

Nord Stern



**September
27-29**



Headquarters: Pier B Resort, Duluth, MN Room Block #73816, Reserve now!

- **Friday: Night Welcome Party 7 - 10 pm**
- **Saturday: A parade of Porsches making a scenic drive from Duluth to Hayward, WI ending at Lost Land Lake Lodge, with Lunch at noon**

Up North Fish Fry, Prime Rib Sandwich, Soup & Salad

Optional Outings after Lunch with Dinner on your Own at location of your Choice

- **Sunday: Breakfast at Silo's Restaurant (make reservations!) Explore Duluth!**

Fall Color Tour 2019!



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European model shown. Some options may not be available in the U.S.



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

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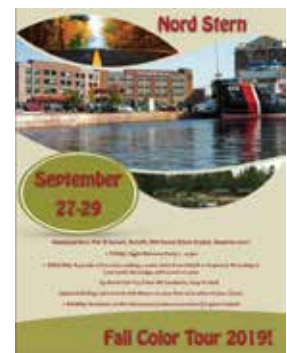
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Cover: This year's Fall Color
Tour based out of Duluth!

Club Registration will be on
clubregistration.net

Hotel headquarters will be
Pier B - get your rooms
reserved!



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 15th of each month prior to publication.

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

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

HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Next, join Nord Stern

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

3. To RENEW an existing NS membership visit www.nordstern.org to pay via PayPal (link to instructions on how to Join/Renew is: <http://usa35.noip.me>). Or, send your check, payable to Nord Stern, to Jeff via snail mail address.

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

Address Changes:

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

Ed Vazquez
email: membership@nordstern.org
612.720.0760 (cell)

Mail renewal checks to:
Jeff Bluhm
9145 Breckenridge Lane
Eden Prairie, MN 55347

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

2019 Nord Stern Officers and Committee Chairs

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Driver Training Jim Bahner	dt@nordstern.org	Webmaster	webmaster@nordstern.org
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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

Welcome . . . New Nord Stern Members

We hope to see you at upcoming events!

Peter Bailey

North Oaks, MN
2001 Forest Green Boxster

Darren Byrnes

Minneapolis, MN
2006 Slate Grey Cayman S

Craig DeChantal

Otsego, MN
2007 Cayman S

Neal and Kelly Haaland

Fargo, ND
1987 Black 924S

Anton Moody

Grand Marais, MN
1965 Clementine Orange 356

Clay Steffens

Woodbury, MN
2016 Black Cayman GTS

Corey and Rachel Stender

Excelsior, MN
2011 911 Carrera Cabriolet

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 (Nord Stern) 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: Sometimes 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 Roger Johnson, 2005 996 Turbo S, Guards Red

The Nord Stern activity season has shifted into high gear. (Which remarkably could be 4th, 5th, 6th, 7th, and now even 8th, depending on you model.) The **All Porsche Show** was spectacular with the weather cooperating with a nice window of time between showers. This made the show a photographer's dream with puddles and dramatic clouds plus great cars. Be sure to check out the online version of Nord Stern where the photos are in color. This year's featured cars were the GT cars, GT2, GT3, GT4, Carrera GT, and their variants. Thanks to the owners of all these cars for bringing them out for us to enjoy. There were 189 cars registered and more than \$3,500 raised for the Courage Kenny Recreation Program. Thanks to **Phil Saari** and **Hal Vogel** and the City of Roseville for organizing this terrific event and the close to 30 volunteers who had fun making it run.

One of the most rewarding parts of Nord Stern membership is the camaraderie you experience when you volunteer to help out with an event like the All Porsche Show, the Club Race, or any number of the other events we organize. Not only do you experience how the glue is made, but you meet some great people. We often see that once someone gets involved, they stay involved because of much they end up enjoying the experiences.

I would encourage you to reach out to any of the event chairs and find out how to get involved. It's really easy. Also, if you have an idea for a tech session let me know so I can follow up. We have held some

really great stuff over the years because someone had a connection to something interesting.

Elsewhere in this issue you will find details of a program to reward our volunteers with a very special **Nord Stern 60th Anniversary car badge**. These will **not** be available for sale - **only volunteers will get them**. In less than a month we have already awarded almost 50 of them to an awesome group of volunteers. Get yours!

As this is being written, plans for the annual Club Race and DE at BIR are firming up. I would encourage everyone to drive up to Brainerd and take in the event.

The club continues to be a great resource to solve member problems. In the past month, we had a member with a 996 turbo who had a coolant fitting break and pump all the coolant out while driving down the freeway. He had the car towed to his home and got on our email list, Clubtalk, looking for advice. Several members guided him through the repair and clean up. To make sure the new coolant was properly refilled, member **Lon Tusler** opened up his garage to members for a tech session sharing his expertise in evacuating the system which is not an insignificant undertaking! This sort of activity is the foundation of our club.

Watch Nord Stern and your email for many more events.

Safe driving!

Advertiser Directory

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Auto Edge	BC
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, David Schaal, RSR	9
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Midwest Clear Bra	17
Nurburgring, Inc., Rick Moe	41
Porsche Minneapolis	IC
Porsche St. Paul	IC
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Schmit Towing	8

2019 Advertising Rates

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

Ad sizes (maximum dimensions):

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

We have something a bit different for this issue as there's a 4-color spread in the middle of the issue with several photos from the recent

All Porsche Show held at the end of June. Weather looked a tad iffy but it turned out to be a lovely day with a huge turnout of Porsches and boy, from what I can tell (we were out of town so missed it this year) there was an incredible variety of models and years well-represented! Including an example of the ever



popular Porsche tractor brought to us by member Lon Tusler. What a beauty! That was just the beginning. The organizers continue to provide a fabulous venue to just bring your pride and joy, contribute a bit to a charity (Courage Kenny), meet

and greet with lots of other Porsche owners and admirers. This year featured some food trucks, too! There's a number of photos courtesy photographer Alex Bellus (link in the Clubtalk column) that are available to members for strictly personal use.

You'll note the great picture of one of our most enthusiastic (and one of the younger) Nord Stern members, Cason Olson. He is a proud member of the PCA Juniors program and I for one am so glad to more of those next gen peeps learning about and loving the Porsche Marque! To the right is a synopsis of the program and I know Cason highly recommends it.

Summer is upon us in all it's glory (and agony of big storms and all that that entails - ask hubby Bruce about being at Road America in the midst of the National

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

Heat Wave/Advisory and the naturally occurring big storms during the big vintage HAWK event!). His comment . . . "It was Brutal." Hmm, I've never heard him use that word! And we are veterans of another previous record heat wave - the infamous 107 plus heat of a mid-July 1995 outing to the exact same track. And that was back when Siebken's didn't have AC. Many of us resorted to dipping t-shirts in ice water and wrapping them around our necks (pre-cool shirts, too!).

By the time this gets into mailboxes one of other signature club events, the DE and Club Race weekend at the end of July will have come and gone. The weather would appear to be much more amenable to track events than we've endured the past week plus!

Upcoming is the Vino in the Valley drive (register online at clubregistration.net), several September outings, the annual Labor Day Picnic in Rochester, an 'Art Run' over to Balsam Lake, WI touring those roads, seeing the Balsam Lake Art Gallery and enjoying brats and beer. There's Last Fling, Beer and Brat Run, wow! Don't put that Porsche away just yet . . .

. . . PCA Juniors Program . . .

What is the PCA Juniors program?

It's not just the cars, and now it's not just the grown-ups! With the new PCA Juniors program, PCA is about the kids too! The PCA Juniors program has been created so kids can enjoy PCA events, learn about Porsches and build the enthusiasm that runs through all of the Porsche Club of America.

Who is eligible?

Any child under age 18 who is registered by a current PCA member can participate in the program. Sons, daughters, nieces and nephews, grandchildren, brothers and sisters all qualify.

What will the child receive?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Juniors ID badge. PCA looks forward to developing the program and its features over time.

What does it cost to register?

It's FREE! Participants must be registered by an active PCA member, and there is no cost to join!

Register here:

<https://web.pca.org/index.cfm?event=pcajuniors>.



