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October 2019

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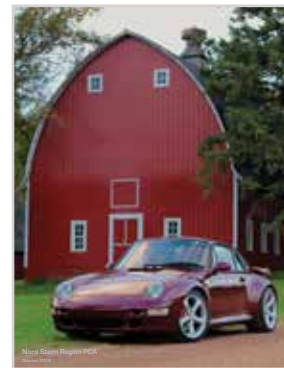
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Cover: What a color match!
While not perfect, it certainly
evokes the splendor of fall
foliage soon to be here!

Photo by Michael Grabner

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

email: membership@nordstern.org

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

President Roger Johnson 6090 Cheshire Ln Plymouth, MN 55446	president@nordstern.org	Historic Archivist Kim Fritze	archivist@nordstern.org
V-President Chip Smith	vicepresident@nordstern.org	Insurance Dan Perinovic	insurance@nordstern.org
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Driver Education Misty Martianos	de@nordstern.org	Touring Randy Walker	touring@nordstern.org 715.441.6084
DE Registrar Dave Anderson	registrar@nordstern.org	Track Relations - BIR and RA Jim Bahner	trackrelations@nordstern.org
Driver Training Jim Bahner	dt@nordstern.org	Webmaster	webmaster@nordstern.org
Fall Color Tour Michele and Ron Johnson Lauri and Greg Wagener	fallcolor@nordstern.org	Zone 10 Rep: Julie Bailey 229 S Westfield St Wichita, KS 67209	
		racylacy944@yahoo.com 316.655.4058	



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!

Clinton and Emilie Christensen

Farmington, MN

1983 Black 944

Toni LaRose

Chanhassen, MN

1994 968 Galactic White Cabriolet

Richard Ness

South Saint Paul, MN

2018 Graphic Blue 718 Cayman S

Robert Norton

Eden Prairie, MN

2008 Atlas Grey Cayman S

Tom Sabow

Edina, MN

2016 Silver Cayman GTS

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

Now. As this is written, we are in the busiest stretch of great Porsche Club events maybe in Nord Stern history. In a stretch from the Vino in the Valley tour on August 24th through the Beer and Bark tour in mid-October, Nord Stern has an event 8 straight weeks. All of these events have been very popular due to the great organization of the Event Chairs. Please thank them whenever you get a chance. It takes good people to create good events and thankfully we have many. All this keeps our Club growing and very strong.

We have moved the Business Meeting and Social to the first Tuesday of the month. The location is changing to Lifetime Fitness (formerly Flagship) in Eden Prairie. They have a great meeting room, good food, and good service. When you enter, go straight ahead into the bar/restaurant area, go through the restaurant to your right and there is a hallway and stairs that go down to them meeting room. See you there. It's a fun social event along with some club sausage making that you may find interesting.

September's meeting featured two speakers from the Minnesota United Car Council, Inc. This group was started by some members of the Corvette Club who didn't like the idea of messing up the front of their Corvette's with an ugly license plate. They provided us with an update on their activities to date. They had bills introduced in the House and Senate and are working on building support. Current

Minnesota law allows rear plate only if you have "collector" plates, so this isn't completely new to our state. Nord Stern agreed to support this effort. More details are elsewhere in this issue.

I had a chance recently to drive the new 911, the 992, at Porsche Minneapolis. What a exciting automobile! Extremely refined and very powerful. If one looks carefully you see several design features based on the older 911. Most notably the sunken and squared off hood. Brilliant. We are working with the dealers on having tech sessions to do a deep dive into the new 911. Watch your email.

This is the time of year where we are putting plans in place for next year. Consider getting involved. You will meet some great people and have a great time.

– Roger J.

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Collision Center, Inc.	15
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Porsche St. Paul	IC
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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

Well, in the interest of trying something different with this column, I've been looking around the PCA.org website and specifically at documentation and governance papers. Can be a bit of a rabbit hole to say the least as PCA is certainly a big organization these days and highly structured (well, after all this is a German car club!). Thought this piece on ethnics was one we could all embrace, probably so in other aspects of our lives, too:

PCA CODE OF ETHICS AND CONDUCT

This document is presented to define the standards and ethics to which the organization holds itself, its elected and appointed representatives, its employees, and its members. It supplements but does not replace our established Bylaws and procedures, which are documented elsewhere. The following represents the way we want to be and to do business.

PCA is not a political organization. It exists for the benefit of its members, to further their enjoyment of their cars. In the performance of this mandate, it must operate under the rule of law, adhering to the laws of the various countries and jurisdictions under which it exists. This means that illegal behavior is not tolerated, and that close attention is paid to the requirements of the law in the actions of all involved, national and regional officers, individual members, and those within the national office.

Beyond this, we accept the obligation to do what is right. An ethical system is based on the mutual benefit

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

of the involved parties; the corollary of this is that we treat neither fellow members nor non-members in a way that is demeaning, embarrassing, derogatory, or otherwise inappropriate. Our natural competitiveness does not extend to taking unfair advantage of others, be they individuals, clubs, or businesses. Actions and words about which there may be some question are undertaken, when possible, only after careful thought and perhaps consultation.

Decisions affecting PCA should be either self-obvious or readily explained. Particular attention should be paid to potential conflicts of interest involving special treatment or gifts from individuals or companies possibly hoping to gain something in return. Other potential conflicts of interest, in which an officer, employee, or member must weigh his immediate and personal potential for gain against the best interests of PCA, require special thoughtful attention. Transparency in all actions is desirable. Nothing must be allowed to compromise the integrity, credibility, and best interests of PCA in the making of decisions that affect the club.

The culture of PCA is founded on doing the right thing to the best of our ability. Without this we lose our self-respect both as an organization and as individuals, a price that we will not pay. Non-adherence to these principles will not be tolerated; behavior or actions damaging to PCA will be dealt with by the established club Bylaws, and may result in permanent loss of membership.



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OCTOBER**2019****4 Nord Stern Last Fling Driver Training @ BIR ******5-6 Nord Stern Last Fling Driver Ed @ BIR ******8 Nord Stern Business Mtg ****Location: Lifetime Fitness in Chanhassan
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****12 Nord Stern Business Mtg ****Location: Lifetime Fitness in Chanhassan
6:30 p.m. Social, 7 p.m. Meeting**DECEMBER****2019****10 Nord Stern Business Mtg ****Location: Lifetime Fitness in Chanhassan
6:30 p.m. Social, 7 p.m. Meeting**JANUARY****2020****10 Nord Stern Business Mtg ****Location: Lifetime Fitness in Chanhassan
6:30 p.m. Social, 7 p.m. Meeting**APRIL****2020****29-May 2****PCA Spring Treffen**

Location: The Broadmoor, Alpine Mountain Region

SEPTEMBER**2020****16-19 PCA Fall Treffen**Location: The Greenbrier First Settlers
Potomac and Shenandoah Regions**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://grizzlysgrill.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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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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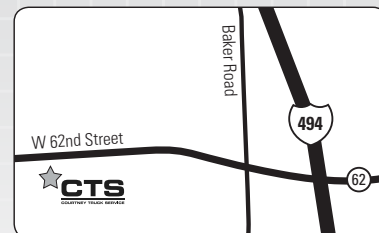
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1997 Nord Stern • Fast Fling Results • Brainerd International Raceway May 3 and 4

Submitted by Ron Faust from the reviewed June 1997 newsletter

So many timed runs and so many drivers and people those of us who have been members for longer than we care to admit know—and many of whom are still active!

Interesting to note how close some of the timed runs were. And also note that Teresa Vickery was finally allowed to compete in the 9M (that M for men!) class and that she was prouder of her place in that category than when she had to compete in 9W. She made that known wide and far!

