

Nord Stern Region PCA

November 2020



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Cover:
Stardust Drive In!
photo by Josh Hway,
Dynamic Photowerks
at the recent Red Carpet
Rally and drive to catch
Steve McQueen's LeMans on
the 'big screen!'

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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Christie Boeder, Editor
11919 Hilloway Rd. W.
Minnetonka, MN 55305
612.845.4509 (cell) or
editor@nordstern.org

Adv Mgr - Lara Dant, advertising@nordstern.org
Ron Faust, Staff Writer/Photog. 218.961.1617

Please contact staff for any event coverage you may need
e-mail address: editor@nordstern.org
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 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 (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

| | | | |
|---|--|--|---|
| President Chip Smith 9565 Bennett Place Eden Prairie, MN 55347 | president@nordstern.org | Historic Archivist Kim Fritze | archivist@nordstern.org |
| V-President John Velure | vicepresident@nordstern.org | Insurance Dan Perinovic | insurance@nordstern.org |
| Secretary Betsey Porter | secretary@nordstern.org | Membership Nathan Reeder Betsey Porter | membership@nordstern.org |
| Treasurer Jeff Bluhm 9145 Breckenridge Lane Eden Prairie, MN 55347 952.975.5931 (h) or 612.371.1148 (w) | treasurer@nordstern.org | Met Council Bob Kosky | metcouncil@nordstern.org 952.938.6887 |
| All Porsche Show Phil Saari Hal Voges | porscheshow@nordstern.org | Newsletter Christie Boeder | newsletter@nordstern.org |
| Advertising Mollie Nygaard | advertising@nordstern.org | Oktoberfest/Old Log Theatre Paul Bergquist Mercedes Benz Club | 952.937.1822 |
| Autocross Andy Golfis | autocross@nordstern.org agolfis@gmail.com | Tours/FCT Michele & Ron Johnson (Fall Color Tour) Greg & Lauri Wagener (Fall Color Tour) Ryan McGee & Lara Dant (Vino in the Valley) | touring@nordstern.org 74 |
| Board of Directors Lara Dant Roger Johnson Ryan McGee | board@nordstern.org | Safety Chuck Porter Keith Erickson | safety@nordstern.org |
| Charity Fundraiser Mark Kriesch | charity@nordstern.org | Social Toni LaRose | social@nordstern.org |
| Club Race Dave Sorenson | clubrace@nordstern.org | Social Media Betsey Porter Misty Martianos | socialmedia@nordstern.org |
| Driver Education John Blackburn | de@nordstern.org | Tech & Shop Relations Roger Johnson | techsessions@nordstern.org |
| 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 | |

Zone 10 Rep: Stan Thorne

sthorne.carguy@gmail.com
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

Welcome . . . New (and Returning) Nord Stern Members

We hope to see you at upcoming events!

Meredith Bauer

St Louis Park

David Hatzung

St Louis Park

Bruce Obermann

Eden Prairie

Phillip Sheridan

Cottage Grove

Richard Tanler

Waconia

Daniel Tokheim

Roberts, WI

Morgan Wintheiser

Lakeville

Thomas Votel

Sunfish Lake

Trent Waite

Minneapolis

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

It is definitely here with colorful landscapes in every direction. I hope you've been able to get out and take it in. My wife and I have taken a number scenic drives over past few weeks. Balmy temperatures only added to the fun. Last year the leaves blew off the trees before we could enjoy the colors. Not this year.



Our **Red Carpet Rally** at the Stardust Drive In Theater in Chetek, WI was a blast, in spite of sporadic rain and drizzle. On the two hour drive there, my wife and

made it to Summerset before rain forced us to put the top up on her convertible. At the theater, Porsches were lined up in a kaleidoscope of colors. It was quite a scene. As a funny side note, during the movie, many of the attendees - including me - were challenged to figure out how to keep their windshield wipers going while keeping their running lights off. The old fashioned on-off switch is long gone. The movie "LeMans" is one of my all-time favorites and I own the DVD. My wife was a little annoyed every time I said, "Watch this part", but she enjoyed it. Many thanks to **Porsche Minneapolis** and **Porsche St. Paul** for covering the cost of this event. And a special thanks to **Solve Advertising Agency** for originating the event idea and coordinating the execution. Look for this event to repeat next year.

2020 marks 50 years of Nord Stern driving events at Donnybrook/Brainerd International Raceway. To commemorate this milestone, we presented Kristi Copham and her BIR staff with a crystal plaque as a token of our appreciation. We are indeed fortunate to have access to

a world class race facility like BIR so close to the Twin Cities. I look forward to a full slate of DE and race events there next year.

Our annual election of officers will take place this month. Unlike the U.S. Presidential and congressional elections, ours involved no annoying advertisements or fact checking. Just good people stepping up to help make Nord Stern work for everyone. We really have a great team approach to managing our club and this lightens the load for all our committee chairs and officers. The new officers will take assume their duties the first of the new year.

