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## PORSCHE

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

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website: <http://www.nordstern.org>

Online issues, past and present are available in pdf format at <http://www.nordstern.org>

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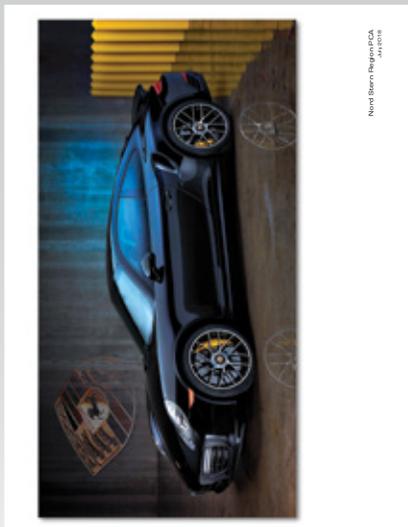
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Nord Stern Region/PCA  
July 2018

Cover:  
Rodger Finke's  
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**HOW TO JOIN PCA AND  
THEN  
NORD STERN REGION PCA**

1. First, **JOIN** 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 the treasurer 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 Jeff via 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**

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612.720.0760 (cell)

Mail renewal checks to:

**Jeff Bluhm**

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\$30 per year (defrays monthly newsletter costs!)

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

# 2018 Nord Stern Officers and Committee Chairs

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

# Welkommen . . . Welkommen . . . Welkommen

*Welcome . . .*

## *New Nord Stern Members*

We hope to see you at upcoming events!



### **Brennan Cleveland**

Golden Valley, MN  
Silver 1986 944

### **Warren Eaton**

St. Paul, MN  
1987 944S

### **Kevin Egan**

Lakeshore, MN  
White 2018 Cayman

### **Scott Lindall**

River Falls, WI  
Silver 1977 911S Targa

### **Ben and Jenni Mueller**

Bloomington, MN  
Blue 2014 Cayman

### **William Ratzlaff**

Minnetonka, MN  
1983 911 SC

### **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!).

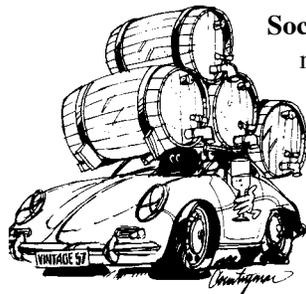
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted 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 the time you read this, we will probably be on our way to the Porsche Parade in the Ozarks of Missouri. It will be the first Parade that Ryan and I have attended, and I'm pretty excited for it, and I'll share all of the highlights next month! But before we go, the 928 needs a little TLC that I decided to tackle on an incredibly hot and humid weekend in June. The chin spoiler had a lovely tear in it from a pothole I hit last year. I obtained a new one and set forth on removing the old one from the car. How hard could it be?

Let me answer that question by prefacing with this statement: I do not love working on my car. Don't get me wrong, I don't mind it, but I would much rather drive it than spend an afternoon lying under it. There were maybe ten bolts holding the spoiler on. A couple of them were rusted, but after some WD-40 I was able to work them free. Of course, some of them were positioned in such a way that a contortionist would have been better suited to get them free. Anyway, after many more hours than I care to admit, I finally got the spoiler off. It was obvious that I wasn't the first person to wreck it, as there were many places the old one had been patched. So, this one will be patched too so I have an extra for that next pothole! Getting the new one back on will of course be difficult, but at least I won't have rusted bolts to contend with!

Doing a few little maintenance items on my car makes me incredibly appreciative of our mechanic and auto body sponsors. My car in

particular never would have made it to 400,000 miles without their knowledge and expertise!

The end of July will be here before we know it, along with my favorite Nord Stern event: LOONACY CLUB RACE WEEKEND July 27-29!! This event is so much fun even if you

don't drive in the race or the DE. My personal favorite thing to do is drive out to turn three and watch the cars race by. The sites and sounds from that perspective are just fantastic! There will also be both a silent and a live auction. We always have lots of great items to bid on, so don't miss out! This is a great event for the entire family. All Nord Stern members and their friends and families are welcome to attend, and there is no charge to get into the track.

We also need a number of volunteers for the Club Race. If you're interested in participating, please contact Dave Sorenson at [clubrace@nordstern.org](mailto:clubrace@nordstern.org) for more information. Nifty orange safety vests will be provided! See you at the track!!

photo: former president and current Board Member Ryan McGee



by Lara Dant  
'87 Zermatt Silver 924S  
'83 Schieferblau Metallic  
928 S



## Advertiser Directory

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



## The Board of Directors of Nord Stern

*Photo by Christie Boeder*

Instead of a column this month, I wanted to feature a couple kodak moments from First Fling. A rare instance of the full board being in one place! L to R: Paul Ingebritsen, Lara Dant, Ryan McGee, Mike Sabers

From the Editor . . .

## First Fling Conquerers

*Photo by Christie Boeder*

Yes, there was snow still remaining at this year's First Fling, but the track was warm and dry, the driving spirited and the social time the best . . . yes, those are beers (German, of course) in hand for these and all the drivers who defied/survived the 2018 April Blizzard and came to DRIVE! Which the club did, in force, it was a great event!



*by Christie Boeder, '73 911*



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



**JULY**

- 7-8 Ralleye De Valleje**  
See Page 37 for Details
- 15 SuperSunday AutoCross I**  
Dakota County Technical Center, registration now open  
at clubregistration.net
- 27-29 Nord Stern Club Race and Driver Education**  
Brainerd International Raceway  
Eventmaster: Jim Bahner, Registration:  
clubregistration.net

**AUGUST**

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

**SEPTEMBER**

- 3 Rochester Labor Day Picnic and BBQ**  
Location: Brian and Gina O'Neil's home  
Questions: Jeff Boehm, jeffandbj@gmail.com
- 15 2018 Oktoberfest**  
Location: Automotorplex in Medina,  
Details TBA
- 12-16 PCA's Treffen Banff (Alberta, Canada) pca.org**
- 28-30 Nord Stern Fall Color Tour - Duluth**  
Headquarters: Pier B - See page 31 for DETAILS

**OCTOBER**

- 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  
See Ad in newsletter for details

**2018**

**Car Events of Interest**  
**Not organized by Nord Stern or PCA:**

**"THIRD THURSDAYS" OF EACH MONTH**

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

**Utepils Brewing**  
**25 Thomas Ave No.**  
**Mpls, 55405**  
**utepilsbrewing.com**

Site of the old Glenwood Englewood Water Co. on near  
Further Performance Motors (Nord Stern Advertiser!)

**2017**

**MN CARS AND COFFEE - See Ad**

**2018**

**CARS AND CAVES - LAST Saturday of the Month**

A monthly car show and garage open house held at the  
Chanhasen Autoplex from 8 a.m. - Noon

April 28, May 26, June 30, July 28,  
August 25, September 29.

*\*\*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.*

**2018**

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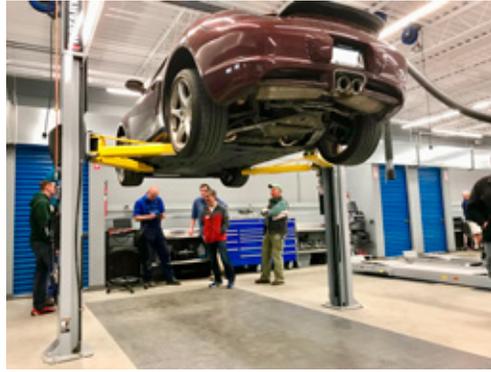
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## Out and About - Rochester

### Membership Social/Tech session

*photos by Jeff Boehm, report by Nick Cirillo*

Werkstatt 533 was the location! One year almost to the day after a devastating fire, Dave was able to 'redo' last year's event . . . Yahoo! The event was organized by Jeff and BJ Boehm. A pizza and pulled pork BBQ sandwich lunch as provided. Several Nord Stern members kept the Social going at a local microbrewery. Membership Chair Ed Vasquez provided an overview of Nord Stern activities for the coming year. Owner Dave demonstrated inspections of a 968 and Cayman S. Kudos to Ed, Dave and all who attended. A fun time in Rochester!



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**D**o you ever wonder what it would be like to be fabulously rich? Not famous, necessarily. Just rich. Really rich.

Let me put it this way. Do you ever wonder just who the people are, who are on the pre-sold list when the latest hyper car gets announced? Have you noticed that each car is always already spoken for? Do you think there's a list, right now, for the replacement for the 918, even though we peons can't even verify that one's in development?

Or, when you're at the magazine section at Barnes & Noble, and you've finished perusing *Top Gear* and *Car* and *Evo* and *Octane*, and you've even finished glancing through *Architectural Digest*, do you ever pick up *Show Boat* or *Yachting*?

Who are these people? Who buys these things? Well, I know one thing. I know what they hop aboard, when they put out to sea.

I caught a glimpse once, in St. Tropez. Ever been there? In some ways, it's more over the top than Monaco. The harbor's smaller. And, in summer, the yachts are lined up, perpendicular to the seawall, chock a block, one against the other, as far as the eye can see. They're all a minimum of 80+ feet long, up to I'd guess 150 or so, give or take, who's counting. The really, really big boats (is it ok to use the word boat in this context?) stay outside the harbor. They can't fit.