Place	Class	Car#	Name	Region	Year/Car	Best time
1	1M	30	Vaughn Johnson	NS	914	2:10:673***
2	1M	43	John Rebane	NS	74 914	2:13:916***
3	1M	137	John Cunico	NS	79 924	2:18:168***
4	1M	159	Dan Tokheim	NS	72 914	2:25:196***
5	1M	53	Dwane Kostrom	NS	73 914	2:35:926***
1	2M	124	Scott Kuhne	NS	88 944	2:03:748***
2	2M	96	Henry Rogers	NS	88 924S	2:04:058***
3	2M	19	Scott Anderst	NS	85 944	2:05:102***
4	2M	109	Mark Skweres	NS	85 944	2:09:995***
5	2M	223	Jim Bahner	NS	86 944	2:17:589***
6	2M	149	Arnie Olson	NS	88 924S	2:19:765***
7	2M	335	Jim Mullin	NS	Schneider	2:25:534***
8	2M	45	John Erickson	NS	81 924 T	2:27:765***
9	2M	87	John Ogerek	NS	87 944	2:30:156***
10	2M	156	Dan Hedeon	NS	88 944	2:32:793***
11	2M	174	Leonard Wenc	NS	83 944	2:35:796***
DQ	2M	251	Joe Rothman	NS	85 944	2:02:116***
1	2W	197	Margo Anderst	NS	85 944	2:07:409***
2	2W	81	Bobbi Miller	NS	87 924S	2:11:645***
3	2W	451	Lyn Erickson	NS	81 924 T	2:30:020***

1	3M	58	Jim Benson	NS	87 944S	2:05:078***
2	3M	74	John Ballard	NS	78 928	2:08:225***
1	4M	108	Kevin Zuch	NS	86 944 T	2:03:184***
2	4M	85	Rob Bernard	NS	86 944T	2:05:214***
3	4M	41	Bill Votel	NS	90 944 S2	2:06:086***
4	4M	170	David Engh	NS	86 944T	2:06:612***
5	4M	38	Cliff Anderson	NS	968	2:07:844***
6	4M	806	Jon Hobbs	NS	87 944T	2:10:038***
					4:44:040	
8	4M	106	Mark Kittock	NS	86 944T	2:10:540***
9	4M	101	Paul Ingebrigtsen	NS	86 944T	2:10:618***
10	4M	131	Tom Dodds	NS	86 944 T	2:17:596***
1	4W	706	Pat Kittock	NS	86 944T	2:24:758***
1	5M	59	Kim Crumb	NS	89 928 GT	1:56:024***
2	5M	77	Dave Galey	NS	88 944 Turbo S	1:57:173***
3	5M	39	Mike Selner	NS	89 944 TS	1:59:108***
4	5M	18	Jim Miller	NS	89 944T	2:03:571***
5	5M	194	John Konicek	NS	87 928 S4	2:04:283***
6	5M	301	Michael Wachholz	NS	92 968	2:05:710***
Place	Class	Car#	Name	Region	Year/Car	Best time

1	6M	8	Bob Fleming	NS	65 911	2:08:658***
2	6M	226	Donovan Kostrom	NS	72 911T	2:12:813***
1	7M	153	Eric Hartwig	NS	74 911	2:11:416***
1	8M	117	Steve Rosenberger	OOR	82 911 SC	2:02:045***
	8M	13	Chip Smith	NS	79 911 SC	2:04:210***
3	8M	145	Dick Corson	NS	78 911SC	2:05:110***
4	8M	125	Frank Lombardo	NS	81 911SC	2:05:133***
5	8M	150	Glenn Lysaker	NS	78 911SC	2:05:459***
6	8M	47	Ron Faust	NS	80 911SC	2:05:669***
7	8M	102	Victor Lee	NS	78 911SC	2:06:448***
					2:07:109	
8	8M	193	Jeff Lawrence	NS	84 911	2:13:629***
9	8M	471	Jim Faust	NS	80 911SC	2:23:693***
1	8W	702	Susan Lee	NS	78 911SC	2:11:546***
2	8W	166	Eleanor Renwick	NS	81 911 SC	2:24:568***
1	9M	97	Alberto Megallon	NS	86 911	1:58:675***
2	9M	42	Steve Sherf	NS	85 911	2:00:490***
3	9M	17	Jon Beatty	NS	85 911	2:01:040***
4	9M	142	Dave Sherf	NS	85 911	2:01:656***
5	9M	78	Keith Kemnitz	NS	86 911	2:03:163***
6	9M	66	Jim Holton	NS	85 911	2:03:916***
7	9M	621	Don Erickson	NS	84 911	2:08:251***
8	9M	186	Teresa Vickery	NS	87 911	2:08:863***

8	9M	186	Teresa Vickery	NS	87 911	2:08:863***
9	9M	28	Dick Meintsma	NS	86 911	2:17:165***
10	9M	333	Nick Summers	NS	86 911	2:18:312***
11	9M	303	Joe Voyles	NS	84 911	2:29:527***
1	9W	25	Michelle Rothman	NS	87 911	2:11:852***
2	9W	73	Kim Polk	NS	86 911	2:14:219***
1	10M	5	Guy Reeder	NS	93 RS America	1:57:595***
2	10M	90	Ron Lewis	NS	90 911 C2	1:58:819***
3	10M	165	Jim Potts	NS	94 RS America	1:59:230***
4	10M	65	Jeff Pugh	NS	97 993 C2S	2:00:481***
5	10M	221	Doug Scovanner	NS	95 993	2:01:078***
6	10M	35	Nick Cirillo	NS	91 911 C4	2:04:607***
7	10M	196	Brad Palm	NS	97 993	2:13:482***
8	10M	316	Rich Hanson	NS	90 911 C4	2:21:929***
1	10W	68	Jan Watson	NS	90 C4	1:59:255***
2	10W	134	Launie Cousins	NS	89 911 C4	2:03:994***
Place	Class	Car#	Name	Region	Year/Car	Best time

3	10W	54	Jackie Smillie	NS	90 C4	2:07:648***
4	10W	227	Mary Scovanner	NS	95 993	2:08:329***
5	10W	135	Susan Cirillo	NS	91 911 C4	2:15:648***
1	P1	4	Steve Watson	NS	90 911 Turbo	1:41:489***
2	P1	181	Rod Johnson	NS	87 911	1:47:204***
1	P2	661	Rick Polk	NS	Cow/Bull	1:47:156***
2	P2	49	Mike Hoke	NS	71 911	1:48:572***
3	P2	21	Joel Pfister	NS	73 911	1:49:307***
4	P2	15	Marcus Gustafson	NS	72 911	1:50:180***
5	P2	57	David Parker	NS	76 911	1:54:760***
6	P2	154	Brian Smillie	NS	86 930	2:02:281***
1	P3	381	Bob Piper	NS	78 911	1:52:261***
2	P3	350	Terry Johnson	NS	86 944 T	1:55:191***
3	P3	24	David Steen	NS	92 911 T S2	1:57:097***
4	P3	67	Dick Petersen	NS	73 911S	2:04:837***
1	P4	62	Justin Draper	NS	86 944T	1:56:228***
2	P4	46	Bob Viau	NS	89 944 S2	1:56:881***
3	P4	178	Greg Fresh	NS	944T	1:57:709***
4	P4	51	Lee Jacobsohn	NS	90 944 S2	1:59:689***
5	P4	3	Bruce Boeder	NS	80 911SC	2:02:835***
6	P4	146	Pam Viau	NS	89 944 S2	2:04:251***
1	P5	72	Dave Weisel	NS	73 911 T	2:04:484***
2	P5	14	Tom Solstad	NS	73 914	2:04:961***
3	P5	56	Damian Kostrom	NS	66 912	2:17:269***
1	N	138	Fred Jacobberger	NS	Nissan	2:21:808***

New Car Time . . . Two

by RL Turner, Maverick Region of PCA

And here we are again. Another holiday season and I'm home for several weeks in a row. Guess what I do as the evening winds down? I mean beside sipping a nice bourbon or two. Give up? Oh, come on! I'm car shopping. Maybe you thought that everything was static, automotive wise, in the Turner household. I still had my truck, left over from the race car days, the Speed Yellow 986 S and of course my wife's cute-but-slow Mini Cooper Countryman. You might have thought that, but you'd be wrong. Remember, car buying is a vocational hobby based on opportunistic mojo when all nine planets and seven chakras align (whatever the heck that is).