With cold weather on the way, I'm about to tuck my 911 away in the garage for the winter. Like many of you, the next 4-5 months can be expensive as I inevitably spend hours browsing new products to make my 911 go faster, drive better and improve its appearance. The list of new must-have products in Panorama and online seems to never end. Of course, fine tuning your Porsche is half the fun of owning it.

We had hoped to have a fall party but we've elected to forego it this year due to continuing restrictions from Covid. Planning for our traditional winter party is likewise on hold until we know we can safely hold a large indoor group meeting. Watch your Nord Stern newsletter for updates.

Lastly, I would personally like to invite owners of the new Taycan to join in our club fun. Like the shift to water cooled engines, electric driven performance

Continued on page 8

Advertiser Directory

| | |
|--|----|
| Auto Edge | BC |
| Car Biz: Anderson Motorsport Inc, Diamond Interiors, Higgins Insurance, Performance Auto & Audio., Trackside Tire, Luis Fraguada, Gates General Contractors..... | 9 |
| Collision Center, Inc. | 33 |
| Courtney Truck Service..... | 10 |
| Dan Perinovic, State Farm Insurance | 15 |
| Garage Solution Condominiums | 20 |
| John Healy, Crown Bank | 27 |
| Imola Motorsports | IC |
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| Porsche St. Paul..... | IC |
| Raymond Autobody | 10 |
| Schmit Towing | 14 |

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

I must say it's tough to write a column when there is so little being planned or organized or run by the club these days. Sigh. However, there are a couple interesting articles in this issue as well as some pictures from the recent 'rally' over to Wisconsin to the Stardust Drive-In to watch the iconic movie, LeMans. It was a pretty neat thing to do and fit perfectly in this Covid19 era! Plus it was just nostalgic enough for many of us to add that patina of 'remember when's' that elicited a number of smiles and fond, fun, memories from childhood. Cute place and just wish it were a bit closer than the 2-hour drive from the western edge of the Twin Cities. After all, the large popcorn was a whopping \$3.90! What a bargain (plus is was good).

Our thanks go to **Roger Johnson, the Solve Ad agency** and **especially to Porsche Minneapolis and Porsche St. Paul** for their sponsorship and organization. Attendees got their cars and driver/s photographed on a Red Carpet, no less. Neat touch. And the mugs branded Red Carpet Rally are new favorites in the Boeder household. Thanks all around for a clever solution to 'how to run an event, have fun,

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

and stay within Covid safety guidelines! I know we drove through some spectacular fall color around the Rice Lake area - despite the gray overhead clouds and spits of rain here and there.

And of course now we have snow and for those who put their P-cars away for their winter nap there's been a fair amount of chatter on our email listserv Clubtalk concerning storage garages, and all those 'how to's' that of course elicit many an opinion of what to do, what not to do, and what to watch out for. We always just drove our daily driver! I've told that story here before. Nowadays the 911 race-mobile stays all buttoned up and out of the weather in it's snug home in one of the condo garages. While it may leak a bit of oil (afterall, isn't that what cardboard is for?) it does look cool holding it's own among a few other classic and iconic Porsches that just aren't daily drivers, either!

Stay safe, stay warm and until we can all be out and about, driving and hanging out, wishing everyone a good holiday season. Even if there's just not the usual big family gatherings, the well wishes still abound. Ciao.



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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

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

2020

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/>

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****2021**

Prez Sez . . .

continued from page 6

cars mark a major change for the Porsche company. If you know someone driving one of these electric exotics, encourage them to join Nord Stern. In the not too distant future, a large portion of our members will drive Porsches fueled by Xcel Energy, not British Petroleum.

That's all for this month. Be safe.

– Chip Smith



Diamond Interiors

Harry@diamond-int.com

2932 Drew Avenue North
Robbinsdale, Minnesota 55422

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(763) 588-9378



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Regional Clubs

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

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Dakotas: www.dakotapca.org

Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

Schönesland: www.schonesland.org

Kansas City: www.kcrpca.org

St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

One Stop "Shopping"

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

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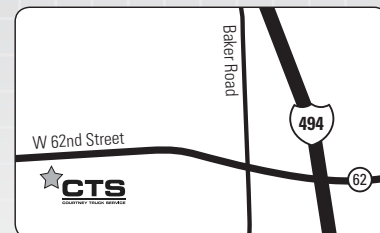
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Maybe it's because all the advance publicity was timed to the now-delayed release of the new Bond film this fall. Maybe not. All I know is there's been quite a few announcements of 007-related interest.

I've been a fan for much too long. But first, I'll say it up front. No, Bond never drove a Porsche. Never raced against one, on the Futa Pass, or anywhere else. And, hey, he never drove a Ferrari, either. Does that make him a bad person? No. He was quintessentially British. But he did live well. And drive cool cars. And, in so doing, he captured our imagination. In ways that generations upon generations will never forget.

