

Nord Stern Region PCA

January 2018





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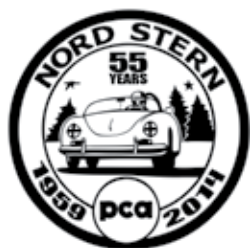


**PORSCHE**



# N O R D

# S T E R N



## PORSCHE

# J A N U A R Y

# 2 0 1 8

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

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

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

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Cover

It's all in the  
Details

Teresa Pfister's  
356

Photo by  
Michael  
Grabner

Nord Stern Region PCA  
January 2018

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## HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Next, join Nord Stern

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

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

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

*Address Changes:  
Please send Ed any address changes or updates via email or just give him a call!*

### Ed Vazquez

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

Mail renewal checks to:

### Jeff Bluhm

6767 Marsh Ridge Ct.  
Eden Prairie, MN 55346

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

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

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

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

## 2017 Nord Stern Officers and Committee Chairs

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Jim Holton			



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!



### **Glen Peterschmidt**

Hudson, WI  
1989 911 Speedster

### **Timothy Rissman**

Ramsay, MN

### **Trish Rogers**

Chaska, MN  
2018 White 718 Cayman S

### **Steve Schmitt**

Eden Prairie, MN  
2002 Black 911 Carrera 4S

### **Richard Thomson**

Minneapolis, MN  
2009 Black 911 Turbo

## **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!).

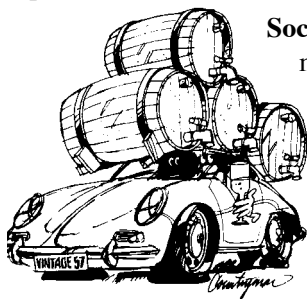
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

'87 Zermatt Silver 924S

'83 Schieferblau Metallic 928S

It's late December as I write this, and we're gearing up for the holidays as I'm sure is everyone else.

I'm also preparing to take the wheel as president of Nord Stern, which I am honored, and slightly nervous, to be doing. I want to extend a big thank you to **Ryan McGee** for all of his hard work in 2017. Also, the Board of Directors deserves some recognition here as well. **Dave Anderson, Paul Ingebritsen**, and **Mike Sabers** are an amazing group of guys. The club couldn't successfully function without them!

But my thoughts are already wandering towards summer days at the track. Sadly, we have lost our date at Road America in June. We will do our best to get back there in 2019, and don't forget, Nord Stern members that have been through Driver's Training with our club are welcome to run with other clubs. Thankfully, we have been able to secure our usual three events at Brainerd International Raceway. See page 8 for exact dates. Registration will be opening soon!

Before we dust our helmets off, we have our annual meeting and holiday party to look forward to. This year we will be gathering at the Mill City Museum on Saturday, February 10. See page 29 for the ad and information on how to register, and all those important details. This is always a wonderful event, and the venue and food look like they will be fabulous. Plus, how often do we get to see each other without helmet or windblown hair? I look forward to seeing everyone there.

I would like to take a moment to ask our membership for something. No, I'm not about to ask for money, although if you haven't paid your membership dues yet, that would be much appreciated. I need to ask you for something much more valuable: your time. Nord Stern is always in need of volunteers, but now, more than ever, we need help. We have two chair positions open. **Rally**, which has been open for a couple of years now, and **Driver Education**. I want to thank **Steve Meydell** for his many years of service in this position. Don't be shy! If you have any interest, but aren't sure what a position would entail, we'll help you get through. This club is fueled by volunteers, and we can't make our events happen without you. If you have any interest in volunteering to hold a chair, or any other volunteer opportunity, please e-mail me at [president@nordstern.org](mailto:president@nordstern.org), or better yet, come to our next business meeting. Meetings are held the first Tuesday at the VFW in Uptown Minneapolis. Parking is free, the food is good, and it's an opportunity to spend time talking about our Porsches! See you there.

## Advertiser Directory

Auto Edge .....	BC
Bill Wolfson, Commercial Real Estate .....	7
Bursch Travel .....	7
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Higgins Insurance, Performance Auto & Audio, Tom McGlynn - Lakes Sotheby's, Trackside Tire, Luis Fraguada, Gates General Contractors, European Auto Service, David Schaal, RSR 9	
Cathy Perinovic, Linden Hills Realty .....	30
Collision Center, Inc. ....	25
Courtney Truck Service .....	35
Dan Perinovic, State Farm Insurance .....	31
Dynamic Photoworks .....	25
Further Performance .....	25
Imola Motorsports .....	IC
Merrill Lynch, Peter Vickery .....	12
Nurburgring, Inc., Rick Moe .....	12
Porsche of Minneapolis .....	IC
Porsche of St. Paul .....	IC
Raymond Autobody .....	35

## 2017 Advertising Rates

Ad frequency	X1-5	x6-11	x12
<b>Full pg.</b>	<b>\$123</b>	<b>\$107</b>	<b>\$70</b>
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):

Full page: 7.5" wide by 10.5" high

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



It's late December and as usual this time of the year I am behind on getting the issue to the printer. But it will be online before 2018! That's always my goal what with all the various activities that I swear are conspire behind my back to keep me from finishing up the last issue of a calendar year . . . This year is no different!

However, it was of course a fun issue to put together as I have not one, not two, but three articles submitted by Nord Stern members (well, one admittedly isn't technically a current Nord Stern member but he does keep up with all things Minnesota as I do know that he considers this his 'Porsche' home - and that would be Dave Roberts who currently resides in Charlotte, NC but I've told him before I don't hold that against him! We actually attended the Porsche Parade held in Charlotte back in 2008 - we had a wonderful time and really enjoyed the city, great fun).

The other hitherto unknown author was fairly new member Adam Lindquist who sent me a write up of his journey to finding and acquiring that first Porsche. Very fun read and great pictures, too. And Jim Southwell, who is a frequent contributor had a neat article for us to enjoy.

I am one very lucky editor!

Lots of info, too, on upcoming events now on the calendar. First up is the Holiday Party - be there or be square (that dates me!). It'll be a lovely evening.

But on to wishes for the new year for one and all, may 2018 bring you good health, joyful times, lots of love and peace and most importantly, lots of Porsche-time in whatever capacity suits your fancy!

See you at the 'next event!'.

## From the Editor . . .

by Christie Boeder

'73 911



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**JANUARY****2018 24****Nord Stern Annual All Porsche Show**

Location: Roseville Central Park

**2 Nord Stern Monthly Business Meetings (1st Tuesday)**

Time: Social 6:00 p.m., Meeting 7 p.m.

Location: James Ballentine VFW, 2916 Lyndale Ave. S.

All Members are Welcome to attend

**FEBRUARY****2018****6 Nord Stern Monthly Business Meetings (1st Tuesday)**

Time: Social 6:00 p.m., Meeting 7 p.m.

Location: James Ballentine VFW, 2916 Lyndale Ave. S.

All Members are Welcome to attend

**10 Nord Stern Annual Holiday Party and Annual Meeting**

Location: Mill City Museum, Mpls

Time: 6:30 p.m. Cocktails, Dinner and Program

Cost: \$65 per person, registration at clubregistration.net

Music by Steven C.

**MARCH****2018****6 Nord Stern Monthly Business Meetings (1st Tuesday)**

Time: Social 6:00 p.m., Meeting 7 p.m.

Location: James Ballentine VFW, 2916 Lyndale Ave. S.

All Members are Welcome to attend

**APRIL****2018****3 Nord Stern Monthly Business Meetings (1st Tuesday)**

Time: Social 6:00 p.m., Meeting 7 p.m.

Location: James Ballentine VFW, 2916 Lyndale Ave. S.

All Members are Welcome to attend

**14 Nord Stern's All Membership Social - see Pg. 11**

9:30 a.m. Registration

Auto Edge, Mahtomedi

11:30 p.m. Lunch; 12 p.m. Tech Session

**21 Nord Stern's All Membership Social- see Pg. 11**

Location: Imola, Time, late morning - Details TBA

**22 Nord Stern's All Membership Social- see Pg. 11**

Time: 1 p.m., Gina and Brian O'Neill's Home, Rochester

**25-29 PCA's Treffen Tamaya (Albuquerque, New Mexico)****27 Nord Stern First Fling Driver Training**

Brainerd International Raceway

Eventmaster: Jim Bahner, Registration: clubregistration.net

**28-29 Nord Stern First Fling Driver Ed**

Brainerd International Raceway

Eventmaster: TBA, Registration: clubregistration.net

**MAY****2018****1 Nord Stern Monthly Business Meetings (1st Tuesday)**

Time: Social 6:00 p.m., Meeting 7 p.m.

Location: James Ballentine VFW, 2916 Lyndale Ave. S.

All Members are Welcome to attend

**JUNE****2018****JULY****2018****27-29 Nord Stern Club Race and Driver Education**

Brainerd International Raceway

Eventmaster: Jim Bahner, Registration: clubregistration.net

**AUGUST****2017****11 Nord Stern Vino In The Valley - Drive**

Maiden Rock, WI; Eventmaster: Randy Walker

**SEPTEMBER****2018****3 Rochester Labor Day Picnic and BBQ**

Location: Brian and Gina O'Neil's home

Questions: Jeff Boehm, jeffandbj@gmail.com

**12-16 PCA's Treffen Banff (Alberta, Canada)****28-30 Nord Stern Fall Color Tour - Duluth**

Headquarters: Pier B

**OCTOBER****2018****5 Nord Stern Fall Fling Driver Training**

Brainerd International Raceway

Eventmaster: Jim Bahner, Registration: clubregistration.net

**6-7 Nord Stern Fall Fling Driver Ed**

Brainerd International Raceway

Eventmaster: TBA, Registration: clubregistration.net

**14 Bark & Beer Tour**

Questions: Jeff Boehm, jeffandbj@gmail.com

**Car Events of Interest:****"THIRD THURSDAYS" OF EACH MONTH**

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

**Utepils Brewing, 225 Thomas Ave No. Mpls, 55405****utepilsbrewing.com**Site of the old Glenwood Englewood Water Co. on near Further  
Performance Motors (Nord Stern Advertiser!)**MN CARS AND COFFEE**

Canterbury Park, 1100 Canterbury Rd. Shakopee

www.mncandc.com

First Saturday, April through October 8 a.m. - 1 p.m.

**CARS AND CAVES**

A monthly car show and garage open house held at the

Chanhassen Autoplex from 8 a.m. to Noon

April 7, May 5, June 2, July 7, August 4, Sept 1, October 6

*\*\*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, upon request and dependent on space availability, to the calendar as a courtesy to the organizer, or organizing entity at the discretion of the editor.*



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# Club Talk

## ... 'Talk'

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gets flagged for review by the  
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and the server  
will distribute to the list.*

*If the picture is excessively  
too large, sender might be asked  
to reformat and resend or, if the  
administrator has time,  
he will pull a copy of the picture,  
resize it, and post it on your behalf*

## Nord Stern's 2018 Charity Calendar

**N**ord Stern 2018 Charity Calendar By The numbers.

- Drive Time: 25 Hours
- Phone Calls: 1 hour
- Scouting Locations: 20 Hours
- Shooting Time: 40 Hours
- Time On E-mail: 9 hours
- Editing photos: 10.5 hours
- Milage: 1500 Miles
- Experience, Priceless!

Once again, I had a wonderful time meeting with all the participants this year! I look forward to 2019 if you feel that we should continue.

– Michael Grabner

**J**ust got our charity calendar. Wow!

Thank you, Michael Grabner for taking all of those wonderful photos. They are works of art.

And thank you to the owners of the various cars for purchasing a month and letting your cars be photographed

August looks particularly nice . . .

The calendar is a wonderful tribute to a long time member, Mark Bouljon

– Bruce Boeder

## Luis Ruf

**H**ere is a very interesting article regarding Luis Ruf:

[http://www.roadandtrack.com/car-culture/  
a10379996/the-genius-who-beat-ferrari-and-  
porsche-to-the-worlds-fastest-car/](http://www.roadandtrack.com/car-culture/a10379996/the-genius-who-beat-ferrari-and-porsche-to-the-worlds-fastest-car/)

Ruf is a friend of Nord Stern and a personal friend of several of us. Back in the late 1980's he made several trips to Ruf Club events at BIR. The first trip he made to BIR he brought the driver cited in the article, **Stefan Roser**, to give rides. This was quite an adventure because the Ruf was easily the most powerful car any of us had ever ridden in, but the experience was augmented by Stefan's immense car control. Stefan would drift the car around every corner. This 20 years before drifting was cool.

He is one of the most gracious men I know. A gentleman in every way. Once I stopped at his shop

for a visit. He threw me the keys to a 964 based Ruf with a 3.8 turbo, and said he was tied up for an hour or so and I should take it for a ride. I had a co-worker with me who simply couldn't believe anyone would do that with a one of a kind hand built car. Then he took us to lunch in a small German village near his home and had all the time in the world for us.