Once, and I swear this is true, I was walking along the quay at dusk, eating a genuine Ben & Jerry's ice cream cone. Pfish Food. God only knows whether the French actually understand the name. Although the saleslady said business was good.

Anyway, I was strolling along, admiring the preparations that were going on - picture candelabras being set as centerpieces for the al fresco dinners to come on the stern decks, I'm not kidding - and I could see, far off, a small crowd gathering around something.

As I got closer, I could see that the "something" was sitting just off the stern of what I guessed was a Sunseeker, at least 90 feet long, maybe more. And then I realized it was a car, a Ferrari, the latest mid-engine two-seat spyder.

I got up close, ice cream and all, and wormed my way to the front of the crowd. What did I see? A sign on the windshield, which said in French "To Jacques, happy birthday." Bon anniversaire, indeed.

So I was ready, recently, when I came across an article on the Motor Authority site about the latest Porsche Design creation. The GTT 165, built by Dynamiq.

This isn't the first yacht to emerge from Porsche Design. Oh no. Last year's model was a 115-foot GTT. But, at 165 feet, it is the largest. The stats are fascinating.

It's got a hydrofoil t-foil in the bow, and a hull vane in the stern, which reduce drag and provide "lift." And that enables the craft to cross the Atlantic at 17 knots . . . through a pair of V-8 MTU marine engines, each producing 1,250 hp.

Oh, according to the article, there's also a GTS version, which enables a speed of 25 knots, from a pair of V-16 engines, each generating 2,400 hp. Why am I not surprised?

Fuel? You ask about fuel? How about a capacity of 13,210 gallons?

Options? Out of curiosity, I went to the Dynamiq website. There I found, yes, it's true, a "Build your own" configurator. You can choose a five- or six-cabin layout. Plus five smaller cabins for a crew of nine. An aft sundeck, pool and sunpads run around \$60,000. An upper deck sky lounge will set you back around \$400,000.

And, get this, while the standard YachtEye system provides a TV signal that can be distributed throughout the yacht, the Oculus system provides real-time position, along with distance to destination, estimated arrival time, current speed and so forth . . . for about \$22,000.

You want toys? How about a Castoldi 21-foot jet tender? In yacht colors. For \$160,000. A Sea-Doo SPARK jetski, the most compact on the market, for \$9,800. A Bowers and Wilkins high-end audio system for \$53,000.

Don't forget your crew. Nine sets of crew uniforms, by Loro Piano, for "evening and day service," run \$80,000.

Plus, the yacht will come to you. For \$230,000 they will deliver the craft from Genoa to Ft. Lauderdale.

The basic cost of the vehicle? Ahh, if you have to as . . . Ok, sorry. It starts at \$30 million. The GTS version adds around \$770,000.

There's no word about reserving a slip in St. Tropez during the high summer season. But I'm sure someone can make room. It might help if you meet your craft in a matching color Porsche Turbo.

# The Life of Fabulously Rich Porschefiles

by Danielle Badler  
courtesy June 2018 Facebook

2018 Loonacy DE and Club Race

July 28, 28, 30

Brainerd International Raceway



Register at [clubregistration.net](http://clubregistration.net) for racers and DE • Questions: [clubrace@nordstern.org](mailto:clubrace@nordstern.org)  
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I must be doing something right, or I am the luckiest guy in the world. I'll take it either way.

The first week of April I was sitting on the couch after dinner, wife Gayle nearby. As is often the case, I was on my phone, surfing Facebook. Like many similarly afflicted people, I spend too much time doing this. Turns out, it's not all wasted time.

As I sat there on that cold April evening, I scrolled down and came to a post from our friends at Canepa, in California. It seems that Canepa was announcing their first Cars & Coffee event of the year, on April 14th. Having attended the first local MN C & C on the previous Saturday, and nearly freezing solid in the twenty-five minutes I was there, this sounded quite attractive. I told Gayle about the post, and to my surprise, she answered "Well, why don't we see about going?" See what I mean about lucky?

Now I've learned that when my spouse makes such a suggestion to answer in the affirmative and start making plans. Maybe chance a subtle modification. My idea was to go to Los Angeles instead of Northern California, and visit the Porsche Experience Center and The Petersen Automotive Museum. We had already visited Canepa twice and I wouldn't miss it whenever in the area, but I wanted to see something new.

Some more internet work lay ahead and we soon had housing, a rental car, and a loose plan to see the PEC and The Petersen on the weekend of the 20th. We would stay in Manhattan Beach, just south of LAX, in an Air BnB, and have an Altima at our disposal. WooHoo!

The PEC is about twenty minutes south of LAX right at the intersection of the 405 and 110 freeways. It's a fifty-three-acre site with a fifty thousand square foot building anchoring the site. Out back are the driving courses, including a high-speed handling course, several low friction areas to explore Porsche oversteer (a good thing, right?), and on off-road course for getting a Cayenne dirty and muddy. When we arrived, they were about to start a new group of driving



Your Instructor is ready!

sessions, and all the instructors were lined up and ready to go with their new students. The driving courses range from \$235 for the Cayenne, \$500 for a 911, and \$875 for a GT3 or 911 Turbo. Not cheap, but they provide an instructor for the ninety-minute session and the deductible is only \$10k if you prang the car. We passed on the driving experience, although I know my spouse would have given me the OK, as First Fling was only a week away.

Inside the main building, there is an everchanging



Porsche wins at all displacements

display of iconic Porsche street and race cars. These cars come from the Porsche Museum and some are privately owned. That would be pretty cool, to have your car displayed at the PEC, right? On our visit, we saw the Martini "Baby 935", a Champion Racing 911 GT1, a Penske 917/30 CanAm car, a 919 display car, and a 918. Of course, I geeked out



911s have two turbos too.

and took a bunch of photos and explored all corners of the building. They have a simulator room, where you can select from many major tracks to test your skills just like the pros, and two restaurants so you can refuel and continue your quest for more P-car knowledge.

The building shares space with the HQ of Porsche Motorsport North America, so for the racing fans there is a lot of eye candy on hand. It's all enclosed behind large floor to ceiling windows, but that only seems to make it all the more desirable. Inside was

by Jim Southwell

*"... Well, why don't we see about going?"*

Continued on page 27

ClubTalk  
'Challenge'  
The BEST  
part of  
your  
garage and  
One of the  
Worst

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

Below: Submitted by Christopher Karras  
I'd say this is the 'best' part of this garage!



Some very nice garages with fun toys!

Photo Below: Here's mine, I believe it will be deep enough to slide the 911 in the back corner so my wife can park in the garage for the winter. 4x8 trailer, a 36" Exmark mower and 3 Motorcycles in there now.

-Stephen Krezinski



**U.S. Bank Tour Kudos**

Christie and I went on the tour of the US Bank stadium on Saturday. Pretty impressive!

The field was amazingly soft, especially when compared with the carpeted concrete of the old Metro Dome.

Thanks to **John Dixon** for arranging the tour and leading one of the groups and thanks to **Roger Johnson** and **Dave Anderson** for organizing it.

– Bruce Boeder

I'd also like to echo my thanks for such an interesting and fun tour to be a part of on a somewhat soggy Saturday morning - the upside of which we got to hear what it sounds like when rain pelts that stadium's amazing roof. Probably not nearly as loud as a Viking game day . . .!

An incredible building to say the least and the opportunity to see some of the behind the scenes spaces as well as the insides of several of the club was well worth getting downtown on a Saturday morning. Thanks to Roger, Dave, John and the other 2 tour guides who were great. Also, fun opportunity to meet some newer club members and reconnect with others. And several attendees (wow, 60 people signed up so that meant 3 separate tour groups this time!) had gone on the first tour date that Roger set up earlier this winter. Another fun benefit of club membership, tours I might not have gone on! Although also a testament to the willingness and volunteer spirit of so many members (hmm, maybe this should be my column this month!). Truly, thanks a bunch.

– Christie Boeder

**New Advertiser: Midwest Clear Bra**

I just want to report on the great job that the crew at MidWest Clear Bra did on my brother's recently purchased A-4 S Line Sport yesterday. They found the right pattern for this unusual model and got it insalled in a very timely, and professional manner.

They also saved him a bunch of money. My brother Rob, asked me to spread the word he was so impressed.

He lives in the east coast and believe it or not, could not find a shop that was as competitive as what we have here in MPLS.

If you considering getting film and clear bra done, Midwest is one of the several Nord Stern advertisers who perform this service. (Editor's note: Midwest

Clear Bra also covered our 1973 911 and did a fabulous job and we'd highly recommend their services! And we are so pleased to welcome them to our advertiser crew)

– Ed Vazquez

**Photo ID Update**

Editor's note: In attempting to ID the folks in the track group photo on page 18 of the May 2018 Newsletter we got some suggestions and I think Garfield got it right! Jon (Beatty) agreed:

Jon, could that gent on your left next to Scott be Alberto Magallon and his wife on my left???

