

Nord Stern Region PCA

October 2020



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## PORSCHE

# O C T O B E R 2 0 2 0

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

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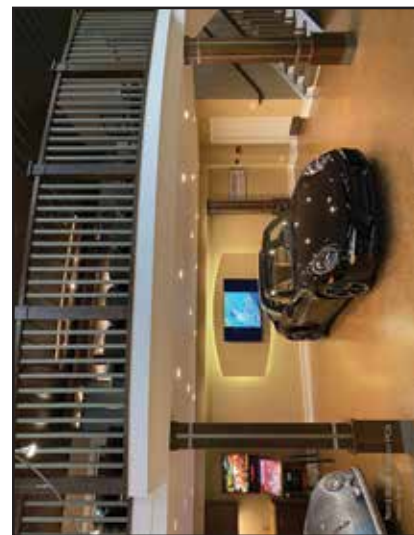
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Cover: Bob Kjelden's 2015 911 Targa 4S parked in his garage at Garage Solution Condominiums where he showcases his interest in the European's iconic influence on the early American sports car.

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

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

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and Nord Stern.

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Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

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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](http://www.pca.org) for membership instructions.

2. Next, join Nord Stern

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

3. To RENEW an existing NS membership visit [www.nordstern.org](http://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 any address changes or updates via email

email: [membership@nordstern.org](mailto:membership@nordstern.org)

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

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

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

Check your mailing label  
for your expiration date

## 2020 Nord Stern Officers and Committee Chairs

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cell: 913.633.0311



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

*Welcome . . . New (and Returning) Nord Stern Members*  
*We hope to see you at upcoming events!*

Check here next month!

## **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 Chip Smith

In a normal year, we resume our monthly business meetings after taking the summer months off. This year we held meetings through the summer to deal with the ever changing Covid issues. These have been virtual meetings via video conference and will continue



that way until we are comfortable that we can safely meet as a group again. I miss the in-person camaraderie

of meeting in person but this is not forever.

By the time you read this our Red Carpet Rally will have passed. I believe it is one

of our top events of the year. Porsche Minneapolis and Porsche St. Paul picked up the cost of the event and were great partners to work with. I'm hopeful we can have some type of joint event with them every year. They provided great raffle prizes with all proceeds going to St. Jude's Children's Hospital. Solve Advertising Agency was the brainchild of this event and they were instrumental in developing the event and our promotions, all without charge to our club. Solve does other work for Porsche and wanted to support the brand on a local level. Roger Johnson deserves special recognition for coordinating all the details between the dealers, Solve, and our committee chairs.

In terms of driving events, we recently learned PCA is now allowing in-car instructing again, if it can be done in compliance with local regulations. We had hoped to hold our fall Driver Training School Sept. but couldn't source enough instructors willing to do so under Covid. We should be able to resume our normal schedule of Spring and Fall schools in 2021.

Our election of club officers for 2021 will be in November. If you would like to submit nomination for any of these positions, please submit it to our board of directors at board@nordstern.org by October 16. Voting will be online as we did last year.

2020 marks 50 years of Nord Stern running events on the BIR track. To commemorate this milestone, and as an expression of thanks to BIR, we are presenting Kristi Copham, owner of BIR, with a crystal plaque of appreciation. We are fortunate to have a world class race facility like BIR so close.

If you find yourself on a scenic cruise in your Porsche taking in the fall colors, remember to take a few photos and send them to Christie Boeder, editor of our newsletter. You might even write up a short summary of your drive. She loves member provided photos and articles.

Lastly, I've had a number of opportunities to see the new Porsche Taycan up close and driving recently. One of them was the pace car at the Road America Club Race over Labor Day weekend. What an awesome looking car and fast. I understand they are even more awesome to drive. As much as I love the sound of a healthy internal combustion engine, I can envision driving one of these in the future. I'm sure our Nord Stern membership will soon include many of these.

Until next month, be safe and drive on.

– Chip Smith

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## 2020 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 -\$120 includes color
Back cover	N/A	N/A	N/A -\$120 includes color
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

all is just around the corner for sure! Those temps are trending downward and the daylight hours decrease, sigh. It's been a lovely summer weather-wise which is about the one and truly positive in these difficult times of pandemic, social unrest, you name it. Behooves all of us to find every little bit of fun we can.

I know the Boeders have managed a few Porsche-type outings. We may not currently have a daily driver, but the track has beckoned several times this summer. And we heeded the call. Woo woo. There was the Loonacy event in July at BIR with lots of traction action and actual socializing (something rare and hampered for us for sure) with appropriate outdoor and social distancing. It was great and then we attended the annual Chicago Region's Club Race Labor Day event. Another action packed track event. While many of their traditional dinner/concours/socials couldn't be held, it still was fun. Good track time and seeing PCA friends from all around the U.S. And the B&B (an historic farmhouse) we always stay in we were the only ones there, so talk about feeling as if we were at home!

Nord Stern has managed a few outdoor events, the

## From the Editor . . .

*by Christie Boeder, 1973 911, Signal Orange*

latest having been the quirky Stardust Drive-In over near Chetek, WI for a showing of Steve McQueen's LeMans. Always a favorite movie and worthwhile seeing. It was a fun outing despite the rainstorms some of us ended up driving through. It only misted a bit at the beginning of the movie but lessened; those raindrops on the windshield certainly lent some realism to those incredible scenes from the 1970 24 Hours LeMans race. There will be some great photos in the next issue. Thanks go to Roger Johnson, Porsche Minneapolis, Porsche St Paul and Solve ad agency for sponsoring the outing and the cool give-aways to attendees.

In this issue I'd like to welcome not one, but two new newsletter advertisers: LeMettry's and Garage Solutions Condominiums. LeMettry's is a well-known shop here in the Twin Cities and we are happy to welcome them to our pages. Also, Garage Solution Condo's is just north of the Cities and Nord Stern member Bob Kjelden has a garage where he enjoys keeping his P-Cars (see cover photo, just beautiful!). See their ad on page 20. In the meantime, get out and drive as long as you can!



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**OCTOBER**

- 1 Cars and Cigars**  
Registratin online @ clubregistration.net
- 11 Sunday: The Bark & Beer Tour**  
(aka The SE MN Fall Color Tour)  
Location: Departing at 10:00AM from Essex Park in  
NW Rochester, Details TBA
- 13 Nord Stern Business Mtg**  
Location: Virtual Meeting  
6:30 p.m. Social, 7 p.m. Meeting

**NOVEMBER**

- 8 Old Log Event with Mercedes Benz Club -**  
**Canceled for 2020**
- 10 Nord Stern Business Mtg**  
Location: Lifetime Fitness in Eden Prairie  
6:30 p.m. Social, 7 p.m. Meeting

**DECEMBER**

- 8 Nord Stern Business Mtg**  
Location: Virtual Meeting  
6:30 p.m. Social, 7 p.m. Meeting

**JANUARY**

- 12 Nord Stern Business Mtg**  
Location: Virtual Meeting  
6:30 p.m. Social, 7 p.m. Meeting

**FEBRUARY**

- 9 Nord Stern Business Mtg**  
Location: Virtual Meeting  
6:30 p.m. Social, 7 p.m. Meeting

**MARCH**

- 9 Nord Stern Business Mtg**  
Location: Virtual Meeting  
6:30 p.m. Social, 7 p.m. Meeting

**APRIL**

- 13 Nord Stern Business Mtg**  
Location: Virtual Meeting  
6:30 p.m. Social, 7 p.m. Meeting

**MAY**

- 11 Nord Stern Business Mtg**  
Location: Virtual Meeting  
6:30 p.m. Social, 7 p.m. Meeting

**2020 OCTOBER**

2021! Never too early to Mark Your Calendar . . .