Enjoy the article with some understanding that there is a Nord Stern thread.

– Roger Johnson

PRESIDENTS LIST - Remembering those who have given so much of their time and talents!

1960	Earl DeLaittre	1989	Ron Draper
1961	C.J. Trenholm	1990	Darlyn Fortier
1962	Gordon Oschwald	1991	Roger Johnson
1963	Hank Godfredson	1992	Teresa Vickery
1964	Mrs. Wiggie Woolery	1993	Terry Johnson
1965	Tom Allen	1994	Rick Sojkowski
1966	William D. Pletsch	1995	Peter Vickery
1967	Paul Anderson	1996	Bruce Boeder
1968	Elmer Langren	1997	Dave Weisel
1969	Charlie Lloyd	1998	Ron Smith
1970	James Harris	1999	Mike Selner
1971	Ron Korman	2000	Jon Beatty
1972	Ron Korman	2001	Jim Holton
1973	Al Schlegel	2002	Mark Skweres
1974	David Morse	2003	Scott Anderst
1975	Gordon Doering	2004	Ed Hazelwood
1976	Larry Skoglund	2005	Robert Smith
1977	John Horner	2006	Rick LaVerdiere
1978	John Bierbaum	2007	Cal Townsend
1979	Cindy Doering	2008	Pam Viau
1980	Dennis Guentzel	2009	Bob Barker
1981	Richard Guthart	2010	Kim Fritze
1982	Corey Johnson	2011	Bret Bailey
1983	Lane Hawkinson	2012	Jim Bahner
1984	Bill Caldwell	2013	Ron Johnson
1985	Jim Arhart	2014	Dave Anderson
1986	Hank Godfredson	2015	Steve Sabers
1987	Joann Speidel	2016	Paul Ingebrigtsen
1988	Peter Muldowney	2017	Ryan McGee

# Nord Stern Membership Socials!



**Auto Edge**  
*Racing*



**April 14, 2018**  
**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 21, 2018**  
**Saturday**

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

**Imola Motorsports**  
**2980 Empire Lane**  
**Plymouth, MN 55418**

**763.205.2561**

**April 22, 2018**  
**Sunday**

**1 p.m.**  
Pizza lunch,

Social, Driver Ed Tech  
and Information!

**Gina and Brian**  
**O'Neill's**

## **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!**



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.

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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

Growing up, it was easy for me to see enjoy many different Porsche's. Two doors down lived Manfred Deutsch, a busy Minneapolis Porsche mechanic. It wasn't unusual for him to drive home a customer's car to make sure what he fixed had been fixed, or to try and recreate an issue. No matter the model, Porsches always fascinated me and I dreamed of one day owning one.

By high school I was working in a Ford parts department in the evenings and spent a few summer weekends timing and taping SCCA events at BIR. My senior year, I was volunteering with a racing team that had cars in IMSA, working the pits next to the Penthouse Momo 935 and Bob Sharp Datsun driven by Paul Newman. I never took race driving lessons but had plenty of fast track time experience, holding on for dear life within the roll cage as our driver took me around the circuit during tests - and I loved it. According to my girlfriend, she could see in my eyes if I chose to race, it was going to kill me. She broke up with me soon after.

In college, I worked for another Ford dealer but found my interests were changing and that cars were proving expensive. The Porsche bug was still there but the costs to become a responsible adult kept me from realizing my dream. I bought and restored a 1965 Sunbeam Alpine and painted it in Porsche Guards Red, just to remind myself where my passion truly was.

For the next 35 years, I had set goals of accomplishment with the reward being a Porsche 911. The first time I hit it, I bought a sailboat for my new wife and I to enjoy. The second time I hit it, I bought a motorhome for our family to enjoy. The third time, my son was in high school and I knew a Porsche in

the garage was a bad idea. After so many years, my father had gotten to the point of kidding me about NOT driving a Porsche every time I visited. I finally I told him one day I guess it wasn't as important to me as I had thought.

The 911 SC I dreamed of quickly appreciated out of my budget and decided that a Porsche wasn't meant to be. Then the 996's started showing up at bargain prices and I decided that low interest rates, low prices and low miles meant good timing. I started looking aggressively for a car, discovering a lot of junk and missing a few to other educated buyers who knew what to look for. In the mean-time, I took my wife to a local Porsche dealer to test drive a used 911 and a Boxster to make sure she was on board. She didn't like the Boxster because it was hard to find a place to easily put her purse if there was two of us. She didn't like the 911 we drove because it was an automatic. I smiled. 911 it is, manual tranny, just like I wanted. She could sense I was serious this time. I comforted her by explaining that I had given myself six weeks: if I didn't find one, I would never look again. And besides, I never bought one before, so don't worry.

I found a 2001 Carrera C4 at a Porsche dealer in Chicago and they shared the name of the mechanic who had done the IMS bearing along with all of the other work on the car. I gave him the Vin and we spoke on the phone, he not believing that it was at a dealer for sale. He told me about the previous owner and how it was his "baby" and of all his customers, this would be the last guy he would have expected to sell. (I found out he hadn't put more than 3,000 miles on it in three years due to the fact

that he was having a hard time getting in and out and traded it for a BMW SUV).

My son and I flew to Chicago on Black Friday 2016 to test drive and decide. My boy considered himself a Porsche expert because he had driven his bosses 2006 911 S and told me that car had an issue with the clutch. He discovered that apparently this one did as well, for each time



## A First Porsche ... How Many Years Later?

*by Adam Lindquist  
2001 Carrera C4*

# ClubTalk 'Challenge'

The BEST  
part of your  
garage and  
One of the  
Worst

Right, Greg Adams  
over in North  
Dakota's garage  
pic - 2 wheels and  
4 wheels, both  
well -represented.  
I'd say this one  
qualifies as the  
'Best of' for Greg  
...



*Started by Todd Smith,  
a pictorial 'challenge' to post a  
photo of the 'best' part of  
your garage and/or  
the 'worse' part of your garage*

*So your editor decided that this  
was entertaining enough to see  
that I'd like to run a series of the  
submissions -  
and the fun comments.*

*If any one who participated  
would prefer their submission  
NOT be included please email me  
directly at editor@nordstern.org*

Jon Beatty: How about better and  
best? There just isn't any worst -  
unless it is the 4th stall I don't have!

Below Left: Best

Right: Better





Where do you buy your Porsche parts? There are many, many sources in our internet-connected world. Maybe you receive regular emails from the local Porsche center reminding you of upcoming service needs on your car, and they will gladly supply the needed parts. That's an excellent source, everything will be genuine and factory approved. You can certainly use the same source if you are a DIY kind of person, and just elbow up to the parts counter and tell them what you need. The same applies if you prefer the 'indy' service center, and we have some nice ones here in Nord Stern-land. They are likely ordering some parts from the local Center and using them in their particular service/value offering.

The Porsche-obsessed types, and that's not a bad thing, well-tuned into the subject, have lots of sources: Panorama, on-line specialists like Pelican, the Nord Stern newsletter (!), Amazon, personal contacts, it goes on and on. Porsche Classic or Stoddard NLA would be good too.

Just type a part number or description into Google and see what happens. One source that will surely come up is eBay, ubiquitous and filled with tantalizing and sometimes questionable offerings.

I had a chance to use these venues this past year as I helped a friend divest of a few items he had been patinating for a few decades. It all started last March. A few friends had gathered at a cabin on Lake Vermilion for a late winter project in aid of the cabin owner. Let's call him "JNH". Fell a few shoreline trees onto the ice, try out a new dock location, and relax and enjoy each other's company. Talk smart and tell some tales. Into this mix came a fellow we know as "Spyder", which he'll tell you is his stage name. But that's another story.

Now, Spyder knew I had recently bought a newer Porsche, and he reminded me that he had a 930 Turbo many years ago. This I knew, as I had heard the story of its ignominious end. The 930s were infamous for lift-throttle oversteer, and as they were quite fast for their day, an inexperienced driver could easily get in over his/her head and make the wrong move. As we've learned at the NS driving events, the throttle is your friend, use it to keep some weight on the rear wheels! Not doing that was likely part of what led Spyder's Turbo to do three barrel rolls somewhere along Hwy. 53 near Virginia, Minnesota. There wasn't much left.

Spyder told me that among other items in his over-stocked garage, he had the rear deck lid/whaletail of the Turbo stashed away. Maybe some other Porsche items too. This sounded interesting. I knew he had a

'76 Turbo, the first US model, pre-intercooler, with the same elegant wing of the '75 Carrera and '80 Weissach Edition. My favorite. I told him I could likely sell it for him and put some cash in his pocket, and have some fun doing so myself. Sounds great! Get the parts to me and I'll go to work. Maybe there's something there for me too. That wing would look cool as a wall-hanger in my 'cave'.

A month or so later I got a call from JNH. Could I meet him somewhere on the north side to transfer the parts? Sure, let's work this out. We agreed to meet at a strip center in Fridley for the transfer. JNH pulled up in his F250 next to my Jetta, and dropped the tailgate. Pulling out the wing, my first thought was, "is there a dumpster nearby where we can launch this thing?" It was mostly a cluster of flimsily connected fiberglass panels, and if you squinted you could imagine the original item. JNH reminded me that he knew how to work with fiberglass, from his boating experience. I pointed out that the first quarter of the deck lid was missing, the part that mounts it to the car. As the most obtrusive appendage of the 930 body, it was likely the first part to break off. Hard to fix that with some resin and mat. Oh well, what else do we have?

Actually, some pretty good stuff. A full set of 911 workshop manuals, and the two additional manuals for the Turbo. The original owners manual for the car itself, with the dealer stamps from Carousel,



911 manuals:  
Some good late night reading

and a set of the correct fan belt wrenches from the tool kit. And the coup de grace, a Colgan bra. As I had a garage remodel project going on at the same time, selling these items would have to wait a bit. Most items were hauled downstairs, and the wing was stashed outside, under our kitchen bay window, for lack of a better spot. I guess that said a lot about how much I valued it.

**It's worth  
whatever  
an informed  
buyer will  
pay**

*by Jim Southwell,*

*Continued on page 21*

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



The issue looks like the air went out of Nord Stern's tires after organizing the first Club Race. It's only 24 pages not including the cover and only 8 photos. On the front cover **Kim Crumb's 928** looks like it's about to roll at some unidentified track. The back cover shows **Mitch Berry's VW Golf** actually picking the right rear wheel up.

– Ron Faust

## NOVEMBER 1993

- The calendar (called "Kommende Attraktionen") features a November Autocross Awards Banquet at the Nicollet Island Inn priced at \$20! There will be a Ski Season Opener at Indianhead Mountain in December and the Holiday Party at the MN Horse and Hunt Club.
- President Terry Johnson** recaps the year. 28 novices went through drivers' training at the Last Fling. The North Shore Tour had 10 vehicles participating.
- Kim Crumb** contributes again. He has an opening in his 20 event schedule. Luckily a wedding in Indiana corresponds with Indy race weekend at Road America. He covers the distance between the dots in only 8 hours without a ticket and drives 1,200 miles during

the weekend with a nine-hour "wedding stop" and a seven-hour race stop.

- Bill Siggelkow** adds an article about two European car museums. The Rosso Bianco Collection 30 minutes from Frankfurt emphasized race and high performance cars. It was moved after a partial sale to the Lowman Museum in the Hague in 2008. He liked the Schlumph Collection in Mulhouse in the Alsace region in France. Wikipedia gives it an interesting history.
- I got to see the Schlumph this year and



found it dark and boring. Its big Bugatti collection is sprinkled among over 500 other very old cars. The Porsche Museum which opened in Stuttgart in 2009 is breathtaking, however. Not only is the architecture spectacular, but the cars themselves are absolutely beautiful.

- Rodney Harrison** writes about his trip to the Monterey Historics. Living

the frugal life, he spent the night in the "cozy confines" of his 928 but apparently was all in at the Porsche goody shop.

- Dick Engebretson** wrote "A Little Ride With Roger" about his return to BIR. He had asked **Roger Johnson** to drive his RS America to get him used to Turns 1 and 2, now without pylons. After going through Turn 1 at 145 he "convulsed in fear and his rib cage came up into his mouth". Through Turn 9 he said, "Not only did I see Jesus, but the Biblical characters as well". He wrote that he

could still remember Luke and St. Peter sitting on the bridge. Roger completed three more laps at speed. Dick survived, but left the track a "shaken" man, planning never to autocross again.