I started reading the books about the time the first movie came out. Dr. No. Who remembers the incident which shot the whole Bond thing into the ionosphere? Give up? It was when JFK revealed he read Ian Fleming's scribbles for relaxation.

Yes. Can you imagine that happening today? I'll just leave it at that.

It drove me to dive in, so to speak. Take Casino Royale. The book that taught you how to play Baccarat. Preferably at the Casino at Monte Carlo. Where, if you were thirsty, you could order a vodka martini.... Growing up, who knew about these places? Who knew a card game like that actually existed? Who knew about Martinis?

Or the Cresta Run at St. Moritz. Detailed in On Her Majesty's Secret Service.

And the cars. Trivia question; what Aston did Bond drive in Goldfinger the novel? Give up? A DB Mark III. And, no, I didn't know the answer, either. I had to look it up.

I also remember him winding out a Studillac. A what? A Studebaker Starlight coupe with a Cadillac engine. In Diamonds Are Forever. Felix Leiter picks up Bond at the Plaza Hotel in New York City, and they exercise the car up the Palisades Parkway.

Now, I grew up on Long Island. I'd been to the Plaza Hotel. I'd been on the Palisades Parkway. The very idea that the coolest cats on the planet could have been where I could be ... well, it was only matched by the first time I walked around Casino Square.

And then we have the DB-5. I mean, really. The word iconic is too overused today. I saw the Aston in the

Fantasies, Shaken, and Stirred . . .

by Danielle Badler, courtesy PCA Editors

flesh at the New York World's Fair in 1964. Was it the actual car from Goldfinger? Who cared. But now I do. I looked it up. Sure enough, two cars were used in the movie, one with all the gadgets. And both were at the fair. I didn't remember.

It's way too weird to ponder the fact that Aston Martin is now producing "continuation" DB-5s. Some 25 cars. The factory. Not some start-up replicar maker. With the same everything. Same engine. Same paint. And even some of the same gadgets. At \$3.5 million per. By now, they're probably all spoken for.

By whom? Well, if you have cash left over, and chances are you do, then I've got a few other indulgences to partake of.

Let's start with Aston Martin's first private residence. According to the Robb Report this summer, the marque "has stepped out of its comfort zone to evoke that same sensibility in its very first private home."

Two hours north of New York City, the modernist creation ... it's called Sylvan Rock ... sits on 55 acres, with "floor-to-ceiling windows at every turn, offering you 360-degree views of the wilderness beyond." It's priced at \$7.7 million. I wonder if it comes with a Studillac in the garage.

Then there's Robb Report's recent "boat of the week," a 238-foot Bond-inspired superyacht that "would make Q proud." It's called "Quantum of Solace," and it's owned by John Staluppi, who has named each of his superyachts after a Bond movie.

The first was 118-foot For Your Eyes Only, built in 1985. "But it was his second 007-inspired yacht, Octopussy, that gave Staluppi fame outside the yachting world and made the Bond name more than a gimmick." How? "Built in 1988, the 144-foot Heesen had an earth-shattering top end of 61 mph," which made it the world's fastest yacht.

Quantum has, among other things, a double-height atrium in the main salon, a 16-foot contra-flow swimming pool "that you can actually swim in" and a "professional DJ station on the sun deck that doubles up as a versatile heli-deck."

It's for sale. How much? If you have to ask ... oh, ok, \$58 million.

But the coup de gras, the duck confit, the Dom, the Beluga, the Girard-Perregaux goes to, irony of ironies, Pierce Brosnan. Who has his Malibu oceanfront manse on the market for ... deep breath now ... \$100 million. According to the Robb Report and The Wall Street

Nord Stern October Business Meeting Minutes . . .

submitted by Betsey Porter, Nord Stern Secretary

The October business meeting was called to order at 7:06 pm by VP John Veure.

President – Chip Smith

- absent.

Vice President – John Velure

- Welcome guests and members.
- Motion to approve September minutes.
- The 50th anniversary plaque was presented to BIR and was received very warmly. Great job to Chip for organizing.
- Elections for officers will occur on November 9, John is reaching out to chairs to discuss their plans for 2021.
- Holiday party is TBD at this point because of Covid and state Covid rules.



Treasurer – Jeff Bluhm/Todd Smith

- Sent financial statement to Chip and John V.
- Jeff will be retiring from position on the board in December after 21 years!!

Secretary – Betsey Porter

- No update.

Advertising – Mollie Nygaard

- Will send invoices to all advertisers by the end of the month.
- Will include previous newsletter advertisers as well as two new ones who have expressed interest.
- Contacted Luck Mobile Detailing as a result of a Club Talk suggestion.
- We will not increase advertising prices for 2021.
- Reached out to Imola for a new ad with their updated address.
- Our section on the PCA website needs to be updated. Mollie will

contact Christie and work on it.