– Garfield Clark

Garfield went on further to reflect on those early track days of the 1990s when DE was growing:

*A palpable enthusiasm is an apt description of those 120 or so club members who brought their street cars to the track with a "little more negative camber" and how about those Comp TA's. We were very excited by the prospect of improved driving as evidenced by the published timed runs, all within the club rules designed to keep the cars stock. Improving driver skill was the primary determinant in the timed runs. I was very fortunate to have ten track summers, bonding with a son . . . that is, until he got a girlfriend and then is was "goodby track and hello to three grandchildren." The eldest of whom is four years from the "track." The events and the people are very close in my memory. A wonderful subculture of our community.*

Editor's Note: Well said, Garfield, and I think the trade-off of 3 grandchildren has probably been well worth it and hopefully that next generation is about to be forthcoming.



Courtesy listserv, ClubTalk

# Where We Were –

# Where We Are –

## Celebrating 55+ Years of Nord Stern



In the heat of the summer the focus is on Nord Stern's Road America event in August, while the Club Race has been pushed back into the Fall Fling. Included elsewhere in this issue is racer **Al Holbert's** turn-by-turn description of how to do the track fast.

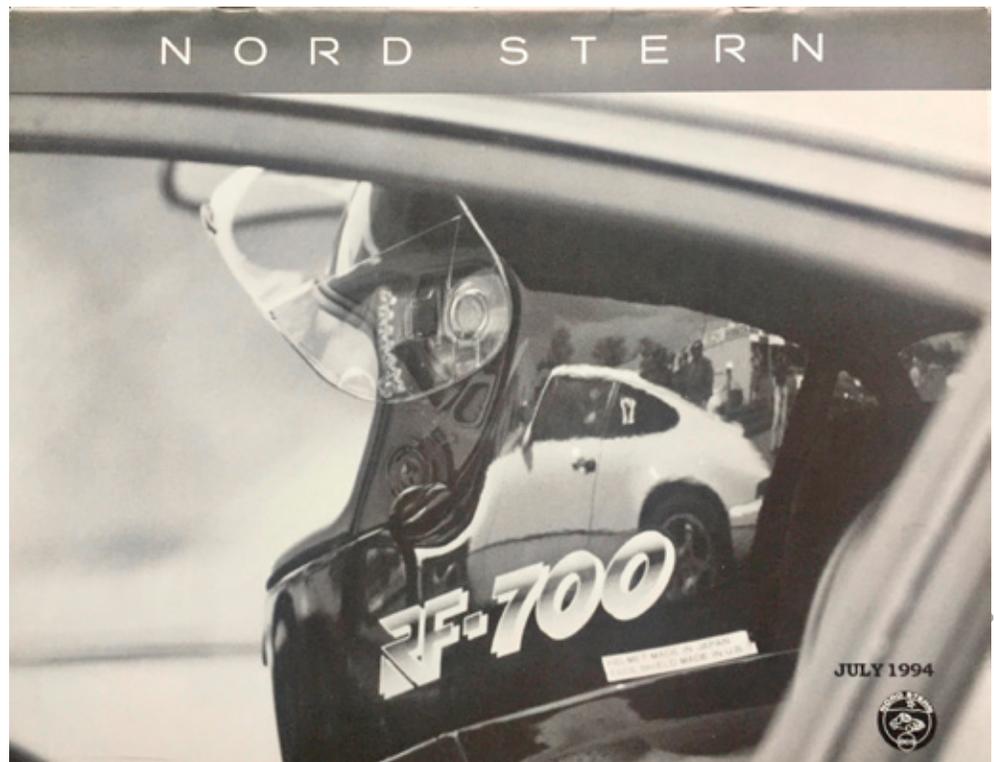
– Ron Faust

### July 1994

- Afton Concour 1st place awards went to **Chris Mayer, Nancy Eastburn, Bob Bump, Peter Kitchak, David Weisel, Jerry Person, and Keith Gruebele.** John Mayer won the People's Choice award. Editor **Bobbi Miller** gives us some cool people photos (see photos on next page!)
- **Mark and Barbara Bouljon** were welcomed as New Members.
- **Guy Reeder** and **Bill Siggelkow** will host a SE Minnesota Fall Color Tour in SE Minnesota.
- An event at Blackhawk Farms in Beloit offered open track (four hours) for two days with continuous timed runs.
- Cost for the July Fast Fling at BIR is up to \$70 for the first driver. The August event at Road America is \$175 for the first driver, but Saturday night dinner at Siebkens was included. This was Nord Stern's first event at Road America.
- **Al Holbert** contributes the inside information in "A Road America Hot Lap," reprinted elsewhere in this issue. The key to quick lap times are Turns 7, the Carousel, the Kink, and Turn 13 (under the bridge). While some professional drivers say they can learn

a track in 5 to 10 laps, Holbert likes to rent a track in advance and test himself and the car for the full duration of a race.

- The September 23-25 Fall Fling will include Driver's Ed on Friday; the Club Race is Saturday and Sunday and includes a lake tour, tennis, golf, swimming, fishing and dinner at Cragun's resort on Gull Lake. With luck, fall colors would be included. Club Race registration is \$250, but Driver's Ed is only \$70.
- The Marketplace lists:
  - 1986 944 Turbo for \$12,900
  - 1991 944 S2
  - 1970 911T in Irish green for \$17,000
  - 1983 930 Turbo for \$30,000
  - 1987 944S
- 1979 911SC Targa for \$12,500
- 1988 928S4 Coupe for \$28,500
- 1973 914 2.0 concours winner for \$12,000
- 1986 Carrera advertised as Nord Stern's fastest by Roger Johnson: \$24,900
- 1978 928 for \$9,250
- 1973 914 2.0 Roadster (?) in Maine for \$8750
- 1979 924 Coupe
- "Early" Datsun 260Z owned previously by a dancer from Las Vegas featuring a "sun-bleached blue body" (the car), an engine needing rebuilding and an interior that has "typical problems." \$1,850



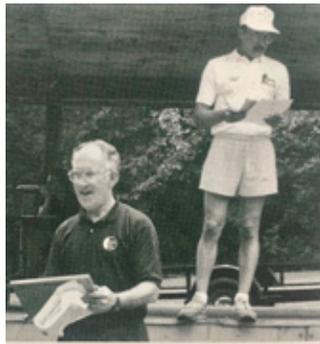
Scan of July 1994 cover,  
by Michelle Ellison  
I'm titling this 'Reflections'!



DAVE WEISEL



PETER VICKERY



JOHN MAYER



JERRY PERSON



GEORGE ANDEWEG



ROSS COLLINS



PETER KITCHAK



NANCY EASTBURN



ROSE

5 JULY 1994

Above, Scenes from the summer's annual Concours competition out in Afton (dare I say anything about how young certain members look? After all this is 24 years ago - just seems like yesterday!)



BRUCE BOEDER & TIM LEE JACOBSON  
DISCUSS FASTER TIMES FOR BRUCE?



IS THAT? THE NEW 1979 PROTOTYPE? RON SM



OKAY! I'M READY! EDWARD ARNDT

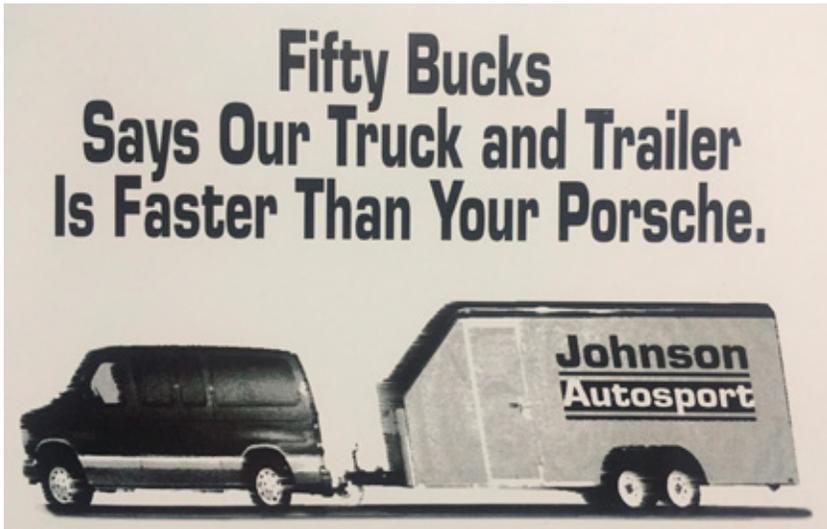


OUR ILLUSTRIOUS LEADER AND EVENTMASTER  
RICK SOLJKOWSKI

Left a fun series of people shots at Blackhawk, including a young Eddie Arndt - attending with his dad, Doug - on his 'choice' of wheels being that he would have been 11 years old! Not yet ready for prime time tracking.

And below, far left is the then New and Improved Johnson Autosport ad - very clever

Below, Dave Ingraham and Chris Holm at Blackhawk



## FOR SALE: A SURE WINNER



Left is Guy Reeder's car. He must have been getting real serious about selling as he had bought a half page ad!

Back cover, photo by Michelle Ellison (editor's note: don't think I'll ever tire of a straight-on Cho Cho train of apexing P-cars!)