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bjp@burschtravel.com



AUGUST**2019**

- 24 Nord Stern Vino in the Valley Drive ****
*****NOTE: CHANGE IN DATE!**
- 31 Cars and Caves will Feature OUR club, Nord Stern**
 Charity will be the Shriner's Hospital Twin Cities, see ad

SEPTEMBER**2019**

- 2 Rochester Labor Day BBQ**
 To RSVP email, jeffandbj@gmail.com,
 see ad in this issue
- 9 Nord Stern Business Mtg ****
 Location: Grizzly's in Plymouth
 6:30 p.m. Social, 7 p.m. Meeting
- 14 9th Annual Oktoberfest**
 Location: Medina AutoMotorPlex, see ad in this issue
- 22 Nord Stern Fall Colors Gallery Tour ****
 Balsam Lake, WI @ Balsam Arts
 Noon: Brats and Beer, Gallery Tour and Drive
 Registration will be online, \$10 per car, donated
 to Courage Kenny! See ad in this issue
- 27-29 Nord Stern's Annual Fall Color Tour ****
 Headquarters: Pier B in Duluth
 Eventmasters: Michele/Ron Johnson,
 Lauri/Greg Wagener

Make your room reservations now! #73816 is our promo number to secure these rates: \$209 Classic or \$239 Harbor View

A mix of rooms with either king or 2 queen beds are being held in both price categories. When all rooms are gone, they will honor the rate if rooms are still available.

OCTOBER**2019**

- 4 Nord Stern Last Fling Driver Training @ BIR ****
- 5-6 Nord Stern Last Fling Driver Ed @ BIR ****
- 7 Nord Stern Business Mtg ****
 Location: Grizzly's in Plymouth
 6:30 p.m. Social, 7 p.m. Meeting
- 13 Beer and Bark Drive**
 To RSVP, email jeffandbj@gmail.com,
 see ad in this issue

NOVEMBER**2019**

- 4 Nord Stern Business Mtg ****
 Location: Grizzly's in Plymouth
 6:30 p.m. Social, 7 p.m. Meeting

DECEMBER**2019**

- 2 Nord Stern Business Mtg ****
 Location: Grizzly's in Plymouth
 6:30 p.m. Social, 7 p.m. Meeting

**WATCH YOUR PCA E-BLAST FOR POP-UP EVENTS
 TECH SESSIONS, SOCIALS, DRIVES, ORGANIZED
 TOO LATE FOR PUBLICATION IN THE
 NORD STERN NEWSLETTER!**

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

Grizzly's (Look for the Porsche Flag)**220 Carlson Pkwy N****Plymouth, MN 55447 (763) 476-1011****<http://grizzlysgill.com/locations/plymouth-mn/menus/>****MN CARS AND COFFEE - See Ad****1st Saturday of the month, April - Oct****CARS AND CAVES: LAST Saturday of the Month****June 29 • July 27 • Aug 31 • Sept 28 • Oct 26**

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

***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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 Location: Grizzly's in Plymouth
 6:30 p.m. Social, 7 p.m. Meeting

- 13 Beer and Bark Drive**
 To RSVP, email jeffandbj@gmail.com,
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NOVEMBER**2019**

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 Location: Grizzly's in Plymouth
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Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

Schönesland: www.schonesland.org

Kansas City: www.kcrpca.org

St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

One Stop "Shopping"

Nord Stern's Website currently is unavailable for updating so just email any questions to any contacts on page 10 or editor@nordstern.org.

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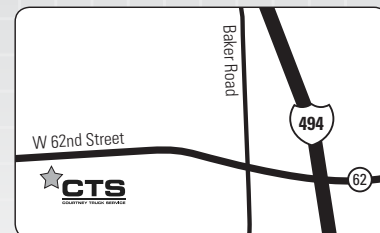
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Calling all Nord Sterners: AutoCross 2019 Opportunities!

2019 MINNESOTA AUTOCROSS CALENDAR (AS OF FEB 2019)

Aug 4th @	MOWOG #6	MAC	DCTC
Aug 18th	Practice Event #2	MAC	DCTC
Sept 8th @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 22nd	MOWOG #7	MAC	DCTC
Sept 29th @	AUTOX	SCCA	WEST SALEM, WI
Oct 5th	MOWOG #8	MAC	Canterbury Park
Oct 6th @	MOWOG #9	MAC	Canterbury Park

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

UPDATED APRIL 2nd , 2019

Drivers: Autocross is great fun, low speed, challenging and an excellent outlet for learning more about how your Porsche handles (punting cones is always *SUCH* fun!)? Participating in the full season/series is not required.

SCCA Performance Driving Experience @ DCTC: April 28 & October 20

PCA DRIVER EDUCATION at BIR: APR 26-28 SCHOOL & LAPPING, AUG 26-28 LAPPING, OCT 4-6, SCHOOL & LAPPING

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 10th & SEPTEMBER 16th

SCM CAR SHOWS - Plastic Fantastic, June 15th, LUCKY'S 13 PUB --Cars Under the Stars, Aug 10, SAXE CHEV/BUICK

SCCA RACING EVENTS @ BIR: Regional Races May 22-24, July 5-7, & Aug 23-25

TCRC: Check out their Facebook site (listed below) for dates & times of Rallies

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: RYAN THOMPSON 763-229-0939

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--AARON JONGBLOEDT 612-554-7105

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--CONTACT: SCOTT HEGSTRAND 612-619-8615

TCRC = TWIN CITIES RALLY CLUB--facebook.com/twincityrallyclub--CONTACT: BEN WEDGE 989-464-6961

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Lucky's 13 Pub=1800 AMERICAN BLVD., BLOOMINGTON MN 55431

Saxe Chev/Buick=Matt Saxe Chevrolet Buick, Belle Plaine, MN

REV040219

Racing Caymans in PCA . . . A Brief History and Class Summary

by Keith Fritze

At Crocktoberfest in 2008 the featured guest speaker was Vic Elford. Elford praised Porsche's newest mid-engine production platform and hailed it as the best ever of the newest Porsche street cars. Indeed, the Cayman is a well-balanced mid-engine car with ample power and great cornering and braking capabilities. And the PCA Club Racing community has had a deep involvement in evolving and racing this platform since its inception. The Cayman is now in its fourth generation, moving from the original 987.1 (circa 2006-2008) model to the third official 718 (circa 2018) platform today.

PCA, for 2019, now supports four classes (with variants) to race from Stock to Factory spec classes. The classes range from stock to spec to GT with varying levels of performance and characteristics. Each class has its strengths and unique history. These will be discussed in the following paragraphs as well as a comparison (summary) of the characteristics of the cars in the various classes.

The Stock and Prepared Classes

The original Caymans that were introduced to the marketplace in 2006 were all 3.4L "S" type cars. PCA supported these cars within their rule sets through stock and prepared classes as soon as the car was introduced.

Ernie Jakubowski of Mantis Racing was the first person to prep and race a Cayman. Ernie, being a pioneer, had to be resourceful in his

development of the car, as no after-market components were available and no one had experience with it.

When he started development in November 2005, he was able to use a press car for fitting and reference since none were available at the time (he received his actual donor in mid-January 2006). When Ernie received his car, he had 30 days to prepare for the Sebring club race in mid-February.

Forgeline agreed to provide wheels for the car; Leda provided the coilovers and many parts were homemade. Ernie's shop fabricated a motorsports AOS and 2L sump for the engine. They made their own underdrive pulley. The breather tank and exhaust system (including headers) were fabricated in-house. They made suspension components such as upper strut bearings, adjustable sway bars and drop links. Even the studs were retrofitted from an air-cooled 911. And a 996 short shift kit was modified for use on the car.

Building the car was a real feat. They made their deadline and raced in the stock class at Sebring in 2006. While doing test and tune, they managed to go through 10 sets of springs. There were lots of discoveries with the electrical system: what could be deleted and what could not. And ice pedal was experienced while trying to use the stock braking system on the race car. Racing the first Cayman was an exciting time and the beginning presented a plethora of new challenges.

Today all of these elements are well understood for the 987.1 and 987.2 (2009-2012) Caymans which make up the majority of Cayman classes.

PCA supports all Cayman street cars in the stock class from the 987.1 (2006-2008) Caymans through the 718 and GT4 models. These classes support basically stock cars with (now) stripped interiors, a roll cage and the required safety equipment per the general rules. For this class the cars run at essentially stock weight and allow for exhaust and suspension changes as well as limited aero. The prepared class for Caymans also allows factory aero kits and ECU flashing for increased performance.

