DT registered.

Cheese Fling has 10 people on standby!

Fast Fling has 2 on standby

Final Fling has 3 on standby

Dave has stickers and labels for the year.

## **Driver's Training – Jim Bahner**

No report - A question about the instructor school was raised, however.

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

No report, date is on the calendar.

## **Historic Archivist – Kim Fritze**

No report

## **Insurance – Dan Perinovic**

No report

## **Membership – Ed Vazquez**

No report, all the 2017 Membership Socials are on the calendar.

## **Met Council – Bob Kosky**

No report

## **Newsletter – Christie Boeder**

March is done, just need these minutes.

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

No report, Nord Stern is promoting the AutoLieben event that will be held at Afton Alps the end of July.

## **Rally and Drives – Lon Tusler**

Lon has resigned, need a new chair.

*Continued on page 31*

# Current Car Number Assignments 2017

Car #	LName	FName
00	Skweres	Mark
1	Binek	Paul
2	Doering	Gordon
3	Boeder	Bruce
03	Philbrick	Ian
4	Billingsley	Dave
004	Neal	Franklin
5	Reeder	Guy
6	Anderson	Keith
7	Windfeldt	Greg
07	Wolfson	Bill
8	Fleming	Bob
9	Leslie	Jim
10	Moe	Richard
11	Seubert	Jim
12	Kirvida	Kevin
13	Smith	Chip
14	VeLure	John
15	Thai	Paul
16	Arhart	James
17	McGee	Ryan
18	Wubbe	Hans
19	Gates	Jackie
20	Vandekieft	David
21	Pfister	Teresa
22	Walgren	Thomas
23	Kirvida	Drew
24	Clark	Matt
25	Bahner	James
26	Trippler	Dale
27	Erickson	Keith
28	Blackburn	John
29	Brown	Arin
30	DeBruzzi	Phil
31	Newman	David
32	Corcoran	Bill
33	Onnen	Karine
034	Anderson	Eric
34	Weiner	Alan
35	Cirillo	Nick
36	Barker	Bob

37	Greene	Jerry	98	Eigenmann	Pius	174	Hayman	Randy
38	Anderson	Clifford	98	Summers	Nick	176	Haaland	Neal
40	Gates	Aaron	99	Twite	Tylar	186	Russell	Bill
41	Hill	John	100	Fraguada, Jr	Luis	188	Carideo	Tony
42	Sherf	Steve	101	Ryan	John	190	McNeil	Ken
43	Finke	Rodger	102	Anderson	Doug	191	Connors	Timothy
44	Roman	Clifford	103	Sherwin	Daniel	192	Klatzky	Howard
45	Yee	Gary	104	Anderson	David	194	Klatzky	Andy
46	Viau	Robert	105	Softing	Jeffrey	195	Johnson	Ron
47	Faust	Ron	106	Silver	Craig	200	Reader	Nathan
48	Merriman	Ben	110	Hanson	Brian	202	Dekutoski	Mark
49	Hoke	Michael	111	Connors	Tim	211	Majkrzak	Jeff
50	Larson	Glen	112	Becker	Isaac	214	Warford, Sr.	John
051	Grothe	Rick	113	Stewart	Michael	215	Sabers	Michael
51	Hoeglund	Cory	114	Nelson	Mike	217	John	Michael
52	Gustafson	Marcus	117	Rixe	Terry	219	Viau	Pam
53	Robertson	Glen	118	Robinson	James	221	Scovanner	Tim
55	Lukens	Greg	119	Boyd	John	224	Meydell	Stephan
56	Henneberger	Roy	120	Senn	Fred	225	Boyd	John
57	Sabers	Michael	121	Fear	Chuck	227	Scovanner	Doug
58	Benson	James	122	Senn	Fred	232	Lametti	Kyle
59	Coenen	Thomas	125	Mahlum	Wally	240	O'Brien	James
60	Engler	Jeff	126	Majkrzak	Alex	241	Lewis	Brian
61	Courtney	Mike	127	Polk	Eric	242	De Jesus	Byron
61	Lier	Peter	128	Olson	Arden	243	Hudak	James
61	Timmers	Bas	129	Lee	Victor	253	Houghton	William
65	Addison	Thomas	130	Moe	Richard	258	George	Peter
66	Holton	Jim	131	Yerigan	Erik	259	Dodson	Darryll
67	Porter	Charles	132	Golfis	Andrew	261	Anderson	Wayne
69	Hull	John	133	Bennett	Grant	262	Gustafson	Marcus
71	Glodowski	David	134	Yerigan	Bruce	263	Schellhorn	John
71	Wen	Jonathan	135	Cirillo	Susan	267	Bennett	Mark
72	Glodowski	David	136	Brown	Jason	267	Johnson	Jeff
73	Shannon	Charles	137	Kemp	Steve	268	Tan	Ed
74	Hill	John	138	Hall	Loran	273	Zawadzki	Steven
76	Vasilakes	Lloyd	140	Ingebrigtsen	Paul	274	Miller	Mathew
77	Erickson	Ben	143	Houston	Bob	277	Robideau	Harvey
78	Fahden	Shea	146	Viau	Bob, Jr.	295	Ingebrigtsen	Paul
82	Bailey	Bret	147	Weernink	Barb	300	Groschen	William
84	Robertson	Scott	148	Kearn	David	303	Ivey	Shannon
85	Sanders	Rich	150	Tracy	Stuart	303	Roth	Neale
86	Russell	Tom	151	Haider	Naveed	306	Afable	Pedro
88	LaVerdiere	Richard	154	Ramos	Raul	308	Turner	James
90	Lawrence	Pam	155	Elsing	Rodney	311	Gates	Ryan
91	Gawronski	Matt	157	Higgins	Joseph	312	Oldenburg	Randy
92	Netsch	Mark	158	George	Peter	314	Tom	Cindy
93	Peterson	Mike	159	Shimek	John	317	Holm	Chris
94	Tusler	Lon	166	Renwick	Eleanor	325	Zachary	Louis
95	Martinson	Daniel	167	Porter	Betsey	329	Ciolko	Marek
96	Tusler	Lon	168	Oudin	Tim	331	Weelborg	Richard
97	Tobkin	Chris	171	Sabers	Steven			

Continued on page 25



# Car# Assignments . . . And How To Request A Change

by Dave Anderson, Registrar, March 2017

The 2017 Driver Education track season is fast approaching and it's time to open the car number registration period.

Car numbers are used at our Brainerd (BIR) and Road America (RA) track events to help with identification. As your Registrar, I make every attempt to ensure that event car numbers are unique within the Run Group sessions; including those 2<sup>nd</sup> day late afternoon sessions when we combine groups. You can help by ensuring that you get a number assigned to your car. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

Please help to keep the car number assignments up to date by reviewing the published list. If you have an existing number that isn't assigned to you, but you've used it at a track event in the past 3 years, let me know. On the other hand, if you see your

name associated with a car number you're no longer using, let me know that as well.

You'll note that a lot of numbers that have previously been assigned have now been released back to the allocation pool. If you'd like to change your assigned car number, all that is needed is to contact the Registrar by e-mail [registrar@nordstern.org](mailto:registrar@nordstern.org). To make the assignment process as efficient as possible, all I need is your current number and three new numbers in preference order. I'll reassign the first one on your list that is available. Conflicting change requests will be given priority based on when I receive the change request.

## Car Number Change Request Procedures:

- Please select three (3) numbers, listing them by preference.
- Drivers must have registered for a DE event in the previous three years.

Unused numbers are released for reassignment.

- Active drivers (after their first year) may request a different number if it is available. Requests can be made to the Registrar at any time, but should be received prior to the deadline set by the Registrar each spring.
- Duplicate number requests will be resolved by seniority based upon the number of years each member has been active with Nord Stern.
- Drivers will be notified of their number assignment by email.

## Car Number Change Request Form

<b>Send Requests To:</b>  Dave Anderson, Registrar Email: <a href="mailto:registrar@nordstern.org">registrar@nordstern.org</a>	<b>Current Car #:</b>	<b>Choice #1:</b>	<b>Choice #2:</b>	<b>Choice #3:</b>
	<b>Driver Name:</b>			
	<b>e-mail (preferred):</b>		<b>Phone:</b>	

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



Starting with a six page article on a winter road trip by Kim Crumb and “Uncle” Bill Groschen, the issue packs more content than one would expect during the cold Minnesota winter. As always, the enthusiasm of the Nord Stern members is palpable.

– Ron Faust

March 1992

- A motion was passed at the February business meeting that all first time Nord Stern autocross’s at BIR would be able to attend the May driver’s school free!