- We previously had a discussion about adding a section to the website about vendor/shop recommendations from members, with advertisers highlighted first. John V and Dave A will discuss.

All Porsche Show – Phil Saari and Hal Voges

- No report.

Autocross – Andy Golfis

- No report; Autocross events ended 10-11-20.

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

- No update.

Charity – Mark Kriesch

- No report.

Club Race – Dave Sorenson

- No report.

Driver Education – John Blackburn

- No report.
- 2021 activities TBD based on Covid and state Covid rules.

Driver's Training – Jim Bahner

- No report.
- Looking for a new chair for 2021.

Historic Archivist – Roger Johnson

- Have a few posts started, need to finish and post on FB and Club Talk.

Insurance – Dan Perinovic

- No report

Membership – Nathan Reader and Betsey Porter

- Plugging right along, memberships are steadily growing.

Newsletter – Christie Boeder

- No report; October newsletter in the mail.

Registrar – Dave Anderson and Andy Barker

- We ended up having 37 cars at the Red Carpet Rally (41 registered).
- Many did not come because of the rain.

- Andy has some mugs left over to use as giveaways.
- Roger will send the list of attendees who are not PCA or NS members to Membership chairs.

Safety – Chuck Porter

- Final Fling was safe and cooperative.

Social – Toni LaRose

- We will be getting a refund from Create Catering and Design Studio, the venue we sent a deposit to for our November party which we will not be holding. Create has permanently closed.

Social Media – Betsey Porter and Misty Martianos

- Keep posting!! Member content is great.

Shop and Tech Relations – Roger Johnson

- TBD in Covid times.
- Dealerships are prepared to host since they have large rooms to accommodate spacing needs.

Touring, Rallies and Drives – Ron Johnson

- Fall Color Tour – no report
- Vino in the Valley – no report

Track Relations – Jim Bahner

- No report.

Webmaster – Dave Anderson and Christie Boeder

- Working on updating advertising page.

Old business

- No old business.

New Business

There being no new business the Business Meeting was adjourned at 7:47 pm.

Respectfully submitted,

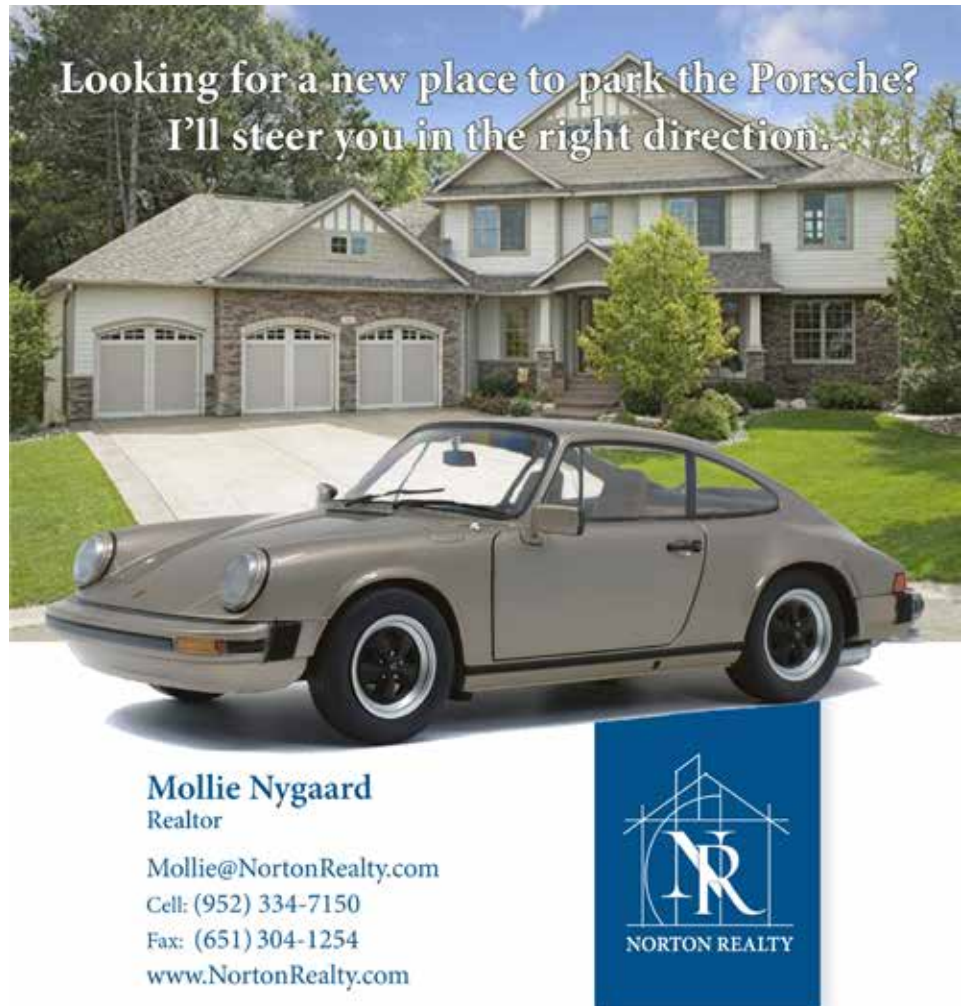
Betsey Porter, Secretary



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Cayman, Or, Not Cayman. . .