Craigslist app in hand, I started searching all the different permutations of various Porsches. When I came across a 2005 Turbo S that was really cheap, it got my attention. I did some research on the car and discovered it had recently been up on an auction site and had not hit its reserve. Hmmm, interesting. I replied to the ad and the person who listed it called back.

"How do you want to proceed with the sale of this car?" he asked after I told him I was interested.

"I want to fly to where you have it and have a PPI* done. If everything is good, I'll drive it home."

"That's not how I do business," he said. "I ship you the car."

When I insisted on a car inspection, he suddenly got very vague. He couldn't agree to a time for me to visit and have the car inspected.

"Then what exactly do you want?" I asked him.

"Send me a cashier's check and I'll ship the car to you."

I really wanted this car, but the scam radar had gone off full tilt.



I think to get me off the phone, he agreed to call me after the holidays to set up a meeting at a local garage. He never called. I wasn't holding my breath, well not too much, as it would have been a great car for that price. Thinking over what had happened with this guy and the car, I believe I know how these scam artists work. These guys aren't dumb. They troll auction sites, Craigslist and other venues. They have some photos which they download or copy from the listings. Frequently they'll even have the VIN from a listing. So, they have a lot of data on a car. They'll list the high-end car for sale for super cheap in a different city. When

someone contacts them, they offer a flimsy excuse for why they're selling so cheaply. (The scammer I spoke with said he didn't need the car since his son had "gifted him a GT3 RS"). After the buyer is hooked, they request a cashier's check promising to ship the car to the buyer. I have a hunch there's no car on the other end of this transaction and it's bye-bye cashier's check. Caveat emptor!

To get back to my search for my next car, you may recall from earlier columns that my wife and I agreed that once our kids were out of college, out of the house and self-sufficient, I could purchase a big-boy Porsche. For some reason known only to her, she agreed to let me move the time table up a few years. I didn't need any urging, the car-shopping flood gates opened.

First it was a 2001-2003 996 Turbo. As they had bottomed out on their depreciation curve, they would be collectable classics – someday. Then the search shifted to 996 C4S'. There were so many to choose from! Prices were all over the place from high-mileage low-priced cars to low-mileage cars with rare options and higher prices. I found one that had every Speed-Yellow option ticked off on the build sheet. In fact, whoever ordered that car may have made up a few factory Speed-Yellow options just for it. Crazy. But I passed on it. Why? It was so rare and perfect I'd have never driven it. That car belonged in someone's collection.

I showed my wife car after car. Her reaction was, "meh". Finally she said, "Get a newer Porsche."

OK! No problem. My search switched to the 981 Cayman S. I've owned thirteen Porsches and my favorite one was a track oriented 2006 987 Cayman S. It was arctic silver with terracotta red interior. A knockout. As I have noted, I love me some Cayman's. The search began for my ultimate Cayman S. This time I searched nationwide for a Racing Yellow Cayman S with PDK. I found it in the far reaches of Justin, TX, practically next door. I was used to flying or driving many miles to look at a car. This one was all of twenty miles away. Sweet! The car was awesome. Low miles, go-fast goodies like Fabspeed headers, Porsche Sport Exhaust (PSE) and vinyl wrap on the hood and fenders. The icing on the cake? The previous owner had added the Cayman GT4 rear wing and side scoops. Score!



So, What's a Treffen, you ask??

Treffen – ‘to meet’. That is the entire concept behind the PCA Treffens: an opportunity for PCA members to meet their fellow Porsche enthusiasts in some of the most spectacular locations in North America. From the ski valleys of Tahoe and the Hill Country of Texas to the beautiful scenery of New Mexico and the mountains of Western Canada, PCA's Treffens provide the opportunity for members to drive some of the best roads in North America and enjoy five-star hospitality at world-class hotels.

The Treffen North America emphasis is on the social side: meet your PCA friends, but perhaps, more importantly, make new friends who enjoy the same type of exclusive experience that the Treffens provide – spectacular hotels and unique driving opportunities set in locations offering unparalleled scenery and luxury.

PCA has put together a four-day event with an emphasis on guided tours hosted by the knowledgeable local Regions' experts and a Navigators Day Off to allow for doing just what you want that day, with several opportunities for different local and resort activities, all prepared with you and your well-being in mind. After a hearty breakfast, explore scenic driving roads like the Lake Tahoe loop road, Hill Country's best, Tail of the Dragon, Route 66 and Canada Highway 1 to destinations both beautiful and historic, with lunches included. Return to the host hotel and enjoy a grand Happy Hour with your friends before sitting down to sumptuous meals. Treffens do not include competition, other than how many new friends can you make and how best you can enjoy your time in a unique location.



Join us at a future PCA Treffen. It's time for you 'to meet' up with your fellow PCA enthusiasts in an environment unlike anything else you have ever experienced with PCA!

2020 Schedule:

Event	Dates	Location	Host Region
Treffen Spring 2020:	April 29-May 2, 2020	The Broadmoor	Alpine Mountain Region
Treffen Fall 2020	September 16-19, 2020	The Greenbrier	First Settlers, Potomac & Shenandoah Regions

We agreed on the price and a few days later, I happily traveled the twenty miles from Denton, TX to Justin, TX, picked up my dream car and drove to Casa Turner. Amazing.

Now that the new Cayman S moved into the garage, next to LMNHED, my wife's car was relegated to outside parking. Not workable. And as she also mentioned only one yellow Porsche was allowed in the garage at a time, the car that was a keeper, the Speed Yellow 2002 Boxster S, the concourse and touring car had to move to the chopping block. We could have listed the car on Rennlist, Sixspeed, Planet-9, 986forums, PCA, you know the usual suspects. But I wanted to sell it quickly. So, it went up on Bring-a-Trailer. Never heard of Bring-a-Trailer? Tune in next time as our car-buying frenzy continues. *Pre-purchase inspection

Nord Stern September Business Meeting Minutes . . .

President – Roger Johnson

The meeting was called to order at 7:22 p.m. Welcome to our guests Jim Bodine and Lynn Steenbloc from Suburban Corvettes, members Judi Sievers, John Velure, Luis Fruaguada Jr, Craig Tressen

Vice President – Chip Smith

Let Chip know if you are interested and willing to serve in a voluntary capacity of any sort in the upcoming 2020 year!

Treasurer – Jeff Bluhm

We have paid the Final Fling deposit for BIR. And we are in good shape for the winter financially.

Secretary – Betsey Porter

Meeting minutes from May were approved by voice vote.

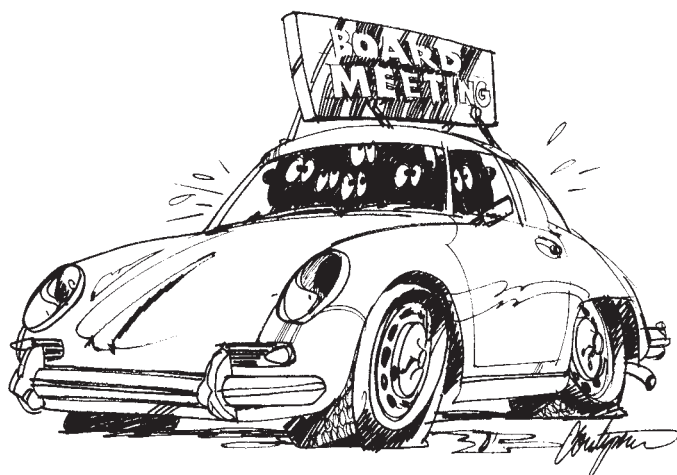
Advertising – Lara Dant

Introduced the new chair, Grant Dressen. Welcome Grant. We have six advertisers who still have not paid, Christie will remove their ads once she is notified as to who is in arrears. Ed V. mentioned that he will be at Collision Center and will personally hand their bill to them. They've undergone some ownership changes and the emails were not going to the proper individual.

All Porsche Show – Phil Saari and Hal Voges

No direct report, President Roger commented about what a great event it was this year; 189 registered and many more yet showed up and parked informally. Rain didn't totally dampen the festivities as it was dry during the actual event runtime.

MN Car Enthusiasts club still would like to collaborate on a June event.