- Herr Bruce Boeder** shares a letter from Ludwig Berg of Techwerks of Stuttgart. They were very happy to sponsor the Club Race which Herr Berg understands was extremely well-run, "mit much gemutlichkeit". Herr

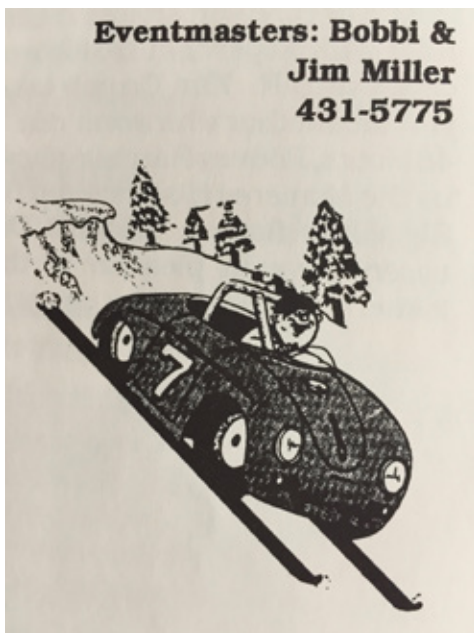
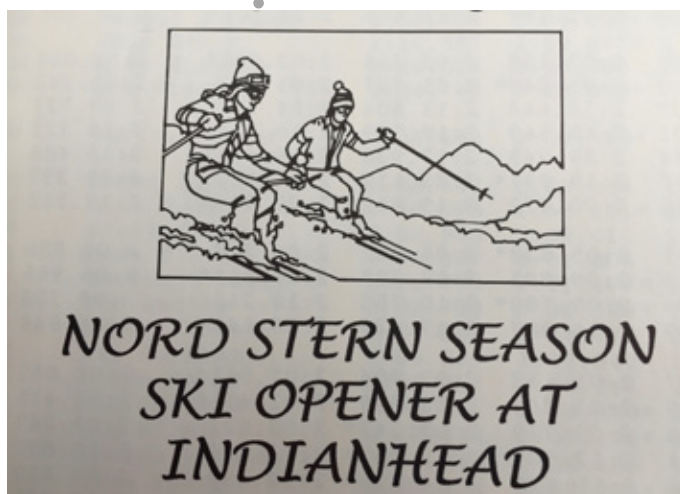
Berg adds, "p.s. Herr Boeder, we are developing a high-speed turn stabilizer kit. Perhaps you could test it for us."

- The Marketplatz includes three different sets of Fuchs wheels and
  - a 1980 911 Targa for \$14,900
  - a 1973 911 T engine for \$2,200
  - a 1984 911 coupe for \$22,000
  - a 1974 914 2.0 for \$6,000





Nicely done, Mitch! (to the upper right) and boy, do I remember Rick Moe's ad - it really didn't make any sense to me initially (back in the day when your editor didn't know all the models!)

Above, yes, the Millers STILL are skiing!

Right, this ad reminds me that we have this yera's Holiday Party gathering all scheduled, location set, food chosen and well, unfortunately, the cost is just a bit more than what we were able to charge in 1993. However, THAT was 24 years ago! See you at the Mill City Museum on February 10th!



RY

## Bill Siggelkow

ed several of the great BMW, Mercedes, and the Deutsche Museum collection in Mulhouse (section). Although the e classiest display of Rosso Bianco Collec- for anyone interested only one of race and to have:



Above and right, Last Fling DE times at BIR. It's pretty fun to see the times we were running back then and note all the names of folks STILL very involved with the club (or recently have returned to the track! Woot Woot).

However, I do note that Susan beat you, Bruce, what's up with that!

## LAST FLING RESULTS

Class	Driver	Run 1	Run 2	Run 3	Run 4	Best Run
1M	Tom Solstad	2:11.392*	2:11.401	2:12.680	2:11.677	2:11.392
1M	Tony Olin	2:19.768	2:19.610*	2:19.851	2:20.110	2:19.610
1M	Brad Larson	2:22.858	2:21.194	2:21.465	2:21.101*	2:21.101
2M	Bob Viau	2:03.091	2:03.158	2:02.266	2:02.005*	2:02.005
2M	Jim Miller	2:05.733	2:05.240*	2:05.927	2:05.607	2:05.240
2M	Jim Thole	2:11.727	2:10.648	2:11.606	2:09.727*	2:09.727
2M	Randy Bass	2:11.931	2:10.549	2:10.739	2:10.323*	2:10.323
2M	Steve Sandberg	2:17.844	2:19.547	2:17.938	2:16.488*	2:16.488
2M	Wayne Shimer	2:21.987	2:19.397*	2:23.112	2:20.980	2:19.397
2M	Carrol Westenberg	2:21.530	2:20.472	2:19.562*	2:20.566	2:19.562
2W	Bobbi Miller	2:06.437	2:05.838*	2:06.662	2:06.212	2:05.838
2W	Pam Viau	2:09.513	2:09.395	2:08.387	2:06.945*	2:06.945
2W	Sonia Fortier	2:10.356	2:09.780*	2:10.755	2:10.213	2:09.780
2W	Judy Sandberg	2:18.259	2:16.987	2:17.429	2:16.644*	2:16.644
3M	Jeff Halling	2:02.597	2:01.192	2:02.904	2:01.061*	2:01.061
3M	Ehren Graf	2:04.165	2:03.864	2:03.349	2:02.476*	2:02.476
3M	Greg Graf	2:05.236	2:03.279	2:03.247*	2:03.832	2:03.247
3M	Wade Marshall	2:16.914	2:17.509	2:12.887*	2:13.687	2:12.887
3M	Mike Argir	2:14.910	2:15.220	2:14.823*	2:16.432	2:14.823
3M	Ken Bensen	2:22.121	2:21.481	2:19.301	2:17.256*	2:17.256
3M	Richard Hutton	2:29.689	2:28.428	2:26.536	2:24.957*	2:24.957
3W	Ann Hutton	2:33.982	2:32.125	2:31.319*	2:31.743	2:31.319
4M	Ron Smith	1:56.705*	1:56.799	2:09.718	1:57.444	1:56.705
4M	Justin Draper	2:00.051	1:57.808	1:58.010	1:57.261*	1:57.261
4M	Doug Studanski	1:59.315	1:58.834	1:58.639	1:58.587*	1:58.587
4M	Anthony Larson	2:02.810	2:03.292	2:02.496	2:02.218*	2:02.218
4M	Ron Draper	2:05.666	2:05.063	2:04.070*	2:04.646	2:04.070
4M	Scott Larson	2:07.310	2:05.570*	2:05.742	2:05.653	2:05.570
4M	Jim DeBenedet	2:10.860	2:07.988*			2:07.988
4M	Keith Gruebele	2:12.045	2:10.943	2:10.800	2:09.759*	2:09.759
4W	Debbie Gruebele	2:15.817	2:14.316	2:13.980	2:13.267*	2:13.267
5M	Rick Sojkowski	1:55.958	1:55.716	1:55.267*	1:57.757	1:55.267
5M	Kim Crumb	1:56.497	1:57.178	1:56.465	1:55.920*	1:55.920
5M	Mike Hoke	2:09.693	1:57.759	1:57.660	1:57.211*	1:57.211
5M	Don Thompson	2:00.475	1:59.388*			1:59.388
5M	Mike Soltis	2:00.888	2:00.708	2:01.302	2:00.235*	2:00.235
5M	Greg Fresh	2:03.982		2:04.280	2:03.496*	2:03.496
5M	Brian Soltis	2:05.998	2:04.354	2:05.019	2:03.880*	2:03.880
6M	Mike Niemeyer	2:08.030	2:06.932	2:08.450	2:06.920*	2:06.920
6M	Bob Flesing	2:11.098	2:10.526*	2:11.378	2:10.916	2:10.526
6M	Donovan Kostron	2:18.975	2:17.287	2:16.709	2:12.763*	2:12.763
6M	Dave Ek	2:34.095	2:32.079*			2:32.079
7M	Jeff Fetzter	2:19.582	2:18.317	2:11.863	2:11.664*	2:11.664
7M	Mark Nelson	2:23.443	2:22.352*			2:22.352

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## LAST FLING RESULTS

8M	Guy Reeder	2:26.652	2:00.462*			2:00.462
8M	David Parker	2:02.738	2:01.937*	2:02.462	2:02.376	2:01.937
8M	Jim Wood	2:05.290	2:04.508*			2:04.508
8M	Ron Faust	2:05.605*	2:06.354	2:05.635	2:06.593	2:05.605
8M	Dick Petersen	2:08.837	2:09.182	2:06.692	2:06.412*	2:06.412
8M	Vaughn Johnson	2:09.884	2:09.217*	2:09.648	2:09.735	2:09.217
8M	Chip Smith	2:10.561	2:09.857*	2:10.274	2:09.917	2:09.857
8M	Marc Ellwein	2:23.615	2:20.280	2:19.578	2:17.886*	2:17.886
8M	Bob Kisabeth	2:24.743	2:23.862*			2:23.862
8W	Martha Reeder	2:08.543	2:06.919*			2:06.919
9M	Roger Johnson	1:58.547	1:59.036	1:58.336	1:57.898*	1:57.898
9M	Rick Polk	1:58.678	1:58.201*	1:58.215	1:58.246	1:58.201
9M	Scott Clark	2:02.958	2:02.018	2:02.083	2:00.599*	2:00.599
9M	Dick Olsen	2:02.037	2:01.305	2:04.758	2:01.017*	2:01.017
9M	Garfield Clark	2:01.779	2:01.677*	2:06.118	2:05.730	2:01.677
9M	Jon Beatty	2:02.793	2:02.523*	2:02.919	2:02.703	2:02.523
9M	Peter Vickery	2:05.243	2:04.772	2:03.608	2:02.977*	2:02.977
9M	Jay Luehmman	2:05.030	2:03.042*	2:05.035	2:05.148	2:03.042
9M	Steve Sherf	2:06.957	2:06.267	2:04.770*	2:07.003	2:04.770
9M	Rod Johnson	2:06.031	2:04.879*	2:06.367	2:04.919	2:04.879
9M	Tim Walker	2:07.383	2:07.176*	2:24.879		2:07.176
9M	Teresa Vickery	2:07.245*	2:08.466	2:08.673	2:08.302	2:07.245
9M	Dave Sherf	2:08.305	2:07.725*	2:08.948	2:08.812	2:07.725
9M	Brian McMahon	2:08.265*	2:08.810	2:08.539	2:08.913	2:08.265
9M	Lee Jacobsohn	2:10.174	2:08.509*			2:08.509
9M	Oly Olson	2:16.181*	2:16.364	2:24.819		2:16.181
9M	Dave Ingraham	2:18.564	2:17.119	2:16.497*	2:17.346	2:16.497
9M	Dick McIntama	2:21.460	2:22.322	2:21.125*	2:21.668	2:21.125
9M	Dave Darst	2:26.678	2:24.759	2:22.847	2:22.626*	2:22.626
10M	Steve Watson	1:58.545*	1:59.799	1:59.567	1:59.248	1:58.545
10M	Eric Pilhofer	2:00.801	1:59.657*	2:08.954	2:01.177	1:59.657
10M	Jan Watson	2:00.734	2:01.825	2:00.006*	2:00.718	2:00.006
10M	Brian Smillie	2:02.357	2:02.753	2:02.170	2:01.910*	2:01.910
10M	John Cousins	2:02.524	2:01.973*	2:02.998	2:03.733	2:01.973
10M	Nick Cirillo	2:06.119	2:06.637	2:05.448*	2:05.669	2:05.448
10M	Bill Cousins	2:06.788	2:06.136	2:05.852*	2:36.247	2:05.852
10M	Tom McGlynn	2:09.461*	2:10.197			2:09.461
10W	Wendy Pilhofer	2:08.260	2:05.653*	2:08.818*	2:08.094	2:05.653
M2M	Jim Arhart	2:07.069	2:06.602*			2:06.602
M2M	Susan Arndt	2:09.422	2:08.468*	2:09.290	2:08.802	2:08.468
M2M	Bruce Boeder	2:12.552	2:12.301	2:11.435*	2:11.551	2:11.435
M2M	Kevin McDowell	2:26.899	2:25.902	2:27.870	2:25.554*	2:25.554
M3M	Jim Seubert	1:58.691	1:56.619*			1:56.619
M3M	Denny Guentzel	1:58.525	1:58.145	1:58.225	1:56.977*	1:56.977
M3M	Fred Senn	1:57.806	1:58.428	1:58.510	1:57.524*	1:57.524
M3M	David Steen	2:06.593	2:05.768	2:04.961*	2:05.089	2:04.961
M3M	John Finlayson	2:07.230	2:08.893	2:07.892	2:06.236*	2:06.236
M3M	Cary Perket	2:09.162	2:08.414*			2:08.414
OPEN	Rick Moe	2:01.124	2:00.089	2:00.204	1:59.623*	1:59.623
OPEN	Bill Schneider	2:02.608	2:02.363*			2:02.363

NOVEMBER 1993 / 19

**P**ORSCHE - *The Man and His Cars* was the first major biography of Dr. ing. h.c. Ferdinand Porsche. It remains one of the best. It is a perennial reference for the preparation of the General section of all the model specific Technical Quizzes at the Porsche Parade. No died-in-the-wool Porsche enthusiast should be without a copy. The book traces the ancestral roots of the Porsche family, complicated by changes in nationality for some of the towns in question as European dynasties ebbed and flowed. The description of Dr. Porsche's youth makes him sound like a Tom Swift, conducting successful electrical experiments in secret, against the express orders of his father. Success was sufficient, however, for teenage Porsche to make his house the only one in the village to have electric lights.