- 1 - 3 Nord Stern's Annual Fall Color Tour**  
Pier B, Duluth, MN  
Details to be announced

• Car Events of Interest •

**NOT organized by Nord Stern, or PCA**

**ON HOLD "THIRD THURSDAYS" OF EACH MONTH**

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**2020****2020**

• MN CARS AND COFFEE • (See Ad)

May 2, June 6, July 4, August 1, Sept 5, Oct 3

• OCTAINE AND CAFFEINE • (See Ad)

2nd Saturday of the month, April - Oct

**2021**

• CARS AND CAVES • CANCELED FOR 2020

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

**2021**

\*\*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.

**2021**

*Notable Quotes:*

*"The rainstorms at night were extraordinary. At times the  
water shot straight across the track.*

*It was incredibly dangerous."*

*– Dr. Wolfgang Porsche, 1970 LeMans*

**2021****2021**





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

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

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

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

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

One Stop "Shopping"

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

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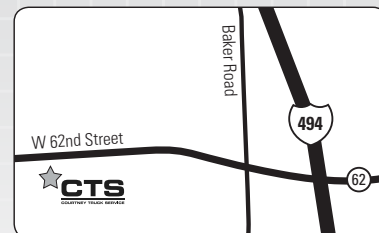
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As I type, I'm squinting at the screen, adjusting my glasses. My right eye is just about useless, one big cloudy, indistinct globule of light. It's sort of like a Monet painting. You know, where, if you're close up, you can't see anything much but the colors. Only, unlike a Monet painting, when I back up, instead of everything coming into view, it's still a blur of shapes and colors, and little else.

What's going on? I had cataract surgery on my right eye about 10 days ago. Did you know it's the most common surgery in the US? Especially for us baby boomers, where it's not a matter of if, but when.

I had high hopes. Of being able to drive without wearing glasses. Of being able to play golf without recruiting spotters to tell me where my ball actually went. For years, I'd hit it, and the ball would just, well, disappear.

Only it turns out I have another issue as well, something called Fuch's Syndrome. I won't bore you with the details, but the doc told me that, because of Fuch's, cataract surgery may not improve my sight, at least not immediately. And if it doesn't improve over time, I may need a cornea transplant.

I asked how I'll know. And he said, you'll know. And now I know, very well.

The obvious observation; this getting older is not for the faint of heart. The more serious observation; what if I can't see?

Ok, let's lighten up, just a tad; what if my sight is not corrected? What if I can't drive?

This is very disconcerting. My mother stopped driving last year, at 90. Not because she couldn't. But rather because she was getting nervous that "something" would happen. My father drove until he had a stroke, at 86.

My parents used to tell me that, at three years old, I pushed boxes around, making like I was driving. At five, I could identify just about every car on the road. Some of the first books I remember reading were biographies of Jim Clark and Stirling Moss. The Bentley Boys' adventures at Le Mans.

And car magazines. I started consuming them at 12. Road & Track, Car and Driver. Motorsport, when I could find it.

And driving. In New York, where I grew up, you

## Peek-A-Boo, I See You . . .

*by Danielle Badler, courtesy PCA Editors*

could get your license at 17. But you had to take driver's ed. Do high schools even offer driver's ed, today? Anyway, since my birthday is in January, I was one of the lucky ones to take it the spring of my junior year. Which meant I got my license at the start of that summer.

My first car was a '61 Ford Falcon. Piece of junk. It was passed around the family. I used to keep a Chlorox bottle of water in the trunk, because it overheated regularly. And the interior - there's nothing like peeling your skin off vinyl upholstery on a hot day.

But then, later that summer, I bought my first car, a '64 Triumph TR-4. Passed the Falcon on to someone else. It changed my life. For the first time, I was living my enthusiasm.

And, now, here we sit. When I'm on the computer, I'm now expanding print size to 14, 16 18 picas. Reading the newspaper, it's hard, really hard, to get beyond the headlines. TV is ok, so long as I don't have to read subtitles. By the end of the day, my eyes are just tired, strained. So I'll close them and put on some music, through my earphones. The first time I did it, what popped into my mind but the second record I ever bought, Little Deuce Coupe, by The Beach Boys. Figures.

So, it's six Porsches, five BMWs, a few Lexi, Golf Rs and Audis later. What am I supposed to do? Am I supposed to "throttle" my enthusiasm? Can I even do that? If I have to?

But wait. I vaguely remember reading about Ernie Irvan, a driver in NASCAR, who had an accident and, while he didn't lose an eye, suffered from double vision. I did a Google search and, there you go, I found photos of Ernie with a race helmet on and a patch over one eye. I read that, after a lot of rehab, he actually came back and was competitive ... with one eye.

You know what's coming next. I tried it. Got back behind the wheel. Cautiously. Turns out, my left eye's peripheral vision could cover about 75% of my field of view. Which is far enough over to see my right side-view mirror pretty well. Judging distances behind stopped cars was a bit funky. But I could manage, if I did it carefully. It helped to close my right eye. Or it didn't. I couldn't tell. But I could tell one thing - I was mobile.

Which, regardless how this plays out, is a big relief. Maybe I'll be able to "see" this through. So long as they don't try to fool with my left eye, until my right is fully usable.

For now, I plan to keep my eyes on the road; my hands upon the wheel. As long as I can. Let it roll, baby, roll!



# Nord Stern September Business Meeting Minutes . . .

*submitted by Betsey Porter, Nord Stern Secretary*

September Nord Stern Buiness Meeting was called to order at 7:04 p.m. by President Chip Smith via virtual meeting.

## **President – Chip Smith**

- August minutes were approved on a voice vote.
- Chip ordered a plaque for BIR to be presented at a future Fall party in appreciation of a 50 year relationship.
- Nord Stern elections for 2021 officers. Will be asking for candidates
- Do online voting in November
- Board of Directors will meet and make decisions

## **Vice President – John Velure**

- No specific update

## **Treasurer – Jeff Bluhm/Todd Smith**

- No payments left to make for 2020 as far as Jeff knows.
- We are fine financially.
- Things are on track to transfer duties to Todd for 2021. Still need to get Todd's signature on the bank accounts.

## **Secretary – Betsey Porter**

- No specific report

## **Advertising – Mollie Nygaard**

- No report
- Idea has come up on Club Talk about making a list of shops and member reviews on our website.
- Highlight advertisers. Discussion ensued as to the pros and cons of any sort of preference and/or implied Nord Stern approval.
- John Velure and Dave Anderson will work on this idea and how best to manage such data.

## **All Porsche Show – Phil Saari and Hal Voges**

- No report

## **Autocross – Andy Golfis**

- They have had large attendance numbers at events, people are desperate to get out and drive.
- They are managing to hold events and respect social distancing.

## **Board of Directors – Roger Johnson, Lara Dant, Ryan McGee**

- Ryan indicates SIM Racing Season 5 has started.