Autocross – Andy Golfis

There was an event Sept 7-8, two p-cars came!

Board of Directors – Lara Dant, Ryan McGee, Paul Ingebrigtsen

Per Ryan, no update. We need to discuss

updating the bylaws soon. Some work has been done, last update was back in the early 90s. Technology alone was changed immensely.

Charity – Mark Kriesch

Club Race auction was AWESOME! We raised nearly \$20,000

Thank you to the volunteers who helped and the people who donated items.

Per Roger, we should submit our region for Charity of the Year to PCA National as it includes a monetary award. Can also add 2019 calendar receipts, Balsam Lake event donations, etc to the totals reported in our submission.

Club Race – Dave Sorenson

No report

Driver Education – Misty Martianos

Via email, everything is ready for Final Fling. Chip has asked Luis Jr to take over this position in 2020.

Driver's Training – Jim Bahner

Via email, sent out a call for instructors for Final Fling

Fall Color Tour – Ron and Michele Johnson

We are ahead of schedule on registrations with 28 today! This is the first year of utilizing clubregistration.net to monitor attendance and collect payments for meals that are included in the event planning. The route is planned, lunch has been set, activities are planned. Need BOD approval for dinner subsidy. Approved by voice vote. Will post info out on Facebook and via PCA eblast to promote attendance. There are some individuals who have reserved at Pier B but haven't registered online.

Historic Archivist – Kim Fritze

No Report

Insurance – Dan Perinovic

Via email, no update

Membership – Ed Vazquez

Offered to bring the 60th banner to the FCT. Ed is leaving the membership role at the end of the year. Chip is searching for a replacement for the public role. Betsey will take on the administrative tasks. We have 904 PCA members

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

Running center spread in color.

Rally and Drives – David Hudgens

No Report

Registrar – Dave Anderson

We have 17 signed up for Final Fling DT. 6 signed up for Advanced Lapping. 44 signed up for DE, including 4 Corvettes! We will send out an email blast shortly

Balsam Lake tour is almost full, per Christie. Insurance is set, radios available.

Safety – Paul Ingebrigtsen /Chuck Porter

No update

Social Media – Betsey Porter

Will post Final Fling and FCT on FB

Shop and Tech relations – Roger Johnson

The two dealerships will get the 992 in this month, both have agreed to host a tech session for us.

Touring – Randy Walker

Vino was great! Will start the 2020 event at the A&W because the park is now charging for “events”.

Track Relations – Jim Bahner

Via email, things are going well with BIR after the death of the owner last year.

We won't have any dates for BIR or RA until probably January.

Webmaster – Dave Anderson and Christie Boeder

They are just going to cut over to the new site. Tired of being locked out of current site. A few people are interested in helping with content.

Old business

Roger is still working on organizing a tour of Cirrus plant in Duluth. Roger and Ed have been handing out badges to volunteers. Please let Roger know how many you need to give to your event's volunteers.

May minutes approved.

New Business

Jim and Lynn gave a presentation on behalf of the Minnesota United Car Council regarding possible legislation on a new license plate.

Proposing a new “Special Interest Vehicle” plate category that would only need to be installed on the rear of the vehicle. Two bills were submitted in 2018-19 session. Rep Hunt of Roseville and Rep Elkins of Bloomington have sponsored the bills in the House. A Special Interest Vehicle in this instance is one that is used for a leisure pursuit only, limited to 10K miles per year. Owners will have to have an additional vehicle with two plates that is used as a daily driver. \$50 fee for privilege of having one

plate. Must still be registered and get tab(s) every year.

MNUCC is looking to garner support, raise funds for a lobbyist and ask members to sign a petition.

They have been meeting with legislators on the Transportation Committee. Planning to meet with law enforcement groups. 30 states already do not require a front plate. Petition is available on change.org, donations can be made on minnucc.com

Holiday party

Roger would like to change to a Fall party in November. Roger asked Tom McGlynn if we could use his garage and he agreed. Dave A has an idea for a rally in October

Meeting adjourned 8:48 pm

No Front Plate!

At this month's business meeting and social, we had a presentation from the Minnesota United Car Council, Inc. This group, initially Corvette Club members, is pushing the Minnesota legislature to adopt legislation that allow enthusiasts to opt out of mounting front license plates on you new GT2RS or used Boxster. Currently in MN you don't need a front plate if you have “collector” plates, so this is not completely new in MN. A number of states have already adopted legislation similar in nature and more are proposed.

House Bill HF 1817 was introduced by Representative Hertaus on 2/28/19.

Senate Bill SF 2694 was introduced by Senator Hall on 3/26/19.

You can review the details of this legislation by going to MinnUCC's website at www.minnucc.com and clicking the links to the bills. There is much more info on the group's website.

This effort needs your support. What can you do?

1. Check out the details at www.minnucc.com.
2. Sign the petition there.
3. Donate after you sign. They need to hire a lobbyist to get this done.
4. Contact your legislators and ask for their support.

Thank you for supporting this effort. Watch this space for updates as this works through the legislative process.





DRIVER ED & DT @ BIR!

OCT 4-6, 2019

**Last Fling Driver's Ed is
Just Around the Corner:**

**Registration • Details Online •
clubregistration.net**

**2019 Final Fling Driver's Education
and Driver Training!**

**Registration for Driver Training (Novice and Advanced Options available)
on Friday, October 4th is at clubregistration.net**

**Two full days of Driver's Ed is then scheduled for Saturday and Sunday,
October 5-6! Don't delay, register today @clubregistration.net**



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Nord Stern was featured at the Chanhassen Autoplex's Cars and Caves recently on August 31st in honor of the 60th Anniversary of the club.



Jim Anderson above (with brother and friend) and Elmer Baldwin (below, right) were two of the winners of the prize drawings (Meguiar's car care products!)

There were a wide variety of Porsche models and years in attendance including 356, older and newer 911's, a few Macans and Cayennes, and even a 944 or two were on hand.

Bret Bailey (his garage, right, top photo) hosted coffee and refreshments at his condo. Several other garages displayed the Porsches in their collections; including Nord Stern member Roland Ugarte with his collection of 10 beautiful Porsches of various models.

Porsches are Featured. . .

by Bret Bailey,



Labor Day BBQ in Rochester

by Jeff Boehm, 2014 Cream White Cayman

Great weather for our 15th Rochester Labor Day Porsche Picnic! And a Great turnout. Put this on your calendar for next year, always a great drive to Rochester and hosts Gina and Brian O'Neill along with organizers Jeff Boehm and BJ Peterson provide a great setting and great hospitality. Thanks always to these power duos for all their work!





NS Business Meetings - Lifetime Fitness

by Christie Boeder, '73 911

Our club's business meetings are held monthly, September through April. This year they will be at Lifetime Fitness (formerly Flagship) in Eden Prairie on the second Tuesday with social time at 6:30 p.m. and meeting at 7 p.m. All members welcome - Join us as we do have fun!





Random, Awesome Action Photos

Above left and right are two photos from Dave Anderson from this year's Labor Day BYBBQ&B get-together at Gina and Brian O'Neill's home. A great turnout with good weather, good food equals a great time by all.

Right, Photo by Jim Southwell of two of the newest PCA Juniors: his neighbors: Luke, seven, and Isaac, five. They are both very enthused about the brand, especially Isaac, love asking me questions about the car and telling any other kids "don't touch the Porsche!"



September Oktoberfest @ Medina AutoMotorPlex

photos by Brandon Olson





Improving people's lives one Porsche at a time.

Truth is, with support from partners such as Michelin, BBS, & JRZ Suspension, we're on a mission to deliver our clients & their Porsches only the best components and service.

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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.

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PORSCHE

Calling all Nord Sterners: AutoCross 2019 Opportunities!