- The club’s projected cost for an autocross weekend at Blackhawk Farms was only \$5,900.

- **Kim Crumb** contributes another odyssey, this time about a 3 1/2 week road trip in January. First he picks up a 928 in Wisconsin and delivers it to the owners who flew to Florida. After a few laps at Morosso and a visit to Gunnar Racing, he and “Uncle” **Bill Groschen** head on to Key West. They meet other Nord Sterners (**Jim Miller, Ed Jacobsen, Mark Hartman, Daryl and Sonia Fortier**) at an East Coast sprint go kart school. Then it’s off to the 24 Hours of Daytona where **Hans Stuck** and **Bob Wollek** are in 962’s. Nissan, Jaguar and 962 privateer make the podium. Then it’s off to Atlanta where they visit the Muldowney’s

for four days. Thence to Memphis and on to the Chicago Auto Show. Heading into Wisconsin, they visit **John and Dodie Mueller**. One more stop in Wisconsin where the “Wisconsin Nazis do a Vascar trap” on them on the way home. Kim says he’s going to take it to court.

- Carousel puts on a 968 Tech Session. A new manifold bypass system, lighter engine parts and Vario Cam increase the power to 236 bhp.
- **Roger Johnson** weighs in again on pulling the pylons. His advice: rather than listening to the advice of others, run a few events so the club can get the

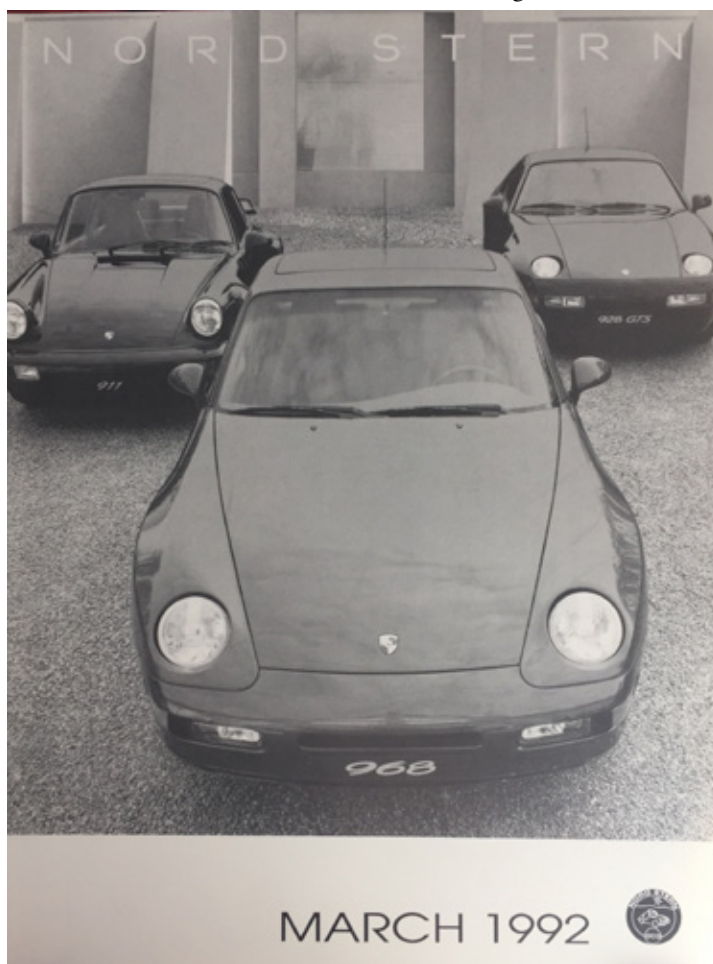
input of many drivers instead of just a few.

- PCNA in Reno put out it’s new price list, included in the scans in this issue. The Carrera 2’s have gone up into the \$60-80,000 range and the Turbo tops the list at \$98,875! I wonder what the option list looked like.
- “Santa” Groschen appeared at the Holiday Gala and distributed dozens of gifts to members. Of note was the “Peter Vickery I Gotta Beat My Wife” certificate good for 10 seconds off his time at BIR, presented to **Jim Miller**. “Bobbi, his wife, is one fast woman” was the quote.

- New members include **Brian** and **Jackie Smillie**.

- In addition to the July Historics, August dates for the IMSA/ Camel GT and the CART/PPG Texaco/Havoline 200 Indy Car Weekend are listed for Road America.

- The Mart lists a ’77 911S for \$12,000, a 356 engine rebuilt by Bob Cox for \$2,295, a ’78 911 SC Coupe for \$14,950, another ’77 911S Targa for \$16,000, and a 1963 356B Kit Car for \$5,000 OBO. These kits were usually assembled on a VW chassis but often never got past the stage of being a bunch of parts on somebody’s garage floor.





## VARMINTS and sprint karts

Above, right and upper right: From the Kim Crumb road trip. They saw the white 928 GTS at the Chicago Auto Show (far right).



Daytona group warm-up?

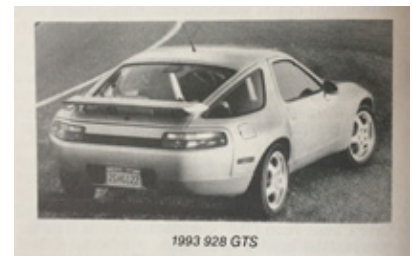


1993 928 GTS

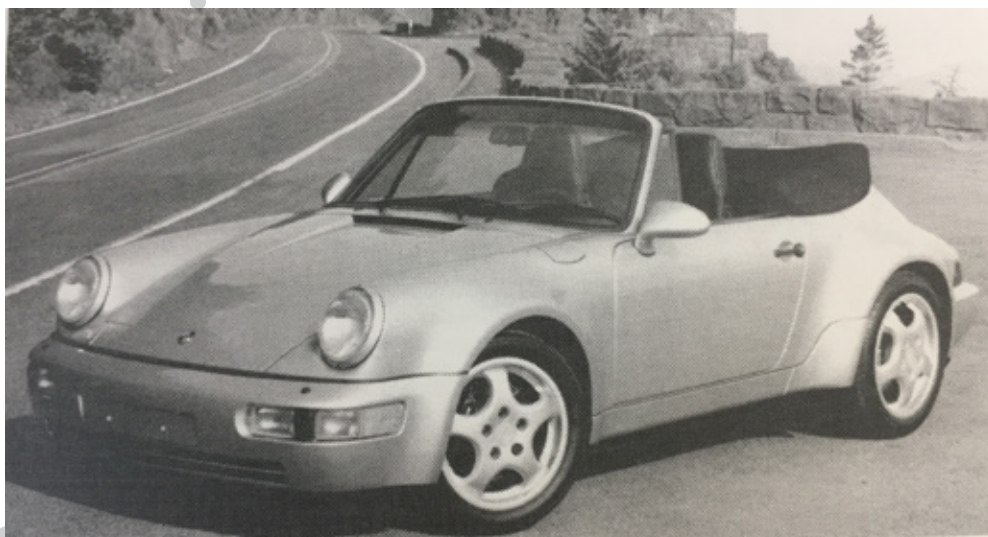


This is the "Jan Draper/Jean Engebretson/Susan Ripley Autocross Widow" award.

Left: Autocross widows at the Nord Stern Christmas party—so nice everybody dressed up in the old days.

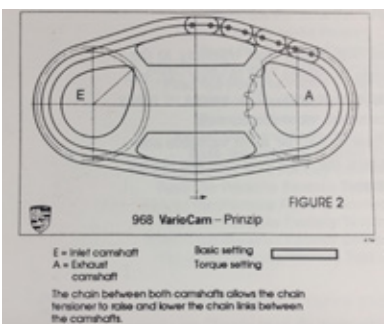


1993 928 GTS



## 1992 911 America Roadster

The 928 GTS, 911 Roadster, and the price list are from PCNA in Reno.