## **Charity – Mark Kriesch**

- No report
- Christie and John V collected money from parade laps, will connect with Mark as to contact at Courage Kenny for receipt of donations. Saturday parade laps collection totally approximately \$700. John wasn't sure of Sunday's total. Christie will find out who should receive the monies.

## **Club Race – Dave Sorenson**

- Dan Perinovic will take over as chair in 2021 as Dave will be retiring out side of Minnesota.
- PCA National will send 2021 information to us in January.
- 2021 Club Race date is very tentatively set for July 24-25.
- Jim Bahner will confirm our track dates with BIR and RA soon.
- Roger wrote a nice article about our race for Club Race News. It will also run in Nord Stern's newsletter.
- Chip ordered posters of the track photo for all participants, will figure out how to send to them.
- Dave did a great job as chair; Dan shadowed so he's got an idea of the job.

## **Driver Education – John Blackburn**

- Final Fling in a few weeks!
- No school, instead will have Advanced Lapping on Friday. Separate registration.
- 15 signed up for AL, 50 signed up for DE.
- We need to articulate the protocols for people to have an instructor in the car, if desired.

## **Driver's Training – Jim Bahner**

- Jim on vacation, via email reports that there will be no school at Final Fling because we could not get enough instructors to participate. PCA rules and state of MN rules will allow two people in the car.

### **Historic Archivist – Roger Johnson**

- No report

### **Insurance – Dan Perinovic**

- No report
- Insurance in place for Red Carpet Rally.

### **Membership – Nathan Reader and Betsey Porter**

- 10 or so members joined NS in August, 2 transferred out of region.

### **Newsletter – Christie Boeder**

September online and in the mail. The Loonacy poster is on the cover.

New advertisers: garage condo in Rochester will be running a 12 month, full-page color ad, and LaMettry's will be running a 1/2 page ad.

### **Registrar – Dave Anderson and Andy Barker**

- No report
- Red Carpet Rally has been announced, 41 registered.
- Roger submitted a subsidy request from PCA.
- Not doing a launch from the dealerships any longer, we will email the route to participants.
- Solve Agency is working on a red carpet backdrop for people to take photos in front of.
- 250 cars can fit at the venue.
- Dealerships are giving tumblers to first 200 cars.
- Charity raffle proceeds go to St Jude.

### **Safety – Chuck Porter**

- Chuck will be at Fast Fling all weekend.
- Will emphasize the top reasons for violations at the driver's meetings to avoid problems.

### **Social – Toni LaRose**

- Via email, New event set for October 1 called 'Cars and Cigars' at Churchill's Cigars in Victoria.
- 30 people, 21+, outdoor event.
- Christie and Misty will get the word out.
- Rochester Labor Day picnic went well. THANK YOU to Jeff, BJ, Gina and Brian for organizing and hosting all these years.

### **Social Media – Betsey Porter and Misty Martianos**

- Misty is doing a great job promoting events, thank you Misty!

### **Shop and Tech Relations – Roger Johnson**

- No separate report

### **Touring, Rallies and Drives – Ron Johnson**

- Fall Color Tour - canceled for 2020, dates set for 2021
- Vino in the Valley - canceled for 2020

### **Track Relations – Jim Bahner**

- Via email, will talk to BIR about 2021 dates after Final Fling.
- We should be firm with RA about the dates we want for 2021. Jeff reminded

us they still have our substantial deposit from the cancelled 2020 date.

### **Webmaster – Dave Anderson and Christie Boeder**

- No report

### **Old business**

- No old business

### **New Business**

- Discussion about whether there will be a Holiday party? TBD

Meeting adjourned 8:10 p.m.

Respectfully submitted

Betsey Porter, Secretary



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## Tire Recommendations! . . .

courtesy ClubTalk

### The Question:

I want to get real feedback from the club on Michelin Pilot Sport 4S, Super Sport, or Sport Cup 2.

Replacing the OEM Pirelli's on my Targa. Will be used on the road in summer and 4-6 track days a year.

Still developing driver capability and car control before I jump to track slicks! (*editor's note: good idea and an approach well documented to be a 'best practice' - no pun intended*)

— Andy Barker

Andy, Welcome to the very slippery slope. I have tried all those tires on track and street.

Super Sports - great tire on street and competent track tire. Awesome on the track in the wet, I use them whenever it rains on the dedicated track car (Boxster S)

Pilot Sport 4S - current street tire on the C4 GTS. Supposed to be successor to Super Sports and better, I can't really say they are better or not but they are not worse. Also used them with that car on the track. Worked well in dry and excellent in wet. Turns out a C4 GTS with DSC controller and PS 4S tires is pretty awesome when it's raining out there.

Sport Cup 2 - for me neither here nor there. Not comfortable with them in the wet and not as good as Nitto NT01, Hoosier R7 on the track. Others use them on summer daily driver, but I want more water shedding as I drive street cars when it rains.

If you are going with one tire for all, I would recommend the Pilot Sport 4S, but can't go wrong with Super Sports. You will eventually want a second set of rims for the track, but you can do lots of great learning with either of those.

— Steve Kemp

I think Steve nailed it on the tires. The Super Sports and the Pilot Sport 4S are pretty much the same tire. It may depend on your wheel size which one you select. Both are superior in my opinion (others may disagree) to the Pirelli P Zeroes. These really are more street tires than track tires, although they certainly could be used on occasional track days. But if you really are going to do as many as 6 track days per year, I would consider going with dot track tires (but not slicks).

I think it really depends on how much street vs. track driving you plan to do. Is your car a daily driver or an occasional back road Sunday driver. If it really is an very occasional street driver, going with the Cup 2s will be fine. It will also depend to some extent what suspension, brakes, and wheel alignments you are using. How is your car set up? For example, if you are planning to use track brakes I would tend to go with grippier tires. And the Michelin Sport Cup 2s will be just fine at this point. Not a grippy as Hoosiers but are more consistent and will last longer especially if you are planning dual use.

But if you are already really committed to 6 track days per year, as Steve said you really will want to get a second set of wheels with dedicated track tires (but not slicks which you mention).

— Nick Cirillo

Steve just answered this for all of us. Totally agree

— John Blackburn

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Gorgeous red speedster in Porsche Corral at the track



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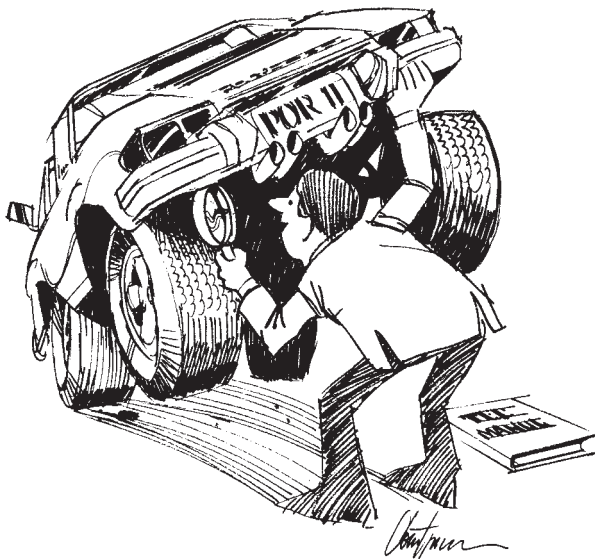
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### Oh, No . . . 968 timing belt broke!