## The Scans Continued . . .

Scan below: Editor's Note: Results from the Blackhawk DE event. Very competitive and spirited driving by a number of Nord Sterners! And the reason Boeder's 911 SC (and it was a 1980, not 1978!) was that it wasn't running for the event however, he did drive Doug Arndt's 914 at that event for some track time. Son Eddie was along and is shown riding HIS ride. They had a great time as he recalls. I wasn't there - someone had to stay home and man the homestead!

| OA | CP | Class | Car | Driver         | Car Desc.       | Best Lap | Speed  |
|----|----|-------|-----|----------------|-----------------|----------|--------|
| 1  | 1  | P4    | 9   | Rick Sojkowski | 944 Turbo       | 1:22.861 | 86.892 |
| 2  | 2  | P4    | 23  | Ron Smith      | 944 Turbo '86   | 1:23.132 | 86.609 |
| 3  | 1  | 9M    | 73  | Rick Polk      | 911 Carrera '87 | 1:25.201 | 84.506 |
| 4  | 2  | 9M    | 80  | Scott Clark    | 911 Carrera '85 | 1:25.875 | 83.842 |
| 5  | 1  | 5M    | 59  | Kim Crumb      | 928 1989 GT     | 1:26.255 | 83.473 |
| 6  | 1  | 4M    | 98  | Scott Larson   | 944 Turbo '87   | 1:26.580 | 83.160 |
| 7  | 3  | 9M    | 61  | Lee Jacobsohn  | 911 Carrera '85 | 1:27.030 | 82.730 |
| 8  | 4  | 9M    | 180 | Garfield Clark | 911 Carrera '85 | 1:27.288 | 82.485 |
| 9  | 1  | P5    | 72  | Dave Wiesel    | 911T '73        | 1:28.018 | 81.801 |
| 10 | 5  | 9M    | 224 | Dave Ingerham  | 911 Carrera '85 | 1:28.335 | 81.507 |
| 11 | 1  | 10M   | 51  | Ronald Lewis   | Carrera C2 '90  | 1:28.989 | 80.908 |
| 12 | 6  | 9M    | 107 | Jon Beatty     | 911 Carrera '85 | 1:29.264 | 80.659 |
| 13 | 7  | 9M    | 173 | Bo Polk        | 911 Carrera '87 | 1:29.307 | 80.620 |
| 14 | 1  | 8M    | 4   | Dick Corson    | 911 SC '78      | 1:29.329 | 80.600 |
| 15 | 2  | P5    | 20  | Doug Arndt     | '73 914-6       | 1:29.458 | 80.484 |
| 16 | 1  |       | 93  | Leon Steinberg | 914-6 '70       | 1:29.459 | 80.483 |
| 17 | 8  | 9M    | 76  | Peter Vickery  | 911 Carrera '89 | 1:30.509 | 79.550 |
| 18 | 2  | 10M   | 87  | Eric Pilhofer  | Carrer C2 '90   | 1:34.279 | 76.369 |
| 19 | 1  | 1M    | 31  | Tony Olin      | 914 '75         | 1:35.595 | 75.317 |
|    |    | 4M    | 29  | Chris Holm     | 968 '92         | No Time  |        |
|    |    | 4M    | 156 | Eric Sims      | 944 Turbo '86   | No Time  |        |
|    |    | ?     | 90  | Gary Messing*  | 914 '76         | No Time  |        |
|    |    | 8M    | 3   | Bruce Boeder   | 911 SC '78      | No Time  |        |
|    |    | 8M    | 52  | Robert Cook*   | 911 SC          | No Time  |        |
|    |    |       | 390 | Renee Messing* | 914 '76         | No Time  |        |

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems

**NORD STERN 13**

If you follow the dealer's recommendations (trade in every year or two), you will never have to deal with rust. But most of us buy

cars we really like, and thus keep them longer, especially if there is a rough learning curve to the infotainment/ climate/navigation system.

Car makers are constantly improving corrosion protection (or so they tell us), with rust proofing and new materials. Note that plastic doesn't rust. Galvanizing is a tried and true system for protecting steel, and there are various steels and aluminums to choose from. Aluminum is usually alloyed with other metals like copper for added strength, but this makes it more prone to corrosion from salts. Pure aluminum is very resistant, so often alloy sheets are plated with pure aluminum to improve resistance.

Unfortunately, as you drive around, you can see that there are still problems with rust/corrosion. The biggest problems occur where there is a buildup of dirt in a panel. This can be because of a ledge, or often because of the failure of drain holes. The dirt soaks up water or worse, salt water, and it takes a very long time to dry. The obvious solution is to assure that these drains stay functional by periodic cleaning. Even the simplest tools can do the job; my favorites are toothpicks and popsicle sticks; the wood doesn't scratch the paint about the drains, and they are cheap and readily available.



Most modern cars have plastic fender liners. They reduce road noise and prevent small rocks thrown up by the tires from chipping the undersides of the fenders. This is a great scheme, but sometimes the gaps between fender and liner get filled with road debris and leaves.

Preventive measures can be as simple as a car wash. Usually, there is an extra charge to the washes that rinse the underside of the vehicle. I've often found these have limited effectiveness, so resort to hand washing with a garden hose and nozzle. This is an ugly job but in my view necessary. Particular attention is paid to where the edges of the liner meet the edge of the wheel well. Then there is the old trucker's trick of going on a fast drive in hard rain for a more natural rinse. This does have good logic behind it and sure is easy. There are also companies that specialize in aftermarket rust proofing by squirting oil/wax compounds into the closed cavities. Some of these do a good job and guarantee their work.



*Superb Motoring,  
John Elliott*

*courtesy Northern Star  
Spring 2018*

*“Preventive measures  
can be as simple as a car  
wash . . .”*

# Mission E Concept. . .

By Damon Lowney

Courtesy PCA.org

Photos courtesy Porsche



## Porsche Mission E concept becomes Taycan, 4.0-liter 911 Speedster



*“Taycan . . . roughly translates ‘lively young horse’ . . .”*

Porsche announced a new 911 Speedster concept and the Taycan, the latter of which was known as the Mission E concept electric sedan. The Speedster, with a lightweight design and a naturally aspirated engine, looks back to Porsche’s past, while the Taycan points to the company’s future.

Taycan, which according to Porsche roughly translates to “lively young horse” from a Eurasian



language, will use two permanently activated synchronous motors to generate more than 600 horsepower. The car will use a lithium-ion battery and feature an 800-volt electrical system. Porsche says the car will be able to sustain its performance over many laps on a racetrack, a defining feature. Zero to 60 miles per hour will be dispatched in “well under” 3.5 seconds, according to Porsche, and 0-124 mph happens in less than 12 seconds. Porsche will invest more than six billion euros into electromobility by 2022, including an expansion of the Stuttgart-Zuffenhausen factory to accommodate the Taycan.

The 911 Speedster Concept, on the other hand, uses a 4.0-liter flat-six sourced from the 911 GT3 — a purely old-school form of propulsion with no nod to fuel economy like the current crop of 3.0-liter turbocharged flat-sixes. A wider Carrera 4 Cabriolet body forms the basis of the Speedster. A lower, shorter windshield and shorter side windows reference the first 356 Speedsters from the 1950s, as does a leather interior in Cognac. A “streamliner” tonneau cover is attached via Tenax fasteners and lends to the Speedster’s distinctive look with the top down. The wheels are of a centerlock design, a first for Fuchs-style wheel.

The Taycan and 911 Speedster were both announced during Porsche’s ongoing 70<sup>th</sup> Anniversary celebrations in Stuttgart-Zuffenhausen.

# A Little Puddle

by Pedro Bonilla

courtesy pedrosgarage.com

It's a Monday morning at 7:30 AM and my phone rings.

"Good morning", I say . . .

"Good morning" says the caller . . .

"How may I help you?" I continue . . .

"I just found a little puddle under my Porsche. Is that bad?"

Somehow I just know it's going to be a long week.

I have to explain to the caller that there are a number of different fluids in his Porsche and that unless he gives me more information I can't tell him if it's harmless or not. I need to know the color, the feel and the location of the fluid before I can start to guess what it is.

Let's just list the possible fluids (in reverse order of volume):

## 10: Convertible Top Hydraulic Oil

About 24 Oz. Light amber color but could also have a green tint.

Only on the 911 Cabriolets since Boxsters use an all-electric top. Leaks generally appear running down the rear shocks.



## 9: Air Conditioning Compressor Oil



About 1 Qt. Also a light weight oil with a distinct odor. When a UV dye is added previously it can shine under UV light.

Leaks can come from the A/C compressor, and/or it's lines when cracked.

## 8: Power Steering Fluid

There's less than 1 Qt. This is a light weight hydraulic oil which can be almost clear, a light amber or a light green color.

It could leak from the Power Steering Pump, its lines or from the Steering Mechanism on the front axle.



## 7: Battery Acid



There's about 1 Gal. A very strong and corrosive acid (sulphuric) which will burn skin. A spill can only come from the battery. Neutralize with soda.

## 6: Brake/Clutch Fluid

About 1 liter. A light amber colored fluid which is corrosive and will get hot when reacting with water.



The most likely leaks could come from the brake caliper bleed nipples, a cracked hard brake line or a bad clutch slave cylinder.

Clean any spills and then neutralize with water.

## 5: Transmission Oil



There's close to 1 Gal. Depending on whether you have a manual or an automatic, the consistency, smell and color will vary.