The GTB Class

The original GTB specification was created in 2008 for the 911. 911s that were campaigned in the Koni Challenge and successor series did not have a class structure that fit into PCA. PCA rules at the time placed





Above: Frank Pray and his GTB Cayman

these cars in GTA, but they were prepared production (street) cars, not factory race cars. The interiors had been stripped and the cage extended beyond the passenger compartment, so the cars did not meet the stock rules requirements for PCA. Original GT rules in 2008 stated that the GTA class was for factory race cars, and GTB was for modified 911 street cars (excluding the GT3). The class progressed for 996 and 997 variants into GTB1 and GTB2 and also supports 996 GT3 today as well. The Cayman S car, however, did not become eligible for GTB until 2010. Their eligibility was driven by the Interseries cars which were all built by Napleton Porsche to compete in a series sanctioned by Historic Sports Car Racing (HSR). The Interseries cars were 987.2 Cayman S cars that displayed the historic Porsche liveries. These cars also had no interior and cages that extended beyond the interior. Based on power and weight, these cars fit nicely into the GTB1 class structure. Donna Amico, responsible for development on the original GTB spec, proposed adding these cars to GTB... And the rest is history! Caymans dominate GTB.

Today GTB is split into two sub-classes; GTB1, with the 981 Caymans formerly in GTB2 now running in the GTB1 class, and GTB3 to accommodate 3.8L Caymans of varying years and vintages. The GTB class of today is dominated by Caymans with an

occasional 996 or 997 willing to compete.

The majority (by a large margin) of Caymans running in this class are 987.2 Cayman R and S cars, although other Cayman models are supported by this class by adjusting their car weights.

GTB is a mature class with lots of competition and cars at races nationwide. GTB1 attracts large fields and close competition, particularly at the larger signature races such as Sebring, Road Atlanta, Watkins Glen, VIR and Road America. GTB1 Caymans with stock motors and gearboxes tend to be highly developed in terms of suspension, braking, aerodynamics and weight and usually keep the Scrutineers quite busy in terms of compliance checking (given the complexity of the class rules). While GTB1 is the dominant class, GTB3 represents the pinnacle of performance for Cayman racecars within PCA. The Clubsport

It all started in November 2014 when Vicki Earnshaw received a call from Manny Alban, then PCA President, about the Clubsport concept being developed by Porsche Motorsports. In October 2015 a formal information release happened about the GT4 Clubsport. At this time a team was assembled with Bryan Henderson, Vicki, David Murry, Joe Hullet and Alan Shirley to develop a plan on how the Clubsport concept would be integrated into the PCA Club racing. It was determined that the cars would run in a semi-pro series within PCA. The series was born

with the help of many individuals who had experience in pro racing. A set of rules and compliance procedures were developed with the assistance of these individuals, race teams and organizations. It was to be a semi-pro series that could act as a bridge for racers to move to a pro series in the future.

Alan Shirley was chosen to develop interest and find potential customers for the car and the series. He also coordinated the Trophy East Series. Specs for configuring the car from the factory were developed for options such as safety equipment and fuel capacity. Joe Hullet (commonly referred to as Motec Joe) was to become the goto guy for the car's electronics packages, and to monitor compliance during the race series, which was to have 25 racers and six events in 2016.



Top: Curt Swearington leading in his GT4 Cayman Clubsport
Bottom: Keith Fritze in his SpecCayman

The first race ran in a separate run group at Road Atlanta in April. It was discovered that there was much to learn about both the car and the technical aspects of compliance checking the cars. After all, it was a new car and a new series.

The car itself, as received from the factory, was a PDK version of the Cayman GT4.

It resembled what would have been a spec prepared street car (but PMNA factory built) within the PCA club rule set. It was very stiffly sprung with non-adjust-able dampers intended for pro racing on smooth European racing circuits. It proved difficult to drive on US road courses. The car's aero also stood to be improved. And there was a learning curve for the drivers.

Both the car and the series went through evolution. By 2017 the suspension, aero and electronics had been revised. The aero kit made improvements in the rear gurney, wing and front diffuser blocks. This moved the downforce pressure further back where it was more effective. The suspension revisions included softer springs and adjustable dampers, which made the cars easier to drive on our road courses. It was dubbed the Clubsport MR with Manthey Racing in Germany responsible for providing the upgrade packages to PMNA.

The newest version of the GT4 Clubsport MR for 2019 is based on the 718 chassis with a 3.8L engine making more horsepower and a much refined suspension and aero package over its original version. The dampers are now 3-way adjustable shock absorbers, adjustable sway bars and high performance spherical bearings. The car itself is still based upon the standard GT4 production vehicle and is being raced professionally as well as within PCA. Drivers claim that it is vastly improved over its successors, especially the original version. It is quick, competitive, fun and more forgiving than a Cup car.

The varied versions of the Clubsport race within three different classes, GTB3, GTD or GTD2. The newest 718 version of the car will be racing in GTD2. The class has a limited number of cars and a loyal following.

The Spec Cayman

In early 2015 Vicki Earnshaw made the decision to add a new prepared class for the



Matt Distefano racing his Spec Cayman at Mid-Ohio

Cayman. Approaching mid-year, progress in developing the spec was lagging. In June Vicki asked me to work on and accelerate the development of the spec. I developed the spec with the help of others for pre-release in Q4 of 2015. The Spec Cayman was born and the first cars were built and raced at Sebring in 2016. The class is now in its fourth year, the car well sorted out, and attracting a cadre of great club racers.

The Spec Cayman, designated SPC, is based on the original 2006-2008 987.1 Cayman S platform. Our goals were to create a very capable and competitive Cayman racing platform with attention paid to both build and consumables cost. This platform allows the DIY racer or race shop an easier avenue to build, race and maintain the car, and still achieve good levels of performance. The class can take advantage of the large number of donor cars and decreasing future donor costs so that more racers can enjoy racing a Cayman. Yet the car has the same basic characteristics of its bigger brothers in the GTB and GTD classes.

The power-train remains stock for the SPC with reliability enhancements to keep it cool and the engine adequately lubricated. Aero on the SPC is limited to the factory aero kit or equivalent, adequate for its level of performance. And, the car has less

aerodynamic drag when racing on tighter, technical tracks. The suspension has a number of the same components as the GTB cars to allow for crisper handling. The shock package for this spec car uses JRZ one way adjustable shocks with monoballs and 700/800 lb-in springs respectively.

The car runs on standard premium pump fuel, uses the stock braking system with ducted cooling and stock ABS that is run in the more aggressive PCCB mode. The tire, the Hankook Z214, is new in 2019. This tire provides a good balance between cost, grip and longevity and allows the racer to take advantage of the car's feel and performance, and also control the cost of a race weekend. It makes a great choice for racers who want to control consumables costs, avoid arms racing, yet enjoy the levels of performance and fun the Cayman provides (not to mention high levels of competition with great racers from other classes moving to SPC). Racers in this class depend upon their driving and car setup skills when racing their Spec Caymans.

Comparisons

For individuals looking to enter a Cayman racing class, a summary of features is provided here in the form of a comparison matrix. Since the GT4 Clubsport and GTB classes have multiple platforms and classes, the matrix will concentrate on the newest 718

platform for the Club-sport and the 987.2 GTB1 platform. The 718 Clubsport represents the newest and most improved platform for the Clubsport series and the largest number of competitors in GTB1 are using the 987.2 platform.

This comparison matrix is to be used as an overview for comparison purposes and does not provide complete details for each class represented. Please refer to the PCA club racing rules book for specific details on each class.

Choices

PCA classes offer the racer a wide variety of choices and performance levels for racing the Cayman. Each class has its benefits and most racers can find a car and class that will meet their racing aspirations and goals. The Cayman, now in its thirteenth year of production, is a well proven and popular racing platform with hundreds of cars now racing nation-wide. Future growth in PCA for racing the Cayman is certain!

Acknowledgments to article contributors: Donna Amico, Franklin Pray, Ernie Jakubowski, David Murry, Vicki Earnshaw, Spencer Cox, Walt Fricke, Matt Distefano, Benjamin Pook, John Collier, Francois Faust, Curt Swearington, Allen Shirley, others.