It was his electrical experiments that caused Dr. Porsche to become involved in cars because, when the Jacob Lohner company wanted to expand its carriage business into automobiles, it decided to focus on electric cars and hired Porsche to design them. Notably, one of these cars (to which Dr. Porsche contributed so much, at the age of 24, that it was known as the Lohner-Porsche) was a car with a gasoline engine and electric motor propulsion. If that sounds like the definition of a hybrid, then Dr Porsche had hybrids in production long before EPA/Detroit ever thought of them. Oh, and along the way he had built an electric racing car, with unique streamlining, which he drove to shatter the record for the Semmering track. WWI buffs may be interested to note that in 1902, Archduke Ferdinand oversaw military maneuvers, using a Porsche designed staff car, with young reserve infantryman Ferdinand Porsche as driver.

To one steeped in the lore of Porsche automobiles it is some-what surprising to find that, as presented in this book, Dr. Porsche's most productive years of automotive design were probably the late teens through the early 1930s. But, after all, a Porsche automobile first saw the light of day in 1949, and Dr. Porsche died at the end of January, 1952. It is his son Ferry (given a car capable of 30 mph as a 10 year old) who is really responsible for the Porsches now on the road.

In addition to automobiles, Ferdinand Porsche designed military transporters, the great grand-father of the beetle engine, aircraft engines, a balloon supported helicopter and, of course, race cars of various types, many of which he drove himself. The roster of his employers is the who's-who of the European automobile industry, and every job resulted in stories

of his focus, hands-on involvement, genius, and temper!

He did not suffer fools, be they mechanics, engineers, or members of the board. Another fascinating, little known story presented in this book is the effort of the Stalin regime to recruit Porsche to be State Designer of Russia. Instead, in 1931 Dr. Porsche opened his own design firm, pirating key associates from the various companies for whom he had worked, and, in turn doing contract design work for those same firms.

**PORSCHE - The Man and His Cars** makes clear that in addition to complete cars he designed, such as the Lohner-Porsche, Dr. Porsche was intimately involved with designing racing modifications for quite a number of vehicles to which his name is not attached. In effect, he served as what would now be called the engineer for a variety of racing teams. Unlike most Porsche books, this is not just about the cars; it really is about the man... And what a man he was. All in all, this book presents a fascinating story of a complex individual who has left an indelible mark on the world of automobiles, all because he was a kid fascinated by electricity.

**PORSCHE - The Man and His Cars** contains 32 chapters, plus a chronology, in 224 8-1/2" by 5-1/4" pages, with 52 black and white plates. These plates illustrate everything from Porsche designed electric race cars of 1900 and the mixed drive Lohner-Porsche of 1902, to the 356B of 1959, and many Porsche designed race cars in between. Though a 1935 beetle is included, pictures of Porsche's WWII designs, the beetle derived German jeep, the Panzer Tank and artillery items, are notably absent.

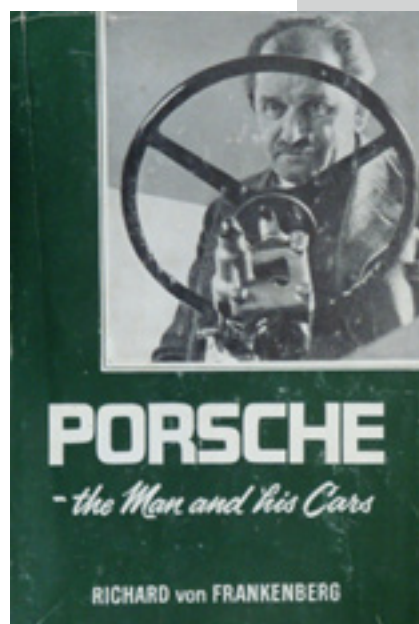
**PORSCHE - The Man and His Cars**, the original 1961 edition, is available from Amazon books for \$34.95. A revised 1973 edition is also available.

## Book Reviews for Porsche- philes . . .

### PORSCHE — The Man and His Cars

*by Richard von Frankenberg,  
published in 1961 by Robert  
Bently, Cambridge, MA*

*Reviewed by Bruce Herrington,  
Orange Coast Region,  
Courtsey Grand Prix Region  
PCA, The Circuit November 2017*





# Forced to Force it!

By Pedro Bonilla,  
*Pedrosgarage.com*

Published November 2015  
issue of "Die Porsche Kassette"

Whether the auto makers admit it or not, they have all been forced to force it!

Forced air induction (turbocharging) is now being (tacitly) forced on all automobile manufacturers, Porsche included.

There is no doubt that internal combustion engines have become much more efficient year-after-year and decade-after-decade, burning much less fuel per miles travelled, producing more power and torque, and emitting less carbon dioxide, and that's a good thing.

It's the natural progression of things with technical development and sensible regulation and enforcement.

But under the PC "saving the environment" umbrella, governments are requiring car makers to burn much less fuel in their engines so they can meet the ever more stringent and sometimes arbitrary MPG requirements year after year. As we've said before, it's a game they play and have been playing for some time now and that's not a good thing. Let me explain . . .

The only way to emit less carbon dioxide is to burn less fuel, period.

The stoichiometric point, the ideal ratio of air and gasoline in an internal combustion engine, requires 14.7 grams of air to completely burn 1 gram of gasoline. It's the job of your car's computer (DME) to measure the amount of air the engine inhales via the Mass Airflow Sensor (MAF) and then provide precisely the correct amount of fuel at the stoichiometric ratio of 14.7 - to - 1.

Car makers know that government fuel-economy tests, especially those outside the USA, approximate the driving style of a heavily sedated octogenarian great-grandmother. Since the engine is rarely taxed, the turbo doesn't spool up, so no extra fuel is used and the MPG numbers get to meet or best the environmental regulations. But purposely driving slowly enough to keep the turbo from generating boost defeats the point of having a turbocharger in the first place. Sadly, out in the real world, riding that big wave of boosted midrange torque means burning extra fuel - and creating even more CO<sub>2</sub>. So much for reducing emissions.

Like I said, it's a game!

So, the inevitable worst case scenario has happened for real Porsche lovers and enthusiasts.

Dr. Wolfgang Hatz, Porsche's head of R&D, has repeatedly stated in several interviews with television and car magazines that both, the Boxster and the Cayman for model



year 2016 will have turbo-charged flat-4 engines instead of the normally aspirated flat-6 power plants they've had since their inception. Furthermore, Dr. Hatz has refused to comment if upscaled version of the two models would retain the naturally aspirated flat-6.

The last time Porsche offered a four-cylinder turbocharged engine in one of their sports car was over 20 years ago in the 1989 944 (951) Turbo S and the



1989 944 Turbo S

1994 968 Turbo S.

There have been many optimistic rumors about keeping both power plants, but the way we see it, offering several turbo flat-4s and several normally aspirated flat-6 engines on entry-level models isn't efficient enough in terms of costs, which is why the forced-fed flat-4 may eventually be offered as an exclusive engine option throughout the majority of the Porsche sports car line.



Flat-4 pistons and crank

The new engines will feature turbochargers and direct injection, and will produce impressive power figures for their size. Horsepower reportedly ranges from 210

*Continued on page 38*



## Pay . . .

*continued from page 15*

After a few weeks, my own project done, I was ready to work on marketing these treasures. Pano was used for the manuals and the wrenches, with the wrenches selling successfully. At the same time, I listed the workshop manuals on eBay, along with the owners manual and eventually the bra. I had some good competition, as there were several full sets of the manuals available, one set brand new in the original box at a lofty price. My plan was to be realistic and set a 'Buy it Now' price that would get some action and move the merch. After a bit of back and forth with interested parties, both sets of manuals sold, as did the owners manual.



**turbo wing**  
Sure, we can fix this

Verify payment on PayPal, pack 'em up and ship 'em out. The bra needed a repair for \$10 before I listed it on eBay. I didn't have the nerve to list it in Pano! No sale.

That left the wing. I'm sure it looked great on the car in Porsche Silver, but now it was pretty sad. The "turbo Carrera" script was intact, and the rubber lip, with a small gouge, was still loosely attached. The remaining fiberglass shell served only as part of the packaging at this point. I decided to run it on eBay at \$200 'Buy it Now'. I wrote some ad copy, posted a few photos and let the images tell the story. Full disclosure there. I got a few views but no buyer for most of the week I had it listed. Near the end, I got a question from a person in Australia. Would I ship it there? I had no idea what that would cost.

First, we agreed that he really only wanted the rubber lip and the 'turbo' script, and would pay me \$100. Okay, no other real prospects, better to take the deal I thought. Shipping would be his expense, so first figure that out. I found a nice sturdy box at my workplace that would hold both items, and went shopping for shipping. First, the UPS store nearby. I gave them the specifics, they weighed my rigged-up package, and quoted me \$439. Wow! Don't quite think my prospect is going to go for that. Why not check FedEx? Down to their Ridgedale outlet I went, and was quoted \$595! This was moving in the wrong direction fast. One more option to check out, the good 'ol USPO. I made it there on a Saturday and presented my package to the counter clerk. A tape measure was put to use, it hit the scale, and I was told that if I could get the packaging down to thirty-six inches in length, it could go for . . . \$100.

Now we're talking! I emailed my prospect, gave him the news and he gave me the go ahead. He sent me the money by PayPal quickly, and I went about separating the rubber lip and trim from the wing. My Craftsman saber saw was put to use and in a few minutes, I had the desired pieces in hand and ready to box up. Now get it down to a thirty-six-inch package. I thought I could just bend the lip in half to reduce the length, but found it was reinforced inside and could not be bent, so back to square one. I packed it in



**fanbeltwrench:**  
Air-cooled must have

the original longer box, along with the turbo script, still attached to the original piece of fiberglass, and headed to the PO the next day.



**turbo wing-2**  
Inspires fear for insurance agents everywhere

This time, a different counter person helped me, and the tape measure was never used. The price was the same, and even included tracking. I passed that info along to my customer and called it done. Less than a week later, it arrived in Australia. Am I a fan of the USPO? YES!

So, there you have it. An informed, and properly capitalized buyer met up with an eager and realistic seller, and some commerce was done. I very marginally improved the US-Australian balance of trade, and some money ended up in Spyder's pocket. That's a win-win-win all the way! Cheers, mate!

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**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)

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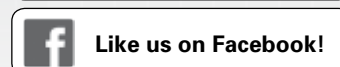
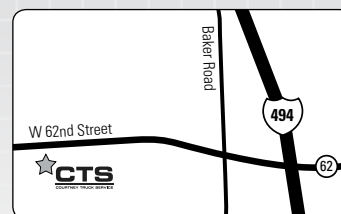
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# That'll Be The Day . . . Yes Indeed, That'll Be the Day

by Danielle Badler,  
Rocky Mountain Region PCA  
December 2017

As is my wont, I'm an inveterate collector of clippings from various sources. It's a constant thing, to try to find patterns, new points of view, new revelations about the automobile, and about our favorite marque, in the greater scheme of things.

Here are my latest finds.

Arjay Miller died recently, at 101. Miller was one of the fabled "whiz kids" who Henry Ford II brought in, in the late '40s, to help reinvent . . . and save . . . the Ford Motor Company. That group included Robert McNamara, who went on to become Ford president and then Secretary of Defense under JFK . . . and helped lead us into that dirty little war.

But I digress. Miller would also become Ford president, and then dean of the Graduate School of Business at Stanford. In his obituary in *The New York Times*, I ran across several fascinating quotes. The first is this.

"We're lucky in the auto business. So many businesses have to work hard to create a demand. But for us, the minute a kid hits 16 he automatically wants a car."

Here's the second. "All we need to stay in business and grow, is to have more people and higher incomes."

Hmm. I wonder, I really wonder, what he would say about the creeping disruption the auto industry is undergoing.

Because here's a series of quotes I came across from the *Sunday New York Times Magazine*, Nov. 12, 2017 edition, which devoted the whole issue . . . that's right, the whole issue . . . to "Life After Driving."