# 2017 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_ Email address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

PCA #/Exp. Date \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ BIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

## Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

<b>Lights</b>	<b>Pass</b>	<b>Brakes/Wheels/Tires</b>	<b>Pass</b>	<b>Interior</b>	<b>Pass</b>
Headlights _____		Tires/Wear _____		Steering/Play _____	
Front Signals _____		Wheel Bearings _____		Brake Pedal/Firm _____	
Rear Signals _____		Rotors/Scored/Cracked _____		Seat Belts/Anchors _____	
Tail Lights _____		Brake Fluid/Full/Clean _____		Helmet Snell 2010/Better _____	
Brake Lights _____		Brake Lines _____			
<b>Suspension</b>	<b>Pass</b>	<b>Engine/Trans.</b>	<b>Pass</b>	<b>Other Misc. Items</b>	<b>Pass</b>
Shocks/Leaks _____		Fan Belts/Cracks/Tight _____		Spare Tire/Secure _____	
Susp. Travel/Noise _____		Fuel or Oil Leak _____		Battery/Secure _____	
Susp. Mounts/Rust _____		Hoses, Wiring/Secure _____		Windshield Wipers _____	
Tie Rods/Tight _____		Transmission/Leaks _____		Roll Bar 1" above occpts. _____	
Ball Joints/Tight _____		Throttle Return _____		head/s for Open cars _____	
Engine Mounts/Cracks _____		CV Joints/Tight/Dry _____		Equivalent Restraints _____	

Condition of: \_\_\_\_\_

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required: Yes No

Items to be correct: \_\_\_\_\_

(Continue on back) Approved shops can be located at: <http://nordstern.org/porsche-mn-sponsors/approved-tech-inspection/>

*The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.*

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

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



The things that are important to you are what really matter. That's why we'll take the time to understand life priorities like your family, your work, your hopes and dreams. Then we can help you get ready for the future with a financial strategy that's just for you.

**The Vickery Bowe & Pierce Group**

**Peter Vickery, CFP®**

Vice President

Wealth Management Advisor

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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

# FUCHS

By Ron Faust

I love Fuchs. The wheels are a perfect combination of form and function. They were used on new Porsches from 1966 to 1989. Over-engineered in a good way, many have out-lived the old Porsches that rolled out of the Factory on them and they still look good.

In this post-truth era I confess to relating just a few stories, instead of a well-researched, referenced, and annotated article befitting the demands and high standards of the editor of Nord Stern. But I didn't make this stuff up.

In 1971 a salesperson unscrewed a loosened lug nut on a Fuchs wheel in the showroom as we walked around the first 911 I ever looked at closely. He handed it to me; it felt like plastic. I asked him why did they make it like that. He said, "It lowers the unsprung weight and the gyroscopic forces". I was hooked on Porsche immediately.

In the late '60s Porsche and Mercedes were racing to devise an alloy wheel that was light but strong. Americans had learned that our aftermarket "mag" wheels looked nice but tended to crack. The story was that Porsche went across the street from the Factory to the Otto Fuchs Metallwerke plant and one engineer/designer there created the wheel in a month. One Fuchs source said, *"Things were pretty empirical then. Their engineers calculated production requirements on slide rules."*

Starting with a billet of aluminum, magnesium and silicone alloy, the one piece wheel was forged in a heated 50,000 ton hydraulic rolling press. The manufacturing process allowed it to be rolled to different diameters, widths and offsets with the same center shape. The metal is so hardened that steel wool or sand paper cannot touch a curb rash. The wheels are strong enough to race on and after decades, the bright metal surfaces look like they did when new.

One more story appeared in a recent issue of Christophorus (#378). Apparently on the first prototype the spokes were tapered, not flat when Fuchs presented the wheel design in May, 1965. The Fuchs minutes of the meeting recorded, *"In contrast to our proposal, Mr. Porsche Jr. changed the shape of the five connecting pieces between the hub and the rim for reasons of style and appearance . . . The shape developed by Mr. Porsche Jr. appears more harmonious with the new vehicle."*

Who wouldn't love to have been a fly on the wall at that meeting?





# A Unique View . . . 2016 Nord Stern Club Race from the Pace Car!

*Photo by Lara Dant*

I always love those reverse mirror photos!  
This one can almost be captioned: The  
Leader of the Pack.

Look closely in the mirror and you'll see the  
leading rows of last year's club racers.

Lara Dant had the pleasure of riding with  
Ron Faust, our Pace Car Driver in his 911-50  
Porsche. A beautiful vehicle if ever there was  
(and yes, I can speak from experience) and  
I'll bet it was a lot of fun to be a part of this  
important job.

This year's Club Race is already on the  
calendar - volunteers will be needed, lots  
of them! It's a great weekend so join us a  
volunteer, a participant or a spectator! Lots of

# Superior German Engineering *submitted by Todd Smith*



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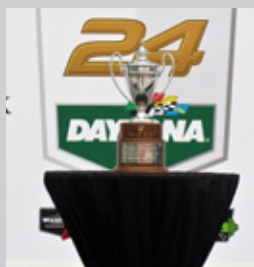


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## Rolex 24

## ... A Story of Fathers and Sons



by Kim Crumb

It's off to MCO in Orlando, for what seems like the umpteenth time. I'm having a flashback, remembering 1988, nearly three decades ago, when I flew directly from the Rolex 24 to Monterey, CA for the Varmint Racing Nord Stern event. That year we did the Jim Russell Advanced three-day Racing School at Laguna Seca. Our chief instructor? None other than Jon Beekhuis. We had done three of these best-available schools in-a-row . . . they were a bit expensive: about 10% of the cost of a new 944 at the time. So? Afterwards I set out to find a way to continue this professional training, and at a "anybody can afford it" price. That took two years of research and negotiation, and lead to the annual START!! RACING sprint karting events . . . now at one-third the cost. We did those events for a whole decade+. With the kart track in Central Florida, I'd schedule our School + 10 Race Series to be timed just before-or-after the Rolex 24. So? It was one heckuva racing trip . . . quite time and cost-efficient . . . if you scheduled All-In. So we went to The Rolex 24 a lot of times. Looking back "20/20?" Many Nord Stern members did these "Varmint" race training events, coming away with lots of racing fun and tangibly-improved skills. A "Win" for everybody, as they brought those skills back home, with just one happy result being that Nord Stern had even more outstanding driverss and driving instructors.

How did Daytona become the "World Center of Speed?" What's with the whole "Rolex" thing? On February 4, 1931, Sir Malcolm Campbell set a ground speed record of 245 mph . . . right on the sand beaches of Daytona! His car, the Bluebird II, had 2,200 hp, which was an unthinkable amount of power at the time. This is part of what built that tradition of big speed, and? He was wearing a Rolex.

Sir Malcolm Campbell's Bluebird II: Daytona Beach, Florida (1931) below:



Brave beginnings, and things have continuously evolved and this year there is a whole new set of rules. The Daytona Prototypes are now going to be eligible beyond the WeatherTech Series . . . with the class denoted as: "DPi." Cadillac-powered prototypes have the pole, actually with both cars on the front row, leading the whole field. A difference from the 80's when it was the Porsche 962 That Was The Car to Have. There is the "PC" Prototype Challenge class, but there were a limited number of entries. Then there is the GTLM class . . . where it's the Battle of the Car Companies on their way to LeMans. Porsche brought the new mid-engined 911 RSR and the Ford GT's were back, as well as entries from Corvette, BMW, Ferrari, etc. Then, the final-of-the-four classes is? GTD (GT Daytona) where factory-produced "standardized" GT-3 cars have been made legal, leading to an explosion in entries. Porsche, Audi, Lamborghini, Aston Martin, Ferrari, Mercedes AMG, Acura (new NSX,) BMW, Lexus, etc. The stage is set for a motorsports showdown of epic proportions. There is even a car with a "Nordstern" decal!



Arriving early on Saturday, I want to survey-the-field before the race starts. I must have heard more than five languages in the garages in addition to English: German, Italian, French, Spanish and Portuguese, this is now a hugely International event. I'm there with fellow PCA members Paul and Teresa Cole, friends for nearly four decades. We've picked up our



IMSA credentials, so we'll be visiting the Hot Pit during the race . . . go anywhere! PCA does have one of the best Car Club Hospitality areas, right in front of "The Kink" between the two infield 180-degree turns (International Horseshoe and West Horseshoe.) Great tent, with race-tuned TV's and refreshments,





Kim & Keith Fritze, plus Peachstate PCAer Dick Kjellson

etc. Upon arrival there, I meet Nord Sterner's Kim & Keith Fritze, plus Peachstate PCAer Dick Kjellson. It's a gorgeous sunny day. There is a huge Manufacturer's Midway, which didn't exist in the "old days." You can see, close-up, the Fastest Stuff from all the Car Companies involved . . . I suspect? This is the current version of the old racing axiom: "Win on Sunday, Sell on Monday." Example? Audi has brought LeMans winner Alan McNish, and after his interview he showed-off the new Audi customer-racing RS3 LMS touring car (\$130K.) Porsche showed? The new mid-engined 911 RSR, of course.



IMSA Courtesy Vehicle!