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Comparison Matrix

Parameter	Platform			
	Stock	Clubsport ¹	GTB(1) ²	Spec (SPC)
Design Designation	987.1, 987.2, 981, 718, GT4	718 (Newest)	987.2(most popular for GTB1 Caymans)	987.1
Class Type	Stock	GTB, GTD, GTD2	GTB1-GTB3	SPC
Class Characteristics	Stock	Spec (PMNA Factory racecar)	Open(similar to GT class requirements)	Spec
Powertrain	Stock	Factory modified	Stock(mechanical)	Stock
Engine	Stock 245-385hp	Factory modified - 425hp	Stock with ECU tune 365hp(est)	Stock 300+hp(est)
Transmission	Manual or PDK, 5spd or 6spd, stock gearing, LSD	Factory 6spd PDK, race optimized, LSD	Manual or PDK, 6spd, stock gearing, LSD	Manual, 6spd, stock gearing, LSD
Exhaust	Free	Factory with 100 cell open cats	Free	Free behind stock headers, cats may be opened
Shocks	Free	3 way - adjustable	Free	One way - adjustable
Sway bars	Free	Factory - spec	Free	Spec - 996 GT3 or TPC, 28.6 or 29mm
Control arms	Free	Factory-race optimized	GT3, GT3 Cup with solid bushings	996 GT3 with solid bushings
Aero	Limited	Factory-fixed rear wing w/swan neck mounts, front splitters, rear diffuser	Rear wings are free (w/restrictions), front splitter meeting GT requirements	987.1 aerokit front splitter or replica, 987.1 aerokit, Cayman R or replica rear wing
Brakes ³	Stock with cooling free ABS may be operated in PCCB mode	Factory-race optimized, 380mm front discs, 6 pot calipers, variable bias racing ABS	Free-large rotors/calipers, Motorsports ABS are typical options	Stock with cooling free ABS operates in PCCB mode
Tires	DOT - vendor is open, size is restricted	Slick tire-open	Slick tire - open	Hankook Z214 DOT race tire meeting spec sizes
Fuel	Premium pump	98 octane race	High octane race	Premium pump

Notes:

1 - Information based upon the new 718 platform

2 - Information for the 987.2 platform

3 - Other braking options apply including 997 GT3 MC and alternate brake booster

Club Talk . . . Talks

courtesy clubtalk listserv

Annual All Porsche Show

I'd like to thank the All Porsche Show Volunteer Team (listed below) for all their effort for making this year's show a major success.

Phil tallied the donations and we're currently at about \$3,500!

We appreciate your bravery, by withstanding the elements of this year's ever changing weather conditions. With a volunteer team as great as ours, I'm already looking forward to next year!

2019 APS Volunteers: **Brandon Olson, Brian O'Neill, Chris Reeves, Dan Niccum, Dave Anderson, Fadil Santosa, Gayle Southwell, Jim Southwell, JJ Donofrio, John Donofrio, John Rees, Karen Reeves, Keith Jones, Lara Dant, Mandy Voges, Mark Kriesch, Marla Sullivan, Paul Gust, Paul McKim, Rich Iwen, Richard Dombross, Rick Dagenais, Ryan McGee, Scott England Sullivan, Scott Wilson, Steve Albers.**

– Cheers, Hal Voges & Phil Saari,
Eventmasters for 2019 All Porsche Show

Great Job, thank you so much.

– Johnny Galvan

Ditto on the thanks and to you two as well for coordinating such a fun event with a fantastic turn out.

– Todd Smith

Excellent event. What did you pay the weather God?

– Joseph Olson

The video (see below thank you from Courage Kenny) shows examples of how Nord Stern's contributions are put to use at Courage Kenny. We make a difference in the lives of others.

– Phil Saari



President Dave Weisel redefines "groovy" for member Ron Lewis (R)

Phil, Thank you for your efforts yesterday collecting donations for Courage Kenny Rehabilitation Institute! The Courage Kenny Foundation and the athletes who participate in adaptive sports and recreation programs are incredibly grateful for the continued support of the Nord Stern Porsche Club! Below is a recent (brief) video that shows the breadth of Courage Kenny's adaptive sports and recreation programs, which I thought you might enjoy sharing with the club.

<https://www.youtube.com/watch?v=2ZErdBPxgyE&feature=youtu.be>

Thank you again! Kari Delaney. Dev Officer. Courage Kenny Foundation

The link for the photos taken by volunteer photographer, **Alex Bellus**, is here: https://www.dropbox.com/sh/x0omfmjne4cqlp0/AABTWzewHVeJ0cFjKx5h7_yaa?dl=0

– Phil Saari (photos are for personal use only)

Phil, You make me wonder why I ever left the tundra as this show looks awesome (Ok, taxes and snow come to mind). If I was still in the neighborhood I would have brought my lowly C4S and drooled on the range of cars that attended. Great photos and I do miss my Nord Stern events. Very nice job on an event that seems to be growing each year. Congrats!

– Jon Beatty

Looks like great turn out. Lots of awesome cars.

– Jason Slomkowski, Raymon Auto Body

Thanks for the Eats & Treats trucks, too! Hope they'll consider coming back for another Nord Stern event in the future.

– Dave Anderson

Ron Lewis

It is with a heavy heart I am posting of the passing of long time Nord Stern member, Ron Lewis (photo, Left). I know many of you, like me, have known Ron for years as a Porsche aficionado, concours participant, DE enthusiast, driving instructor and racing coach as well as a club racer. If it had anything to do with Porsches, Ron was there.

Ron lost his battle with brain cancer yesterday morning. My sincere condolences to his family, friends and the other members who had the chance to know him. He and his well known laugh will be missed.

– Jon Beatty


Many long-time members of Nord Stern were truly deeply saddened knowing Ron had received a terminal diagnosis just a couple of years ago. While not as active of late, his passion for Porsches made him a track regular for a long time. As stated in the Strib, *Ron never neglected his true passion auto sports. He traded his beloved Corvette for a Porsche 911 and joined Nord Stern, the local Porsche club. A good friend (see above) wrote to Nord Stern members upon Ron's death, "I know many of you, like me, have known Ron for years as a Porsche aficionado, Concours participant, DE enthusiast, driving instructor and racing coach as well as a club racer. If it had anything to do with Porsches, Ron was there."*

Ron was an excellent driver, winning trophies and awards with great regularity. In 2007, Ron indulged in his dream and acquired a GT3 Cup car. He went PCA club racing for two years at tracks in the upper Midwest. He did well and had a wonderful time. However, coaching two close friends and outstanding drivers to national podium finishes was the pride and joy of his racing career.

Ron had a gift for friendship. He was kind, gracious, eloquent, intelligent and just fun to be with. He retained friends from every phase of his life and cared deeply about the people around him.

Ron considered himself a happy and lucky man, despite his diagnosis.

That smile of his will be missed by many!



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Pride of Porsche ownership, it should have been a momentous occasion, but it wasn't. I walked into the warehouse in Houston to pick up my 1972 914 and expected to see something low and red, in perfect condition, just waiting for me to twist the key and drive it home. It was low, it was red, but where did all the rust come from? That tell-tale sign of bubbly paint, pushed up from what should be smooth metal was on each lower quarter panel, along the lower edges of both doors and that was the rust I could see (even the slots for the jack were rusted over). I would later discover that it was underneath, having spread to just about every metal surface. Where was the beautiful car I looked at in Karlsruhe, Germany, you know the one I saw in the last fading rays of sunlight; that shaft of light angling through the high windows, making the dust in the warehouse sparkle? Yeah, there was a shaft alright, but I was the one that got shafted, not the last rays of sunlight . . .

The place where I picked it up did me a favor and gave me a paper license plate, good for 30 days. There was a large envelope filled with the paperwork; all the importation docs, the EPA and DOT release (being a 1972, it was exempt) and the German TUV title, an old faded green piece of paper that had a lot of scribbling in German on it. I took the keys and opened the door; at least the interior was in very good shape. Twisting the key, the engine caught on the third try and fired up. Shifting into first, the transmission gave that angry grinding cough of gears not sync'ing correctly, so I let out the clutch and pressed it back in slowly, now the gears meshed. I started back towards Austin, hoping to beat Houston traffic.

It had been cloudy; looking like rain as I drove northwest towards Austin, but as I got out of town, the clouds parted and the sun came out. Pulling over to the side of the road, I wanted to take the top off and bask in the glory of a sunny day. Loosening the top, I went to the rear trunk to open it, but a sudden gust of wind caught me off guard, ripping the trunk out of my hands, it bent forwards towards the front of the car, breaking both hinges completely off. I stared at the trunk lying on top of the roof and could not believe my lousy luck, it could not get worse . . . or so I thought.

A short time later, I got pulled over by the State Police; I had been doing 70 mph in a 65 mph zone. He reached for his book to write the ticket, but took pity on me

Never Buy a Car at Night . . . Part 2

by RL Turner, *Maverick Region of PCA*

when I told him my sorrow filled story and when I pointed to the speedo registering Kilometers per hour not Miles per hour he let me off with a stern warning. Made it back to Austin without further incident . . . Thank goodness. I hated calling Germany during the day; it cost a lot of money, so I waited until the middle of the night (morning in Germany) and called the guy I had purchased the car from. I called, and called, and the phone just rang, and rang, and nobody answered.