:- ( . . . On the way back from Road America (this past Labor Day after the Chicago Region's PCA Club Race and DE event) and the timing belt broke on the 968. Bummer for me as it surely took some valves with it at 65 MPH. But the question on the table is what to do at this point.

I'm waiting for a tow to someplace around Waupun, WI and then figure out how to get the car to Milwaukee (closest dealer) or how I can get Mary and myself and the car back to Minneapolis for diagnostic and possible rebuild.

– Dave Anderson

Thanks for all the suggestions and recommendations. I've got some help on the way in the morning and hope to be back

in the Cities soon. Not sure about the 968 yet, but we've got some great shops back home that I trust more than any of the unknowns in Milwaukee.

The saga comes to a close . . . somewhat.

I can't properly express the gratitude to Todd Smith, and his wife Kathy for allowing him to take a day to drive into eastern Wisconsin to pick up Mary and me along with the 968 and return us to the Twin Cities. Todd got on the road early yesterday morning to empty his trailer, drive to Waupun where he collected us at the hotel and then supervised the loading of the 968 all while on his healing knee replacement.

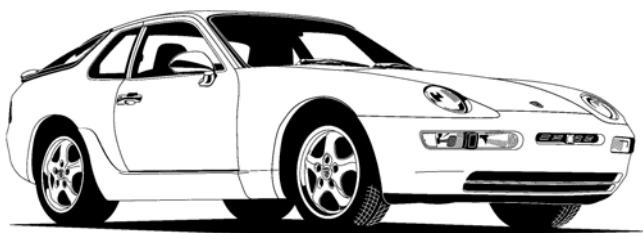
Thanks, too, to the mechanics of Bentz Automotive for their help in pushing the 968 into the trailer and to Rick Bentz and son Jarek – who wasn't looking forward to digging into this engine if I left the 968 with them – for allowing me to drop and store the car overnight.

The three of us got back to the Cities about 6:30 p.m. Tuesday night and I've dropped the 968 at Auto Edge where I'll have them take a look at

the damage before deciding what to do. I'm sure Roy (Henneberger, original owner) is trying to return from his grave to slap me alongside the head for allowing this to happen to his baby. The car was running so well that it just never occurred to me that I should open things up to do a refresh on the belt, tensioners, and pulleys. It's most likely going to be a costly oversight!

Anyway, many thanks for all the condolences and offers to help and especially to Todd for the rescue. Mary said it might be karma for the roadside assistance we provided at the 2019 Fall Color Tour last fall. I'm not so sure about that, but what I do know is that “ . . . It's not just the cars, It's the people . . . ” (cue mic drop)

– Dave Anderson



Below, Back Cover photo from the October 1998 Nord Stern newsletter: Vic Lee and daughters Madelyn and Lindsay 'taking care of the cones!'  
And to think that Maddy now is DE'ing with Nord Stern.







As Brandon Olson says “We don’t know what we’re doing, but we’re having fun doing it.” The saga continues and this editor thinks Brandon and son Cason are having a LOT of fun as evidenced by very large grins.



## Out and About with P-Cars

Below, left and below left is Ron Faust’s gorgeous Geyser Grey 911 - 50 as detailed and photographed by Andy Dypwick, a neighbor who lives on Lost Lake Road near Ron and Claire Faust. Now, that’s a neighbor most of us would love to know.





# Club Racing Re-opens at Brainerd!

*Text by Roger Johnson, Photos courtesy Alex Bellus*

## ***Nord Stern hosts first race in almost 6 months.***

When 2020 Nord Stern President and Club Racer Chip Smith took office in January he was confident. The Region was on a roll with an increasing level of activity. He had recruited a great slate of committee chairs and officers. The year began with an elegant dinner and a program celebrating Nord Stern's 50 years of driving events at Brainerd International Raceway (BIR). Dates and contracts for driving events at both BIR and Road America were firmed up very early in the year and the schedule published. Club Race Chairman Dave Sorenson was on board for another year and his experienced team was locked and loaded. Things were looking good and enthusiasm high.

Then it all changed. Along came COVID-19 and the myriad of shutdowns, closings, and stay-at-home orders. After a great start to the year at Sebring and COTA, PCA Club Racing was forced to cancel races one by one. The next 13 races were canceled as everyone involved tried to determine a safe path forward. In those early months of the COVID-19, Nord Stern was focused on working through its Driver's Education track events starting in April while keeping an eye on Brainerd Club Race the end of July. The normal planning process was impossible due to the landscape shifting almost daily.

Nord Stern's Loonacy Club Race has been its signature event since 1993. It's not just a race. It's a major get together not just for the Region but surrounding Regions. It's the focus of Nord Stern's charity effort and other activities. While other events were being postponed

or canceled, Chip and the Nord Stern team stayed focused on doing everything to not let this virus defeat them.

Key to making the race happen were the efforts of the team at Brainerd International Raceway. They worked very closely with Nord Stern in determining how the facility and processes could be tweaked to provide a safe environment for a Club Racing event. They worked with the authorities in the Brainerd and Crow Wing County area for their guidance in making sure the event was safe and met all state mandates. This aligned nicely with the guidance from PCA National that events were to be structured based on the requirements of the locality.

The biggest challenge the Region faced were the ever-changing requirements and the ongoing problem that the event could be canceled at any time due to factors completely out of the Region's control. To give you some idea of how fluid things were, literally the State of Minnesota's mask requirements tightened the morning of the race. The new requirements mostly dealt with indoor masking. Since the Region had already eliminated any indoor group activities this wasn't an issue but gives you an idea of how fluid the requirements were. BIR and Nord Stern needed to pay attention to these ever-changing mandates as the fine to the business for failure of its customers to fully comply is an eye-popping \$25,000 per instance.

There were many new challenges the Region had to address. First and primary was whether the event could be held in any form. Initially, due to a variety of Executive Orders from the Governor of Minnesota, any sort of gathering of a group was simply not allowed. Then it went to 10 people, then 25, then 50, then 250 or 25% of capacity, but capacity isn't defined, which where we are today. BIR worked with the county officials and gained agreement as to what was required at the 465 acre facility for their events including the PCA Club Race. The Region persevered through the ever-changing Executive orders. Frequent conference calls were organized and executed. A regular topic was determining what the latest orders actually meant in the context of a Club Race. They were not going to be defeated.

Nord Stern was very fortunate to have Chief Steward Mike Hoke living in the area. As did Club Racing Chief of Timing David Anderson who handles systems





for Club racing and Nord Stern. PCA Timing & Scoring Tech Ryan McGee was also local as was former Zone 10 rep Kim Fritze handling race registration. All of these key volunteers have a wealth of experience within Club Racing and at BIR in particular. This experience was key to managing the multitude of details that needed review and revision to make the race happen safely. Local scrutineer Keith Fritze joined the assigned scrutineers Jon Jones, who drove up from Oklahoma, and Jeff Wiggins, who flew into Minneapolis. They did great work in modifying the normal scrutineering processes to get the job done in a safe manner.