Car-intensity is building, the race is about to start. Time to go out on the grid and meet all the Teams. In the old days, everybody could be on the grid . . . now you have to have an IMSA credential to be on the actual grid. They do allow the spectators on the grass at the edge of the pit lane . . . but that's not quite the same. I want to start the race on the "outside" where the starter's stand is. We walk up the steep banking . . . and the front stretch banking is far less than the corners. That incline gives you a hint, a measure, of why your set-up for this track is likely a "one-off." The Green Flag flies and the field roars by a full throttle . . . ah, the smell of essence du high octane, the Smell of Victory . . . well, for four teams anyway.

Earlier they had the Rolex Heritage Cars do a few exhibition laps of the track, I am

now intent on finding the whole display of those, which are in the special "Fan Zone" part of the facility upgrade done recently. 24 hours is a long race, you have time for that! The famous #59 Brumos 911 is in this group. You can listen in on both radio and by scanner . . . plus there are jumbotrons and TV's everywhere. Just after 7 p.m. it started to rain . . . for? 12 hours. That's a record, and



temperatures dropped too, making cold-tire out-laps pretty skittish. Yes, there were 21 caution flags . . . but that is NOT a record. We make go through Victory Lane, before the crowd arrives.

Cut to the chase? With seven minutes to go, the tale of two Cadillac's: #5 DPi was leading the #10 driven by Ricky Taylor. Coming into the infield turn off the front stretch, #5 left the door "open" ever so slightly. Taylor didn't wait for another opportunity, diving inside . . . and they collided. #5 spun and Taylor was now in the lead. IMSA officials called it a "racing incident" and took no action. Not before worrying owner Wayne Taylor, who likely feared snatching "defeat from the jaws of victory" again this year? Later, Jordan Taylor said? (What a "Relief. We've come close so many times. I'm just proud of my brother. He made it happen today." A tale of a Father and Two Sons getting the Big Overall Win, helped by (retiring) Max "the Ax" Angelelli and Jeff Gordon, who came out of NASCAR retirement to drive at this event.

GTLM? My personal favorite class competition. The Ford GT's were the fast qualifiers, with the Ferrari 488 close behind. Things were looking a little tougher for

Porsche, Corvette and the BMW M6. All that rain seemed to ever-so-slightly favor the Porsche RSR. But? With five hours to go, the



rain ended . . . and the Ford GT's came back to the front. Patrick Pilet was charging hard in his RSR. Hard enough to essentially use up his tires in running-the-lead-GT-down, but couldn't make the pass. The win went to the Ford GT.

GTD? Ten years after winning the GT Class of the Rolex 24 at Daytona Alegria Motorsport can be proud to add another class win, this time in GTD. The 2017 team was made up of Carlos de Quesada (that 2007 Daytona GT winner and owner) and his son Michael . . . plus Jesse Lazare and Daniel Morad both of which are Porsche GT-3 Cup Champions. And? They also added Porsche factory driver Michael Christensen who did the final get-to-the-front extended double stint to take the checkered flag in GTD. Another tale of a Father-Son Win, with an assist from three other Porsche Champions. With that, the 55th Rolex 24 Hours goes into the record books. This will be a season to watch, I don't think any of this is "settled." Next up in the series? Sebring, in mid-March.

I take a couple days off, just relaxing at the Orange Lake resort . . . it has a "Lazy River" and such. Then it's off to Miami. My first stop? Champion Porsche, the biggest P-dealer in the USA. This year they are



Continued on page 32



# From the Horse's Mouth

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

Oh the benefits of being your humble scribe. One is getting on the e-mailing list for press releases from Dr. Ing. h.c. F. Porsche AG, datelined Stuttgart. That's right, from the horse's mouth, direct to my personal e-mailbox. I have no idea whether I get them all. Only the Porsche Press Database would know for sure. But I do get some interesting ones.

Like one I'm staring at, right now. It says "Porsche sets new sales record."

It's all about sales in 2016, compared to the previous year, broken down by model and by region.

I find it fascinating, to read a document like this and try to decipher what's included... and what's not. Let's take a test drive.

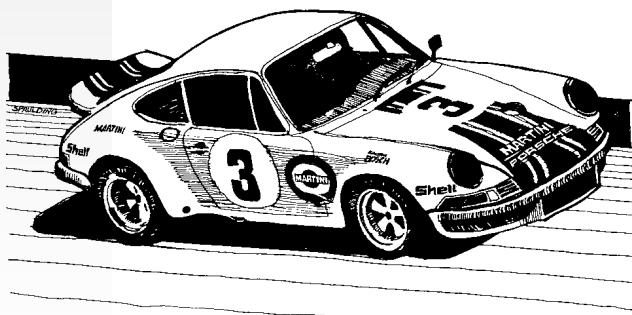
The lead notes that Porsche delivered in 2016 a "total of 237,778 vehicles around the world, some 6 percent more than the previous record. The key drivers of growth were Europe, the USA and China."

It goes on to say "The Macan and the new 718 Boxster had a particularly positive effect on the result. The excellent response to the new Panamera provides an additional boost."

*"Porsche is synonymous with emotion and quality. The positive trend in the global markets confirms how enthusiastic our customers are,"* says Oliver Blume, Chairman of the Executive Board of Porsche AG. The release then cites him as noting *"However . . . that exclusivity is more important to Porsche than sales targets."*

No word in the release on profitability targets. Just saying.

Porsche's largest single market worldwide? China . . . *"with a total of 65,246 vehicles delivered - an increase of 12 percent."* Those numbers are so good, in fact, that they say they will further expand their dealership network this year, and open a Porsche Experience Center in Shanghai.



You're wondering what the breakdown is, by model against region? Sorry, can't help you.

However, they did give a lot more, geographically. "America" tied "AsiaPacific, Africa and Middle East" for second place by growth last year, rising 6 percent, respectively. And "USA" was close behind at a 5 percent increase. Same for "Europe" overall. Although "Germany" rose by just 1 percent.

Sorry, they didn't break down their geographic numbers with any more detail. No other countries were called out. To which, you may ask, why the selective break-outs? Hey, I only know what I read.

Same goes for model break-outs. Here's the extent of what they said. "There were 12,848 deliveries of the 718 Boxster, exceeding last year's result by 9 percent. Meanwhile, the legend of the Porsche 911 continues: With a total of 32,409 vehicles delivered, sales of the 911 once again grew by 2 percent, helping it to maintain its special position in the market for exclusive sports cars."

Hooray on that. Although I wonder why the new Cayman was not mentioned. Was its launch too late to be included?

And then the release noted "The Macan reinforced its position as the best-selling Porsche with 95,642 vehicles delivered, representing an increase of 19 percent."

With no mention in the release of the Cayenne. Or Panamera sales.

Are you thinking what I'm thinking? Yeah, yeah, yeah, they seem to be continuing to do a great job of transferring "the strength of the brand," to quote words attributed to Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing, to as many small SUVs and sedans as they can. And the formula continues to work literally around the world.

I guess I shouldn't be surprised. What a truly amazing business story it is, and it's one in which we all, every one of us PCA members, can take great pride. Because we know we're the ones who helped create that amazing brand imagery. And we know, we just know, that there's no way they can ever stop the sports cars and racing programs. What would happen, then, to that "enthusiasm" transfer and "exclusivity"?

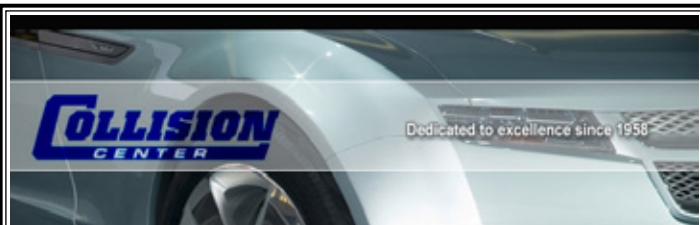
I have no idea. But it should be noted that the release closes with "The coming weeks will see the launch of the completely redeveloped second generation of the Panamera in the USA and China. The shooting-brake version - the Panamera Sport Turismo - will celebrate its world premiere in March at the Geneva Motor Show."