Really I do not know what I expected, maybe for him to take it back, I don't know. But I tried over the next week or so and nobody picked up. Finally I called the shipping company that had handled the transatlantic shipment and they answered the phone alright. I was routed through to a senior manager who wanted to know if I knew where this individual was. I did not; I was calling to complain about the vehicle I received, I had been ripped off. He said I was not alone, there had been many people that had called to complain but at least I had a car and a title; most of the other people that called had neither.

I had to talk to the German police and told them the same thing. They thanked me for calling and that was that. I called my friend Hans and he reminded me that he had warned me about this fellow and that I did not listen. Yep, guilty as charged, my quality of character radar did not pick this guy up at all. He was one smooth operator. Then Hans told me the sorry tale, at least everything he knew or guessed. It appeared that this guy was collecting a lot of money from his US customers and holding it. He made up a variety of excuses telling them that cars were delayed, shipments missed, inspections incomplete, deliveries rescheduled. He had been in this business for a long time and had a good reputation, but he had other plans. He kept all the money and skipped out with his wife to Brazil taking over \$2M US. What really upset me was that he and his wife left their two huge Great Danes at the office, with just a bit of food and water. They were found several days later, very hungry, very thirsty, but only a little worse for it. Hans reminded me "I told you so," he knew this fellow's true character. Too bad for me and all the rest of the people that got ripped off that we did not. I thanked Hans, I was done buying grey market cars, the tide had turned and there was little demand, it was a fun but in the end it withered on the vine, another victim of its own success; there were too many people trying to sell too many cars to too few people.



Continued on page 21

Out and About at the Annual All Porsche Show

Photos by Brandon Olson



Out and About at the Annual All Porsche Show

photos by Josh Hway of Dynamic Photoworks



Out and About at the Annual All Porsche Show

photos by Josh Hway of Dynamic Photoworks



Out and About at the Annual All Porsche Show

A few of the 200+ photos by Alex Bellus



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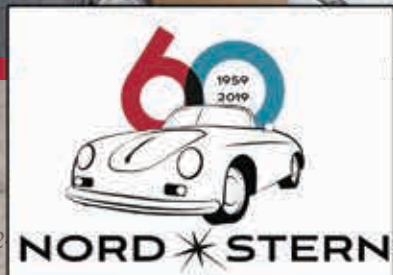
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Buying at Night . . .

continued from page 19

So I was stuck with this beat down 914.

A few weeks later I still had not registered the car, but knew that I should. The paper tag had just about expired when I went to register it. I had been dreading it, as all the paperwork was in German. I went into the Texas Department of Transportation and patiently waited my turn. I went to the window and placed the request for Texas title on the counter along with all the supporting information. The gal behind the counter took one look at it and hung her head shaking it back and forth, no doubt asking herself . . . Why did she get me? She looked at me and asked what language this was in, I replied German, she informed me that she did not read German, I told her I did not either . . . This was going to take a while.

She told me to wait while she went to get a supervisor, both returned a short time later and I went through the same info once again. At one point they just looked at each other, having no idea what to do. Finally the supervisor said to the gal to do the best she could, turned, and walked away. Wow! I pointed to each section and told her what it meant (I at least knew enough about German titles from all the cars I imported) and together we figured it all out. It took a long time, no doubt all those folks behind me in line wished I was somewhere else. But I left with a temporary title, plates and a registration sticker.

The car was now US legal. A 1972 Porsche 914 with a lot of rust and the reminder – Never buy a car at night. Nothing good ever comes from not being able to see what you bought. Trust me on this. Yeah, thanks Dad, now I remember.

Topics of Nord Stern Importance . . .

by Ed Vazquez, Membership Chair

It's been asked: Why Pay Dues to Nord Stern addition to the yearly PCA dues??!

Answer: Support our local Region of PCA (Nord Stern) and its activities!

- Receive our awarding winning monthly magazine
- Cool t-shirts, etc

How do I join Nord Stern?

- Go here: <http://paypal.nordstern.org/membership.html> (see pg 5)

What does membership cost:

- \$30 per year, \$80 for 3 years
- Life members suggested donations: \$20

Questions: membership@nordstern.org!



A Nord Stern Porsche 'Outlaw!'

by Keith Jones

Left and above is Mark Schumaker's newly redone 356 outlaw makes it's appearance (also was at the All Porche Show).

I love the hand-made aluminum seats. It is stunning.

And per Matt Johnson (youngest son of the late Bob Johnson of Johnson Autosport), It looks great! I remember working on the car a long time ago.

ANNOUNCING



MINNEAPOLIS

2ND SATURDAY CAR SHOWS
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It's NOT Just a Badge

by Roger Johnson

PCA - Fueled By Volunteers



This was a tag line PCA started using a few years ago and truly represents the operating principles of the Club. We have no paid positions in Nord Stern so every function of the club is accomplished through the effort of one or many volunteers. Volunteerism is the fuel that makes the club run and the glue that holds it together.

To honor those who volunteer in Nord Stern's 60th year we created a commemorative car badge. Badges will be awarded to those that volunteer for making events and functions of the club happen. The badges will not be offered for sale. If you would like one, contact an event chair and get involved. The event chair will then nominate you for a badge.



It was 1997 ...

And a Nord Sterner, Peter Kitchak races at the 24 Hours of Daytona! Scans courtesy Ron Faust and the April 1997 Nord Stern newsletter.



EVENTMASTER: Randy Walker

CONTACT INFO: 715.441.6084

email: rswalker@baldwin-telecom.net



Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner.

We will have our first rest stop in Pepin with a second rest stop at the **Eau Galle Cheese Factory** near Durand. Browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at **Vino in the Valley**, approximately 4 pm, we will line up our cars for a Porsche show for the patrons to enjoy.

Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information and pictures check out their website:

<http://www.vinointhevalley.com>

Event Information

- **Date:** Saturday August 24, 2019
- **Start Location:** Point Douglas Park, Prescott, WI
- **End Location:** Vino in the Valley
- **Time:** Arrive by 10 am: The drive will begin at 11 am
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and a brief driver's meeting
- The event will be open to the first **70 Nord Stern** members who register by **August 20, 2019**
- Register online at clubregistration.net (ONLY ONLINE!)

Where We Were . . . 60 Years!

curated by Ron Faust

This big 40-page issue's cover featured a car owned by **Martin Snow** and co-driven by **Peter Kitchak, Ray Linton, and Terry Ollila** at the 24 Hours of Daytona. The back cover showed the huge field at the start of the race from above, photo courtesy of **Peter Kitchak**.

– Ron Faust

April 1997

Very amateur tech inspections had been previously performed curbside by Nord Stern members at high speed events (wiggle the front wheels, check the brake fluid and lights). For the first time preseason inspections by a real mechanic became required.

Driver's Training at BIR rose to \$70 and Driver's Ed for the weekend was a whopping \$85 that year!

The "scans" show a tech session held on the new Boxster model at Maplewood Auto in April. Two other tech sessions were held that month on other topics as well as a fourth session on concur preparation in June.

Teresa Vickery wrote "*Valentine's Day at Sebring or, Lookin' for love in all the right places...*"

Teresa Vickery and Mike Hoke, Marcus Gustafson, Tom

McGlynn, Toni Murphy, Henry and Cathy Rogers, Bob and Erik Johnson, Peter Kitchak, Joel Pfister and the entire **Ron Smith Fan Club — Ron, Nancy, Michelle, and Emma** went down for the first Club Race of the year at Sebring. **Dave Weisel** and **Jim Bruce** went to provide moral support.

As expected, the racing was fun, but as often happens, this track event turned romantic. **Toni Murphy** got black flagged and came into the pits where **Tom McGlynn** proposed with an engagement ring (it had probably been hidden in his tool box).

Peter Kitchak contributed the first part of an article on the 24 Hours of Daytona race. Peter drove with **Martin Snow, Ray Lintott, and Terry Ollila** in GT2 class.

After one hour in the race and a pit stop, it was Peter's time to run and the car wouldn't start. Two hours 15 minutes later and still the support crew didn't have a fix! Unfortunately, the first part of the story ended here. We'll have to find the May issue to see what happened.

Fred and Patricia Jacobberger and Robert and Molly Piper were welcomed as new members.

The Marketplatz offered:

- 1987 911 Carrera concours winner with only 9,080 miles for \$34,000
- 1983 944 in guards red/black
 - 1985 928S in red/black for \$18,900
- 1967 912 coupe in black/black with 0 miles on complete restoration
- 1976 912E coupe in white on black with "air condition"
- 1991 911 C2 Targa with 28,000 miles for \$36,500
- 1986 944 Turbo in graphite/black for \$10,800. "Purchase of NSX is reason for sale"
- 1987 911 Cabriolet in champagne grey/burgundy for \$29,900



On View at Boxster Tech/Maplewood

... by Jill Daneu



Eventmaster Mike Selner and a real clean 911. Does it come with the pushbrooms?