2019 MINNESOTA AUTOCROSS CALENDAR

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 Ralleys

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

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvscc.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

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

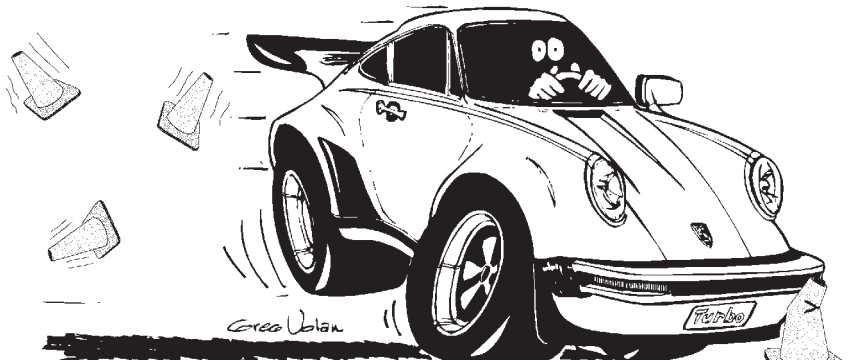
WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN

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

Saxe Chev/Buick=Matt Saxe

Chevrolet Buick, Belle Plaine, MN

REV040219



Where We Were . . . 60 Years!

curated by Ron Faust

Last month in this column we reviewed Peter Kitchak's tale of his drive in the 24-Hours of Daytona. I've have known there were REALLY good drivers in Nord Stern. When one of our people is successful on the professional level and takes the time to honor this newsletter with a write-up, he or she should go into our Hall of Fame (if NS had one!) Here I try to hit some of the high points from the rest of the May issue and June issues of that year.

—Ron Faust

May/June 1997

Teresa Vickery wrote about a dinner for new members that had been held in March. Different club members gave their pitches on why to get involved in different activities. On Rallies, Teresa's approach was to *"rally until you get time for an ice cream brake, or you get lost. Then open the "panic pack" and meet the group at the restaurant."* When Driver's Ed was brought up, in her usual witty fashion, Teresa said *"It's like taking a roto-rooter to my brain"* as it totally takes you away from all the routine of work.

Mark Kittock reported on a tech session on tires that featured **Greg Erickson** and **Paul Beyl**. Who knew when storing tires to keep them away from heat which cause them to degrade unevenly, and electric motors which emit ozone that degrades tire rubber by extracting the carbon black out of the rubber compound. Regarding heat cycling, the message was that it can provide a slight performance

improvement *"but don't worry if you can't."*

A technical article from Riverside Region gave tips on 911 CIS injection (1973 to 1977) including how to set the fuel mixture: Use a 3mm allen wrench in the small hole between the airboot and the fuel distributor to set the fuel mixture to peak RPM. Then turn the Allen wrench 1/8 to 1/4 turn counterclockwise (lean). Turn back clockwise (rich) until it smoothes out.

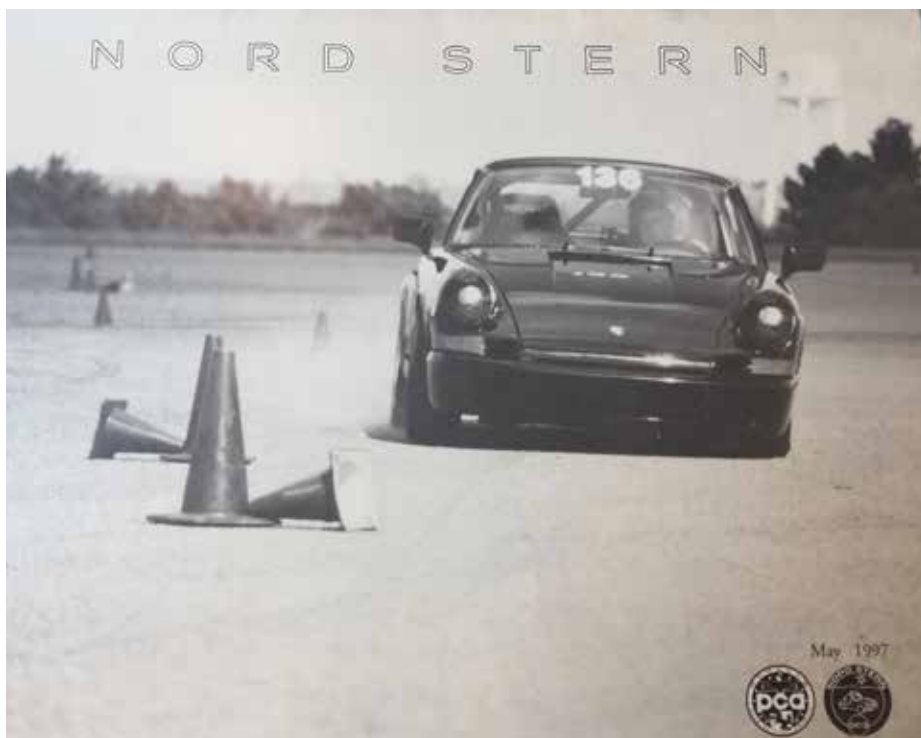
Kim Crumb again contributes about his spring travels to Florida, which again include a "Varmints" racing go-kart school where he was joined by **Ron Lewis, Scott and Jessica Kuhne, Steve Fong** and **Michelle Mazur**. As usual, Kim remembers all the details of this school and race series (in which he came out first, of course). Also thrown into his spring tour are a day at Epcot, a PCA National Board meeting, an Indy race, and the 2- Hours of Daytona. Kim calculates 1,800 turns on his 2,200 mile spring break.

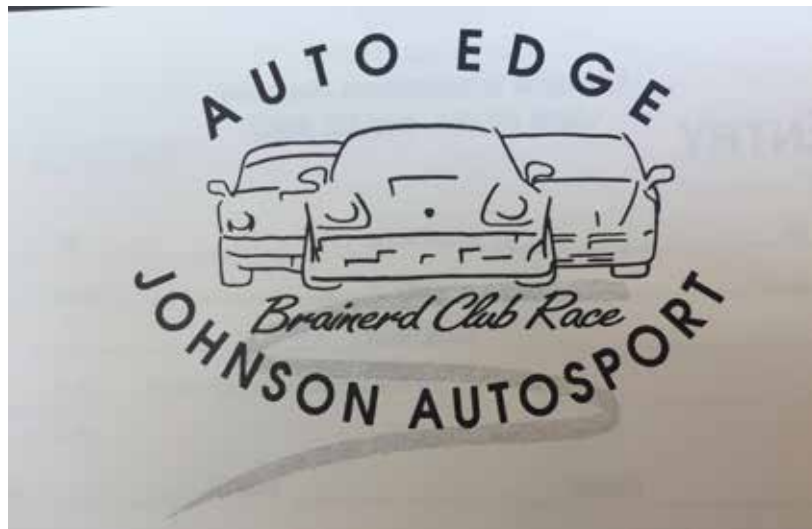
Next, 2 1/2 pages cover the results of the 1997 First Fling at BIR. Timed laps are a thing of the past now. Some people had individual timing devices back then, but for most of us this was the only way we knew if we had a good weekend, or not so good. If our times went down, were we getting older or was it just our trusty Porsche that we could blame it on? Each driver got two laps that were not in traffic. An electronic beam by the tower at Turn 10 timed each of the two laps down to a thousandth of a second. The consistency of the lap times was fascinating. Fast or slow, many drivers' first and second laps were within in a tenth of a second of each other. Also note that a single class (8M for example) might have four drivers within a half second of each other. Although we knew we were amateurs and not really racing, that was a fun part of going to BIR.

The April and May issues welcomed **Fred and Patricia Jacobberger, Robert and Molly Piper, and Rick and Faith LaVerdiere** as new members.

Listed in the Marktplatz are;

- 911 Carrera Race Car, totally prepared with \$11,500 of goodies, offered by Lee Jacobsohn for \$25,500
- Bruce Boeder had two 6x16 and one 7x16 Fuchs wheel for sale





Ron Lewis tries inside pass on Tim Roberts, photo by Scott Kuhne

JUNE 1997



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NORD STERN 24



Starting grid Disney 200 Indy Racing, photo by Tim Roberts



Bob Wollek, long time Porsche race driver (on left), photo

Some pretty fun scans from this issue, and of special note is member 'aka mr. model' Rick Sojkowski sporting Nord Stern merchandise of the day! Along with one of my favorite Autocros photos above, right showing some of those 'lift' skills needed to avoid cone punting!