Automatic tranny fluid is a light oil, generally red with a strong petroleum smell, but if it overdue for replacement it's dark brown in color and may smell burnt.

Manual tranny fluid in Porsches is very viscous - much heavier than motor oil - has a deep blue or green color and smells like rotten eggs.

## 4: Windshield Washer Fluid

About 1 Gal. or more. It's a light, watery fluid that can have any color dye such as blue, green, pink, etc. If the vehicle has a rear window washer it may have one long line running the length of the car or it may have a separate tank. Generally leaks are from the hoses coming from the reservoir or from the small electric pump.



## 3: Engine Oil



There's anywhere between 6 - 10 Qts. on normal street Porsches. When fresh it's a dark amber color which quickly turns to dark brown or black with mileage. It's slippery and has a distinct odor.

An oil leak will generally be under the engine but could come from the center (IMS or RMS) the sides (spark plug tubes or head gaskets) or from the oil pan itself (bad plug, puncture or gasket).

A small leak is not necessarily an urgent fix.

## 2: Coolant

There are approximately 6 Gals. of anti-freeze / coolant in water-cooled Porsches and not a single drop in the air cooled ones. Those that use it could have pink, neon yellow, green or any other color.



Continued on page 29

*"It's slippery and smells sweet. It's also poisonous. . ."*

# A Road America

## Hot Lap

**A DRIVER WHO KNOWS THE WAY  
SHOWS THE WAY**

**BY AL HOLBERT**

**(EDITED BY DON KNOWLES)**

*Instead of reciting Al Holbert's record, I'd rather relate a personal story of how Al has influenced me and, I'm sure others. When IMSA first created its AU-American GT class a number of name brand drivers and teams built and raced versions of the*

*Chevrolet Monza. Most broke or had some other failing and they didn't win for a while. Al, mean-time, had prepared his own Monza and was entered at Road Atlanta in April, 1976. I asked one of Al's competitors how he expected Al to do in light of the failure of others to win with the Monza. The reply was a flat unemotional "He'll win." Surprised by such a confident response, I asked why.*

*"What sets Al apart is that he tests and develops his car; often simulating an entire race in order to find out what it takes to win. Then he does it. For example, this race is 100 miles long, and Al was here recently with his car and crew and ran the entire race length at a race pace to see what could keep him from winning."*

*Sure enough. Al won. From that story, and others like it, I realized there are plenty of guys out there with relatively unlimited bucks who don't win. Those who win work at it, plan it, prepare for it, think about it constantly and settle for nothing less. That was an important lesson for me to keep in mind through the years and still a valuable lesson for us all.*

-- Don Knowles

Although the layout of Road America has been the same since I first raced it 12 years ago, the road surface has change considerably. There were years that the circuit would be drastically different during the season. It's a smooth circuit, favoring good top speed cars and one that can be very frustrating.

Many of the corners are similar, generally requiring every trick your car knows to eliminate understeer. Yet, the key to quick lap times are the four medium-to-fast corners: Turn Seven, the Carousel, the Kink and Turn 13 (under the bridge - editor's note, bridge no longer exists). Road America can be very frustrating in that you can beat your brains out mastering all of the approximately 90-degree comers and blow one of the fast ones, and your laptime will just stay the same. Or if you get held up in any turn up to Six, you still have over two miles to go before you get another shot at a pass. Another generalization is you need to constrain the tendency (induced by wide, smooth braking

not a rewarding technique at Road America. Road America re-quires a lot of discipline. Keep in mind the track generally gets better as the weekend (and race) goes on.

### Turn One

Turn one is the first test of your "tum-in" and constraint efforts. Because you are ending what sometimes is the quickest straight (depending on the car and the wind, you do want to get in as far as possible. And if you've come onto the start/finish straight well and caught a draft, braking well for Turn One can get you past the guy in front. Turn One is faster (and longer) than all but one of the other similar 90-degree comers. Begin here to establish a rhythm of hard, late, straight-line braking, getting quickly back in the power. In my type car using the 3 marker for braking and having a tall third or short fourth gear are fundamental for Turn One.

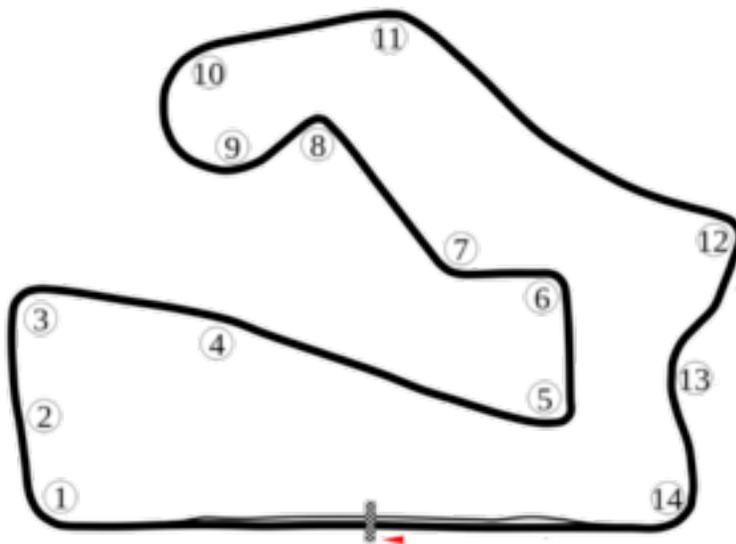
### Turns Two and Three

The straight between Turn One and Turn Three has a slight left kink as the road starts a gentle downhill. Turn Three is a tough one. Again, turn-in is critical. The downhill gives a lot of speed into Turn Three, but brake late

and plenty. Use all of second, hitting red line almost before the end of the corner, take a slightly late apex (which requires a lot of discipline) and keep it on the road. Generally, the proper fourth gear will get you to red line at the bridge on your way to Turn Five.

### Turn Five

The long straight between Turns Three and Five, believe it or not, has some slight kinks that have been used to thwart a pass. After the bridge (Turn Four), the road changes from slightly uphill to slightly downhill. In the braking area for Turn Five (before the "5" marker), the road begins an increasing dive that doesn't flatten out until about the "half a hundred" point. This is a traditional place to pass, but because the road is falling away



areas) to rush up to the corner trying to capitalize on every split second of top speed. The important thing about most of Road America's turns is to slow enough, early enough, to get good tum-in and be early on the power. The proverbial "trail braking" is

it can be a real nervous braking area. You just have to grin and bear it. Five is the odd one for gearing; it usually requires a shorter second than any of the other slow ones. Be patient, get it slowed and late apex.

#### Turns Six and Seven

Squirting well between Five and Six can give you the pass you need in a race. The steep uphill quickly flattens out under the Turn Six bridge and deceives you into braking too late. This is in my mind the most critical of the late-entry, slow-speed, second-gear corners. It's a left that leads to a short flat straight that brings you up to Turn Seven, a quick, starting-to-go-downhill third gear right-hander. Rush up to Seven, lift (and brake slightly--sometimes with the left foot) and quickly flick the wheel right. Now stand on it. This is the first of the four critical medium speed corners mentioned earlier. Concentrate on all of these for quick times.

#### Turn Eight

If you've done Turn Seven right, you'll get into top gear before the slow left Turn Eight. Again, it's downhill heading to "8" and don't wait too long before braking. Turn Eight is a 90 percent left-hander, with a short straight leading to Turn Nine and 10, "The Carousel."

#### Turns Nine and Ten aka "The Carousel"

Exit Turn Eight hard, upshift to third, short shift and get into the next to top gear well before the right-hand Carousel. Accelerate hard all the way through Nine to the entrance of the Carousel. Stay about in the middle of the road and then just progressively squeeze the power on all the way through, holding to the inside of the track. You should be flat out exiting the Carousel, even though it tightens up and heads downhill. The last 100 feet of the corner flatten out, so you can get a good bite. Unfortunately, the middle of the Carousel is the bumpiest part of the track.

#### Turn Eleven aka "The Kink"

Now comes the test--and almost all the improvement (or superiority) in lap time--



"The Kink." You'll probably be in top gear and have a tendency to not be in the peak power range of the engine. Be careful, don't brake too hard and too late. Carry speed if you can, late apex (gently) and settle the car by being back on the gas early (i.e. through the corner). It's flat, so you won't get any help from the road loading the car.

#### Turn Twelve

Squiggle your way down through Kettle Bottoms toward Turn Twelve and note that if you've done the kink well you may have your highest speed of the lap at the "5" marker. Twelve starts uphill slightly at the beginning. But this turn can make the car a real pusher, requiring a real late apex. It's a second gear turn for most five speed people.

#### Turn Thirteen

Uphill toward the bridge is the second toughest challenge and opportunity for good lap time. You'll need to short shift into third and then get into fourth, accelerating hard. Approaching Turn Thirteen, lift and flick the wheel to the left. Be in the power hard under the bridge and use all of the road. If you early apex this one, you'll be in the weeds (excuse me, Road America, grass).

#### Turn Fourteen

Gradually find your way over to the extreme left of the road. Turn Fourteen has a long entry and becomes tighter, so apex long and late. Remember, it is greater than 90 degrees, so don't over-charge the entry. This is a toss-up between second and third gears, but do it right, because it's the end of your scored lap and the entry to the longest (and uphill) straightaway. If you do it right and get into the rhythm, Road America is great fun and one of the prettiest tracks in America.