Little things that normally don't get a lot of thought now required considerable thought, planning, and attention to execution. As much paper as possible was eliminated but there still needed to be a process to get waivers signed and wristbands issued to those that just showed up at the gate. Dozens of details that normally would not need consideration, now required review. Simple things like how will the pens be sanitized in the check-in process? All required consideration and execution.

Then there was the challenge of registration. The new requirement by PCA of everyone signing an additional COVID-19 waiver added a new complex layer to registration. A

goal was to eliminate the potential of virus transmission through passing paper forms back and forth. The normal indoor check-in process was scrapped, and a new online and outdoor process created. Club Racing Chief of Timing and scoring and Nord Stern Registrar, David Anderson, did a tremendous amount of work in building the process, educating participants on the process, and making sure all steps were completed. He worked closely with Club Racing Admin, Susan Shire, to ensure all the details of registration were completed. Check-in was moved to the gate where stations were set up to review participants registration and

waiver signatures. Initially several stations were set up to handle the rush of participants. The process worked well and the number of stations was reduced to one. For something that was all new and very complicated, participants were minimally inconvenienced due to the tremendous amount of planning that had taken place and the outstanding execution of those plans.

To eliminate large gatherings, Steward Hoke wrote a detailed drivers meeting letter to racers covering the material normally covered in the face-to-face Driver's Meetings. There were 13 rookie drivers which needed to go through a Rookie Orientation Meeting. Hoke worked that out by holding the meeting via Zoom.

So how did all this work? There was a record number of racers for the coming from as far away as Connecticut and Florida. While much was done differently, it was business as usual on the track. Aligning with Club Racing motto of "fast and safe", there were no incidents in the races and no one involved in the event has contracted the virus. Job well done.

Many feel 2020 will be a year we all would like to forget. In the case of Nord Stern's Loonacy Club Race, it will be a year to remember.







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# Where We Were . . . 60 Years!

curated by Ron Faust, 1980 Weissach 911 SC, 50th Anniversary 911, 356

October 1998

The front cover shows a 1951 aluminum bodied coupe, first Porsche to race and win its class at LaMans. It was shipped to the USA for the Monterey Historics in 1998. Photo by Mitch Berry.

The back cover shows **Vic Lee** and daughters **Madeline** and **Lindsay** collecting cones at BIR (editor's note: I just came across the actual print, full color, of this exact photo and mailed recently to Vic - who let me know he enjoyed seeing it again! And now Maddy is driving in DE!). The issue contains many photos from the Monterey Historics at Laguna Seca that year. **Bruce Boeder** took four rolls of film, and **Mitch Berry** shot 12 rolls. (rolls of film, remember those?!)

In a Letter to the Editor, **Gayle Momchilovich and Teresa Vickery** respond to the **Fred Senn** note from last month's issue regarding the recent *Women Only Driving School*. He had probed the delicate issue of how the instructors were chosen. Gayle and Teresa responded, *"We were looking for a positive attitude and style of instruction based on positive reinforcement of accomplishments. The fact that we ended up with a group of 'babe magnets' was, we swear, sheer luck."*

**Eric and Drew (Rex) Johnson** were welcomed as new members, as was **Ken Kamstra**.

**President Ron Smith** wrote a long column in which he called the Porsche exhibit at the Monterey Historic Races analogous

to spending the weekend at the Louvre in Paris or the Uffizi gallery in Florence. Notable cars in **Bob Johnson's** compound at Monterey included the 1973 Martini liveried 911RSR with the Mary Stuart tail, winner of the last Targa Florio in Sicily. The car had also been driven by Mark Donohue and George Follmer at Watkins Glen. The car had passed on through John Kauffman to **Peter Kitchak**. Peter also had his 1967 911R, a super lightweight 911 weighing only 1,760 pounds. Other significant cars in the Bob Johnson stable were owned by **Jim Oppenheimer and Tom McGlynn**.

Then Ron gave a nice summary of what Bob Johnson meant to Nord Stern. Bob had grown up in Hallock, then attended U of M where he met his wife Lois. He spent 4 1/2 years in the Air Force including a year in Vietnam. His first Porsche was a 1959 356 SuperCoupe. He started showroom stock racing while still in the Air Force, competing successfully at a number of East Coast tracks and gaining sponsorship. In 1973 Bob came back to Minnesota, racing at Midwestern tracks well known to Nord Sterners. In 1975 he bought his first 911 and founded Autowerks. His shop had multiple moves through Bloomington, Chatfield, Altura, Northfield, and on back to the Twin Cities. I remember him as a friend who was never too busy to help. He nurtured my Porsche avocation for decades. His dry sense of humor endeared us.

**John Ballard** wrote a turn by turn description of Road America enhanced with photos of each turn. He called Turn 5 "your come to Jesus session". Surprisingly, the Kink was not mentioned.

**Dave Weisel** wrote that the Monterey Historics "truly were an event to behold." He chronicles the whole event, spotting numerous special cars from the Factory and those in various garages and compounds. **Bob Johnson** brought a truckload of cars for Nord Sterners. Dave also found time to visit some cool eateries such as the Miramar in Half Moon Bay and Nepenthe's in Big Sur. Photos are included elsewhere in the "scans" in this issue. (editor's note: I don't remember putting this issue together but it must have been a dream one as Ron has referenced so many cool articles, and there are more scans than I can include here and being one of the attendees at the '98



Left, cover of the October 1998 issue: The 1951 aluminum bodied coupe, first Porsche to race and win its class at LaMans

Monterey Historics, it still lives large in my memory!)

Mark Kinninger from San Diego wrote on transmission oil temperatures, He said those run 30 to 80° above the car's engine oil temperature. The highest temperatures were noted in cars with limited slip and/or a heavy right foot. At high temperatures the gears won't engage quite as easily as normal; Redline and Swepeco are good investments but they don't always improve shifting.

The Marketplatz includes a long list:

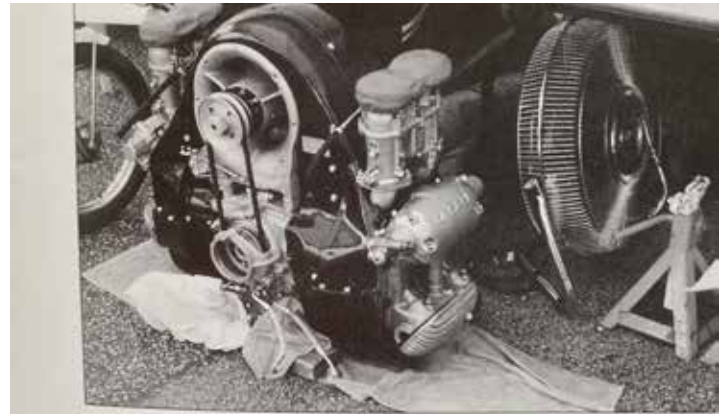
- 1989 944S2 red/black leather, stock for \$9,600
- Rod Johnson's race car was still available for \$79,990
- 1975 914 2.0 L yellow/black, 88,000 miles, \$4,000 OBO
- 1966 912 project car, rolling chassis for \$3,000.
- 1982 911 SC with sunroof, air, 36,000 miles. Asking \$24,000
- 1971 914 parts car, no tranny \$200
- 1988 928 S4 metallic blue/blue leather, 53,000 miles offered by Ron Johnson.
- 1988 944 turbo S white/black leather, 80,000 miles, also by Ron Johnson.
- 1992 Porsche 968 red exterior/black leather with 60,000 miles for \$18,500.
- 1975 914, 2.0 L only driven two DE events, offered by Jim Andrews.
- GT2 Club Race car with 993 body, 935 suspension and 930 four speed gearbox, extra gears and gear charts for most North American tracks. Bob Johnson prepared and offered by Tom McGlynn for \$95,000



910 (1967)



Can Am car group with 914/30s, Uop Shadow, 917/10s, and various other heavy metal entering turn four



A four cam engine in the paddock



917; First overall LeMans Champion for Porsche in 1970



908/03 (Boeder's personal favorite)



The "last" 935





Noon touring session, more Porsches than in the entire state of Minnesota!