In a series of interviews with nearly a dozen Ford executives, the reporter said "barely anyone mentioned cars or trucks at all. Instead I heard the Ford Motor Company described as a 'mobility solutions provider' that engages in 'multimodal journey planning.'"

The company's new internal mission statement, the reporter wrote, is "To become the world's most trusted mobility company by designing smart

vehicles for a smart world." It's not exactly "Built Ford Tough," the reporter noted.

But, alas, all does not seem to be lost, at least if you believe a story from Bloomberg News. The headline? "As rich get richer, exotic carmakers get orders."

Here's a sample. "Over the past five years, the five brands that sell their cars for \$200,000 and up - Bentley Motors, Ferrari, Automobili Lamborghini, McLaren Automotive and Rolls-Royce - have collectively managed a 51% increase in the annual number of machines sold. Last year, 30,000 of these exotic beasts roared out of dealerships."

The reason, according to the author, is there are far more rich people in the world than five years ago. How to market to them? The reporter quotes the head of communications for Rolls-Royce, "... we say we're not a car company, we're a luxury goods maker."

Yeah, I know, Porsche was not included among the five brands. Although we all know that the marque's high-end offerings fit the profile quite easily.

Nonetheless the fact remains. Among the ultra well-heeled, Arjay Miller's quotes still hold water . . . or do they hold highly corrosive super premium gasoline?

Porsche buys in, big time. There was a story recently on *Motoraauthority* with the headline "Porsche believes it will set standards and thrive in the electric-car era."

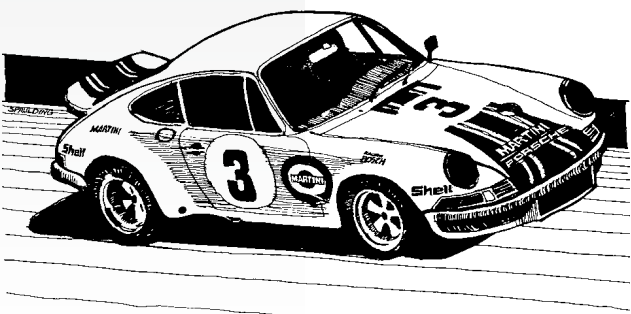
Here's the lead; "Porsche has seen tremendous transformation over decades of operation. Arguably it faces another new challenge in the era of electric cars. The brand isn't worried, however, and chief financial officer Lutz Meschke believes Porsche will set its own standards and thrive as it has in the coming wave of electrification . . ."

Confused? Well, for the last word, I turn to "Maximum" Bob Lutz. He was recently interviewed by *Motoraauthority*, and the resulting story led with the headline "Bob Lutz gives grim prediction for the future of the automobile."

According to the author, Lutz stated we are "approaching the end of the automotive era."

"Asselfdriving technology progresses," the author writes, "(Lutz) sees fully autonomous pods you hail for a ride replacing privately owned cars. Some people will still want to own their own pod but the majority is likely to just hail a ride when needed. Remember, the average car spends around 95 % of its life sitting and doing nothing."

There's more. "And naturally performance doesn't



matter if no one's doing the driving. The pods will be differentiated, however. For example, there will be different body styles available depending on your need. There will also be different grades available from basic to luxury. Some makers such as Rolls-Royce or Bentley could still be around, offering flashy, privately owned pods. People wanting to flaunt their wealth likely won't change anytime soon."

Sounds to me a bit like a modern take on the private railroad car, from a certain gilded age. But who am I to judge. I just collect quotes where I find them.

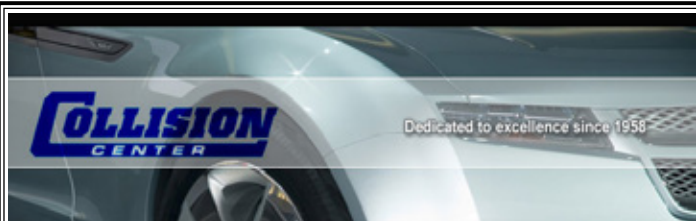
As for me, I can't wait for next year, when we'll maybe, just maybe, get a real peak at what the automotive future may actually hold. O joy! Happy Holidays and New Year!

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# 2017 Classic 24 Hours of Daytona November 8th-12th

*by Dave Roberts*



Having raced the first two Daytona 24-Hour Classic's, it was easy decision to race it again this year. This is an excellent event put on by the Historic Sportscar Racing organization. The race attracts cars and drivers from around the world along with a number of professional drivers, many who will drive a car in the Classic that they drove professionally. There are very few races that are a must do with the Classic 24 at Daytona being one of those. It needs to be given careful consideration by every vintage and club racer. It emulates the 24-hour race that was first run at Daytona in January 1959 and continues today.

In previous Daytona Classics, I have driven our 2006 World Challenge Corvette and 2012 World Challenge Audi R8 LMS, both Group E cars. Group E is designed for cars that have run the professional 24 Hours of Daytona within the past decade. The group is comprised of prototypes and GT cars that are very fast and you have to be on your toes the entire run session if you are in this group. The closing speeds are incredible. If don't pay attention, you will be in trouble very quickly. This group attracts more pros than the other groups.

The Classic runs over 24 hours. Each of the 6 run groups, A through F, race one hour at a time, 4 times during the 24 hours. Even though each run group runs only one hour at a time, these are old race cars and have a tendency to break. The crews stay extremely busy over the 24-hour period keeping them running. They go without sleep during the race, just like the professional race crews do in January. Considering that they have regular day jobs, they leave the race track exhausted on Sunday night and head to work Monday morning. The Classic starts at 1 pm on Saturday and ends at noon on Sunday, but the week starts on Wednesday with a test day and HSR sprint races which run through Saturday. This race doesn't lack any of the excitement and competitiveness of the professional 24-hour race in January. Ray Evernham who knows something about professional racing told me, "These guys are racing hard and for real" as he stepped out of my Porsche GT4CS after his first race session. Ray is right, the Classic is take no prisoners racing.

Much of the competitiveness can be attributed to the number of professionals from a variety of racing organizations worldwide that come to the Classic. Put a pro in a car and the amateurs step up their

game. I am sure the amateurs go home telling their friends how they passed the likes of Ron Fellows, Andy Wallace, Patrick Long, Lyn St. James or Butch Lietzinger to name a few. Now when the amateurs pass it is usually when the pro is having car trouble or is pulling onto pit lane, but it doesn't matter, they passed them. Then throw in great car designers like Adrian Newey and Ray Evernham and there is an all-star/Hall of Fame vibe over the weekend.

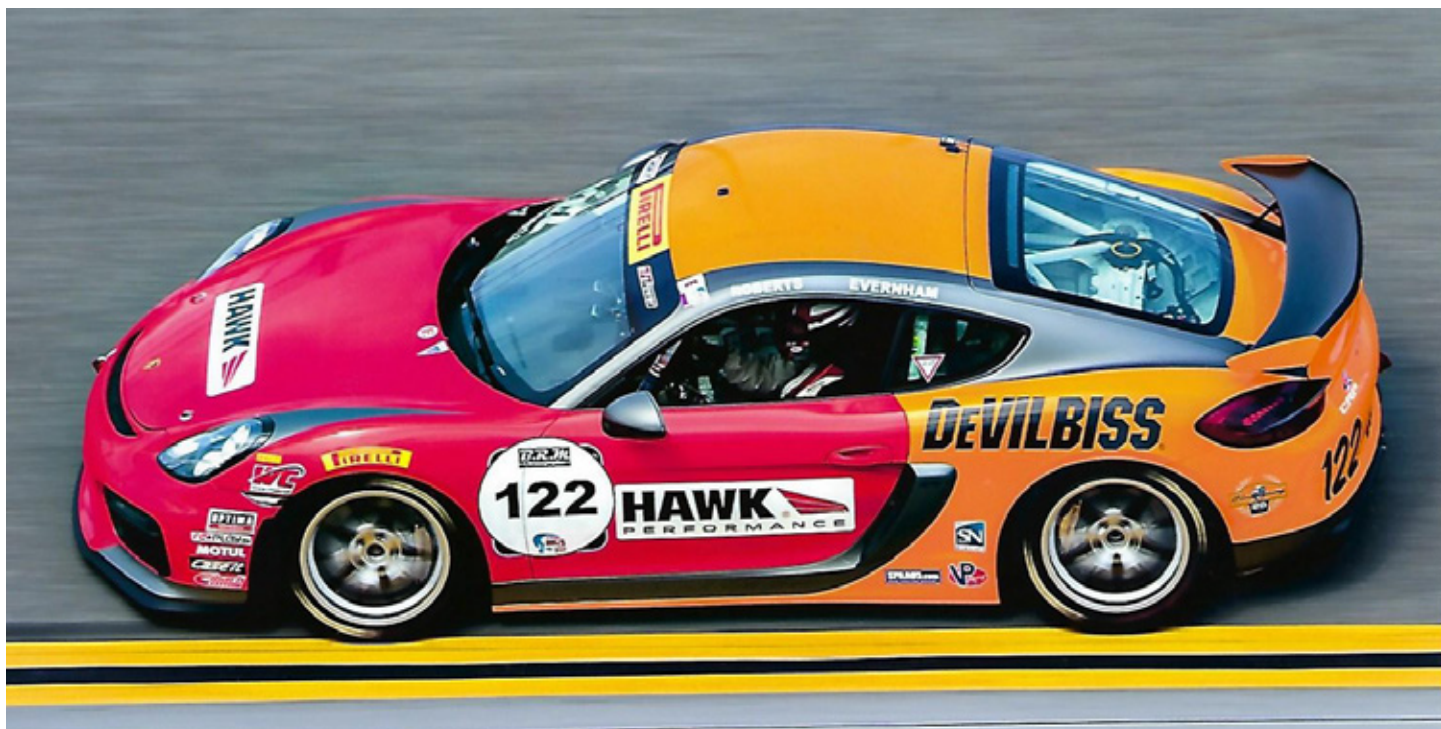
I have raced the Classic 24 with Mike Skeen and Austin Cindric the two previous years. When I thought about co-drivers for this year, Ray Evernham and Ron Fellows immediately came to mind. Ron's driving credentials are impeccable. He is Mr. Corvette and has won the Rolex 24 Hours of Daytona out-right with the factory Corvette team. Since I have a Corvette sitting in the garage, which Ron has driven in the past, it was a natural to invite him down to race with us. Ray may be a bit of an unusual pick as a driver in some minds, but for those who don't know him, he was an accomplished modified racer in NJ early in his career. But he is or has been an oval track racer. Where Ray's contribution to motorsports have come from being a car builder and team owner, he is best known for having won three NASCAR Championships with Jeff Gordon. Both Ron and Ray are Motorsports Hall of Famers.

When I called Ron and Ray, I was pleased that they both said yes. I also invited Ron's son Sam to be Ron's co-driver. Sam has good motorsports genes but is a rookie driver. Ron and Lynda Fellows, Ron's wife, encouraged Sam to get his college degree before pursuing a driving career. He finished his degree work recently and spent last summer racing in the Canadian GT4 series, winning the Canadian championship. The kid can drive.

With drivers in hand, I registered my 2016 Porsche GT4 Club Sport and 2006 World Challenge Corvette. The Porsche is a new car, so it was ready to go. The Vette had more than reached its recommended hours on the engine and transmission. The crew convinced me that it would be best to rebuild both before heading to Daytona. So, the engine went off to RF Engines while the transmission went to a gearbox shop, both located in Concord, NC.

With both cars on the CRP Racing hauler, the crew arrived in Daytona on Tuesday and moved into garages 39 and 26. I was scheduled to attend a Board Meeting on Tuesday and Wednesday, so I arrived late Wednesday evening. Ron and Sam also arrived late Wednesday evening because Ron had a meeting with





the FIA on Wednesday. Ray was lucky, he didn't have any meetings. He arrived Tuesday night and had the Porsche to himself on Wednesday. It gave him the opportunity to see the track first hand after spending time in the Hendrick Motorsports simulator on and off for two weeks.

Ray has been coming to Daytona for 40 years, but all of those trips were associated with NASCAR or the IROC series and nearly all of them were in a mechanic, crew chief or car owner capacity. He knows the nuances of track and was helpful to me with his track knowledge. Before arriving in Daytona, Ray spent hours in the simulator at Hendrick Motorsports in a Cayman GT4CS. The first few hours in the simulator he crashed frequently as he became familiar with the Daytona Road Course, but eventually found a line to run. He also called a racer you may have heard of for track advice, Jeff Gordon one of the winningest drivers in NASCAR and a recent winner of the Rolex 24 Hours of Daytona. Ray was ready to drive the Cayman when he arrived in Daytona. Very quickly he was turning lap times in 2 minutes 10 second range and by the end of the day had run some 2 minutes 6 second times. Those were very competitive times for his first time on track.