courtesy ClubTalk

Looking for Advice

Friends, unexpectedly I find I am low-key car shopping. My wife was involved in a collision - no injuries, thank goodness - in a car we'd planned to keep a while, and it's totaled. So.

I have *always* wanted a Cayman at some point and today, I don't know why it took a while to realize this, it occurred to me: "no time like the present!"

Or in the coming six months, anyway. No great rush.

Any ownership experience? Advice about which generation? I don't have first hand experience with them. FWIW I'm partial to manuals.

— Merrill Aldrich

First question, is this a street car only or street + DE? I'm guessing it is not a dedicated track car so I will rule out the GT4.

Are you thinking new or used? If new, the 718 Cayman GTS 4.0 is the obvious choice. All the performance goodies plus higher hp and torque, upgraded interior, and, most importantly, a NA flat-6. We have had our 981 GTS for 4+ years and the first thing we do when starting is shutting off the radio and hitting the PSE button. I will address manual or PDK below.

If you are thinking used, I think the 981 GTS will give you the best bang for the buck. I would recommend getting PASM, PTV, etc. The advantage of PASM is that you can always switch to a sport suspension, but if you start with the sport suspension you can't upgrade to PASM. Go with the 8-way adjustable sport seats, very

comfortable even on long rides and provide good support. Sport Chrono comes standard with the GTS. I would opt for a leather vs. Alcantara steering wheel, although the Alcantara seat inserts are wearing well. You are partial to manuals, but second gear is VERY long so you will be shifting less than you think on the street. PDK has advantage in heavy traffic. Also, if you are planning to track the car are you willing to go 2 seconds slower with a manual. The 981 has been the first Porsche we have owned that have add absolutely no problems (except for one factory recall).

Without offending anyone, we really like the Cayman over the 911. The 911 has gotten too big for our taste. In the Cayman, you feel like you are in more of a cockpit. But if you are always driving very long distances I guess that could be a negative, although we have had no problems traveling 500 miles/day. Storage is good, but with no back seats there is no place to easily throw coats or anything you want access to while driving. With spirited driving you can really tell the CM is right under your butt. And you can get that rear-end to step out even on back roads. A fun Sunday driver. The 911, of course, is iconic and with a Cayman you are definitely the little brother.

— Nick Cirillo

Oil Oil Oil

Hi all, Well this was a fine morning. I started up the 944 to go get a flu shot, and the following happened:

- Started the car with clutch in
- Car starts, made sure its not in gear, let out the clutch (I was going to go back in and wait for it to warm up)
- When I let the clutch out I heard a noise (clank, I guess) that I don't usually hear
- I noticed the oil pressure gauge was reading 2 bar, when it would normally be 5 bar when cold
- I revved the engine a couple times, the oil pressure gauge followed the revs, dropped to the bottom when I let off the gas
- Also heard actual sucking noises coming from the engine
- Said "WTF!"
- Immediately shut the car off. It had been running for no more than 10 seconds
- Got out of the car, saw an ever growing pool of oil under the car
- Leak was coming from passenger side (where the

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oil sender, filter, and so forth are located)

- Dip stick is dry, leak continued after I shut the car off
- Oil filter is still tight
- I don't notice anything visually different under the car (no obvious catastrophic failures)

I'm basically just working on the oil spill, but I did a bit of research, and maybe a faulty oil pressure relief valve?

Thanks, Brennan Cleveland

I would check the oil/water exchanger on the passenger side/front of motor.

– Scott Kuhne

If I remember those oil sensors were like the ones in the audi 4000/5000's and mine went out all the time, same scenario... hope you solved it.

– Brad Apold

I am curious what brand of oil filter had caused this gasket failure I have never ran into this problem before . . . (using Mahle or Porsche branded filters) in the various 944s I own. Is the problem resolved ?

– Don Lawrence

It was a Mahle. I replaced it with a Napa Gold, and everything seems fine.

– Brennan Cleveland


Fantasies . . .

continued from page 11

Journal, the primary bedroom, upstairs, measures 4,000 square feet on its own, “and includes two bathrooms, a private deck and a large sitting room. Also upstairs is a private office and an additional guest room.”