Rich Viau of Maplewood Imports



President Dave Weisel, "Hey, what is the price tag on this again?"



Rudy Mueller (L) to Rick Viau, "Say, is that an oil leak?"



Bob Viau, of AutoEdge, "Are you going to believe everything my brother tells you?"



Brian McMahon, "I wonder what this baby can do on the track?"

Left and above, Lots of 'looking' up at the Boxster tech session put on at 'Maplewood' dealership - which is now more aptly named Porsche St. Paul!

Have to admit catching folks under a lift does make for some intriguing photo 'ops' although one feels a bit of sympathetic neck twinges ...



Toni McGlynn pops the 'big question' to Toni Murphy - No, Toni, you didn't do anything wrong out there! photo by Erik Johnson



Bill Groschen, "I wonder what this little part does?"

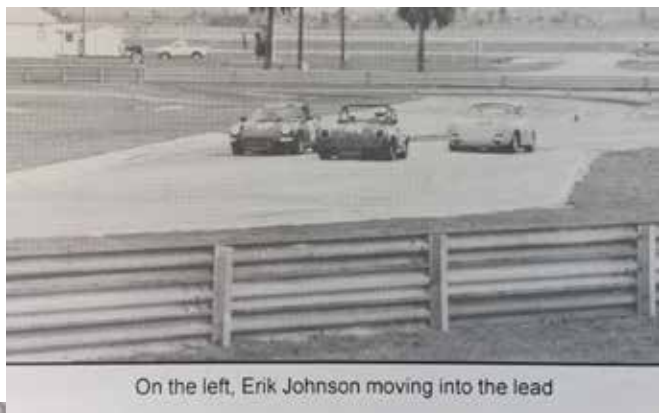
Who says Driver Ed & Track Days can't be Romantic?!

Tough not to love these 2 photos. And those two don't look any different!



... And the answer is yes! photo by Erik Johnson

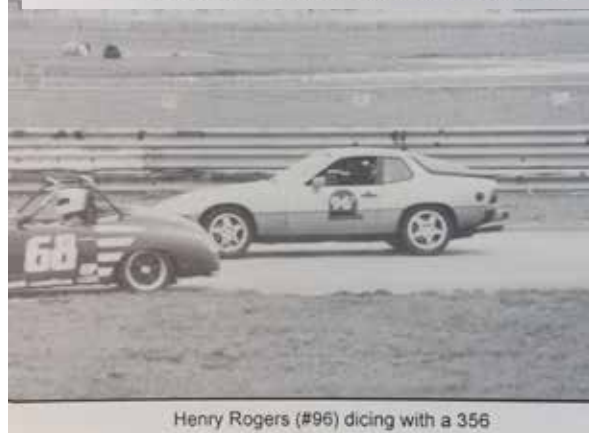
NORD STERN



On the left, Erik Johnson moving into the lead



Johnson Motorsports paddock at Sebring



Henry Rogers (#96) dicing with a 356

And the Scans Continue . . .

Above right, left and right left are several of the photos catching Nord Stern entrants in this first Sebring Club Race.



Tom McGlynn (#99) under the Rain-X bridge

On View at Sebring this February

Ron Smith (#23) cruising to second in class

. . . by Dave Weisel

907 Long-Tail



(Left to right) Rick Sokowski, Teresa Vickery, Joel Pfister, Hank and Phyllis Godfredson looking smart in their Nord Stern apparel as they give accurate directions to the next Club event.

Don't forget to bring your helmet . . .

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Sunday October 13th, 2019



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507-261-9407 to RSVP or with any questions.**



NORD STERN

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- Host providing Grilled brats and beers from New Glarus Brewing Company
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- Tours of this historic 1938 Nelton Anderson Building available
- Cost: Donation of \$10 per vehicle ● register at clubregistration.net ● proceeds to Courage Kenny
- Optional drive to gallery will be organized with a start time and location TBA

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www.balsamarts.com

Michael Jekot
2019

Tech questions:

944S2 What To Expect Maintenance Wise

Growing up, my father had a 944, which was super fun car to drive. Currently, I'm looking at a 1989 944S2 but am wondering what to look at and what to expect. I have a I have a 996TT which I do all the service on, and would like any input as to what to expect for an S2. Common issues? Major things to avoid? Thanks in advance.

Depending on the maintenance

Depending on the maintenance records, the first thing I would do is change the timing belt and all the timing belt rollers, plus the balance shaft belt and its rollers, plus the multi-v belt, plus the power steering belt

- If the waterpump shows any signs of seeping, or if the bearing allows the waterpump to move, do the waterpump and the thermostat at the same time.
- Replace the cam chain tensioner. It's time. Don't be cheap and replace just the plastic ramps, For a few extra bucks, you can have the piece of mind that you will not need a \$4K head and camshaft replacement.
- Buy and carry a spare DME relay. If it fails, you will be sitting on the side of the road waiting for a flatbed.
- Change the 90W in the transaxle. It is most likely the original fluid.
- Flush the brake fluid and replace with fresh. Bleed the clutch system at the same time.
- Replace all the rubber hoses. The car is approaching 30 years of ages and preventive maintenance is the key.
- Take it to the track once in awhile. If it performs well there, driving it on the street should be easy and reliable.

Submitted by George Beuselin

Tech Question:

Looking for a recommendation for what kind of new tires to buy for my 2000 911 Carrera Cabriolet?

Car is stored for the winter...so summer or all-season tires. Car currently has 205/50 ZR17s in the front and 255/40 ZR17s in the rear.

Random Tech Questions . . .

courtesy PCA online

Summer/All Weather tire recommendations

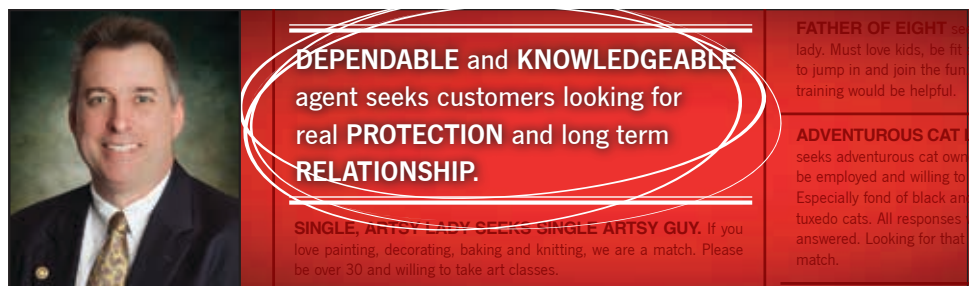
You're really in luck because there are many suppliers of your tire size in a summer or all-season tire, so let me encourage you to do your own research and determine the tire that matches your needs and wallet. I personally like the Michelin Pilot Sport series tires, which coincidentally come in an all-season version (PS3) if you don't want to go for one of their more aggressive summer tire like the AS2, but everyone has their own taste in tires ranging from wear and cost to tread pattern and sidewall profile.

If you're still at a loss, reach out to the tire professionals at Tire Rack or one of the other major retailers - even your local Sears might be able to help you (unbelievably, they carry the Michelins I just mentioned! Note: Answer is from 2016 so Sears just might not be 'the spot anymore!').

Submitted by Bill Burris

Porsche is pretty special and provides updates to its customers listing current tires suitable for its "classic" models. Find yours here: <http://www.porsche.com/usa/accessoriesandservices/classic/tyreapproval/>

Submitted by Louis Christens



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We Must Love These Cars . . .

by Jim DeBenedet,

We must love these Porsche cars! My first was a 1986 944 Turbo, bought in 1989. I enjoyed that car until selling it in 2014. It was fast and handled very well. I did some parking lot autocrosses and some track events at Brainerd. I even took a driving course at the Derek Bell School at Road America. But I sold it because I wasn't driving it enough. I was not sure what I wanted to do next until my 4-year old grandson James, looking at the vacant stall in my garage said "Grandpa, you need to buy a new Porch".

In June 2017, I bought this 996 after a pre-purchase inspection (PPI) and a clean bill of health for an agreed price of \$21,000. Since then, I have had fun with this car but spent more money than I ever expected.