-courtesy Chicago Region 1991.

Editor's Note: Originally printed in the July 1994 *Nord Stern* newsletter, on the occasion of our first DE run by ourselves at Road America. A fun read for sure.

Photo above, by Christie Boeder, Turn three at Road America!

# PCA's Zone 10 Directory

Regional Clubs

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

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

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

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

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

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

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

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

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

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

One Stop "Shopping"

Nord Stern's Website will have up to date information on event scheduling, locations, activities, dates and times as well as contact info. Questions, email [editor@nordstern.org](mailto:editor@nordstern.org)

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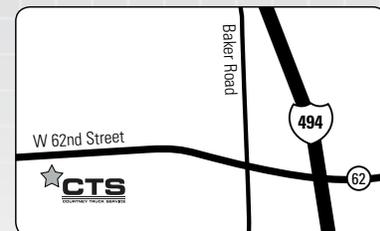
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Contacts:

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- John Cunico - [jcunico@aol.com](mailto:jcunico@aol.com) 651-726-4814
- Andy Schmid - [ams@amschmid.com](mailto:ams@amschmid.com) 952-943-9567
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This is a BYOB event!

**Location:** Brian and  
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(See Address Below)

Bring Your Own  
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**Starts:** 1pm

**Ends:** 4pm (Or Later)



Please **RSVP** by Aug 30th



Brian and Gina O'Neill's home  
4400 Rossi Court NW Rochester, MN 55901  
e-mail: [jeffandbj@gmail.com](mailto:jeffandbj@gmail.com) phone: 507-261-9407

## Weekend . . .

*continued from page 13*

a 962 broken down into several major modules, a Brumos 917/10 in its distinctive livery, and several GT racecars. I could see a 917 engine nearby on a stand, and a few techs going about their duties, but it didn't feel like the place where all the heavy lifting was done.



*Eddie Van Halen's GT car?*

That, I suspect, was just beyond the inner wall. If you send your engine or transmission in for a rebuild, that's where the action is. All those shiny PMNA trucks seen at IMSA and Pirelli World Challenge events are based out of this location too. What a company, they design and build the cars we love, and they

also are the world's largest and most successful racecar supplier. Truly, there is no substitute!

Our next stop was to be the Petersen Automotive Museum on Wilshire Blvd. in Los Angeles. We set aside Saturday of our weekend for this site. We had visited The Petersen one year ago, and took in most of the building, including the featured Bugatti display on the first floor. The museum is

generally set up with a featured display on the first floor, a second floor which features a design studio and interactive technology items, and some motorcycles and hot rods. The third floor concentrates on the history of the automobile, especially Southern California car culture.



*Honor your elders, as in Type 64*

Our main interest was the first floor, which at this time features a showing called The Porsche Effect. This is set up in the main salon and covers much of the history of the company and many of its most significant models. The "Effect" portion of the display concerns the cultural impact of the Porsche brand, including advertising and the enthusiasm that the brand generates. California being the biggest chunk of the US Porsche market, it had a big effect on the success of the company because of the acceptance and celebration of the brand from the 50s on.



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*Continued on page 28*

# Weekend . . .

*continued from page 27*

Before even entering the salon, visitors encounter an early 911 staged in the parking ramp, and inside the lobby are a 910, 904, and street and racing versions of the 911 GT1. This is promising! Entering the display, fittingly, the first car encountered is the 1939 Type 64 Coupe. Now this is way before the 70 Years we have been celebrating this year, right? This car was originally intended for the Berlin-Rome race, but WWII started and the race never happened. The significance of the car is that it embodies all of the main Porsche design attributes and is considered the original ancestor of the Porsches we love today, and have loved for seventy years. Air-cooling, aerodynamic styling, light weight, exceptional performance for its displacement, it's all there. Take a look at this car and in



Porsche Offers a World of Pleasure

owners. A large grouping of racing and marketing posters filled one wall. The early turbo era was of course represented, a '76 model with the Turbo script on the rear

fenders, taking me back in time to first seeing it at a Motor Stadt Region of PCA tech session. Racing cars? Yes! Of course, it starts with a 550 Spyder, and goes on through 906, 908, 917, 962, RS Spyder, and 919 models. We've seen all these models in action over the years, but it never gets old.

PCA got some good attention, as there was a large display of Club artifacts, including a good display of Panorama covers and a '15 GTS Club Coupe in the standard Club Blau paint. Some lucky member got his/her car displayed at The Petersen, but he/she had to give it up for a year to claim that honor. Oh well, that'll keep the miles low and the value up, right? All part of The Porsche Effect. The show continues through January of 2019, and we highly recommend it!



Panamera Predecessor?

its curves and contours you can see the 356 and 911 models and where they came from. Three of these cars were produced. One was wrecked, one put in storage and later ruined when found, and one driven by the Porsche family. That is the car on display at The Petersen.

Once past the 64, there are enough Porsches to tell the whole story of the company visually and with good interpretation. Jeff Zwart's early 356 Coupe, a '65 911, how about a four-door 928? The 928 was the only model sent from the Museum in Stuttgart, the rest came from private collections and



911-Rally cars are all the rage . . .  
NORD STERN JULY 2018

## Puddle . . .

*continued from page 21*

It's slippery and smells sweet. It's also poisonous.

Depending on the particular Porsche, the expansion tank could be in the rear (Carrera, Cayman and Boxster) or in the front (Cayenne, Macan, Panamera). The expansion tank has a pressure cap that can leak with time. There are coolant lines running the length of the sportscars so a leak can happen anywhere. The radiators which cool down the antifreeze are up front and are prone to punctures from road debris.

Some leaks are very hard to detect and require a pressure test.

### 1: Gasoline



The gas tank holds 13 - 25 Gals. You should know how gasoline looks and smells. The tank is generally located in front (except the trucks) but the fuel lines run the length of the car to the

engine so a leak can occur anywhere under the car.

A gasoline leak is dangerous and needs to be addressed with urgency.

Not all leaks present the same urgency in repairing.

Gasoline leaks are inherently a fire danger, battery acid leaks can burn the skin and corrode what it touches, brake fluid is corrosive but the urgency is in repairing this leak has to do with safety and the ability to stop the vehicle.

The other fluids aren't as crucial:

Power steering leaks will cause the steering to be much heavier but the vehicle will still turn. A/C refrigerant or oil leaks will make the car uncomfortable in hot conditions and a leaky convertible top hydraulic piston won't allow the top to be operated.

Happy Porsch'ing,

Pedro

## A Few, Fun, Trivia Questions . . . Test YOUR Knowledge

*courtesy Maverick Region of PCA*

There is a new acronym out there: BoP, which stands for \_\_\_\_\_?

- a. Balance of Power
- b. Brothers of Performance
- c. Balance of Performance
- d. Brothers of Power

*Source: Road & Track Internet, Mar 23, 2018 Why Porsche Won't Turbocharge the Next 911 GT3 & GT3RS*

2. In April 2007, Porsche published an updated yearly list of approved oils in a Tech Bulletin that applied to ALL Porsche vehicles except the \_\_\_\_\_.

- a. V6 Cayenne
- b. V8 Cayenne
- c. V10 Carrera GT
- d. Flat 6 Turbo s (911)

*Source: Jan 2008 Panorama, p 79*

3. If you have an older air-cooled Porsche, it is recommended that you use oils higher in \_\_\_\_\_.

- a. Z & P
- b. ZDP
- c. API
- d. CJ-4

*Source: Jan 2008 Panorama, p 80*

4. Early Caymans had a problem with \_\_\_\_\_.

- a. Incorrect fuel injectors
- b. Loose flywheel bolts
- c. Cross-threaded lug nuts
- d. Improper grounding that kept the car from starting when hot

*Source: Jan 2008 Panorama, p 62*

5. The 2009 Cayman and Cayman S with the 6-speed manual transmission were both \_\_\_\_\_ MPH faster than their 7-Speed PDK Cayman and Cayman S siblings.

- a. 1
- b. 3
- c. 4
- d. 6

Answers on page 31



# Ceramic Coating: Carsmotology!

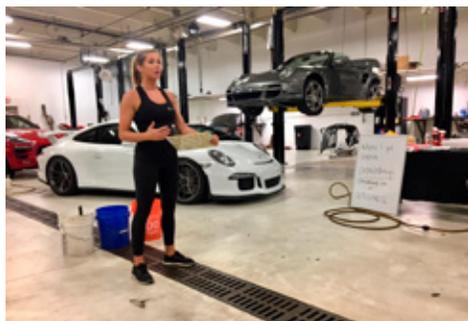
## A Tech Session at Imola Motorsports

*courtesy Faebook and ClubTalk, photos by Roger Johnson and Mark Kriesch*

Great tech at Imola Motorsports with Jennifer Turcotte from Carsmotology. Jen is a high dedicated auto detailer and a very knowledgeable professional. The tech was focused on the advantages of the ceramic coating technology. The primary



benefits are a great shine and keeping the car clean. The surface is very slippery and thus makes it very easy to wash the car. Jen showed us how to use a pressure washer with a foamer which was pretty slick. Then with a



ceramic coated car, you just blow the water off with air. There is also a silica solution that has similar properties but has much less life. The ceramic solution Jen uses is guaranteed



for 9 years.