To quote, “Outside there’s the beach, obviously, but the Brosnans also installed a saltwater pool with a waterfall, plus two glass-enclosed areas for outdoor dining.” And here’s the best part, “Also on the grounds is a two-car garage, which may be worth expanding for larger gatherings in the future.” To which I say let’s negotiate. This is unacceptable. I need more parking spaces ... for that repli-Aston, at least ... as if.

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| 1998 Afton Concours d'Elegance for the Cancer Kids Fund Results | | | | | | |
|--|----------------------|-----|---------------|------|------------|-------------|
| Sponsored by Maplewood Imports & Carousel Automobiles | | | | | | |
| Place | Entrants | # | Model | Year | Age Points | Total Score |
| Full Concours - 4 Cylinder Air-Cooled | | | | | | |
| 1 | Ron Faust | 7 | 356C | 64 | 0 | 264.5 |
| Full Concours - Early 6 Cylinder (1977 and earlier) | | | | | | |
| 1 | Steve Lindemer | 6 | 911 | 65 | 2.5 | 271.5 |
| 2 | Mike Kuipers | 12 | 194-6 | 70 | 0 | 255 |
| Full Concours - Late 6 Cylinder (1978 and later) | | | | | | |
| 1 | Dick Beers | 14 | 997 C4S | 97 | 0 | 291 |
| 2 | Dave Mayer | 10 | 911 Targa | 82 | 5 | 269 |
| 3 | Suzanne Borofka | 15 | 911 Carrera | 89 | 4 | 268.5 |
| 4 | Dave Mayer | 11 | 911 Cabriolet | 85 | 5 | 266 |
| 5 | Kelly Crowley | 13 | 911 Carrera | 85 | 5 | 256.5 |
| 6 | Dave & Shari Arundel | 8 | 911SC | 82 | 5 | 254 |
| Full Concours - Front Engine - Water cooled | | | | | | |
| 1 | Luis Praguada Sr. | 4 | 944 Turbo S | 89 | 3 | 295.5 |
| 2 | Roy Henneberger | 3 | 968 | 95 | 0 | 293 |
| 3 | Mitch Berry | 1 | 944 Turbo S | 89 | 3 | 283 |
| 4 | Rick Sojkowski | 5 | 968 Cabriolet | 93 | 1 | 279.5 |
| Street Concours - 4 Cylinder Air-Cooled | | | | | | |
| 1 | Brain Butkowski | 108 | 914 | 75 | 0 | 123.5 |
| 2 | Phil Saari | 112 | 356 | 61 | 2 | 111 |
| Street Concours - Early 6 Cylinder (1977 and earlier) | | | | | | |
| 1 | Dave Rosen | 103 | 911 | 74 | 0 | 137 |
| Street Concours - Late 6 Cylinder (1978 and later) | | | | | | |
| 1 | Mike Borg | 106 | 911 Speedster | 89 | 2 | 140.5 |
| 2 | Rudy Mueller | 101 | 993 Cabriolet | 97 | 0 | 129.5 |
| 3 | Jim Tennessen | 107 | 911SC Targa | 78 | 2 | 129 |
| 4 | Chris Dvorak | 111 | 911 Targa | 85 | 2 | 128 |
| Street Concours - Front Engine - Water cooled | | | | | | |
| 1 | Kelley Mayer | 110 | 944 Turbo | 89 | 0 | 147 |
| 2 | James Denuo | 109 | 944 | 83 | 1.5 | 128.5 |
| 3 | Tom Inwood | 113 | 944 | 88 | 0.25 | 118.25 |
| 4 | Jayne Mueller | 102 | 944 Turbo | 87 | 0.5 | 124.5 |
| Race Concours | | | | | | |
| 1 | Don Erickson | 621 | 911 Carrera | 84 | | 178 |
| 2 | Kevin Zuck | 108 | 944 Turbo Cup | 86 | | 169 |
| 3 | Dave & Shari Arundel | 622 | 914-6 | 70 | | 167 |

Can you imagine? Of course you can! That's the whole point, isn't it? That's the whole point of the books. Of the movies. Of the cars. Of the boats. Of the houses. Regardless what's happening around us, we can dream. We can fantasize. It's what keeps us going. Especially this year of all years.

Red Carpet 'Rally' And Drive In

Thanks to Porsche of Minneapolis and St Paul, plus tge ad agency Solve, Roger Johnson, Andy Barker and all who made the Red Carpet rally possible. A fun drive to watch probably the best Motorsports movie ever, at a cool out door theater. Even the weather steward dialed up rain for the event, in honor of the rain during the movie race

– Bruce A. Boeder

Now there is some much need positive spin. Actually, the scenes in the rain are awesome. Plus I remember some great duels at BIR

in the rain. One with Johnson and Watson with water spraying everywhere particularly sticks to mind. And, of course, there was your own (aka Spinmeister Boeder) spins down the main straight. Didn't you set the track record with, what was it, 109 complete 360s without touching a wall?!