LeMans winning 936



Targa police car - originally given to German police by the factory for the Autobahn



908 (even Christie saw so many 904s, 906s, 908s, 910s, 917s that she could not distinguish between them!)



Rare America Roadster (1952)



550 in Porsche corral, with appropriate license plate



Dick Weisel, Bruce Boeder, Bob Johnson, Ron & Nancy Smith, Christie Boeder, Marlys & Dick Meintsma meet up at Laguna Seca and Mark Pladson, back row behind Nancy and Christie



Before the crowds, Porsches stretching to the horizon! photo by Bruce Boeder



1973 Donohue 914/30 - the most powerful sportscar, ever



RSKs in pit lane heading out onto the track



Christie Boeder had a hard time picking a "favorite" Porsche, but she admits to being partial to 356 Speedsters! Photo by Bruce Boeder

*Two more Le Mans legends and former factory drivers recall the highs and lows of the world's toughest endurance race.*



Derek Bell and Mark Webber (l-r)

Brand ambassador and LMP1 ace Mark Webber was a pivotal figure in the 919 Hybrid programme that culminated in three back-to-back victories for Porsche at Le Mans. After a successful career in Formula One, Webber brought an exceptional breadth of experience and commitment to Porsche's fledgling prototype campaign, narrowly missing out on overall victory at Le Mans on two occasions. Here, the two friends reminisce about the most challenging sportscar race on the international calendar, reflecting on both the pronounced differences and striking similarities in racing for Porsche in their respective eras.



Derek Bell

Derek Bell: "I first went to Le Mans with Porsche in 1971. When we were testing over the weekend, they calculated that I was doing 396km/h down Mulsanne. I knew we were going quickly, but not that quickly, because I'd only ever felt that before on take-off at Heathrow. So that was my welcome to Porsche at Le Mans!"

Mark Webber: "The history of the brand is so prominent when you race there. Having Dr. Wolfgang Porsche in the garage was massive for me.

## Le Mans memories: Mark Webber talks to Derek Bell . . .

*Courtesy <https://newsroom.porsche.com/>*

Remembering the journey he'd been on and how much racing meant to the brand. Le Mans was always the Holy Grail and to have the opportunity to drive for Porsche there, with their tremendous record – you feel part of something. It's funny though: Le Mans is actually the worst race Porsche could enter in terms of how they think, because stuff happens over 24 hours and they don't like stuff happening. They just want the job done. But because they're so organised and meticulous with their preparation on the cars, they still back themselves."

Bell: "Which they're right to do. I drove on and off for Porsche for 35 years and in all that time I think I had one thing break. It was a suspension part that failed at Spa and caused me to crash. This was six weeks before Le Mans and I had no idea what had happened. I had a terrible time emotionally, never having crashed before. I was 45 years-old by this point and wondering if I was over the hill. When we got to Le Mans over a month later, Norbert Singer told me they'd discovered it was this little suspension component. If only I'd known for all that time."



Le Mans 2016: Mark Webber, Brendon Hartley and Timo Bernhard (l-r)

Webber: "Porsche takes great pride in reliability and driver safety. As a driver you want confidence in the machinery, to know you're working with the best materials. I had that in F1 of course, so moving to Porsche was a blessing."

Bell: "Yes, you never heard Porsche say: "Oh no, that's not possible". It was all about making sure the car worked and was safe. That was their job."

Webber: "I remember in 2016 we had a big lead – 60 seconds or so – and Timo Bernhard woke me up to tell me the water pump had gone. That car was so, so good and our team boss Andreas Seidl's



# Book Reviews for Porschephiles

by Bruce Herrington, Orange Coast Region

## PORSCHE Water Cooled Turbos 1979-2019

by Jonny Tipler, Published August 4, 2020 by Crowood Press Ltd, Ramsbury, England

Water cooled Porsche Turbo engines first appeared with the 924s and were proven in 944s and 968s. before the rear-engined cars began to have water cooled engines. Yes, it is true, the front-engined water-pumpers ARE a significant part of the Porsche heritage,

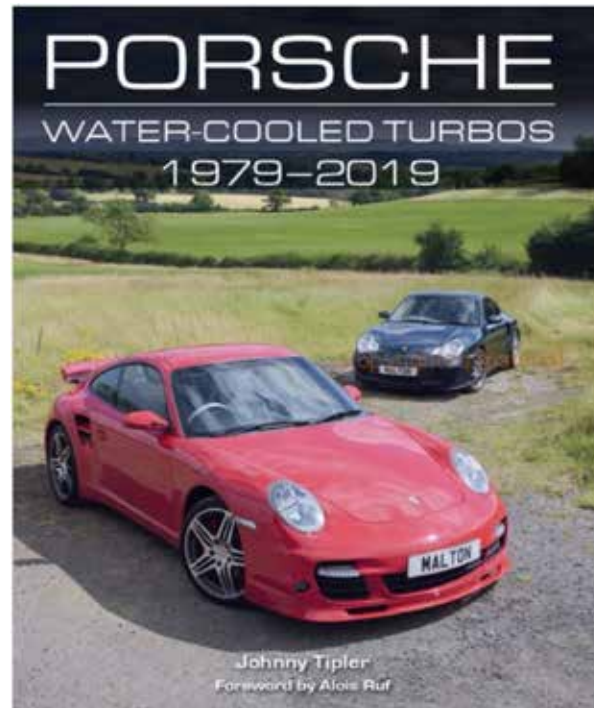
The foreword by Alois Ruf tout-ing his 45 years experience with Porsche Turbos. is followed by a very interesting and comprehensive Timeline of Porsche's utilization of Turbochargers in water-cooled street vehicles. The book is fasci-nating because of the stories told about the various models in action. Far from just a dry rendition of model statistics (tabulated in both English and Metric units), there are drive reports, race reports from historic races using these vehicles, and reminiscences (complete with pictures) from people involved in these cars when they were new and hot. A very interesting and read-able book even for people not Tur-bo enthusiasts.

PORSCHE Water Cooled Tru-bos has five chapters, one on the front engined cars, then one each on the 996, 997, 997 and the Boxster/Caymans. In each chapter, stories of the various models are told in detail with comprehensive treatment of the esthetics and very detailed coverage of the mechanicals. The descrip-tions are very well illustrated and include a test drive of a rep-resentative example (or two) driving around England and/or Europe. More than a commentary of how a partiular model feels to drive, the reports provide comprehensive travelogues of interesting tours, complete with route numbers and road names, as well as scenic highlights.