Let the hits keep coming, I guess

## Current Car Number Assignments 2017

*continued from pg 14*

333	Docter	Joseph	660	Fritze	Keith	824	Spielman	Cindy
334	Docter	Joseph	671	Christopherson	Cary	856	Dekutoski	Michael
336	Young	Chuck	690	Meyer	Jess	865	Larson	Glen
344	Lillegaard	Jim	701	Redmond	Mischa	888	Turkbass	Jay
350	Donofrio	JJ	710	McCarthy, Jr.	John	892	Smith	Greg
356	Hancock	Phil	711	Doering	Gordon	901	Allen	Robert
357	Steingas	Mark	713	Afable	Pedro	908	Lawrence	Don
368	Lillegaard	Jim	714	Loh	Leonard	911	Vazquez	Edmund
370	Roman	Shelly	717	Witt	Curtis	912	Shimek	John
375	May	Brian	719	Schumacher	Mark	914	Tanler	Richard
409	Steinberg	Michael	741	Langren	Mark	918	Tribuno	Peter
425	Blackburn	John	742	Jodock	Erik	920	Powless	Stephen
437	Indivona	Anthony	744	Siegler II	Michael	922	Meydell	Stephan
442	Valone	Randy	747	Muir	John	933	Burton	David
454	Kriesch	Mark	756	Powless	Stephen	935	Andreasen	Karl
464	McGovern	Keith	757	Engstrom	Cris	944	Cyr	Kevin
471	Benson	James	762	Unterseher	Reed	945	Rempfer	Tom
475	Strommen	Mike	771	Doering	Gordon	951	Fitz	Kevin
491	Hoke	Kaitlyn	774	Coin	Tasso	964	Voges	Hal
510	Kelm	Wayne	775	Tan	Kevin	968	Velure	John
511	Muldowney	Daniel	777	Jones	Matthew	981	Monson	Michael
545	Niccum	Thomas	788	Meyer	Jess	987	Hoeglund	Cory
611	Timmers	Bas	809	Termin	Paul	991	Gates	Bruce
616	Nompelis	Ioannis	814	Warford, Jr	John	996	Tusler	Lon
621	Erickson	Don	816	Bjornson	Brad	997	Vazquez	Edmund
629	Destiche	Jim	819	Fritze	Keith	999	Cliby	William
			824	Puffer	Peter			



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# MAC 2017 Autocross Schedule To Date

[https://forums.mnautox.com/  
forum/main-forum/autocross-  
events/448376-tentative-  
2017-schedule](https://forums.mnautox.com/forum/main-forum/autocross-events/448376-tentative-2017-schedule)

## APRIL

April 22 (Sat)	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY COLLEGE
April 23	NOVICE DRIVER'S SCHOOL	MAC	DCTC
April 29 (Sat)	AUTOCROSS - MOWOG 1	MAC	CANTERBURY PARK
April 30 @	AUTOCROSS - MOWOG 2	MAC	CANTERBURY PARK

## JUNE

June 4	AUTOCROSS - MOWOG 3	MAC	DCTC
June 11 @	AUTOCROSS	CVSCC	EAU CLAIRE
June 25 @	SUPERSUNDAY AUTOCROSS I	COM	DCTC

## JULY

July 9	AUTOCROSS - MOWOG 4	MAC	DCTC
July 23	INTERMEDIATE SCHOOL	MAC	DCTC

## AUGUST

Aug 5 (Sat)	PRACTICE AUTOX	MAC	FOREST CITY, IA
Aug 6	AUTOCROSS - MOWOG 5	MAC	FOREST CITY, IA
Aug 13	PRACTICE AUTOX (MEMBERS ONLY)	MAC	DCTC
Aug 20 @	AUTOCROSS	CVSCC	EAU CLAIRE
Aug 27 @	SUPERSUNDAY AUTOCROSS II	COM	DCTC

## SEPTEMBER

Sept 17	AUTOCROSS - MOWOG 6	MAC	DCTC
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## OCTOBER

Oct 7	AUTOCROSS - MOWOG 7	MAC	CANTERBURY PARK
Oct 8 @	AUTOCROSS - MOWOG 8	MAC	CANTERBURY PARK
Oct 15	AUTOCROSS - MOWOG 9	MAC	DCTC

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS:

PCA DRIVER EDUCATION at BIR: APRIL 28-30; JULY 28-30; SEP 15-17

Possible Canterbury Events post Oct 15th

## 2017 Holiday Party post party musings

This was my favorite picture from the ones we took.  
Someday, I want to find one of these to own!

– Tim Conners





With two American's with funny accents standing on the door step of 6 Bluegum Close, the owner appeared with a dog underarm. As she opened the door, we announced that we were her guests for the next 7 days. She looked at us with a jaundice eye and in a sweet Australia accent said her guests don't arrive until tomorrow, so we must be staying at the house next door. Without hesitation, she walked us next door and introduced us to the lady of the house. As we walked into the 3 bedroom, ultra-modern home, I saw one of the cleanest houses I had ever visited. My mother was a neat freak and this house rivaled my mother's for cleanliness. As the owner welcomed us inside and gave us a quick tour she asked how many more people would be coming. You could see relief in her eyes when we said it was just the two of us. Within minutes of our arrival, she was out the door headed to her daughter's house on Mt. Panorama where she would spend race weekend with her family. We were now residents of 4 Bluegum Close, a house that had wide screen TV's in every room, a view of Mt. Panorama out of the front window and beer in the refrigerator.

Since it was early afternoon, we quickly took a shower and headed to the track to see if the Camaro had arrived. I had been to Mt Panorama six months earlier so I knew what to expect, but this was Taylor's first visit. My first impression last February was one of surprise. I had expected to see city streets converted into a race track. What I saw was a nicely maintained racing facility that happened to be used as neighborhood streets 350 days a year. Taylor reaction was exactly the same as we drove through the track's gates. As we entered the property, we announced to the person manning the main gate that we were there as a participant in the Touring Car Masters race. Without any documentation, we were given a parking sticker for the participant's parking lot and directed to where it was located. Aussies must be trusting souls. In the US, I would have needed at least three different forms of proof and asked to sign a waiver that would have held the property harmless in the event of an accident, earthquake, hurricane or zombie apocalypse. I think I heard that last condition on TV somewhere.

On our drive to Bathurst from Sydney, we passed a number of caravans, or campers as they are called in America. We now knew where those campers were headed. The infield and every green space around the

perimeter of the track was nearly full of camp sites and it was only Tuesday. Half of the gearheads in Australia were already here with the other half on their way. While I would like to believe these campers were here to see the Touring Car Masters races, my bet is the real draw was the V8 Supercars 1000 race. The 1000 is Australia's Daytona 500 and Indy 500 rolled into one weekend.



With our funky green black edition Holden parked, we walked across the Armorrall Bridge from the Rydges Hotel parking lot and into the track infield in search of the Touring Car Masters paddock area.

We quickly found a long narrow tent with space for approximately 30 cars not too far from the Armorrall Bridge. This was the Australian Touring Cars paddock for the weekend. The tent was empty except for one 1966 notch back Mustang. We hoped that we would see Rusty French's Hauler nearby with my Camaro and Rusty's Mustang under the tent. Being only minorly disappointed, we decided to check out the grounds.

Directly behind our paddock tent was an identical tent with a number of vintage cars from New Zealand parked inside. Many were on jack stands with the hoods open and wheels removed. The first car I saw was a mid-70's Ford Falcon sitting on jack stands and a mechanic sitting at the right front brake caliper changing brake pads. The Falcon in Australia is not the same car as it was in the US. In Australia, the Falcon is a four door family sedan where in the US it was a small economy car that was the basis for the Mustang. On the other side of the Falcon were tires wrapped in tire warmers and under the hood was a Roush Yates NASCAR Cup motor. Being in the brake business,

my first reaction was to ask the car's mechanic what type of brake pads he was using. In a response laced with a few explicates, he went on to say "I just paid



# 2016 Liqui-Moly Bathurst 1000 October 7th, 8th & 9th, 2016 ... The adventure continues, part 3

*by Dave Roberts*

*Continued on page 37*

# Carmudgeon Chronicles

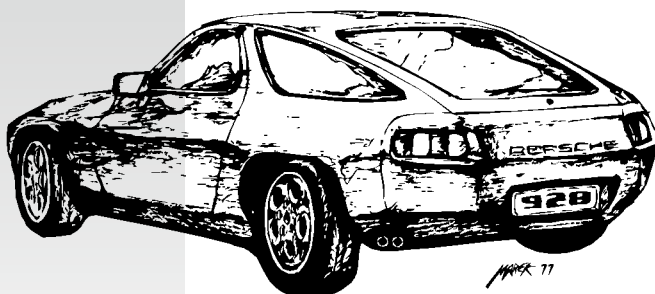
## 300 Porsches In The Park – A Sight And Sound To Behold!

*by Ken Kamstra*

*Originally published in  
August 2008*

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

# 928



The Nord Stern Region of the Porsche Club of America called it The All Porsche Show. I called it a bit of heaven for those like me with “AED”. That’s “Auto Erotic Dependency” for those -- you know who you are – who haven’t yet read my fun-and-fact-packed book, It’s O.K To Love your car. Had you been paying attention during the show, you could have snapped up a copy. Cheap.

But you probably had fun anyway.

I found my way to the Central Park rendezvous point at 8:30 “vendor’s hours.” Finding my way triggered some suspicions.