– Nick Cirillo

Yes, a positive spin. I would have been content with the rain on the screen. But I will say, that as a guy with a regular HP disadvantage on the track, I always did a rain dance!

– Dave Galey

Yes, our thanks to everyone who planned and coordinated this event! We had a great time and loved the quirky theater.

– Lloyd and Jody Vasilakes

A big thank you to everyone who participated in the Red Carpet Rally. It was a fun event even with the rainy conditions. Made it more memorable. The raffle prize winners are:

- 992 Extended Test Drive: Jeffrey Eckroth
- 1:18 911 Turbo Model: Judi Sievers
- Martini Clock: Andy Barker

Thank you all for your support of the St. Jude Children's Research Hospital.

– Roger Johnson.



Two Porsches . . . One Family Legacy



*Written by Myles Leevy on October 1, 2020
Reprinted courtesy
<http://vintageuro.com/two-porsche-911s-one-family-legacy/>*

Nothing can be as desirable to a car-crazy teen as his dad's prized sports car. But actually winding up with it illuminates what the car really allowed them to do for and with each other.

It can be easy to feel a tinge of envy when someone you know inherits a vintage Porsche 911. Of course, with inheritance also comes profound loss, the kind that you can only understand if you have experienced something similar. For those that it affects, it can bring focus to life's priorities – enjoying time with those you care about, growing and learning from your interactions with them, and sharing something important with them before your time is up.

For Chad Person, owning a Porsche 911 was probably inevitable. His father Jerry, an engineer and draftsman, recognized early on that his older son shared his passion for automobiles. In Chad's early childhood, his father had a Ford Model A that was his weekend hobby car since his high school days. Even his mother Diane shared an appreciation for cars, having once owned a Corvair that she thoroughly enjoyed despite its treacherous reputation.



Jerry had owned and enjoyed other cars over the years, including notably a 1978 Corvette, but he extolled the virtues of the Porsche 911 to Chad early on. A chance encounter with a neighbor in his final year of high school had made a lasting impact. It was 1965, and this neighbor's generosity in allowing Jerry to drive his then-new Porsche 911 made a huge impression on him. While he loved his Corvette, he had never experienced anything like that Porsche in his life, and knew it was something he had to have.

It wasn't until June of 1987 that Jerry actually reached that goal, a reward for having achieved a level of career success. It also happened to coincide with his fortieth birthday. This was a special purchase, and he was not about to just go into the dealership and buy one. The family had traveled to Europe before, and so he decided the best way to purchase a new Porsche was to take delivery at the factory in Germany. In doing so, the car was not just a selfish indulgence; instead, the experience was an important event shared with his whole family.



To hear Chad tell it now, he doesn't remember a lot of the details. But he does remember the first time they saw the Guards Red 911 sitting on the delivery floor. The delivery team had organized the cars by color, and while there was the odd 928 or 944 sitting there, the space consisted mostly of 911s. And there it sat, along with a row of other red Porsches, waiting to be picked up.

Chad absolutely remembers the first time that he sat in it there in Stuttgart, a moment photographed for posterity. He also remembers his father was hesitant to drive it too much the first day because the weather was less than ideal. But once the weather cleared

Two Porsches . . .

continued from page 17

up, they drove their new 911 in the way it was intended, and it was practically transformational for Chad. In that moment he finally understood what it was that his father loved about the Porsche, the very specific sounds and precision, the smell of the car, the way it felt and behaved like nothing else he'd ever been in before.

Once the car arrived stateside, Jerry had no intention of using the Porsche on a regular basis, especially given his native Minneapolis locale. The summer cabin in Wisconsin had a proper garage, and that became the permanent home of the 911. While he always enjoyed taking it out, it's no surprise that the mileage on the car accumulated very slowly. Jerry believed in quality over quantity, and that was reflected in the way the car was used sparingly. Chad reliably found reasons to ask his dad to use the 911, as teenagers do. He didn't always get the green light, but when he did, it had a profound effect on him.

Like so many of us that love Porsches, Chad started out with Volkswagens, moving his way from standard Rabbits to GTIs and eventually Audi quattros and a Porsche 996 C4S – for year round Minnesota driving, naturally. After college in the early 1990s, he had a retail business dedicated to aftermarket performance upgrades for mostly European cars. But once he settled down and had a wife and family, he got away from the



automotive business and into something more productive.

Eventually, he felt he had to get an aircooled Porsche of his own. Hours of internet searches led him to the white 1983 911 SC you see here. Without realizing it at the time, he wound up buying his car at age 40, the same age his father had been when he got his 911. But unlike his father, he wanted a 911 he could drive guilt-free all summer long, mileage be damned. Conveniently, this car already had 196,000 miles on it when he acquired it in November of 2012. True to his intentions, it now sits at a solid past-the-moon total of 245,000.