What is the Porsche Parade?

courtesy pca.org

No, it's not ticket tape, bands, clowns, floats, waving divas! Parade is the "big" Porsche Club event of the year: our annual national convention. Parade has a potpourri of activities and club members from all across North America come together for this once a year extravaganza to participate in a week of competitive events, to socialize and enjoy their cars, with seminars and tours adding to the event's variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends that they only see once a year, at Parade!

The term "Parade" evolved in August 1956, when 64 enthusiastic entrants gathered at a suburban Washington, D.C. motel for four days of Porsche enjoyment and friendship. A "parade" of Porsches through the countryside caused everyone to refer to the event as the Parade and the name has stuck. The current size of our convention makes a true parade of cars logistically difficult but we still do it when we can, and it is always a sight to see. Additionally, there are many other events to keep you occupied, please see the other pages in this section to get an idea of all the fun waiting for you.

Besides entrants, representatives from the Porsche factory in Stuttgart, and from Porsche Cars North America also attend, along with numerous automotive-related spokespeople. Porsche Panorama, the official magazine of PCA (and occasionally other national publications) publicize the event and the results.

Any member in good standing is welcome to attend the Parade and enter the four major competitive events. Along with them, CAFP and JPP members may also attend and compete in the four competitive events. CAFP (College Age Family Program) are children of members 18-24 years old. JPP (Junior Participate Program) are children of members who are 16-17 years old. Other immediate family members are also welcome, however they may not enter the four major events. Complete details on entrant eligibility may be found in the Parade Competition Rules.

Parades are typically held in the summer, and each year the Parade moves to a different part of the country. Each year is unique. If you would like to see a Parade in your local area, please contact the National Parade Committee Chair. The Parade is a full week of fun that contains everything great about PCA. Come out and enjoy the party! **2020 = Palm Springs, CA June 21-27 at the La Quinta Resort & Club**



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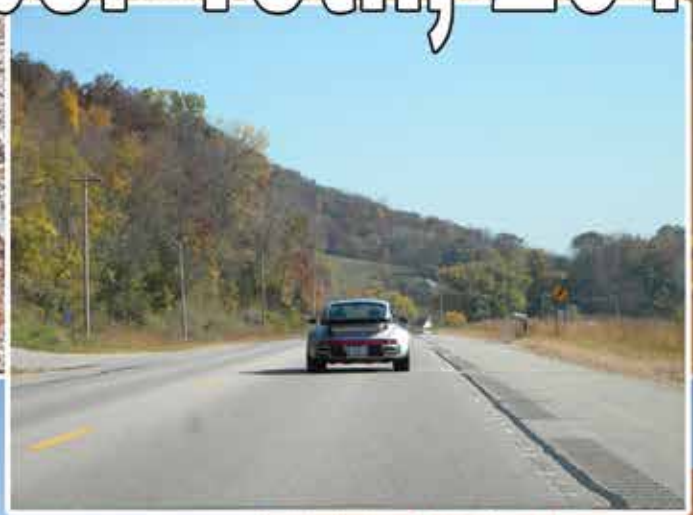
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At Porsche in Zuffenhausen, everybody knows that the Jorg Muffler isn't something Grandmother wears around her neck. You'd like to know a thing or two about Porsche?

A

Aluminum Can. True, "Aluminum Can" is not really flattering for a Porsche. Still, this term became established for the aluminum-bodied Porsche 356 SL that won the 24 Hours of Le Mans in 1951, a race already legendary at the time. And it did so with just 40 hp. The aluminum can is of course still around ready to be seen – at the museum.

American Roadster. They say it was American GIs stationed in Germany who called for an even lighter, purer Porsche 356 in the early 1950s. They got it – however, only 21 models of the type were built by Gläser. The predecessor of the 1953 Speedster, known as the "American Roadster", lost around 60 kilograms compared to the regular 356 convertible, for example by omitting the external door handles, hub caps and the soft top including the linkage. The combination of 600 kg and 70 hp were enough to ensure an output of 112 mph. Max Hoffman, Porsche importer to the U.S., picked up the idea and demanded a Speedster model to be produced for the American market, too. And of course he got it.

B

Bel Air. When Porschists referred to the "Bel Air" among themselves in 1965, they used a code – at that stage nobody was supposed to find out that the open Porsche with the huge bar would be called "Targa" (derived from the famous Sicilian race "Targa Florio" – with the word "Targa" meaning "shield", all of which coincidentally fits). Naturally, the name "Bel Air" was borrowed from the posh neighborhood in Los Angeles – possibly due to the erroneous assumption that it meant something like "good (belle) air". The place, however, was founded by Alphonzo E. Bell in 1923 and that's where the name comes from...

Bohlmann Bags. It is a very special recognition at Porsche when a technical refinement is named after an employee. Well-known examples include the Fuhrmann engine, the Fuchs rim (an honored supplier), or the Jörg muffler. It seems that a certain Mr. Bohlmann came up with the storage compartments in the trunk of the 924 and the 944. Whether historical

Porsche for Dummies - Part 1 & 2 ...

courtesy <https://newsroom.porsche.com>

sources abstained from passing down the first name because the inventor was employed at the VW plant in Wolfsburg is something that probably only long-serving Porsche (or VW) archivists will be able to answer...

Bonanza Effect. Guys aged between 50 and 60 years today will remember the guitar staccato that blared through the living rooms once a week: Dum-dada-dum-dadadum-dadadum-dadadum-dum....,



and then Adam, Joe and giant Hoss with Dad Ben Cartwright trotted off to pacify the Wild West. It's this theme song and of course the constant galloping of horses that were eponymous for the effect that occurs if the engine bucks when coasting, causing the car to build up. It may also happen if power transmission at the clutch is too abrupt, which is likely to happen to various old 911 models. Dadadum..

C

Crashbox. At the sound of the word, aficionados grimace with pain as if they had just bitten into a lemon with a hole in their tooth: "Crashbox" sounds like a scrap press in operation. And that's what it's like when gears are forced to cooperate, even though they don't fit at all. Such evil sounds could be heard time and again coming off the gearbox of the early 356 Porsches (years of construction 1950 through 1952) since the transmission was unsynchronized. Until the present day, this poses a challenge to drivers: they need to engage the clutch when throwing in and out of gear. They have to learn what gear changing is and build a relationship with the car. Then it just hurts a little.

Christel von der Post. Austrian driver Gerhard Plattner, aka the king of fuel-efficient long-distance driving on public roads, was not always easy to cope with – co-drivers said he was sometimes hard of hearing. That might also be the reason why he was a big fan of military marches. His never-ending journeys are definitely legendary – especially those at the wheel of “Christel von der Post” (or post mistress Christel). The name can be traced back to a film from the 1950s about a post mistress. Plattner used this rather unflattering name to refer to his yellow 924 that Porsche placed at his disposal (German post vans have always been yellow) and that he used for his round-the-world trip that he nearly managed to do at a stretch. The gag: The car had a car phone. So you were able to call Plattner during his nearly 40,000 km long trip. He supposedly even picked up the phone on occasion.

D

Doctor’s Car. Just to thwart fertile imaginations right from the start: No, the Doctor’s Car was not a special large-capacity Porsche made for games of any kind. The doctor wouldn’t have approved of playing doctor anyway, since he was an upstanding Austrian citizen. But yes, good-looking Ferry Porsche was indeed a doctor – and as such, his employees gave him a very special 928 S for his 75th birthday. First, it was longer than the others and thus offered more legroom in the back and second, it was moss green. Allegedly, the doctor drove the car himself for a long while. Even today, it is still family-owned.

“Dreikantschaber“ or the Wedge Blade. That’s another rather unflattering name for a famous Porsche – but at least it’s easier to keep in mind than the official model name 356 B 2000 GS Carrera GT. It’s an aluminum-bodied racing version of the 356 B coupe, presented at the 24 Hours of

Le Mans in 1963 with a 2-liter engine and an aerodynamic aluminum body designed by F.A. Porsche. The tail is pulled further down, the roof ends abruptly – in contrast to the floating rear of the serial 356. The resulting vehicle led to the nickname “Dreikantschaber“ or wedge blade, a tool used by the designers at Porsche to work on their clay models.