“Could it be that mild mannered Phil Saari and his crew of event planners had snuck in a rally event? Something just to spice up the day.”

There must be a dozen or more Central Parks in the Roseville area. Finding the one that would ultimately host the big Porsche event could be a secret rally. Aha! There are, after all, a dozen or more Central Parks. I toured the Central Park Nature Center, ultimately coming to my senses that, if this was a rally, this was not the destination.

And on it went: Central Park Church, Central Park East, Central Park West and nary a Porsche in sight. But, seasoned rally driver that I am, I finally found the right Central Park. Griot’s Garage had a big display tent there. How many of us have wished that we had thought of Griot’s multi-zillion dollar idea?

Haggerty Insurance was there. I like their new ad: “The cars we insure lead very boring lives.” Painfully, I know whereof they speak. If you accumulate cars, you can’t possibly drive them all. At least Haggerty offers to save you money insuring those sleeping beauties,

As I pondered this happy dilemma, my ears picked up the roar of Porches arriving. The sounds, sometimes deafening, were magnificent. Soul stirring. I swear, each driver rapped the pipes a few more times than necessary as they jockeyed their beloved machines into position. Bless them for it.

Some were here just “for show,” others for the full blown Concours d’ Elegance competition. All were blindingly beautiful.

Rabid environmentalists probably wouldn’t have shared my euphoria. These rumbling machines are not gas sippers. They’re fun cars for God’s sake!

Silent, sensible cars are somewhere in the future. Way in the future I hope.

Meanwhile, these real cars took me back to my own Porsche past. Blessed times when a 356 Porsche was only \$3,700 brand new. I tortured mine mercilessly on Brainerd’s International Raceway then shrewdly sold it for \$2,000. Glistening examples of the legendary 356 were well represented at the show. I choked up a little as I admired them snuggled in with the super Porsches of today.

After all, the old “Carmudgeon” is probably the oldest car nut around. I learned mechanics courtesy of the U.S. Navy’s invasion craft in World War II.

But this day I was young again. Thanks guys and gals.

## Prez Sez . . .

*continued from page 6*

available to drivers that choose the Macan or Cayenne Experiences.

Dynamics Pads which test the speed, agility and lane-change performance on a large asphalt pad designed to simulate unique maneuvers you may encounter during your daily driving. On the dynamics pad you can really test your personal driving and handling skills.

Next month I’ll review the facilities and what it has to offer outside of the driving experience!

# “The Transaxle Era”

a Porsche factory celebration of the 924 – 944 – 968 – 928

## Saturday, March 25, 2017

10 a.m. @ Further Performance



305 Thomas Ave N (grey/orange building - New Location!), Mpls. MN 55405  
612.374.2604

Author: **Dieter Landenberger**, Porsche Museum

Narrator: **Kim John Crumb**, Thirty-Four Year PCA Member

Join us for an One-Hour Presentation on the History of the Porsche Transaxle cars, and a pictorial review of their 2016 Exhibition at the new Porsche Museum. Celebrate these very important cars and learn more of their place in Porsche history, and be with fellow Porsche owners.

Coffee and pastries

R.S.V.P: Requested, but not required. If you're driving a 924/944/968 or 928 Transaxle Car to this event?  
Please RSVP for special, assigned, “front row” parking.

Lots and Lots of Door Prizes:

Map:





# Time to Renew Your Nord Stern Newsletter Subscription

## 2017 *Nord Stern* Dues Due

### Make it Easy: Pay ONLINE!

Dues are:

\$30 per year

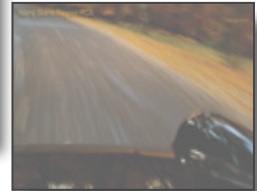
\$80 for 3 years

\*\*\*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](http://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](mailto:edmn911@aol.com)

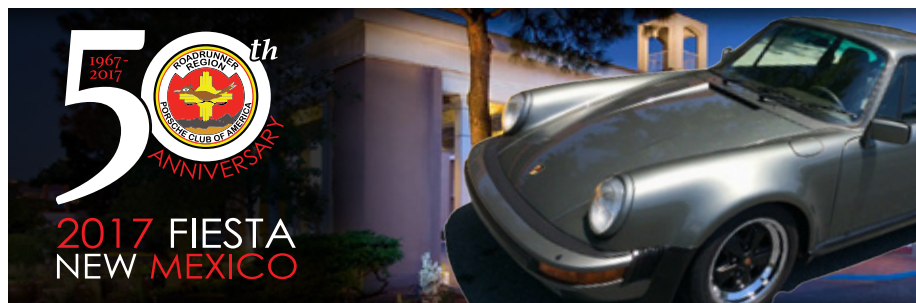
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MOTORSPORTS FEST  
**JULY 30 2017**

WELCOMING BACK:

**Nord Stern Region of the PCA**



RIVER VALLEY RIDERS  
THERAPEUTIC RIDING PROGRAM



## 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/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)

[https://santafe.org/Visiting\\_Santa\\_Fe/Museums/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/Dine/index.html)

[https://santafe.org/Visiting\\_Santa\\_Fe/Galleries/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>

## Minutes . . .

*continued from page 13*

### Safety – Paul Ingebrigtsen

No report

### Social Media – Betsey Porter

No update

### Shop and Tech relations – Roger Johnson

Will try to do a tour of US Bank again, was a big success. We saw a lot of members we don't see very often. **Rick Moe** will host an event on **March 18** at **Russ Hagen's** for an open house on his collection. Kim Crumb will for a presentation on transaxle cars at Further Performance. No events in April due to New Member Socials

### Touring – Randy Walker

No report

### Track Relations – Jim Bahner

No report

### Webmaster

Dave and Christie continue to create new site and update with content. Will have the calendar auction on the website

### Old business

Michael and NAMI need to have checks cut to them for the calendar. Nord Stern BOD will vote to approve a tent for Ed to use for membership events at other events. Rescue crew and corner workers TBD. The MN VW Club was invited to join our events. We should ask Ron Johnson to check in with Solve to see if a collaboration is still an option. Roger will reach out to Ron.

### New Business

Teresa Vickery was contacted by the Excelsior Car Show to see if we can partner. It is Club Race Weekend. We will still advertise it in newsletter and on social media. Different group of club members might be interested.

Christie suggests President Ryan send out an e-blast at the beginning of each month with the events coming up.

Dave asked if we should require members to log in to the website. Discussions of pros and cons. No decision at this time.

Meeting adjourned 8:41 p.m!



# Rolex 24

*Continued from page 23*

## A Side Note:

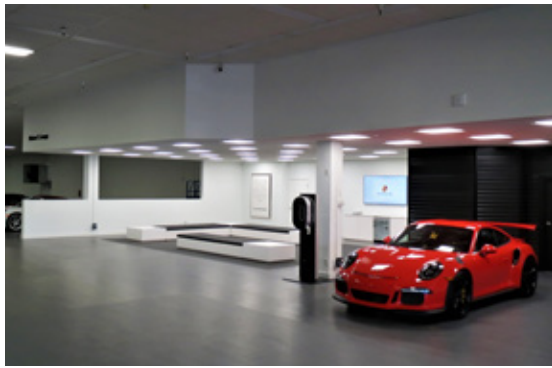
I haven't driven a hybrid for an extended trip before. You can ease away from a stop silently,



purely on the electric motor, it's a very different sensation. It easily did 40-42 mpg in town, but struggled just to do 38-39 mpg at 75-80 mph on the freeway, where the electric stuff isn't much help (and adds weight). A car that gets better in-town, rather than highway, mileage . . . the reverse of typical results. Imagine my amusement when it says "brake coach" on the dash after I shut it off? It's measuring? Whether you allowed the "regen" to slow the car down putting



the energy back into the battery and not into the brake pads and rotors. At the racetrack, the words "brake coach" have long had a very different meaning. Perfectly acceptable transportation, but I can't say that it was that inspiring to drive . . . though the mileage was great: 40.5 for the whole 1,075 mile trip.



having a big expansion, adding a huge building that is for? Indoor inventory of 350 P-cars! It will have a museum, too. This is in addition to the quite-nice original buildings. Absolutely amazing. I go through the service department and spot? TWO 918's. Also a 962 is being loaded up, destination? Sebring, for display at the PCA Sebring "48 Hours" event.



Next up? I stop at RENNTech, they've moved north to Stuart, FL. I'm looking at the GPS as I arrive, and it shows a few blocks away? Autogeek, the famous detailing shop . . . I'll have to stop there, too. RENNTech's new facility is much larger, and I'm



getting The Tour. I stop when I see a rarity, a CLK-GTR . . . a LeMans homologation special . . . what did they make, six of those? They're working on a vehicle for the Chicago Auto Show (photos not allowed.) Then? The "way-back" machine, the V8 E-Class I raced for them in the '90s. Memories of 1996 . . . The



Year We Won Everything, as I call it. A quick stop at Autogeek, the day is "up."