She showed us another product from GTTECHNIQ called Iron and General Fallout Remover. This stuff removes brake dust and other tough stuff on your paint like magic. See the photo below of what came off this almost new 718 Cayman GTS.

Tip: use an LED headlamp to see fine scratches in your paint.



Thanks to **Kevin Tan** from **Imola** for hosting us and Jennifer Turcotte for sharing her expertise. They have already agreed to do this again.



– Roger Johnson

Attended the Carsmotology Tech Session led by **Jennifer Turcotte**, hosted by **Imola Motorsports** this morning (last Saturday, June 16).

I really enjoyed the information, thank you **Roger Johnson** for setting this up!



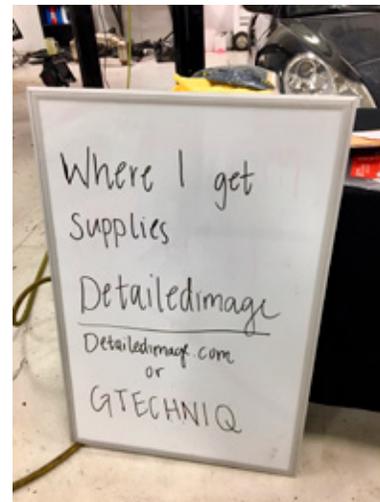
Jennifer is so passionate and knowledgeable about her craft and she gave us a great presentation and answered everyone's questions thoroughly!

I look forward to your next session where you said you would go into more detail about what you do and what you have learned.

– THANKS!, Todd Smith

Yep, very well done . . . very impressive person . . . lots of skills thank you,

– John Donofrio



# TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2018

| DATE        | EVENT                    | SPONSOR   | LOCATION        |
|-------------|--------------------------|-----------|-----------------|
| July 15th @ | SUPERSUNDAY AUTOCROSS I  | COM / PCA | DCTC            |
| July 22nd   | PRACTICE AUTOCROSS #2    | MAC       | DCTC            |
| July 29th   | AUTOCROSS MOWOG #4       | MAC       | DCTC            |
| Aug 11th    | PRACTICE AUTOCROSS #3    | MAC       | DCTC            |
| Aug 12th    | AUTOCROSS MOWOG #5       | MAC       | DCTC            |
| Sept 9th @  | SUPERSUNDAY AUTOCROSS II | COM       | DCTC            |
| Sept 22nd   | AUTOCROSS MOWOG #6       | MAC       | DCTC            |
| Oct 13th    | AUTOCROSS - MOWOG #7     | MAC       | CANTERBURY PARK |
| Oct 14th @  | AUTOCROSS - MOWOG #8     | MAC       | CANTERBURY PARK |
| Oct 20th    | AUTOCROSS - MOWOG #9     | MAC       | CANTERBURY PARK |

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

Check the Met Council Website @ [met-council.org](http://met-council.org) for updates SCCA Track Nights @ DCTC: MAY 15; JUNE 6; JULY 10, AUG 3”

PCA Driver Education at BIR: APRIL 27-29; JULY 27-29; OCTOBER 5-7, SCM Practice Days/Lapping at BIR: JUNE 11 & SEPTEMBER 17

SCM Car Shows - “Plastic Fantastic”: MAY 20; “Cars Under the Stars”, VILLAGE CHEVROLET: AUG 11”

SCCA Racing Events @ BIR: TCRC: Check out their Facebook site (listed below) for dates & times of Ralleys

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CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--[www.cvscc.org](http://www.cvscc.org)--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--[www.mnautox.com](http://www.mnautox.com)--CONTACT: RYAN THOMPSON 763-229-0939

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--[www.nordstern.org](http://www.nordstern.org)--CONTACT: BOB KOSKY 952-938-6887”

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--[www.scca-lol.org](http://www.scca-lol.org)--CONTACT: AARON JONGBLOEDT 612-308-6913

Answers: 1)c, 2)a, 3)a or d, 4)b, 5)a Source: Jan 2009 Panorama, p 14



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Photo by Peter Lapinski



## Out and About at the Membership Social at Imola

*photos by Michael Grabner*

Membership Chair, Ed Vazquez (WHAT would we do without our #1 ambassador!) held a fun and informative social to introduce new and newer members to what happens around Nord Stern-land, the events, and activities and to the various chairs; those ever important folks who can and will answer all those questions about what to do and how to get involved. Thanks, Ed.

And one of our youngest members, Logan Kriesch, shows the 'car gene' is alive and well. Little boys and cars; tough to beat.

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by Jim Holton

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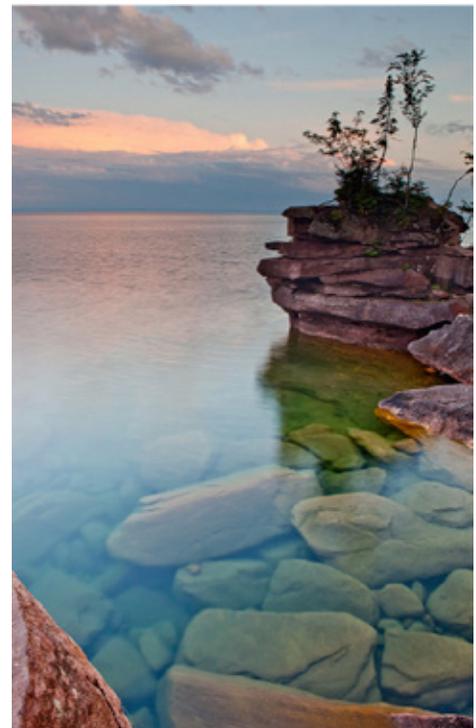
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Ferry: \$24 RT/car + \$13 RT/per person. One P-car and 2 passengers=\$50 RT

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



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

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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.  
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Editorial Comment - Following WWII as America's romance with sports cars spread across the nation, SCCA affiliated clubs and regions sprang up filled with sports car owners who exercised their cars in time trials, hill climbs, races and rallies. The TSD Rallies of the era were true auto sport events that often included speed hill climbs and trials. They were not the gimmick puzzle games that evolved in later decades. In the early fifties race drivers rallied and ralliists raced. Racers like Ernie Ericson, Ted Boynton, Carl Haas, Andy Rosenberg, Hal Ullrich, Bud Seaverns, the Kramers, Hamills and Dickens all were ralliers as well. They often ran their race cars, Jaguar C types, Ferraris and Allards, etc., in TSD rallies. Linked by SCCA sponsorship races and rallies where frequently combined in a single weekend event with National Point's Races accompanied by National Point's Rallies. The 1951 and 52 races and the rallies that finished in Elkhart Lake were prime examples.

Perhaps the most overlooked events from the early 1950s Elkhart Lake Races are the Monte Carlo Rallies which provided some of the events most interesting sidelights.

During the early 50s it was popular to try and replicate famous European traditions. When the 1951 races received a "National" sanction it was decided that it would be great if a Monte Carlo type rally could be held prior to the road race. It would arguably be the first National SCCA Rally.

Drivers and navigators started from towns and cities all over the country. They converged enroute, stopping each night for meals and relaxation, conversations and more conversations (always about cars of course) and then started again the next day. At the beginning, each entry was assigned a number of points – cars coming from a greater distance given more starting points than those traveling only a short distance. As the cars progressed, points were taken away for errors in early and late arrival. Early arrivals received twice as many deductions as late arrivals.

It was originally thought the event would be called "The American Monte Carlo" with the first place award named "The Prince Ranier Trophy". When it was eventually decided to call the event "Rally Elkhart Lake," someone on the committee brought up the question . . . With such



The Prince Ranier Trophy

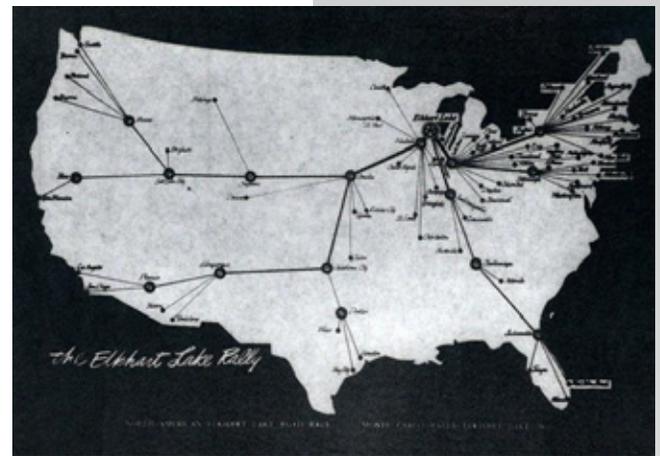


Prince Ranier III

a name change could they still name the winner's trophy after Prince Ranier? Following a lengthy discussion it was finally decided they should probably ask the Prince if his name could be used on the events major trophy.

Then the question arose as to how a letter to Prince Ranier should be addressed. "Your Royal Highness" seemed to be to obsequies coming from the Republic of the USA and "Dear Sir" didn't seem quite appropriate. It was finally decided to start with "Dear Friend". The letter was sent off and a week or so later an envelope arrived from the Principality of Monaco. Upon opening it the first line read "Nobody has ever called me friend before". "Thank you very much, you may not only use my name but I will supply the trophy engraved with the Royal Coat of Arms."