E

“Entenbürzel“ or the Ducktail. The advertising slogan for the Porsche Carrera 2.7 RS of 1972/73 was already an insult: “Only 500 men are going to drive it...” To put it differently: In Zuffenhausen, they prayed that indeed 500 pieces of this lightweight version of the 911, which was rather expensive at the time, would be sold. They had to produce it, though, in order to meet homologation rules. But the car was actually too hot for the street: To make sure it didn’t lift off, Porsche equipped the 2.7 RS with aerodynamic devices at the front and rear. It was the first time Porsche did so. The “Entenbürzel“ – a short ducktail rear spoiler – was mainly in charge of the power take-off. Customers were crazy for this erect poultry’s behind – Porsche eventually sold 1,525 units. And offered an excuse to the angered first 500 customers: “Sorry, we forgot about the ladies...”

E.T. He was the movie star of 1982, the stuffed animal of an entire generation and to this day, probably the only bicycle-flying “extra-terrestrial“ in the universe: E.T. With the movie of the same name and its protagonist, Steven Spielberg created the prototype of a cuddly alien, a crooked creature with long and meager fingers. One of his fingers comes with an embedded flashlight, which he points towards outer space in a tear-jerking scene while muttering the words “phone home“ to understanding kids. That was a long time ago, so it might be unclear why this was the reason for a Porsche part to be called “E.T.“ – yet there’s

an explanation: Just like E.T.’s finger, the raised, snorkel-like third brake lamp looms out of the rear of the Porsche 911 starting in the year of manufacture 1986 in order to lift the additional brake light above the rear spoiler. Phoning home never really worked with it, though.

F

Ferdinand. Ok, it’s not unusual to call a Porsche “Ferdinand“. That was the name of the founder and his son, too (to make the distinction easier, however, the latter was mostly called “Ferry“), as well as the son of the son (with the byname Alexander, nicknamed »Butzi«). Ferdinand’s granduncle and Ferdinand’s grandson and Ferdinand’s nephew were called Ferdinand. The latter, however, (again) had an -Alexander that followed. With so many Ferdinands around, it’s no surprise that a car of one of these Ferdinands went by the same name – the black coupe Ferdinand. It was the birthday present for Ferdinand Porsche when he turned 75. After the death of his owner, it became one of the first test cars from Zuffenhausen. The Ferdinand made from sheet metal was born in 1950 and was never sold. Instead, it solidly ran for more than 300,000 kilometers on behalf of the company and is now enjoying retirement at the Porsche Museum.

Fuchs Rims. The Fuchs company based in Meinerzhagen probably had no idea that they were actually winning the jackpot when they received the commission from Porsche in the mid-1960s to produce forged alloy rims, at first only for the sportiest model, the Porsche 911 S. The now legendary clover leaf design was penned by Porsche designer Heinrich Klie, who later also gave the 914 its unique shape: five wide spokes, which were initially blank and a black rim star background. Later, the entire rim star was black. With a size of 15 inches, they adorned the 911 S as of 1966 and later also the 914/6 and the 944. They were part of the program until 1989. In

1992, the protection of the registered design expired, and we now have many rims similar to the ones by Fuchs. But only this one is the real one.

G

Grandmother. Grandmothers who are referred to as “grandmother” are said to be kindhearted, wise and experienced. Okay, hardly any Porsche car has ever been kind-hearted, wise only if the driver was, but experienced, that’s certainly something a Porsche could handle. One model in particular: the Porsche 718 W-RS Spyder. And indeed, for a race car, the lifetime of the open 2-liter, 8-cylinder Porsche was practically biblical, racing from 1961 to 1964. In 1963, it won its class at the Targa Florio in Sicily. The Grandmother won the European Mountain Championship twice. Granted, with an age of 4 years, Porsche’s Grandmother is certainly the youngest grandma of all times – but in car years...

H

Hutch. Nobody really handed down whether rabbits were ever transported in the lockable compartments of the 911. The fact is: If you did without the backseats, the special requests department in Zuffenhausen gave you a luggage rack with two lockable compartments instead. These were referred to as the “Hasenstall” (rabbit hutch) from then on. But it might also be that the inventor was simply named “Hase”...

Hippie. 1970 – right after Woodstock and things were still dope, bright colors, rebellion against the establishment, euphoria vs. theory, chill instead of kill. Porsche showed momentary solidarity – with the “Hippie”, a long-tail Porsche 917 with a pop paint job, which stirred up the 24 Hours of Le Mans in 1971. Willi Kauhsen and Gerard Larousse were grooving behind the wheel and came in second. By the way, Porsche designers Anatole Lapine and Dick Söderberg were

inspired to this highly original design by the dress of a secretary. The psychedelic pattern of her attire obviously left a wicked impression.

I

Indy Engine. In 1980, an Interscope singleseater with a Porsche engine was created for the Indianapolis 500. The V6 turbo engine with watercooled four-valve heads was taken from the legendary 935/78 Moby Dick and was the only 911 engine that reached a rated speed of 9,000 rpm. In terms of output, too, the Indy engine was superlative: 904 hp. After the Indy project

was prematurely discontinued in 1980, the modified engine found its way into the 936 Spyder in 1981 and won Le Mans.

J

Jörg Muffler. You’ve heard of perforated, louvered, and chambered mufflers, but none of them comes close to the Jörg muffler. It was developed by Porsche workshop manager Jörg Walter, who was trying to figure out how to bring the Porsche soul to boil. This wise man came up with a sports exhaust system that consisted of a muffler with two long tailpipes. The result: fat sound, great look. Jörg for ever.

Yes, It’s a Cookie! . . .

by Christie Boeder, '73 911

The September 22nd Gallery Run was a huge success; our next issue will feature a plethora of follow up photos.

However, I wanted to show one of the very special cookies each registered attendee received. There’s a great story behind the cookies and the cookie maker (no, not me!). After sending off a jpg of our 60th Anniversary logo, the baker confirmed she for sure could replicate it - I’d have to say she did a fabulous job plus they were yummy!





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Storing Your Porsche . . .

by Pedro Bonilla, Gold Coast PCA

There are numerous lists, comments about winter storage of our Porsche for those of us who live in the northern climates. Some of us actually are believers in year-round driving but in the interest of contributing to the 'how to's' out there, here is one article PCA actually references (Pedro is a PCA member and active in his local region as well as a shop owner, club racer and national volunteer).

We are blessed here in Florida that we don't have to store our cars for winter and we get to drive them all year.

But, for many of our members, Florida is their second home (or a vacation spot in the dead of winter!!) That means that they probably have to store their Porsche for an extended period of time either here or at their primary place of residency.

So, here is the procedure for storing:

1. Find a suitable storage facility. A garage is fine but you need to make sure that it will be dry, free from pests (mice) and preferably humidity-controlled, clean and secure.
2. Thoroughly wash the exterior and finish with a nice coat of wax. Do this the day before storage so that the car has a chance to dry completely.
3. Clean the interior by vacuuming carpets and seats and clean & treat the leather. Clean all glass inside and out.
4. Really clean the wheels. Brake dust is corrosive. The best way is to remove each one and clean the inside as well. Use a product such as P21-S. Waxing the wheels afterwards is a great idea.
5. Condition all the rubber including tires and all rubber gaskets. Use a good conditioner such as Gummi Phledge. Stay away from silicone-based "protectants".
6. Flush the brake/clutch fluid. This fluid is very hygroscopic, meaning that it absorbs water and must be replaced every 2 years or sooner.
7. Change the Oil and Oil Filter. Old oil can have corrosive characteristics (acid). Top off all other fluids as well (coolant/antifreeze, windshield washer, power steering fluid, etc.).
8. Fill the tank half way with gasoline. Add a good fuel stabilizer, such as StaBil and finish filling completely. By driving the car



from the gas station to your storage facility the new stabilized gas will run through the system especially the injectors.