I head north, back to Orlando. I am driving the Little Red Eco-car as a rental. What? A Fusion Hybrid. It's deep into the evening as I arrive back at the resort. I have some final days of sun-and-swim as I ponder the coming year. There had been some interesting



skywriting earlier. "Trust." I'm thinking? Trust what the year will bring, and keep the right pedal down. I start making plans for Spokane and the Porsche Parade, I hope to see you at a PCA event!





The subtitle of this book, “The Definitive Guide to Mechanical Systems, Specifications and History”, is only slightly pretentious. The book contains many photos with the pictures used largely to illustrate points made in the text. Unfortunately, the captions do not always relate directly to the pictures to which they are attached.

The chapters deal with the nine versions of the air-cooled 911 (defined by engine size and year period), from the 1963-69 2L, to the 1993-98 Carrera, GT and Turbo. Each chapter has an Evolution Outline on the first page that gives a summary of the major changes within the model / era of that chapter. The text of each chapter begins with a general discussion of the technical/commercial/political environment leading to the development of the model, then the narrative of all the changes. Each chapter ends with a section (the fine print) that presents the identification, production changes, production data, dimensions, options and color schemes data in tabular form, and a comprehensive table of engine specifications, engine model numbers, transmission model numbers, chassis numbers, etc. The last chapter, Buying and Driving, presents largely generic advice on buying a car, but includes a complete table of performance data for the 51 specific year/models of air-cooled 911s.

While major series changes occurred at intervals of two or three years, Porsche, not being Detroit, tended to introduce detail changes as they were developed, irrespective of model year cycles. Original Porsche 911 deals rather precisely with these changes both between model-eras and within model years. As examples of the level of detail, there is mention of the fact that in mid-1966 the horn grills changed from four-screw mounting to two-screws, and in 1969 they became narrower to accommodate a wider front turn signal lens. Also that in mid-1967 left hand drive cars got windshield wipers that were black and parked on the left, whereas all the earlier cars, and some subsequent right hand drive cars, had chrome wipers that parked on the right.

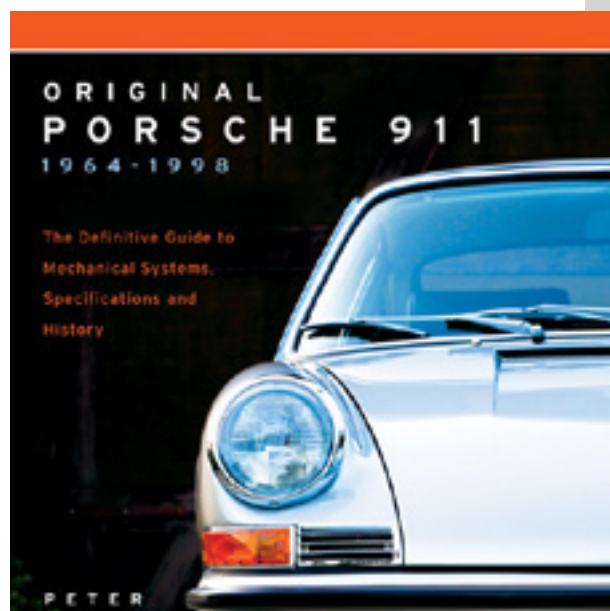
The changes in the color, font, and placement of the 911 label on the engine lid are all documented as appropriate. Similarly, changes in interior and exterior mirrors, seats (front & rear), wheels (steering and road), door handles (interior and exterior), rubber inserts in bumpers and on over riders, etc., etc., are

all precisely described at the appropriate place in the text.

Gems of wisdom like these can be of great interest to dedicated Porschephiles who want to know when a specific feature or characteristic appeared or disappeared. But dedication is required of such a reader because the gems are buried in the narrative text and not presented in a neat summary tables as are the more basic engineering numbers. Readers approaching from the standpoint of finding out the unique characteristics of a specific model will find the desired information presented concisely and in great detail. Readers trying to find the first appearance of a specific characteristic will have a more difficult search.

Though not formatted as a reference encyclopedia of air-cooled 911 knowledge, this book provides (at a bargain price), a font of knowledge about the intricacies of the species and sub-species of the 911 genus, and should be in every 911 enthusiast's library. It is a must-have for those focused on the air-cooled cars.

Published in soft-cover manual format, **Original Porsche 911** has 160 8-1/4 x 10-3/4 pages with 200 color & 35 b/w photos, and should be available from your favorite bookseller (ask for it) for \$29.99, or from [www.http://quartoknows.com](http://quartoknows.com)



## Book Reviews for Porsche- philes . . .

### Original Porsche 911 1964-1998

*by Peter Morgan, published October 17, 2016 by Quarto Publishing Group, USA*

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

**E**ditor's Note: our [pca.org](http://pca.org) website has some interesting facts, figures and information along with lots of tech information, national event listings, local region stuff, among its many features. I found some pretty fascinating things hidden away.

This month I'd like to feature the results of a 2015 Membership survey, although I couldn't find anywhere the underlying statistics as to how many members responded, etc, so take this information however way you wish. What I do appreciate the last item regarding print newsletters!

## 2015 Member Survey Results

### Most Members Heard About PCA:

- 38 % of Members were referred by friends or family
- Nearly 15% credited their membership to an Internet search.

### People of all ages are involved in PCA:

- G.I. Generation
- Silent Generation
- Baby Boomers
- Generation X
- Millennials
- Generation Z

### Wide range in member length of membership:

- 33% have been members for less than 2 years
- 36% have been members for 3-10 years
- 31% have been members for 11+ years

### Socials - #1 Reason to Join:

- 69% OF Members joined for the social experience with other Porsche owners

### Frequency of Attendance at Region Events

- 31% monthly or more
- 43% 1 to 4 events annually
- 26% rarely, if at all

### Top 5 Reasons For Not Attending:

- Too busy (31%)
- Too far from home (14%)
- Don't know anyone (12%)
- Newcomer jitters (8%)
- Afraid of damaging car (4%)

### Most desired Member Benefits:

1. Panorama Magazine
2. Technical Info
3. Region Newsletter
4. Discounts with local businesses
5. High Performance Driver Ed
6. e-Brake News
7. [www.PCA.org](http://www.PCA.org) (national website)
8. Regional Websites
9. Scenic Tours & Gimmick Rallies
10. National Events (Werks Reunion, Treffen)

### Digital is growing by popularity yet Print Remains Important . . . when it comes to region newsletters:

- 35% preferred e-mail newsletters
- 21% preferred print newsletters
- 15% preferred both print and email newsletters

### Most important forms of digital media:

- Youtube Videos (83%)
- Video Streaming of PCA Events (73%)
- Apps (72%)
- Blogs (52%)
- Facebook (49%)



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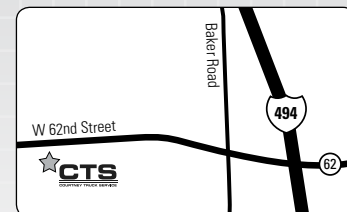
[www.raymondautobody.com](http://www.raymondautobody.com)  
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*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10<sup>th</sup> of the month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

## 2012 Porsche Cayman R

Guards Red / Black Sports Seats, Guards Red interior dash accents, 19 Inch Twin Spoke Turbo Wheels, Bi Xenon Light Package, CDR 30 Audio System, Bluetooth Phone Pkg, 3M Clear Bra Dealer Installed, Ceramic Paint Protection Pkg, New Factory Windshield installed 1/10/17, Mobil 1 Oil and filter 1/11/17, Put in Winter storage 1/13/17, Porsche Trickle Charger, Excellence Mag 2017 Rated:, Average \$55K, Good \$60K, Excellent \$65K, This car is in Excellent Condition, Asking \$62,500. Call Bill Groschen 952-292-6349 Cell, E-mail ITSJFB39@gmail.com.

## 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 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

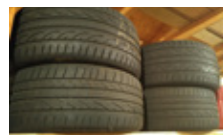
1982 Porsche 924 TURBO, Brought back from the brink several years ago and now it turns and drives. Information contact Dwight McCullough, dwight@bmcautos.com, located in Ham Lake.