Ron has been racing at Daytona a number of years in a Trans Am car and in the factory

Corvette. He won the Rolex 24 Hours of Daytona outright in 2001 with the Corvette team. He didn't need time to become familiar with the track, but using his words, he just needed to "knock the rust off". He was a great resource to have in the garage for both Ray and me. He was his usual benevolent self and helped in any way he could.

Also on our driving team was Sam Fellows, Ron's son. Sam raced in the Canadian GT4 series this summer in a Camaro and won the series championship. He obviously inherited some of the Fellows driving genes. (Ron's brother is also an accomplished race car driver in Canada). Unfortunately, a few hours after they arrived, Sam popped a fever and other flu like symptoms and spent most of the weekend in a hotel bed. The reason I say most of the time is because the other time he was in an urgent care center visiting a doctor. By the end of the weekend he was feeling better, but never got an opportunity to spend quality time in the Corvette.

On Thursday, Ray and I split time in the Porsche. I went out first and on my second lap I had just completed a fast run through NASCAR 1 and 2, the bus stop, NASCAR 3 and 4 and was headed to the start finish line when there was a loud explosion from the right rear of the car. It was a right rear tire blowing out. One of the fears drivers have

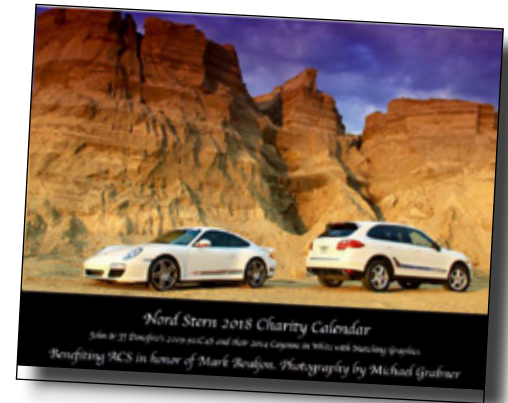
at Daytona is a blown tire on the banking, the car skating up the track and hitting the wall. Fortunately, I wasn't on the banking but rather in the tri-oval when the blow-out occurred. The GT4CS handled the problem without a problem. I pulled down on the apron, cut across the infield grass and headed to our pit stall with the smell of tire smoke and the flopping sound of a shredding tire in the cockpit. I am thankful for the nanny aids that Porsche built into the GT4CS. The aids turned my blow-out into a non-event. I wasn't looking at the speedo, but Ray told me that he had been seeing speeds in the mid-160's on Wednesday. My guess is that I was going a similar speed when the tire let go. By the time we got the tire changed, the session was over.

Back in the garage, we put a set of Pirelli's on the Porsche which we used in our last Pirelli World Challenge race at Sonoma. The tires had some practice time on them but still had plenty of miles left. I had been running a set of Hoosiers when the tire blew out. I have been using Hoosiers on the car when we didn't have to follow a series tire spec and they have given me good service at a reasonable price. In fact, I use Hoosiers on all of my race cars, from my 944 Turbo Club Sport to my Indy car.

*Continued on page 35*

# Nord Stern 2018 Charitable Calendar

## Who, What, Where, When, How!



Under construction over the summer and fall, this year's incredible calendar features 12, month-by-month spectacular photos of 12 plus gorgeous Porsches in various locales and settings.



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

All members can now get their own copy of the calendar. Each calendar will cost \$35 and will be mailed (or can be picked up at a couple upcoming Nord Stern event).

**Get your copies now, just in time for the holidays.**

It's easy: Just order and pay on our convenient website at [calendar.nordstern.org](http://calendar.nordstern.org). We accept credit cards or Paypal payments!

This year's calendar proceeds will benefit the local chapter of American Cancer Society. To honor, and in memory, of Mark Boulton who lost his life to cancer this past year, was known by many club members in his role at Porsche of Minneapolis, plus he was a long-time PCA member and Porscheophile and huge supporter of the club and its activities.

This seemed a very fitting beneficiary as so many Nord Stern members have been touched by a cancer diagnosis. Not the least of whom was our member, Teresa Vickery Pfister.

Read a bit more about Mark on page 31 of this issue.





# Nord Stern Annual Holiday Party!

## Saturday, February 10, 2018

Mill City Museum  
Cocktail Hour: 6:30 p.m.  
Cost: \$65 per person



Cash bar and Appetizers

Salad: Baby Spinach Salad with Strawberries, Mandarin Oranges, Spiced Pecans and Raspberry Vinaigrette

Choice of one:

- Pan-Seared Breast of Chicken with Gremolata Sauce, Roasted Baby Red Potatoes and Roasted Asparagus
- Short Rib of Beef with Sweet Balsamic Glaze, Parmesan Risotto and Brussel Sprouts
- Vegetarian Napoleon layered with Portobello Mushrooms, Eggplant, Beefsteak Tomato, Sicilian Onion, Fresh Mozzarella and Basil Pesto served with Saffron Couscous



Join us as we salute another great year of driving, competition, shows, tours, dinners, and all things Porsche at our Annual Meeting and holiday celebrations. Registration online [www.clubregistration.net](http://www.clubregistration.net)





Have some space to 'fill' and thought I'd share a few PCA tidbits, or better yet 'Did you know?' info! Courtesy [pca.org](http://pca.org).

## Membership

### Benefits

Own a Porsche and are a PCA member? An extension of the Porsche experience, PCA reaches across the cars and the years to the people. People, like you, who feel passionately about their Porsches and enjoy the camaraderie of fellow enthusiasts. Don't own a Porsche yet? Join the PCA Test Drive program, which gives you access to select member benefits, including The Mart, the club's classified ad service, and a complementary subscription to Porsche Panorama, the club's award-winning monthly magazine.

When you join PCA, you become a member of the largest independent, single-marque car club in the world. It's only fitting that you get a few perks, right?

### Your Nord Stern Club Communications:

In an effort to remain as informative as possible, please note these are the primary, in order, methods your club, Nord Stern Region of PCA stays in touch. Feel free to contact any chair person/s too with questions.

**PCA e-Blast** emails: PCA membership REQUIRED, along with a valid email address on file with PCA - especially useful for pop-up events!

1. **[www.nordstern.org](http://www.nordstern.org)** will have the latest newsletter for download
2. Monthly, mailed **Nord Stern Newsletter**, also uploaded to the Nord Stern website sent to all Nord Stern region members of PCA who have paid their yearly dues
3. **Clubtalk**, an informal listserv used for last minute information although participation is by subscription only, open to all Nord Stern members
4. **Monthly business meetings** are very informative, all members welcome!

- Admittance into the club's member community
- Complementary subscription to **Porsche Panorama**, Porsche Club of America's award-winning magazine
- Full access to **PCA.org**, the Porsche Club of America's new-and-improved website on traditional and mobile devices
- Access to and use of **The Mart**, PCA's members-only marketplace (Test Drive members may view ads, respond to ads, and place a wanted ad.)
- Tech Q&A, where PCA's technical experts will answer all of your Porsche-related questions
- **National events**, such as Porsche Parade, Escape (Treffen's), and Werks Reunion
- **Regional events**, including concours, autocross, driver's education, rally, tours, and much more
- Exclusive access to PCA's semi-annual **members-only raffle**
- **PCA Club Racing**, the club's nationwide racing program for all Porsche models
- Club-sponsored gatherings, including Porscheplatz events at select United SportsCar Championship races
- **Group tours** to Germany with unique PCA member access to the Porsche factory
- Free PCA logo window **decals**
- **PCA Visa Rewards credit card** — show your PCA pride!
- **Discounted driver's education insurance** program specifically tailored for PCA members
- **Valuation program** to help members establish the value of their Porsches for insurance purposes
- **Agreed value insurance** for limited-use Porsches - new and old - from Leland-West Insurance
- **Collector car insurance** designed for PCA members and offered by Chubb Collector Car

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# 1<sup>st</sup> Annual South Shore Fall Color Tour - September 28-30, 2018

by Jim Holton

Come enjoy the fall colors as we motor along the South Shore of Lake Superior en-route to Bayfield WI and Madeline Island.

We'll drive WI Hwy 13, with wonderful twists and turns along with great views of the lake.

Fall Color Tour HQ- Pier B Resort Hotel in Duluth MN.

Gather Friday evening harbor side for the Welcome Party.

The party will be located next to our Porsche Corral (parking).

Pier B (picture above!) is the ideal spot to host our event. The resort offers a number of amenities including a pool, hot tub, fitness room, fire pits, bikes, paddleboards, kayaks and a boat launch and 21 slip marina.

**Details:** Book now at Pier B resort



40 Rooms available Friday 9/28 and Saturday 9/29. If you want to arrive Thursday 9/27, we have 10 rooms available. 218-481-8888 - USE PROMO CODE: 44323. If you are planning on dining at Silos/Pier B Saturday

night, make your reservations when you book, [www.pierbresort.com](http://www.pierbresort.com).

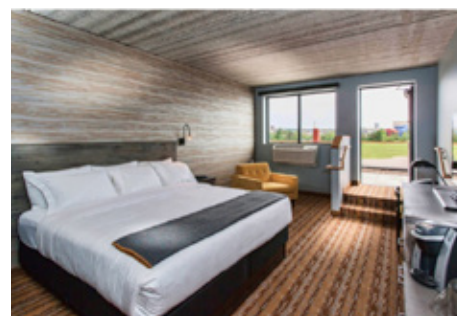
## Costs

**Rooms:** Classic View Rooms - \$199/night + taxes & resort fees

## Harbor View

Rooms- \$229/night + taxes & resort fees

**Welcome party:** Appetizers & Cash bar; approx. \$25/couple.



Ferry: \$24 RT/car + \$13 RT/per person. One P-car and 2 passengers=\$50 RT

## Lunch:

Estimate \$18-20/PP but TBD at this point.



**DEPENDABLE and KNOWLEDGEABLE** agent seeks customers looking for real **PROTECTION** and long term **RELATIONSHIP**.

**SINGLE, ARTSY LADY SEEKS SINGLE ARTSY GUY.** If you love painting, decorating, baking and knitting, we are a match. Please be over 30 and willing to take art classes.

**FATHER OF EIGHT** lady. Must love kids, be fit to jump in and join the fun training would be helpful.

**ADVENTUROUS CAT** seeks adventurous cat owner be employed and willing to Especially fond of black and tuxedo cats. All responses answered. Looking for that match.

**Daniel P Perinovic Ins Agcy Inc**  
Dan Perinovic, Agent  
7048 E Fish Lake Rd  
Maple Grove, MN 55311  
Cell: 612-558-3738 Metro: 763-425-9800

## Look no further.

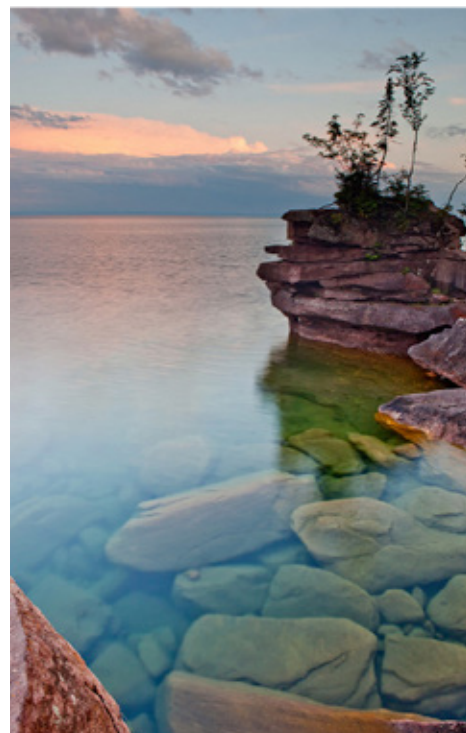
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# December 2017 Business Meeting Minutes

*by Betsey Porter, Secretary*

## **President – Ryan McGee**

Welcome new member Sid Chadda.

On Club Talk there was a discussion about having a run group at the Club Race for “vintage” cars.

We would need to have 30 cars participate to make it feasible, most doubt we can pull that many.

Ryan will let Fred know there are probably not enough cars to justify it.

## **Vice President – Lara Dant**

Received an email asking if we ever do events on the short course at BIR, would we consider doing a ½ day or dedicated event on the short course? Lara will check with Jim about the possibility of getting a date or two in June or August.

## **Treasurer – Jeff Bluhm**

Via email, will send in November financials soon, club is fine financially.

## **Advertising – Lara Dant/Cathy Peronovic**

Will send emails out re-late payments. 2018 commitments will be due, along with payments.

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

No report

## **Autocross – Andy Golfis**

No report

## **Board of Directors**

Per Dave Anderson, no report

## **Charity – Mark Kriesch**

We have already sold 74 calendars!