George Lamberson was the Chairman of the 1951 Rallye Elkhart Lake. He was the President of Lockformer Corporation, became the 4th Regional Executive of Chicago Region, drove an SJ Duesenberg that Monogram designed their model from and knew Enzo Ferrari personally. Sid Dickens designed a United States map for promotion showing the routes across the country to Elkhart. The map was included in the invitation sent to all SCCA Members (see map )



Above: The Elkhart Lake Rally promotional rally map designed by Sid Dickens.

Participants in the 1951 Monte Carlo Rally were scheduled to arrive Saturday August 25<sup>th</sup> between the hours of 9 a.m. and 2 p.m. the day prior to the races. The rally would conclude with performance tests and scrutiny for condition immediately following arrival. Thirty-five cars came from both coasts arriving at the finish line in front of the bank on Lake Street where the mobile Schlitz Theater Chalet was



Below The Schlitz Mobile Theatre

# RALLYE ELKHART LAKE The Chicago Region Monte Carlo Rallies

By Fred Egloff

courtesy The Preversationalist,  
the Newsletter of the Historic  
Race Circuits of Elkhart Lake  
Preservation Society

Winter 2018

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.*

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### **18" Porsche Cayenne S wheels**

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### **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.

### **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.

# Rallye . . .

*continued from page 31*

parked providing refreshment for the weary participants.

Morgan Sinclair took first place overall traveling 2,241 miles at an average speed of 41 mph driving an Allard tourer from Santa Monica, California with his wife and two children. As Lamberson said, he was easily the most deserving.

1952 was the pinnacle year for the Elkhart Lake Monte Carlo Rallyes. Chuck West was Rally Chairman and Bill Behanna was Chief Steward. The rally committee added a



Sidney Allard

number of innovations including additional class trophies. The Allard Trophy, donated by Sidney Allard, would go to the best performance in a car over 1500cc and the Nuffield Trophy, donated by William Morris



William Morris

(Viscount Nuffield) of Morris Garage (MG) fame, to the best performance in a car under 1500cc. A ladies trophy would be awarded for the best performance by a lady driving the final 120 miles from Highland Park, Illinois to Elkhart Lake.

One of the innovations that year was the issuance of a rally plate similar to the one



"Wacky" Arnolt's original rally plate from his Land-Cruiser bus

used on the European Monte Carlo Rally. One of the competitors had overheating problems with his car. None of the mechanics could figure it out. A passerby advised him to move the rally plate from on front of the grill. Problem solved!

Morgan Sinclair accepts the Prince Ranier Trophy from Fred Wacker. Rally Chairman, George Lamberson, is at the far right in front of the microphone



At the request of the race officials, S. H. "Wacky" Arnolt, cancelled a fishing trip to Canada and entered the rally in his Land-Cruiser bus to be used as the communications center at the finish.

There were a hundred and nine rally entries but only eighty-two made it to the finish line. They came from twenty-two states and Canada. The participants were scheduled to arrive Friday, September 5th between 5 p.m.



1952 finish line with "Wacky" Arnolt's 'communication center' parked on far right

and 6 p.m. where the mobile Schlitz Theatre Stage was again on hand to quench the thirst of the weary rally finishers.

Mr. & Mrs. D. S. Dickenson from Long Beach, CA driving an MG-TC were the winners of the Prince Ranier Trophy. They travelled approximately 2,700 miles and averaged 41.2 mph. In addition to receiving the Trophy, they received a personal letter of congratulations directly from Prince Ranier himself.

With the abrupt ending of the Elkhart Lake Road Races, the 1953 Monte Carlo rally finish was moved to Janesville, Wisconsin to coincide with the August 25th JanesvilleSCCA races. John Amber, owner and editor of GUN DIGEST was chairman of



Harry Becker congratulated by John Amber (back to camera)

the rally. The eighty-five car field was topped by Harry A. Becker from Cleveland, Ohio driving an MG TD.

After missing one year, Elkhart Lake Rally was revived to coincide with the opening of Road America in June of 1955. Al Russell was the Chicago Region's Rally Chairmen that year. The Rally plate's shape and size



The 1955 rally plate

was revised to the shape and size of a standard license plate per the new SCCA National Rally regulations. There were seventy entries and George Tipsword from the Central Illinois Region driving a Jaguar XK120 was the winner of the Prince Ranier Trophy.

*Continued on page 34*

# Rallye . . .

*continued from page 33*

1955 was the last running of Elkhart Lake Monte Carlo Rally. Beginning in 1956 the "Lake Michigan Miglia", a one and a half day, 1300 mile rally around Lake Michigan replaced the Elkhart Lake Monte Carlo Rally as the Chicago Region's National Rally. The Elkhart Lake Monte Carlo Rallies were a major undertaking for the fledgling Region and their success added immensely to the saga of the Elkhart Lake open road race period and left an indelible impression on the Region's early 1950's history.

### **About the Author:**

Fred got his start in rallying when he and his brother Ralph purchased a Hillman Minx in 1951 and began TSD Rallying it in late 1952 with the MG Car Club. Fred soon became a serious rally contender in the Chicagoland area. In 1955, Fred placed third in the final Elkhart Lake Rally with George Cooks in an MG-TC. The following year Fred and George won the MSCC's "El Diablos Delight II" rally (run from midnight until dawn) an event which eventually became an SCCA Pro Rally. For Fred it was just the beginning.

The win in the El Diablos was followed in 1956 by four more SCCA rally wins including his first win in the one and one half day "Lake Michigan Miglia" in his MGA with Dick Tait. At the end of the season he was named "Master of the Rally" and the Chicago Region's Member of the Month for November. 1957 saw Fred's legendary run in his second Miglia in a BMW Isetta(1). The clutch blew 175 miles from the finish and the car was towed to the finish at over 100 mph on the end of a 5 ft. tow cable. (Look for the definitive story in a future issue) Back on track, Fred won the "Lake Michigan Miglia" in 1959 and 1960 with Bob Liess (Chicago RE) in a twin cam MGA to become the only

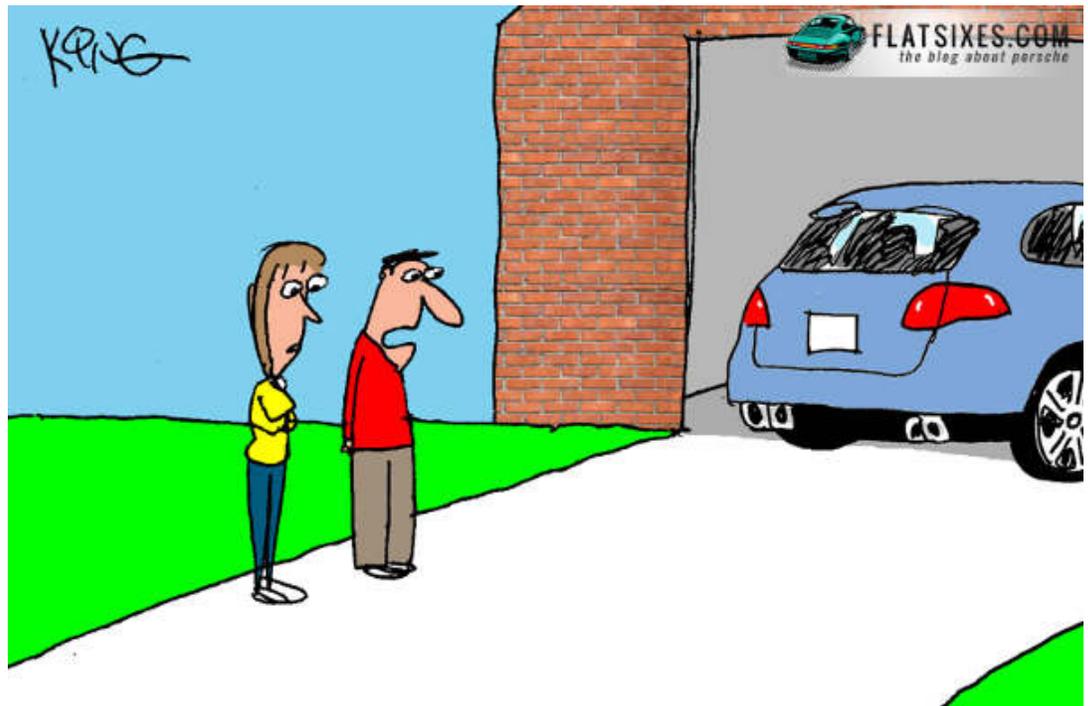
three time winner of the event. Fred organized the Just-For-Fun Team which won the Regional Team Championship in 1961 with members Dick Tait, Dic Van der Feen, Ken Steffey, and Ken Recu, Fred with his wife Sherry won the Chicago Regions 1963 Individual Championship in a variety of cars. Fred served on the Chicago Regions Rally Board and went on to serve as chairman and worker on both National and local events. He and Sherry still run and win rallies with VSC and the Texas BMW clubs.



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*"No, I didn't paint the driveway white. I just washed all the winter salt off the Porsche."*



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