The scope of this book is so comprehensive that there is even a detailed description and drive report for a 968-RS Turbo, of which Porsche only made four. Similar treatment is given to one of 14 968 TurboSs. All Turbo models are covered includ ing both generations of the 997 Turbo. There is a very com-prehensive index including an entry Porsche Cars tabulating model number and displacement.

Road test reports for and detailed de-scriptions of various Ruf cars and sev-eral TechArt mod-els are presented in the chapters deal-ing with their re-spective Porsche antecedents. The discussion of a visit to Freisinger Motor-sports of Karlsruhe is full of anecdotes about the lives of the truly historic race cars which he restores. FVD Bom-bacher cars are also covered in detail; Atomic Tuner's car somewhat less so.

Famous driv-ers like Derek Bell, Walter Röhrl, Jacky Icks, etc. are inter-viewed about their experiences with specific Water Cooled Turbos, and there is a picture of Vic Elford displaying the classic crossed-arms grip on the wheel.



PORSCHE Water Cooled Trubos is a very readable and entertaining collection of stories about these cars with capti-vating drive reports as well as technical discussions. It is suit-able for any automotive or even touring enthusiast. It is in-deed informative, and probably a must-read for any potential turbo buyer, but definitely not just for Porsche gear-heads. It is hardbound with 224, 8.5 in x 10.2 in inch matte finish pages, including 330 color photos. It should be available for \$44.95 from your favorite bookseller or from Amazon books.



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## Nord Stern History Post . . .

*by Roger Johnson*

Nord Stern member Peter Kitchak ice racing in 1974. Now that's quite the wing!

A reminder that winter is 'just around the corner!'



# TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2020 Check the Website for Covid-19 Updates! (Updated August 2020)

DATE	EVENT	SPONSOR	LOCATION
Due to Covid-19 please check Met Council website for the latest scheduling			
Oct 3rd (Sat)	MOWOG #7	MAC	DCTC
Oct 4th @	MOWOG #8	MAC	DCTC
Oct 10/11	MOWOG #9 and MOWOG #20	MAC	CANTERBURY

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS (UPDATED AUGUST 2020)

Check the Met Council Website @ [met-council.org](http://met-council.org) for updates

SCCA TRACK NIGHT IN AMERICA at DCTC: MAY 6, JUN 3, JUN 26, JUL 31, AUG 28, SEP 22

PCA DRIVER's ED at BIR: SEP 18-20, SCHOOL & LAPPING

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 22nd & SEPTEMBER 14TH

SCCA RACING EVENTS @ BIR: MAY 23-24 REGIONAL ROAD RACE; JULY 11-12 REGIONAL ROAD RACE

SCM CAR SHOWS - Cars Under the Stars, Aug 08, SAXE CHEV/BUICK

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

COM = CORVETTES OF MINNESOTA--[www.corvettesofmn.com](http://www.corvettesofmn.com)--CONTACT: WALLY MAHLUM 952-431-0630

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

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

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

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

SCM = SUBURBAN CORVETTES of MN--[www.suburbancorvettesofminnesota.com](http://www.suburbancorvettesofminnesota.com)--CONTACT: SCOTT HEGSTRAND 612-619-8615

TCRC = TWIN CITIES RALLY CLUB--[facebook.com/twincityrallyclub](https://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

DUNWOODY=DUNWOODY TECH COLLEGE, MINNEAPOLIS MN

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



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Jacky Ickx and Derek Bell's winning Porsche 936 in  
Le Mans in 1981

Interview . . .

*continued from page 25*

face was ashen. They'd never seen it fail once in all the thousands of kilometres of testing they'd done. So you do get those tough moments at Le Mans, and you do get emotional seeing what the mechanics and other drivers are going through."

Bell: "It was similar for Jacky (Ickx) and me. There were only two of us driving the cars in those days and generally speaking we'd do 12 hours each, sometimes four hours at a time at night. I got out of the car one year when we'd won and literally just collapsed. The last words I heard were "This man needs help!" as I passed out."

Webber: "You must have been incredibly strong to hang on to those cars for so long. You had no power assistance on steering or brakes. And the belts and seating position were pretty average. You had a lot of compromises to deal with."

Bell: "Well you've driven the 917 now too, so you know. It was so light that you could drive it for days without getting worn out. All

you had to contend with was understeer and oversteer. Whereas later on with the 956 we had incredible downforce at play. You guys never seemed as knackered when you got out. Maybe it is things like power steering – I never raced with that – but you are all much fitter."

Webber: "We were pretty fresh, you're right. Mentally tired maybe. I just struggled with how tight the 919 was as I'm quite tall and my left leg used to go to sleep because I was braking with my right foot too. But it was an astonishing car. I have so many good memories from that time."

Bell: "Absolutely. I think my fondest memory of Le Mans was winning in the 936 in 1981. I didn't even sit in that car until we went out for first practice, but we got pole position, led every lap and won the race. That for me was the most memorable because it was a comeback of sorts and I'm so grateful to Porsche for giving me that opportunity."

Webber: "The one that comes to mind most often for me is strange because I wasn't actually racing. It was 2017 and I was Grand Marshall and the car that won was driven by Timo, Brendon Hartley and Earl Bamber, who'd just replaced me. My old seat was still in that car! They came from nowhere to win that race and it was my job to hand them the trophy. Those were the best hugs I've ever had. I get goose bumps even now. They were my mates and they wanted me to stay on the podium like a fourth driver. That was definitely my Le Mans highlight. Our bond was extraordinary."



Left: Mark Webber in the 919 Hybrid





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**\*10TH ANNUAL  
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If you've wondered what those codes on the underside of the front trunk (or omg your Service Manual) mean, here's a way to find out.

I've compiled what I call the Grandmother of all Porsche Options list. There used to be a list called "The Mother of all Option Codes Lists," well this one is it's mother.

This list is not model exclusive and some of the codes are obsolete and have been replaced with a newer option. In those cases, you will see both codes listed. Note that in some cases the letter 'I' replaces "M" in the nomenclature. The codes are organized in alpha-numerical sequence. Mistakes, knew codes not listed, let me know: [pedro@pedrosgarage.com](mailto:pedro@pedrosgarage.com). Updated 1/2019

- 03 INTERIOR - Natural Leather - Grey (special leather )
- 53 EXTERIOR COLOR - Forest Green Metallic
- 54 EXTERIOR COLOR - Viola Metallic
- 58 EXTERIOR COLOR - Slate Grey Metallic
- 62 EXTERIOR COLOR - Midnight Blue Metallic
- 04 INTERIOR - Natural Leather - Brown (special leather )
- A1 EXTERIOR COLOR - Black
- AS INTERIOR - Leatherette Seats with Leather Inlays - Black
- AY INTERIOR - Sport Seats - Black
- AZ INTERIOR - Sport Design Seats
- B4 EXTERIOR COLOR - Carrara White
- BL INTERIOR - All Leather - Black
- CC INTERIOR - Leatherette Seats with Leather Inlays - Graphite Grey
- CD INTERIOR - Sport Seats - Graphite Grey
- CG INTERIOR - All Leather - Graphite Grey
- CO2 US Emission
- E01 Light Rootwood Instrument Cluster/Panel and Door Panels
- E02 Dark Rootwood Instrument Cluster/Panel and Door Panels in Leather
- E04 "Turn Signal/Intermittent Wiper/Window/Clock Switches, Window switches/Fuel Flap and Instr. Panel "
- E05 Shift Lever Knob/Handbrake Lever Covered with Light Root Wood (requires Color)
- E06 Shift Lever Knob/Handbrake Lever Covered with Dark Root Wood (requires Color)
- E07 Shift Lever Knob/Handbrake Lever Covered with Leather of Choice (requires Color)
- E08 "Tiptronic Shift/Handbrake in Light Root Wood, Handbrake with Light Root Wood and Leather to Sample"
- E09 "Tiptronic Shift/Handbrake in Dark Root Wood, Handbrake in Light Root Wood and Leather to Sample"