Mark suggests we share and be more transparent about our process for the 2019 calendar

## **Club Race – Dave Sorenson**

Via email, will send in the application now that we have a date.

## **Driver Education – Steve Meydell**

No report

Need a new chair for 2018 as Steve is relinquishing his role.

## **DE Registrar – Dave Anderson**

Will open registration for the holiday party.

## **Driver’s Training – Jim Bahner**

No report

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

No report, transitioning to Jim and Cid Holton of Duluth which this fall will be headquartered out of the new hotel, Pier B on the harbor in Duluth. Dates and costs are now being advertised in the Nord Stern newsletter.

## **Historic Archivist – Kim Fritze**

No report

## **Insurance – Dan Perinovic**

No report

## **Membership – Ed Vazquez**

New member meetings for 2018 are set and on the calendars. Similar formats to past years. All members are encouraged to attend!

- Auto Edge, April 14
- Imola, April 21
- Rochester, April 22

Renewals are starting, will send an eblast and also add to newsletter.

Ryan and Lara will go to Cars and Coffee, so Ed can go to Cars and Caves on April 7.

## **Met Council – Bob Kosky**

Annual dinner will be January 6, 2018 at Old Chicago in Apple Valley.

Bob proposes we up our Club donation/sponsorship to \$150. BOD will discuss and follow up.

## **Newsletter – Christie Boeder**

December issue is in the mail and online.

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

No report, we are currently supporting/promoting the newer Auto Lieben event currently being scheduled at Afton Alps, mid-summer date to TBA.

## **Rally and Drives – Open position**

No report, club members do enjoy drives, need a member or two to step up and organize.

## **Safety – Paul Ingebrigtsen**

No report

## **Social Media – Betsey Porter**

No issues



### Shop and Tech relations – Roger Johnson

Trying to get another event set up at US Bank Stadium, but it will have to be after the Super Bowl.

Michael John suggested we do a real basic tech session, or a series perhaps to help owners get more comfortable with basic maintenance.

Will also try and schedule another session at 3M.

### Touring – Randy Walker

No report, Vino in the Valley event in mid-August is always a hit, sells out.

### Track Relations – Jim Bahner

There will be NO Road America event in 2018, they gave our date away. We will revisit for 2019. It is often not a profitable event.

### Webmaster – Dave Anderson/Christie Boeder

No update

### Old business

Lara got an email from Scott Blatter with a suggestion for the DE events, requiring a fix for the coolant leak issue. We have previously discussed looking at this issue and to update our tech forms. Ryan will re-confirm with Paul Ingebritsen about what our decision was and respond to Scott.

**Holiday party** is scheduled for Feb 10.

Christie will send menu info to Dave so he can open registration. Ad is online and in the newsletter. Steven C will again provide music during the cocktail hour.

Ryan picked up the box of trophies. Will store.

Club Talk will now have an **opt-out** function.

### New Business

None.

Meeting adjourned 8:22 p.m.

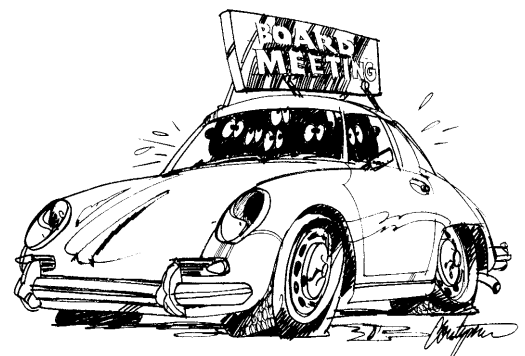
Respectfully submitted, Betsey Porter,  
Secretary

## Reminiscing - A Photo Memory!

*Submitted by Ron Draper,  
past President Nord Stern Region of PCA*

There was an 'incident' when I was instructing a student at a BIR driver education the year I was President of the club, and with true Nord Stern 'humor,' member **Bill Groschen** presented this plaque to me at end of my term. Below also is a piece of artwork of the Varmint race school participants, organized back in the late 1980's/1990... check the names listed! A veritable 'who's who of 1990's Nord Stern.

*Editor's note: Do you have an interesting tidbit from the past? If so, let's some more of these fun photographic evidences of past shenanigans! Submissions welcome . . .*





## First Porsche . . .

*continued from page 13*

he drove, it killed. He had a quick lesson in driving a manual transmission right then and there as I handed over the check and we started home. My wife wasn't surprised it showed up in the driveway and said, "That's your Christmas present for the next 20 years." (along with a PCA and Nord Stern Membership)

My wife has endured 25 years of marriage with me thus far and so when I said I wanted to go camping for our silver anniversary she wasn't surprised. But we had sold the motorhome many years ago and I told her my plan was to take the Porsche. 3,000 miles, Five National Parks, Canada and the US. Mountain roads, beauty everywhere and Montana and Wyoming, where speed limits are well . . . suggestions.

A two-week camping trip out of a 911 takes planning. All winter I measured, updated our backpacking gear where needed, most importantly upgrading sleeping strategies for our older bodies. The test pack went well and

the route was planned. We even had the trunk packed when we went to the Porsche show In Roseville, the lid lifted to show what crazy looked like.

A few weeks later we were on our way by Interstate to Theodore Roosevelt National Park for a 3-day event with my fellow Roosevelt interpreters. The only thing that broke the monotony was the road construction. From Medora, North Dakota we sped along to Havre, Montana for a quick night's rest and then straight north to the Canada border on our way to Canmore, Alberta, just outside Banff. I had only packed the car "for real" now one time, and my fear was that we would be asked to empty the car by Canadian officials. I had no idea on how to put that puzzle back together. Fortunately, they just smiled and waved us on.

People claim Canmore is surrounded by

stunning mountains, but the entire town was smoked in from local fires when we arrived. We elected to stay in town that night at a B&B and when we left the next morning, our car was covered in ash.

At our first campground in Banff, everyone just stopped what they were doing and stared when we pulled in. Even kids on bicycles stood to the side and just watched us. We



found our spot and unpacked what my friends have now nicknamed "The Clown Car" due to all the things that emerge once we stop to camp. Tent, mattress, down comforter, chairs, camp grill, charcoal, screen tent, cooler.

Lights, camera, action. For the next four day's we drove our lightened car around every hairpin curve we could find, used the passing lane like a wind tunnel and enjoyed every second in and out of the car. People were used to us by now and started visiting camp to hear our story, join us for a beer and ask "You go fast in that then, eh?" One tourist we encounter from Asia could only point and say "wow, wow" until I started the engine, which elicited a loud "WOW,WOW,WOW"

We left Banff for Waterton National Park, the Canada side of Glacier. This stunning town on a lake surrounded by mountains is a must see with great winding roads in the park. From there, we spent 3 days in Glacier, driving the Road to the Sun which would be a kick at speed if no one else was around. We learned from that experience that a 911 is the perfect mountain car. We could zip into any space on a pull out and slip into short places





everyone else drove past. We would pat the frunk hood each time and smile as we left to hike.

From Glacier, we decided at the last minute to head to Yellowstone and enjoyed the winding roads that greeted us. From there we crossed Wyoming playing both rabbit and hare, finally pacing a mile behind two platinum blondes with California plates running, um, quite fast.

We camped in Custer State Park and drove the needles highway, laughing at the 10 MPH curves, before we trudged back across South Dakota back to the Twin Cities. As we drove the final leg, my wife turned to me and said "I like this so much better than the motorhome. Where should we go next?"

In the end, we drove 4,179 miles on that trip. We have put over 9,000 miles on our car in the first year of owning it. I should have bought one the first time.

*Adam Lindquist is a life-long Porsche enthusiast who travels the country as a 3-time national-champion Theodore Roosevelt living history performer.*

## Daytona . . .

*continued from page 27*

Even though I only made a couple of laps, it didn't take long to realize that the speed differential between the cars in Group E was huge. Group E is for modern race cars built and raced over the past decade. 13 prototypes driven by pros and manufactured by companies named Audi, Lola and Dallara were entered. In addition to the prototypes, the remainder of the 41 cars registered included Porsche 991 GT3R's, a Pratt & Miller C7 Corvette, Ferrari's, Vipers and Aston Martins with a few Porsche 997.2 GT3R's thrown in for good measure. Most of the cars entered had IMSA or 24 Hours of Lemans credentials. It was quickly evident that the 385hp GT4CS Cayman wasn't going to be competitive and actually would be a rolling road block in Group E.

While the crew was checking over the Cayman for our next run session, Ray and I went to HSR's Technical Director to plead our case. It took all of five seconds to explain the situation before we were handed a new run sticker moving us to Group F. The cars registered in Group F made it look like a GT PCA Club Racing run group with a few GT.R Camaros, Continental Series BMW's and Aston Martins invited to the party just to spice things up. The group was a bit more manageable in size with about 35 cars.

When the word got out that we had moved to Group F, there was a stampede to tech by other car owners that felt they were under-powered in Group E as well. We had an Aston Martin, a BMW and a late entry GT4CS from the Trophy East Series join us in Group F.

Our next run session was at 7 pm, the only night test session for Group F. Since Ray had never raced on a road course at night (most of his career was spent driving modified's, so night racing wasn't new to him), we decided he should run most of the night session to become familiar with a dark track even though Daytona is far from being dark as the lighting is excellent through most of the oval and infield. Our Porsche is equipped with factory lights which are good for a track

like Daytona. During night practice, Ray did a great job as his speeds steadily increased until he was consistently running times below 2:10.

I got in the car for the final half of practice and was able to run laps later in the 2:08's. The only problem I had was identifying my turn in point at the bus stop. That is the only place where the lighting is poor and it happens to be in the second fastest part of the race track. I eventually figured it out by looking for the reflection of the track lights on the painted curbs at the entrance of the bus stop. Once I determined my turn in, it became a bit easier, but just a bit. At most of the tracks, I have a favorite corner. For instance, at Road America, it is turn 5, at Bathurst it is Hell Corner and so on. At Daytona, it is the sequence of turns that make up the bus stop and it suits the Cayman perfectly. The car's brakes are so good that I can catch people in the braking zone, pull close to their rear bumper and get a run coming out of the bus stop onto NASCAR 3. The problem is, they kick my butt in the rest of the corners.

Night practice came to an end and Ray and I were both pleased with the session. One thing for sure, Group F was more fun than Group E because we could spend our time looking out of the windshield rather through the rear-view mirror.

With the Cayman back in the garage, Marco, the crew member assigned to the car conducted a nut and bolt inspection. Once he was satisfied everything was tight, Marco looked at the tires and found the rubber separating from the shoulder and the sidewall of the right rear. We took the tire to the Bob Woodman truck and asked if anyone had seen a similar situation. Without hesitation, the gentleman mounting tires said our cold air pressure was too low and we were running over curbs when the tires were cold. We had him dismount the Pirellis and mount a new set of Hoosiers we were saving for the race.

Friday arrived and the fun began. To get more track time, I registered the Cayman and the Corvette for the HSR Sprint Races. Our

*Continued on page 37*



*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.*

## For sale

Spare parts catalogue 911 911s sections 8 body, 9 elect., o acess. repair sets only 1966



to 69.\$180. 912 brake calipers for rebuilding right rear, front left, right, small steel, \$20 each. Gary Greiner, Superior Wi, 218.348.1849or gtreiner@gmail.com.



## Bridgestone Blizzak LM-60 Tires

Front 225/40 R18 88H, Rear 265,35 R18XL 97H. BBS CH-R11 Wheels – Gloss Black w/silver ring: Front 18 x 8 50mm, Rear 18x10 65mm. Newly refurbished wheels, tires used one winter. Excellent Condition, Traded in my 996 for a 997. Would like \$800 reasonable offers will be considered. Gary Fahl, garyfahl@msn.com or 320.368.0583.

## 18" Porsche Cayenne S wheels

Set of four, with winter Pirelli Scorpion ice and snow tires, used one season, size 255/55 18". The wheels have Porsche emblem center crest. \$1,500. Call George 651-402-5654.

## Tires

2 – 225/40R – 18 Michelin Pilot Sport A/S Plus \$293.45/each New. Members can have them for \$325/pair. 2 – 285/30R – 18 Michelin Pilot Sport A/S Plus \$358.43/each New. Members can have them for \$350/pair, All of these are brand new, never been mounted. I will consider trades for any model 356 and reasonable offers will be seriously considered. Todd Smith, koalat@me.com.