Estimates of values for this car in Excellence ranged from \$21,000 to \$32,000. I think I got a good deal on my purchase. I knew about the IMS bearing and rear main seal issues when I bought it and had a strategy to deal with that. The seller told me he and his dad were experienced mechanics and that he bought the car from a dealer in Missouri and drove it for a while with the intention of reselling it. He told me he had replaced the IMS bearing as a precaution. I was provided with a Carfax report that showed no major problems or body damage. It also indicated the recommended maintenance had been performed so, I felt that I could buy this car without too many worries. I should note the PPI identified a small oil leak on the bottom of the bell housing, but only thought it was something to monitor.

Here is a rundown of what happened over the next two years.

The PPI noted coolant of different colors so I decided to take it back to AutoEdge to flush and top off the coolant. While waiting for this work they recommended looking at the area between the radiators and the A/C condensers for debris. They removed a considerable amount of leaves and trash. I decided to classify this as part of the purchase cost for this car.

Two months later, one of the gear shift cables fell off and had to be re-attached and safety wired in place.

One minor item was to have the window tinting removed. A previous owner had a window tint film applied and I didn't care for that so I had it removed for less than \$100.

In the fall, I returned to AutoEdge for an oil change and to inspect the oil filter for metal shaving which would be a sign of a failing IMS

bearing. There were none, but they noted a leaking coolant hose and suggested the replacement of this hose in the future. By this time I had added \$1,200 to the cost of this car. Some of this should be considered normal maintenance, but most was unexpected at the time I bought the car.

I put the car away for the winter and bought the coolant hose and an air filter for a winter maintenance project. I also decided to replace the front brake pads and rotors and flush the brake fluid. The number 3 cylinder ignition coil was cracked so I decided to replace that as part of my over-winter project. I also bought a new air filter. The total for these parts was \$731.

When I removed the coolant hose, a plastic fitting in the system broke. I needed to remove the fitting and hose it was glued to as well. This next hose connected to the front of the coolant expansion tank. In order to get the hose off, I had to lower the rear of the engine to have access and possibly remove the tank. The right motor mount was so completely rusted I was unable to remove the nut. I ended up buying a new motor mount at a cost of \$181. At this point I have to thank Pelican Parts for a second option to buy parts at a lower cost and even more for their on-line tech support articles.

Replacing the brake pads and rotors was easy. I bought some brake fluid and a power bleeder kit so I could flush the brake fluid. This went well for three of the calipers, but the right front caliper had been messed up by a prior mechanic. First, the bleed nut was so tight it couldn't be removed. I tried a brake nut wrench first. When the nut sheared off, I tried an easy-out, but it still was stuck. I tried to pull the caliper off the car so I could take it to a shop, but the brake line nut was rounded and I couldn't get it off. At this point I was forced to admit I was going to have to take the car to a shop to have someone with skills and tools to get this done.

The car had 93,000 miles on it and there was no record in the maintenance book of a 90,000 mile service being done. I wanted a dealer stamp in the book for this service. So I decided to take the car in to the dealer for the 90K service, minus the few things I had just done such as the oil change and the new air filter and to have the caliper fixed. By this time it was early March and I wanted to have the car ready for spring.

I thought I had tightened the brake bleed nut and checked for a firm pedal, but when I drove the few

miles to the dealer, I was surprised at the soft response of the brakes. Then, when I pulled into the shop, the engine was running rough and the check engine light came on. And there was steam coming out of the engine bay.

The total of the work order was three pages and \$3,400. Three ignition coils and two spark plugs were replaced. The dealer replaced the right front brake caliper. Unfortunately, the calipers were all red, but the new one is black. I guess I will have to paint that, but it's a low priority for now. The coolant tank was leaking, so it was replaced and coolant was added. The cost included the 90K service.

Later in the summer, I put new B&B mufflers on just for fun. This is a pretty easy job, but I just wanted to pay someone to do it. The total cost was \$1,745 and the sound is great.

In the fall, I had AutoEdge do the oil change and general check of the car and systems. I had put only 1,200 miles on it since the previous fall but I think the cost is worth it in the interest of maintaining this car in good condition. They noted the IMS/rear main seal is leaking. It didn't seem to alarming, so I decided to keep watching it for a while. My long term plan was to replace the IMS bearing in the spring of 2020 with one of the aftermarket upgrades. This would include the RMS and a clutch at that time.

So, this winter, I replaced the final two coils and replaced all six spark plugs some of which were done last spring by the dealer when trouble shooting the rough running and check engine light. I started on the right side and that went well after pulling that muffler off. It was still a challenge to get at the number 5 coil, but I was able to do it. The number 4 coil was almost impossible. I was tempted to remove the muffler mounting bracket, but couldn't see how to get at the top two bolts, so I let it go. That's when I worked on the plugs on the left.

Even with much help from the Pelican Parts website, I had some trouble accessing the coils on the left side. I removed the left muffler to ease the job. This wasn't too hard since the mufflers were installed last summer. No problem with the bolts, just more time in a cold garage.

After finishing those three, I took another look at the no. 4 and decided I could better get it from the rear. I



still needed more room over the muffler bracket to get the plug out, so I dropped the motor about 1 to 2 inches. Others may not have this problem. I did, however, and so it goes. It was still a tight fit, but I got it done.

I didn't keep track of the total time I spent on this job, but five to six hours is a good guess. But what else is a retired guy going to do?

I also replaced the front hood struts for \$120.

I wanted to deal with a few long-standing cosmetic issues this spring. This included replacing the cup holder where the trim piece was broken. It could be hung on the cup holder, but would fall off when the cup holder was opened. I wanted to have a 4-wheel alignment performed to extend the longevity of the tires. And I saw an oil leak under the right side of the engine when I was replacing those coils and plugs.

Well, it turned out the oil leak was due to the improper replacement of the IMS bearing, so we decided it was time to fix this and not to gamble on a complete failure. We discussed options, but AutoEdge recommended a direct oil feed system with a new bearing. We agreed to also replace the clutch and the rear main seal while the transmission was down.

When we were done, the work totaled \$4,540. The clutch was very near worn out and a replacement would have been needed soon. The oil leak was from the IMS bearing and due to the improper installation by my seller. If it hadn't been leaking, I would have waited until next spring, but not later.

I don't dwell on regrets so I don't think things could have turned out better no matter what was done. I think the seller made a mistake with the IMS bearing replacement. But if he hadn't done that, I would have attacked this issue later, but not later than spring of 2020. I am also disappointed that someone (probably a Porsche dealer in Missouri) screwed up the right front caliper and ignored it.

Cason 'Sightings'! Schweinehaus . . .

photos courtesy, Brandon Olson

Cason has just the best dad; these two don't miss very many Porsche outings!

Here they are at the recent Schweinehaus hosted by Luis Fraguada Jr. and company at the Case and Keg Market (pretty cool to have a dad/son equally passionate about cars and specifically Porsches!)



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Saturday, September 14
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- Location: Medina location, 3600 Arrowhead Dr, Medina, MN 55340 - See ad right.
- Time: 9 a.m. to Noon
- Register early, bring friends, bring wheels!
- Website: Automotorplex.com/Oktoberfest
- German Music by Elk River German Band
- German Food and Beverages
- Includes People's Choice Award
- All Nord Stern members and their Porsches are most welcome



Love These Cars . . .

continued from page 37

The total cost of all of this work was just under \$12,000. Some of this was to make improvements (mufflers) and some was expected (IMS, RMS and clutch). About \$5,900 was unexpected. All I can say is I must love this car!

This spring, I changed the radio for one with Android Auto. This gave me hands free phoning and navigation. Something I would have done sooner or later for safety and convenience.

Next spring I will pop for a water pump and new tires. The tires on the car are near five years old and should be replaced even though the tread is still adequate. No point in taking risks with safety through neglect.

Now, to put all of this in perspective. I wanted a 911 and one that I could afford and not break the bank. I

wanted the newest one I could afford and one that was faster than my 944 turbo.

Using the Excellence© 2018-2019 Edition of the Porsche Buyer's Guide, I found the following. The last of the air-cooled 911s was the 993 model. These sell for \$40,000 and up. They don't have the IMS/RMS issue, but all Porsches leak oil and there may be other issues with cars that are more than 20 years old. The 2009 and later 997.2 model did away with the IMS issue, but prices start at \$40,000. If I was willing to spend \$40K, that would be my choice. Still, I'm happy with my 996 and now plan to drive it for a long time.

Nothing is Forever

by Danielle Badler, Rocky Mountain Region PCA

I received an e-mail from Autoweek recently. They asked me to respond to what they said was the first in a series of short surveys on the future of the brand.

The e-mail said the surveys will “help shape the future” of the publication.