## The Mother of all Code Lists

by Pedro Bonilla, Gold Coast PCA, [pedrosgarage.com](http://pedrosgarage.com)

- E1 EXTERIOR COLOR - Ocean Blue Metallic
- E10 Tiptronic Shift/Handbrake Lever in Leather Color to Sample (Requires Color)
- E11 "Middle Console Front, Tunnel Below Handbrake Covered with Leather to Sample"
- E12 "Middle Console Front, Tunnel Below Handbrake Covered with Carbon"
- E13 Seat Parts Covered with Leather to Sample
- E14 Seat Parts Covered with leather to Sample
- E16 Door Panel Parts Covered in Leather to Sample
- E21 Aerokit 1B Front/Rear Spoiler Including Third Brake Light in Rear Spoiler
- E22 Aerokit 2B Front/Rear Spoiler/Rocker Panels Including 3rd Brake Light Rear Spoiler
- E3 EXTERIOR COLOR - Lapis Blue Metallic
- E51 INTERIOR - Full Leather Package
- E52 Package Small Leather
- EC INTERIOR - Leatherette Seats with Leather Inlays - Metropol Blue
- EE INTERIOR - Sport Seats - Metropol Blue
- EG INTERIOR - All Leather - Metropol Blue
- F1 EXTERIOR COLOR - Zenith Blue Metallic
- G1 EXTERIOR COLOR - Guards Red
- H8 EXTERIOR COLOR - Arena Red Metallic
- J3 EXTERIOR COLOR - Ocean Jade Metallic
- J4 EXTERIOR COLOR - Rainforest Green Metallic
- JA INTERIOR - Special Leather - Nephrite Green
- L1 EXTERIOR COLOR - Orient Red Metallic
- M002 911 CARRERA RS ROAD VERSION
- M003 911 CARRERA RS CLUBSPORT
- M008 986 S 3.2 Litre Displacement





## Codes . . .

*continued from page 31*

M009 986 2.5 Litres Displacement --> MJ 1999; 986 2.7 Litres Displacement --> MJ 2000

M010 ""Classic"" Package"

M011 ""Trend"" Package"

M012 Sport Design Package

M013 Sport Technik Package

M016 ""Standard"" Package"

M018 SPORTS STEERING WHEEL WITH ELEVATED HUB 30MM

M020 Speedometer with 2 scales KPH/MPH

M024 Version for Greece

M027 Version for California

M030 Sport Running Gear (Club Sport Package)

M031 Sport Shock Absorbers

M032 Sport Touring Suspension

M033 Lowered Suspension

M034 Version for Italy

M057 Version for Sweden

M058 Impact Absorbers Front and Rear

M061 Version for Great Britain

M062 Version For Sweden

M063 Version for Luxemburg

M064 Version for Netherlands

M065 Version for Denmark

M066 Version for Norway

M067 Version for Finland

M068 Version for Thailand

M069 Version for Other Countries

M070 Touneau Cover (Cabriolet)

M071 Version for EU

M072 Version for Mexico

M073 version for Russia

M091 "Special Edition ""50 Years Spyder"""

M103 Adjustable Shock Absorber Strut

M111 Version for Austria

M113 version for Canada

M114 Version for Taiwan

M119 Version for Spain

M124 Version for France (YELLOW HEADLIGHTS)

M126 Indications and Controls in French

M127 Indications and Controls in Swedish

M130 Indications and Controls in English

M139 Heated Seat (left)

M150 No Catalyst

M152 Engine Noise Reduction Package

M159 Engine Sound Package

M160 "Radio ""Charleston"""

M176 Oil Cooler w/Fan

M185 "Safety Belt 2 point, rear automatic"

M186 "Safety Belt 2 point, rear manual"

M187 Assymetric Headlights

M191 Wheel Spokes In Sealgrey-Metallic

M193 Version for Japan

M195 Prepared for Cellular Telephone

M197 Higher Amperage Battery

M198 Starter 1.7 KW

M215 Version for Saudi Arabia

M218 License Brackets (Front And Rear)

M219 Automatic Limited Slip Differential

M220 Locking Diferential 40%

M221 Porsche Locking Differential

M222 Traction Control

M224 Automatic Limited Slip Differential

M225 Version for Belgium

M231 "16"" Alloy Wheels"

M232 "17"" Alloy Wheels"

M236 "18"" Alloy Wheels"

M239 "18"" Alloy Wheels"

M240 Version for Countries with Inferior-Grade Fuel

M241 Shorter Shifter Travel

M243 Shorter Shifter Lever

M249 Tiptronic Transmission

M255 Fuel Consumption Indicator

M258 Heating for Outside Mirror

M261 Outside Mirror (passenger) electronic adjust and heat

M262 Outside Mirror (passenger) manual / plain

M265 Automatic Anti-Dazzle Mirror With Rain Sensor

M266 Automatic Anti-Dazzle Exterior Mirror

M270 "Outside Mirror-Plain-Driver's Side,Electrically Adjustable And Heatable"



M271 "Outside Mirror-Aspherical-Driver's Side,Electrically Adjustable And Heatable"

M273 "Outside Mirror, Electrically Adjustable And Heatable"

M274 Illuminated Vanity Mirrors

M274 Make-Up Mirror Illuminated

M277 Version for Switzerland

M286 High Intensity Windshield Washer

M288 Headlight Washers

M298 "Prepared for Unleaded Fuel, Manual Transmission"

M302 Tuype Designated on Rear Lid

M320 Radio - Porsche CR-11

M322 "Radio ""Porsche DR 220"""

M323 "Sticker, without ESE-Regulations"

M324 Radio - Porsche CR-10

M325 Version for South Africa/New Zealand

M326 Radio - Porsche CR-21

M327 "Radio ""Porsche CR 220"""

M329 Becker CR-210 - Cassette Radio w/Cassette Shelf in Center Console

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I will be a curator for a private Porsche collection.

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## Random 'Out and About' Photos

From Ed Vazquez, Left who says "Look what I got to drive today. This is a Star Wars Porsche." I think he liked it. Ed, let's get your full report.

Above, Guy Reeder's Garage shot! Check this online, a very RED Boxster and blends in with that LeMans poster perfectly.



## Did you know?

courtesy: [https://www.usefultivia.com/miscellaneous\\_trivia/porsche\\_trivia.html](https://www.usefultivia.com/miscellaneous_trivia/porsche_trivia.html)

How many Porsche 64s were produced?

1. 300
2. 3
3. 3000
4. 30

Answer: Prior to World War II, Porsche designed and built three Type 64 cars for a 1939 Berlin-to-Rome race that was cancelled.







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



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