9. Fully extract and lubricate the radio antenna mast (if present) then retract.
10. Close all openings such windows, doors and A/C vents. You may want to put some cedar chips or moth balls in the cabin and around the outside to repel mice and other vermin. If storing in non-humidity controlled conditions, place a couple of desiccant bags in the cabin. Put plastic bags secured with rubber bands over the exhaust tips when they have cooled off.
11. Over inflate the tires to 45-50 psi and leave the car on the ground. Don't raise the car off the ground on stands. The suspension components are meant to bear the weight of the car, not hang from it.
12. Leave the car in gear (or in Park for an automatic). Do not set the parking brake.
13. For convertible tops leave them relaxed, by opening the main latch. This won't keep the fabric stretched over an extended time. Same for Targa tops.
14. Prop up the windshield wipers off the glass with a small block of wood or similar.
15. Make sure you have any radio or alarm codes noted, then disconnect and remove the battery. On newer Porsches that have electrically operated trunks, make sure that the trunk cannot be closed completely by using a block of wood or similar to keep it propped open.
16. The removed battery should be connected with a smart charger such as the TechnoCharger from CTEK. Also top off battery fluid with distilled water. It should be kept in a cool, dry place and not on a cement floor.
17. Cover the vehicle with a good quality car cover.
18. Give her a goodbye kiss.



I'm of the school that thinks that not starting the car

during storage is best.

I say this because most engine wear happens during the first few seconds after startup, while the oil builds up pressure and starts lubricating the engine internals.

When you're ready to take her out again, there's very little that needs to be done, because most was done before:

1. Remove the cover
2. Remove the plastic bags over the exhaust tips
3. Remove desiccant bags and vermin repellent from cabin
4. Remove windshield wiper props
5. Secure the convertible or Targa top
6. Replace and connect the battery
7. Drop tire pressures to recommended psi
8. Start the engine and let it warm up a bit
9. Go for a drive!

If you're really concerned about that initial startup wear, the following is the procedure that the Porsche Museum uses for their cars on display:

1. Remove the spark plugs
2. Spray WD-40 into each cylinder through the spark plug hole
3. Spray WD-40 into the air intakes
4. Turn over the engine by hand a couple of turns with a wrench on the main pulley
5. Every 3 months repeat above (leave spark plugs out of the engine)
6. Every 3 months move the car a bit to change the position of the wheel bearings
7. On a manual gearbox, shift into gear when doing above (No. 6) to move the transmission internals
8. Drive the car every 6 months

Happy Porsche'ing, Pedro

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!

. . . 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>.

Drive, She Said

by Danielle Badler, Rocky Mountain Region PCA

I almost didn't go this year. I got the list of vehicles for journalists to drive in the annual Rocky Mountain Driving Experience (RMDE) and was grossly underwhelmed.

Out of 17 vehicles, nine were either trucks or SUVs. This is the largest non-car slate I've seen, and I've been going for at least seven or eight years.

What to do? Well, there WAS on the list a BMW M850i convertible ... which, I must admit, might have been enough for me ... as well as a Dodge Challenger R/T Scat Pack Widebody. But then the list of non-truck or SUV vehicles took a lack of interest nose-dive.

Of course, no Porsche representation. They've never participated, in all my years of attendance. And no Mercedes this year. Nor Audi. Nor GM. Nor Ford. It seems like these events are beginning to go the way of car shows. Are we increasingly reflecting an increasing lack of enthusiasm for all things motive? Increasing belt-tightening by the manufacturers? Well, I could ask my fellow scribes.

And, hey, we were heading south from Denver, over luscious back roads that I know well. For most of the two days, we'd be going somewhere, swapping vehicles every half hour or so. With much less time to follow a boring loop around the base hotel than we've done in the past.

Expenses were all taken care of. And then there would be the reps. The factory reps would all be there, for my never-ending game of "please confirm or deny the rumor." Which never gets anywhere. But it's fun to ask.

IS there a new Z-car in the pipeline? The Nissan rep wouldn't budge. Wouldn't it be great if we had a new Supra? The Toyota rep said she tried. Why not a new WRX STi? The Subaru rep shrugged. Will Hyundai build a real sports car? I got another shrug.

Oh well. There was just one thing left to do. Drive. It should be noted that not one vehicle this year had a manual gearbox. Last year there were three. It took me a few driver changes, but I did get into the Bimmer. And, wow, I hadn't seen one in the flesh before. Compared to the 6-Series, it looked much more "of a piece," meaning less bulbous, with less wasted space, much more emphasis on "pure sang" performance. A true new take on the old 8-Series.

How did it drive? Well. I kept catching up on other vehicles. I know, no surprise. So I kept laying back, giving space, in order to have

some running room, if you know what I mean, and I think you do. Playing around that way, the machine, with the 4.4 liter twin-turbo V8 making 523 hp, closed the gap in ... seconds. With no turbo lag. The thing is maybe not as physics-defying as the M5 that BMW lent us last year. But it was honestly hard to tell on two-lane roads. This really is a bona fide range leader, with proportionate presence. And, with an MSRP around \$130k, you could buy, what, two Bentley Continentals for the same money? Two Ferrari Portofinos? How cost-effective!

Same for the Dodge Challenger. Roughly \$49k MSRP. A 6.4 liter V8 putting out 485 hp. Running 305 rubber on 20-inch rims. Fender flares and all. Do you really need a Hellcat? On the street? This has to be one of the best performance bargains on the planet today.

Although, well, I'll say it. It's big. You really feel the mass, especially against a comparable Camaro or Mustang. It looks burly and mean. And drives the same way. Oh, it handles, more or less. But so does an X5M. For, what, half the money. On the other hand, against a Hellcat, which we've had the previous two years, it's a fuel-sipping eco-device. The choice, dear driver, is up to you.

A Mopar rep was at the event and, before dinner, she gave a presentation on how their performance derivatives, like the Challenger and their Mopar Ram are assembled. Turns out you order all the doodads and froufrous you want, light bars on the truck and so on, and they take the assembled vehicles to special assembly facilities where the extra work is done, by hand, before delivery.

It's an interesting approach. This way, the aftermarket is theirs, and your cost is included in whatever financing you're using. With a factory warranty and no need for dealer installation. It comes delivered, as you want it.

A second presentation was made by the Nissan rep. On the 2020 Versa. I know. But don't yawn. The thing was amazing. Back-up camera. Lane departure warning. Rear cross traffic alert. Rear automatic braking. Blind spot warning. Heated outside mirrors. And so on and so forth. All that stuff. Loaded. For under \$20k. I think it's safe to say the trickle-down effect of tech has trickled down, at least at Nissan.

On the drive back to our base, I drove the 2020 Subaru Outback. With the Subaru rep. We had a nice, wide-ranging conversation. Turns out he handles communications for all the current Subaru products. What I found most interesting, however, is that he came to his current job from Chevrolet, where he specifically handled the Corvette.

What? I know. He basically walked away from the launch of the mid-engine C-8, not long before the actual launch. I asked him why. He reminded me he now handles all of Subaru. But the Corvette launch is a once in a lifetime thing, quite possibly never to be seen again ... he nodded and reminded me again that he now handles all of Subaru's products.

It was that kind of an event. He asked me how I liked the Outback. I hadn't thought about it. It was a vehicle.



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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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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.

2010 Porsche Cayenne - \$13,900

Meticulously maintained 2010 Porsche Cayenne in Sand White exterior with buttery Sand Beige interior. The basic Cayenne is anything but. A tried and true V6 powertrain under 92,000 miles provides a balanced driving experience on a summer trip or a winter blizzard. The standard features of the Porsche Cayenne Base (Tiptronic) include 3.6L V-6 290hp engine, 6-speed automatic transmission with overdrive, 4-wheel anti-lock brakes (ABS), side seat mounted airbags, curtain 1st and 2nd row overhead airbags, airbag occupancy sensor, air conditioning, 17 aluminum wheels, cruise control, ABS and driveline traction control, all-wheel drive. Cool extras include the black script Cayenne on the tailgate and Transsyberia roof spoiler. Asking \$13,900 or best offer. Call or text Brian at 952.250.6772 with any questions or to schedule a test drive.



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



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



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