Oh no, I moaned. It wasn’t too long ago that they went to a bi-weekly publishing schedule. Despite their name. Then, out of the blue, they sent me a key fob in the shape of their fabled logo design, the helmet worn by “ancien pilot” Jean Behra. The accompanying note said it was a thank-you for being a long-term subscriber.

You betcha. I remember when it was “Competition Press & Autoweek,” and it was printed on newsprint. Each issue, which did come weekly, was filled with major league race results. Naturally. But they also studiously covered flat track, modified, SCCA ... everything. Those days are long gone.

The e-mail said Autoweek’s total audience “has grown to roughly 8.7 million over the last three years.” And 300,000 lay their money down for today’s print version every ... ahem ... two weeks. I guess as long as you don’t publish monthly you can call yourself some sort of weekly.

I feel for them. Because I’ve never tried to harbor any illusions about my automotive passion. In point of fact, I’ve always considered myself part of a lunatic fringe. A pretty big one. But a fringe all the same. At a Porsche meeting a number of years ago, a friend, Chad, said something I’ll never forget. “Here, I’m normal,” he said.

Exactly. The fact is, the rest of the world just doesn’t get it. And never will. You either have the gene or you don’t. And I don’t see any mutations happening any time soon.

That’s the problem. We’re a dwindling mass. And time may be running out. Oh, “people” can grow to appreciate all things motive. But it’s not the same. Years ago, I was working for Kraft in Chicago. We hired a new speechwriter away from General Motors, someone who had written for Roger Smith. And he moved into the office next to mine. I couldn’t wait to hear about life at The General.

So I quick invited Alan to lunch. And I asked him, questions you’d ask, like, can you call down to the motor pool and requisition the next Corvette for the weekend? And Alan looked at me and said, gee, I guess. So I asked him whether he was a gear head, an enthusiast. And

Alan sort of looked into space and said, well, you learn to appreciate the product.

That’s the problem. Would Alan pay, out of his own pocket, for subscriptions to Road & Track? Car and Driver? Autoweek? Octane? To say nothing about membership in PCA and BMWCCA? For years? Uh, no. He might have had a corporate subscription to Automotive News. Which he would have dropped when he left GM.

I was impressed by an admission in Autoweek’s e-mail. They said, “As tech monopolies continue to swallow up more and more advertising money, it’s become clear that a traditional advertising model alone will not sustain Autoweek, or allow us to grow and create more of the stories you love.”

The survey asked questions like what I thought about an “enhanced” subscription, a “premium” subscription, a web-based conference on the future of the magazine ... stuff like that. I give them credit. They are looking at the world as it is, and is becoming, and are obviously trying to monetize their content in new ways. I wish them well.

Because I also recently received a notice, a postcard, actually, from Motorcyclist. The postcard informed me that their current issue would be their last.

Yeah well, I used to also subscribe to a bunch of motorcycle mags. But I let them all lapse when I sold my last bike, about seven years ago. All but Motorcyclist. Because I wanted to stay current. So I stayed with just one.

The notice said the balance of my subscription would be moved to Cycle World.

Ahh, another one bites the dust. I really liked Motorcyclist. Especially after a makeover they did a few years ago. The latest ... and last ... issue was indicative. A beautiful photo spread of the staff favorites from the Barber Motorsports Museum. A “Me and my bike” page on a woman rider (yes!) An interview with “King” Kenny Roberts. A feature on a Hasselblad digital camera. An article on “Roads,” highlighting the Great Road on Crete. And, how’s this? “The \$30K question; tackling California’s Central Coast on two, three and four wheels.” They compare a Honda Goldwing, a Polaris Slingshot Grand Touring and a Camaro 1LE.

Gone. All gone. Or maybe not. In his column, the editor writes “After this issue, you’ll find us online, continuing to build the Motorcyclist brand through our events, website, social media channels and video outlets.... They’ll be well served by the future of publishing, where we can hear them – sense them – rather than imagining them off the page.”

Hmmm. Is that real or a pipe dream? I guess we’ll just have to wait and see. After all, nothing is forever.



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..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

Classifieds

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 15th of the month prior to publication date: editor@nordstern.org.

FOR SALE

Set of four winter rims and tires, used only one season. Pirelli Scorpio size 255/55 R18. Were \$1,500, now on sale for \$1,250 or best offer. Owner moved south. Please contact George at 651.402.5654.

1988 Porsche 924S in Stone Grey

Manual transmission, 128,000 miles \$4,250 o.b.o. Nice opportunity for a cheap daily driver or race car candidate located in St. Paul. The body is in good shape, this was originally a Florida car and spent much of its life in Arizona. It was repainted in the original color at one point, so the paint generally looks good, but there are a few blemishes as you'd expect. Mechanically, the car runs and drives well and is generally in good shape, with a few known issues noted below. It's



on a Minnesota collector plate, so there's no annual tab fee going forward. Recent work done: New brake pads with EBC Red pads up front, New fluids (engine oil, brake/clutch fluid, transmission/diff oil) in the last ~2,000 miles, Upgraded to LED dash lights, Shift linkage upgrade, Aftermarket seats, All dash lights upgraded with new LED's. Nice and bright, Timing belt was replaced at ~120k miles according to the previous owner, so you should be good to go for a while.

Known issues: New replacement (black) interior has been installed, but only in the front half of the car. I have the rest of the new interior carpet pieces and the rear seatbacks if you want to use those to complete the interior installation. Previous owner added a push-button start. Otherwise, the key and ignition still work normally Odometer stopped working recently, so the reading is a few hundred miles low. This is a known issue with these VDO odometers. Speedometer still works fine. E-mail sthanley@mtu.edu or text 612.200.6619.

Wheels

Newly refinished 991 Sport Design II wheels for wide body fitment. These wheels are for wide body fitment - 991C4 or C4S. Part numbers are 991.362.166.33 & 991.362.161.32. They were completely refinished. Acid dipped to remove the old paint and then powder coated a platinum metallic silver. They come with the center caps and original TPMS sensors. They have not been mounted or used since they were refinished. Nothing wrong with them, I bought a set of BBS wheels and since these have been sitting and taking up space my



wife says they need to move out. Contact Trent - 612-208-2839 or twaite@tdwco.com

1986 911 Turbo

74,000 miles. Blk on Blk. Very honest original car; paint, engine, tranny, exhaust. No accidents. Cert of authenticity. New leather dash, windshield. Valve work by Ollie's of Arizona December 2018. New fuel pumps, CDI unit and coil, alternator. H4 headlights, 964 mirrors, Nakamichi CD/Radio (have all originals). Starts and runs flawlessly. Pre purchase inspection done at Auto Edge April 30th 2019. \$89,000. Bob 952.201.1271 or Bob@mplsdesign.com

1990 Porsche 944 S2

\$8,500, 137,668 mi, Great DE Car or Daily driver. Maintained by AutoEdge since 1993. All belts and tensioners replaced at 137,302 mi Features: Recaro SRD driver seat with 5 point harness and harness bar (original seat included), 968 sway bars front and rear, koni adjustable shocks front and rear, 250 lb front springs, one degree negative camber, lowered and corner balanced, Class 1 hitch receiver with hitch, one set hre wheels 17 x 8.5 and 17 x 9.5. Also available: Porsche Design 90 wheels 16 x 8.0 and 16 x 9.0 (\$1,000), Utility trailer with enclosed and lockable box on 40 x 48 in frame with 8 in wheels and bearing buddies. (\$250). Contact: Bill Votel 952.435.3554 evenings or bvotel@mac.com

Used 356/912 parts

356: 1 cylinder head; 1 crankshaft/camshaft core set; 4 rod cores; 2 zenith carborsators w/ manifolds
912: 912 engine core complete. Inquiries: szejmet@aol.com

1991 928S4

Red with tan leather. Automatic. 79k miles. All of the normal bells and whistles. Body excellent, interior good to very good. New battery and other work done. Runs good and shifts smooth. Beautiful car but desperately need the space with new teenage drivers and multiple toys in my own collection. Too many "goods" to list, but I will attempt to list those some might find concerning. I have some but not extensive previous records or service history. Car was a theft recovery early in its life (93?) and therefore has a Salvage title. AC not working - compressor supposedly good but not blowing cold. Tires will need replacing soon. Overall an excellent opportunity to purchase a late model 928S4 at a reasonable price and complete to your standards. \$10,750 or reasonable offer. 952.658.9229

10 spoke Porsche wheels

In very good condition, left over from a 2015 9114S with Michelin Pilot Alpine's in good condition. Front 245/35R20 and Rear 295/30R20. Feel free to contact me for more information and pictures, skip7.dt@gmail.com



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