## 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*

(blanking) \$750 for these (blanking) pads and they came out of (blanking) Mooresville North Carolina.” As I looked at the brakes, it was obvious they were NASCAR style calipers, rotors and pads. They were much larger than the brakes on my Camaro. The wheels were larger as well. He was running 17” wheels mounted with Hoosier race slicks. As I looked under the hood, the owner explained that the engine was assembled by a builder in Mooresville, NC who builds NASCAR Cup motors but was happy to point out that his engine was displacing “about 420 cubic inches” not the small 358 cubic inches of NASCAR motors. The next car I looked at was a Camaro. It also had a NASCAR style Chevy engine and big brakes.

On the fenders of the cars was a decal indicating that these cars were from the NZV8, a vintage racing association in New Zealand. Obviously, their rules were quite different than the rules we run under in the US. Not that my Camaro isn’t, but these were serious race cars. I wasn’t quite sure what group they were running in this weekend, but I was thankful that they weren’t racing in

Zealand would be at the track this weekend.

Amazed by the cars we had just seen, Taylor and I decided to take in the sights of Mt. Panorama, so we started up the hill into the camping areas. The camp grounds started just outside of the Touring Car paddock so within a few minutes we were in the middle of the fans. It was evident that the Aussies are passionate fans as many of them were already at the track and on-track activities didn’t start until Thursday. There was one compound that reinforced the super fan persona better than any. It was called, “No.1 Ford Camp Bathurst.” In the camp were buses, campers and tents, all with the blue oval proudly displayed. Around the perimeter of No 1 Ford Camp Bathurst were at least 50 flag poles proudly flying at least one and in some cases as many as four flags. Most were honoring a current or past Ford factory driver, while others honored a car model. It was set-up as a town square and no question Ford was a religion to this group. There had to be at least 75 flags on display. I have been to a number of NASCAR races, but never have I seen anything like this. As we walked through the campgrounds, we saw a number of camp sites dedicated to Ford or Holden,

but none more dedicated to a brand as No. 1 Ford Camp Bathurst.

After touring the camp grounds, we made our way back to the Touring Car Masters paddock hoping that the hauler had arrived, but that wasn’t the case.

Standing in the nearly empty paddock, we debated what to do next.

We couldn’t get into the V8 Supercar paddock

because it was considered a construction zone and without a hard hat and a pass no one was allowed in. What I really wanted to do was take a few laps of the track in my rental car, but the track was closed to automobile traffic. We talked about going back to the house, but we knew that was

fraught with problems. We had been up nearly 48 hours, not counting some of the short naps we had taken on the plane and decided if we went back to the house, we would be asleep at 3:00 p.m. and awake at midnight. We decided the next best thing was to walk the track. Being early spring the breeze was cool, but we had jackets with us so off on a track walkabout we went.

We entered the track just after Hell Corner, the name of turn 1, and headed up Mountain Straight. Mountain Straight is about a 5/8’s of a mile long with an elevation crest about half way up the straight. The crest creates a blind approach to turn 2, or Griffin’s Bend. You have no idea what is on the other side of the crest and coming out of Hell Corner you have had your throttle foot planted on the floor and are going 135 to 140 mph when you reach the crest. Going over the crest is all about trust. After the crest, the track heads downward for a short distance to Griffin’s Bend which is a sweeping 120 degree right hand corner. As you get into Griffin’s Bend you see the track narrow considerably.

Actually the pavement remains the same width, but the walls start to pinch in toward the edges of the track. You quickly realize there isn’t any room for run off. If you make a mistake here, your car will be going home with flattened sides or the nose shortened. Next is the Cutting. The Cutting is a 180 degree turn up hill and completely blind. It is the first of many difficult and intimidating turns as you head to the Skyline.

Out of the Cutting, you head steeply uphill to the sweeping turns of Reid Park, Frog Hollow, Sulman Park and McPhillamy Park. These are great spectator viewing areas and quickly fill with spectators on the weekend. It is difficult to find a place to watch if you get there after 8:00 a.m. This is also a fast section of the track. The turns are flowing and once you get familiar with the track, speeds increase rapidly.

Next up, the Skyline. I am not sure if the Nissan Skyline got its name here, but when I was at Bathurst in February, Nissan was shooting an advertisement with an older



Touring Car Masters. There was no way my Camaro would be competitive running a 302 cubic inch Chevy engine with 1969 Corvette brakes.

Approximately 15 cars were under the NZV8 tent. Talking to others in the group, we learned that approximately 25 cars from New

*Continued on page 38*

## Bathhurst . . .

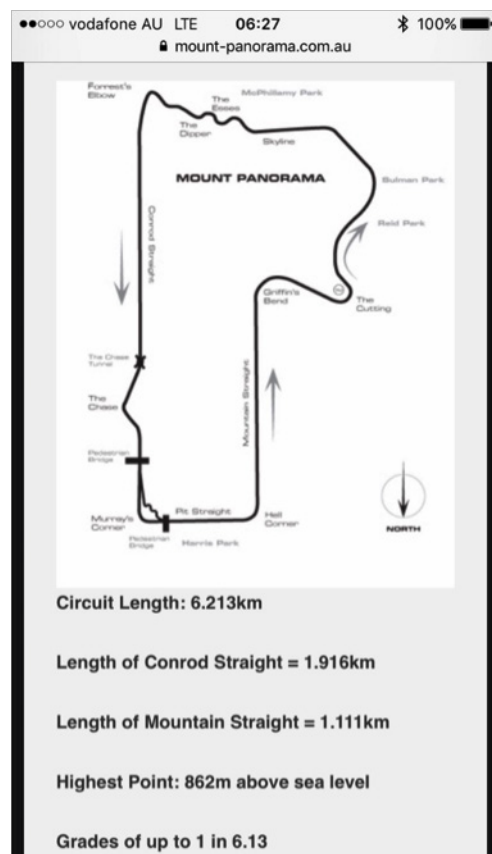
*continued from page 37*

Skyline, the new GT-R and a Japanese model. Anyway, the Skyline runs across the top of Mt. Panorama. It is a short straight that sweeps slightly left as you approach the Coates Hire overhead sign and all you can see is sky as the track drops away just beyond the sign. You have no idea if you go straight, turn left or right until you crest the ridge. Under the Coates Hire sign the track turns right and leads you to the Esses which are a series of left, right, left, right turns leading to the Dipper. The Dipper is a sharp left hand turn that drops away from the car in the apex. When you go through the Dipper, the car becomes very light and depending on speed, the front wheels feel as though they leave the pavement.

Through the Dipper, you continue downhill through a series of right, left, right and left turns with the last turn being Forrest's Elbow.

The Elbow is a slow left hander leading onto Conrod Straight. Conrod Straight is more than a mile long and speeds exceed 280 km's for many of the cars. Approximately ¾'s of the way down Conrod Straight is a bend in the road called The Chase. The Chase was added a number of years ago to slow the cars before they get to Murray's, the left hand corner that leads onto the Pit Lane Straight and the start-finish line. It all sounds so simple, but with 23 turns, nearly all of them blind, the lack of run off areas and the narrowness of the pavement make Mt. Panorama a very daunting 4 mile trip up and down the mountain. It is not for the faint of heart.

Walking the track was a marvelous experience. While a difficult walk, it gave me a perspective of the elevation change and the blindness of nearly every corner. Actually, it was more educational walking than driving it in a rental car. It couldn't wait to get around here in the Camaro.



## 2017 Porsche Parade Spokane

**WINERIES**

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**DINING**

We're home to award-winning chefs and meticulously crafted beer, wine and spirits. The Wall St. Journal calls Spokane one of "6 Great Small Cities for Food Lovers." You'll discover why!

**ACCESS**

Getting to Spokane is a snap! Spokane International Airport, just 10 minutes from downtown, has direct flights from Seattle, Portland, L.A., Chicago, Denver, Salt Lake City, Minneapolis, Oakland, Phoenix, Las Vegas, Boise and Anchorage.

**CONCOURS**

Riverfront Park, site of Expo '74, is the location for Concours 2017! This 100-acre park sits on one side of the Spokane Convention Center and offers wide open meadows for displaying your beautiful Porsches!

**CLIMATE**

July is a great time to visit Spokane! The high temperature is about 83 degrees and humidity averages just 28%. Perfect for the Parade!

**TOURS**

Spokane sits at a geographical crossroads. Drive south to cross the rolling hills of the Palouse. To the north and east, climb into forested territory rich with history and gorgeous mountain vistas. Go west to experience our beautiful high desert.

Put some extra gas in the tank and enjoy Spokane's proximity as the gateway to the Rocky Mountains, Glacier and Yellowstone national parks, the Canadian Rockies, Grand Coulee Dam and Hells Canyon. Seattle, Mt. Rainier and the Olympic Peninsula sit just a half-day's drive away.





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