## Cayman GTB1 For Sale

\$90,000, Built and Campaigned by Auto Edge. Chassis started life as a 2008 Cayman Base and was converted to 2010 Cayman S specs: MA1 3.4L DFI engine, 6 speed manual, OS Giken LSD, All Electrical Components. Remote canister Coil-Over Struts, fully solid and adjustable control arms and sway bars, wheel stud conversion, 6 piston front brake calipers and 4 piston rears, Engine replaced this season with used 9,600miles 2012 3.4L DFI, Full race exhaust, Auto Edge Air intake, and custom ECU tune, 3rd radiator with top vent, lightweight flywheel, A/C delete, Full Roll cage, Side windows and locks retained, Cayman Interseries front splitter and rear wing, Data logger w/ 2 camera system, Cool shirt, Wired for driver com radio, and much more. Comes with 2 sets of Forgeline ZX3R wheels. More photos or information available upon request: Bob Viau Jr 651.777-6924, AutoEdge@AutoEdgeMN.com

## 1990 944S2 Race Car

Auto Edge engine rebuild (\$16,700), Limited slip differential, No expense spared, Fiberglass front bumper cover with integrated brake cooling ducts; four quick release screws for easy on/off , Large oil cooler, Guttled bumper struts, Adjustable camber plates, 928S4 brake upgrade front, 993 rear brakes, Koni 2012 double adjustable coil over suspension, 750# front 700# rear springs, 968 M030 sway Bars, Polybronze suspension bushings, Racers Edge front A-arms,

Header and turbo exhaust upgrade, Custom welded roll cage (Auto Edge), Longer rear lugs, Stripped, clean, safe interior, Electrical cutoff switch, Wired for cool suit, Sparco evo L (tall) seat, Sparco steering wheel with quick release, Lexan windshield, Lexan rear hatch and fiberglass rear wing, Fiberglass rear bumper, BBS RE wheel (8.5 and 10" by 18") 2 sets, "Best Prepared" award Hastings club race 6/2012, Safe, fast, fun car. \$19,500, Contact Bob Viau Or Dan Balthazor 651.777.6924.

## For Sale

Selling set of four Michelin Pilot Super Sport tires on SSR 3-piece 19" wheels. Tires have only 1800 miles and are in like new condition, no damage. Purchased April 2016. Front tires 235/35ZR19, Rear tires 295/30ZR 19, 19" wheels were on a 2005 Porsche 911 Carrera 997. Excellent condition. \$1,500 Roger in Maple Grove, MN. Ph. 612.741.0240, rlhelm@comcast.net

## Vintage Porsche Publication collections for Sale

Former 3-car, Porsche owner/collector and Nord Sterner collection from the years from 1983-1998. Sales are by lot only. Grouped by publication, a collection of miscellaneous magazines (all featuring Porsches are a single lot). See totals below each publication group list. Most in excellent condition. Cash only. For detailed lists, contact steve@designguys.com.

Porsche Christophorus (most in original mailer), 1985 -1998: 71 total x \$3 = \$213

Porsche Panorama 1983 – 1993, 1981: (Book) The First 25 Years of Panorama, 1956-1981 \$10, 98 total x \$2@ = \$196

Nord Stern Newsletters, 1983 – 1994, 128 total x \$.50@ = \$64  
Excellence (formerly Porsche), 1987 – 1995, 55 total x \$2@ = \$110  
356 Registry Magazine, 1985 – 1996, plus Index to The Registry Vol 6-10, 49 Total issues x \$2@ = \$98

356 Registry Magazine Calendars, 1988 – 1993, 6 total calendars \$12

VW & Porsche (later European Car), 1983 – 1992, 46 total x \$1@ = \$46

Porsche Related Features in vintage Automotive Magazines – ALL ONE LOT: Car And Driver, Road & Track , Road & Track Exotic Cars, Motor Trend, VW Trends, Kit Car Quarterly, Peterson's Kit Car Quarterly, Hi-Performance Cars, Autoweek, Top Wheels, Auto Car, Peterson's Sports Car Graphic, Sports Car Illustrated, Classic + Sportscar, All About Porsches, Consumer Guide – Porsche A Tradition of Greatness, 911 + Porsche World. Collection of (95) various vintage magazines featuring Porsche, \$92 Total.

Daytona . . .

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plan was to run the 8 am HSR qualifying session, but when we saw the tire separation problem Thursday night, we decided to check the rear camber in the Cayman. We would have done it Thursday evening, but the Daytona garages close at 10:45 pm and everyone has to be out of the garage at that time. We decided to check the camber first thing in the morning and not run the sprint qualifying session.

Ray had left the garage area before we found the problem with the tire. He was to drive the 8:00 session on Friday but I didn't want to bother him after we found the problem because it was after 10:00pm. Early Friday morning, I sent him a text and told him we were going to check the Porsche's set-up as soon as the garages opened, so we would sit out the morning qualifying session. When I walked into the garage a little before 7:00am on Friday morning, Ray was already there. I told him what we had found and he said NASCAR has a similar problem with tires at Daytona. It was caused by the shoulder of the tire separating from the sidewall when it would roll over on the sidewall due to low tire pressures. He and I looked at the right rear tire and he came to the same conclusion; the tire pressures were too low. He felt strongly that the problem wasn't a camber setting and suggested that we raise the rear tire pressure 4 pounds and make a shock adjustment to compensate for the change. That was all good except the Cayman was not built with adjustable shocks. The only change allowed in the PCA Trophy East Series is spring rates and only after notifying the race scrutineer.

With no reason to check the camber settings, we mounted the new Hoosiers and decided I would drive the 8:00 qualifying session. With increased rear tire pressures, Ray reminded me that the car could be loose in the infield corners and that I should stay off the curbs for a few laps allowing the tire pressures come up to normal pressures. I went out and was careful with my line the first two laps. With the tires up to temperature, I started

## 2018 PCA Parade Dates - Mark Your Calendars



running qualifying laps. With the new tires, even though the rear end was loose, I was running consistent 2:03's. Back in the garage we looked at the right rear. There were no signs of tire degradation. All we have left to do today is a qualifying session for the 24-hour race. The Cayman has been a reliable car so our expectations are high for the Classic 24-Hour race. It is now time to finalize our strategy. Let's see, I'll drive the first segment, drive as fast as I can and take the checkered flag. Ray will race the second session, go as fast as he can and take the checkered flag, I'll drive the third session and Ray will run the last segment, both driving as fast as we can. We'll hope that there is attrition in the 7 cars that are faster than us, we'll take care of the Cayman, finish in a top three spots and then head to the podium to pick up our trophy. Our strategy was set. It's not very likely to work, but seems simple enough. It is late in the day, so it has to be our strategy. It's time to go to bed.

Saturday morning, race day. I have no idea why, but I arrive at the track at 7:00am for a 6:00pm race start time. A few minutes later Ray walks into the garage, but the crew still

hasn't arrived. They will be up all night tonight and they replaced the transmission in the Ron's Corvette late into Friday night, so they took me at my word that if it was raining Saturday morning, we would not be running the morning HSR sessions. The Cayman and Corvette were ready and there was no reason for the crew to be at the track early. Ray and I both look at the weather forecast on our phones. It calls for a 40% chance of light rain at 6:00pm. We have a set of Pirelli rain tires but they aren't mounted as I only have two sets of wheels for the Cayman. I decide that I will wait until later in the day to make a decision to either mount the rain tires or leave slicks on the wheels. If I mount the rain tires, it doesn't give us a backup for the slicks if we have a tire issue during one of the race sessions. We wait.

Noon rolls around, the weather looks threatening but nothing is falling from the sky. The Classic 24-Hour pageantry starts at 12:30 with the introduction of the Group C starting field, the honoring of our Veterans and the singing of the National Anthem. At 12:55pm sharp, Group C rolls off on their

*Continued on page 38*

## Forced . . .

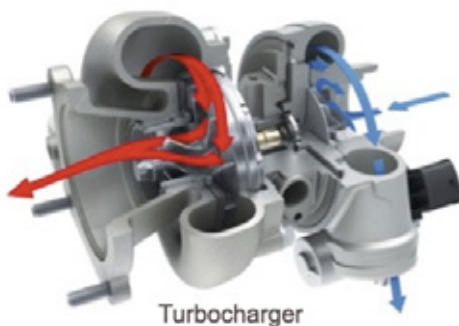
*continued from page 20*

HP for a 1.6-liter, to 286 HP for a 2.0-liter, with the range topped-off by a 360 HP 2.5L engine. The 2.0L and 2.5L will produce 295 lb-ft and 347 lb-ft of torque, respectively. The 2016 Boxster and Cayman will be the first models to use the new 2.0L and 2.5L flat-4 engines.

These numbers look good, but I'm pretty bummed about the whole thing.

In my book "there's no replacement for displacement".

A good friend of mine from Toronto likes to say that there's no better sound to listen to while driving your Porsche than the "symphony in flat-6" that your car performs and you get to be the conductor of the symphony!



I wholeheartedly agree with him. It sure isn't going to be the same intoxicating music with a little flat-4 and its turbo waste gates popping off. Have you been to a Formula1 race recently? My point exactly!

This would be the perfect time to visit your Porsche dealer and snatch one of the last 2015 Boxsters and/or Caymans which still sport the flat-6 engine. Maybe they'll start to appreciate in value, just like the 993 and all of the other "real Porsches"!

Who knew?

## Daytona . . .

*continued from page 37*

formation lap ready to start the 2017 Classic 24. At 1:00pm, the green flag falls and the Classic is underway. The forecast for 6:00pm is still a 40% chance of rain. I stand pat, don't mount the rain tires and hope it is the correct decision. As it gets nearer to 6:00pm, the skies brighten but occasionally a light drizzle falls. I remain hopeful that it will be dry for our start time.

### 6 pm Saturday Evening – Session One

Sitting in the garage most of the day, I am getting anxious for the start of the race. At 5:30, I get into my driver's suit, strap into the car and head to the false grid. I am starting 17th of 35 cars. During qualifying, I completed two laps and pulled off the track. With the loss of the Pirelli tires the previous day, I decided not to push the Hoosiers during qualifying. We have nearly 4 hours of running over the next 24 hours, there are 7 cars ahead of us that are clearly faster, but 10 that I know I can pass and the possibility of trouble in turn 1 at the start of the race is high, so all I want to do is start mid-pack. There is no reason to tempt fate.

The Group F rolls out onto the Speedway a few minutes before 6:00. We form up in a nice tight group and head to the green flag at the start-finish line. The green flag waves and 35 Group F cars head to turn 1. As suspected, there is melee at the front of the field. Two of the top qualifying cars spin and cars are spreading out 5 and 6 wide trying to get through the corner. I make it through cleanly, navigate the infield, plant the throttle flat on the floor, run through NASCAR 1 and 2, down the back straight and don't lift until I get to the number 2 board just prior to the bus stop. In the process I pass two of the slower cars that started in front of us. As I get to the bus stop, it is still tough to see the turn-in for the left-hand turn leading to the bus stop. I turn in late and run through the dirt missing the first left and right turns of the bus stop. Fortunately, it works out okay and I navigate the right then left turns of the bus stop heading back to the oval and through NASCAR turns 3 and 4. Over the next 20 minutes I move from 17th to 7th and I am

getting ready to enter pit lane to complete my mandatory three-minute pit stop.

With my pit stop complete, I am back on track for two laps and coming down the front straight to the tri-oval. As I near the start-finish line the rear of the car snaps to the right and it feels similar to how the car reacted when the first tire blew out the previous day. I get on the radio to tell the pit that I think I have a flat. I have just passed a couple of cars and they are not too far behind me, so I slow, pull the car off line and go very wide through turn 1. I wiggle the car after traffic clears, but I can't tell if a tire is flat. The handling doesn't feel the same as before but it seems to be okay. I drive around the track at  $\frac{3}{4}$  throttle on my way back to the pits. I think it is better to be safe than sorry at the speeds we are running so I pull onto pit lane so the guys can check the tires. As I arrive at our pit box, Nick and Marco are at the ready. They quickly put the car up on the air jacks, check all four corners and tell me that everything appears to be okay. Unfortunately, I have gone down a lap to the leader. I head back on the track, the car doesn't feel as good as it did earlier, but it appears to be okay. I start to believe that the handling issue is in my head. I step up the pace and in my last lap, I run a 2:06 lap. The checker flag falls, I make my way to the garage not knowing what the heck the problem was, other than the car snapped to the right and has been loose as heck in turn one. In the garage, Nick tells me a BMW has been dropping oil and he suspects that I hit oil on the front straight and in turn 1. Ray checks all of the tires and doesn't see any of the problems we experienced earlier. It appears I am overly cautious and because of my caution, I have put the team down a lap. Going a lap down is a real problem, because there is almost no way to make up a lap in a race like this. We have to hope for the top seven cars to drop out of the race which is as likely as hell freezing over. Even if this group wasn't dominated by Porsches, which are the most reliable race cars produced, that many cars dropping out of the race is highly unlikely. I tell myself stranger things have happened.

*To Be Continued . . .*





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