While the red '87 remained bone-stock in its factory-fresh glory, there was no way Chad planned to leave the '83 as-is. It came equipped with Recaro racing seats, full suspension, and a Wevo shifter, the previous owner having built it for track use. To that

Chad added the gold-painted Fuchs alloys with Bridgestone RE-71R track rubber, and a duck tail replacing the whale tail it arrived with. The white '83 would never be as factory fresh as the '87, and that was preferred. He committed to creating a 911 where nothing was sacred and it would unquestionably be his.

Meanwhile, Jerry's red '87 continued its life as the summer indulgence. But not long after Chad acquired the '83, Jerry started insisting his son use the red Carrera more often. The few miles that he had put on it were usually with his son and family, and as he aged he found himself driving it less. He briefly toyed with the idea of selling it, but ultimately made it clear to Chad that he believed he should have it and use it. Giving a car like this to someone outside the inner family circle was unthinkable, given how it was woven into their history.

But for all that the '87 meant to him, Chad found himself having a hard time with the idea of the 911 as "his." He had driven the car before, and loved it for both what it is as a car and what it meant to the family. But while he could never put enough miles on his own 911, he was reluctant to put too many miles on his father's pristine example.

Some people have a sense of when they do not have much time left. Some just want to make sure all affairs are in order. Jerry may have been one or both of those. Chad wasn't sure why his father wanted to get the details



of the red 911's future in place when he did, but yes, the 911 would be his. Ultimately, he would give some valuable watches and a clean Mercedes SL500 to Chad's younger brother Andy. But as the car nut in the family, the red 911 was particularly special for Chad, and Jerry knew it.

Again and again, Jerry stressed to his son that he should use it, but Chad found himself resistant. It was an instinctual response he could not really put into words. He would say it was a lack of space in his Minneapolis garage, a desire to keep mileage down... but

Now, when Chad looks at his dad's 911 that has become his, it serves a different purpose. No longer the young kid just looking longingly at a prized possession, he finds himself pondering the proper way to honor his father. "I'm not sure how or when I should use it. Obviously I feel like eventually this goes to my kid, but in what condition? Does it have 30k on it, or 130k? How do I preserve it but also use it like my dad always wanted me to?"

It is easy to get why it all might seem both trivial and a bit overwhelming at the same



photos of the two cars together for this piece, he grabbed his friend Andy Dypwick. As they drove around Minneapolis, it became clear the car was possibly about to break 30,000 miles.

For most car people, that would be a milestone you might want to experience. Instead, Andy was driving it, not Chad. It felt right to Chad that his dad's 911 be driven by a friend he trusted, and that he share the car with the important people who appreciate what it is and what it means.

Jerry would probably say Chad gets it.

Photos by Andrew Dypwick



those felt like excuses. He certainly loved driving it, but without his dad along, it left him feeling like something was missing.

Those excuses and minor concerns became unimportant when Jerry fell ill in late summer of 2019. As he became worse and the family began to process the inevitable, Chad found himself grateful that there were no loose ends to tie up. Jerry had, in his methodical and very Minnesota way, made sense of things for when he was gone.

So, when Gerald Person died on April 14th, 2020, the family was not caught off guard and they were able to come together to say goodbye. As much as they could be, the family was at peace with Jerry's passing. But as we all know, only time reveals what the loss truly means, and Chad is in the early stages.

time. His father loomed large in his life, and now he must take his first steps without the familiar guiding hand.

Wherever this intensely personal journey winds up taking him, the first steps have already been taken. When Chad went to take





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NMLS#: 533447

952.476.5632

peter_vickery@ml.com

Michael R Pierce, CFP®

Wealth Management Advisor

952.476.5631

michael_pierce@ml.com

Lori Swart, CFP®

Registered Client Associate

952.476.5646

lori.swart@ml.com

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Where We Were . . . 60 Years!

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

Curated by Ron Faust, proud owner of a 1980 Weissach 911 SC, a 50th Anniversary 911, and a 356.

Assisted by Kevin Egan, humble owner of a 2018 718 Cayman

The front cover of Nord Stern for November of 1998 shows a Speedster with nerf bars parked in the Porsche corral at Laguna Seca Raceway during the August 1998 Monterey Historics, with photo taken by our long-term friend **Bruce Boeder**. Another Boeder photo graces the back cover; interestingly, not a car is in sight. Instead, the Hearst Castle, located in San Simeon, California, is featured. As noted in our column last month, Bruce and **Mitch Berry** shot many “rolls” of film during this Monterey, California trip.

- In a letter to the editor, **Mike Selner** thanked **Roy Henneberger** for his great efforts running the Afton Concours event earlier in the year. Among the winners were **Ron Faust**, **Steve Lindemer**, **Luis Fraguada** and **Kelley Mayer**. In another letter to the editor, **Lee Jacobsohn** raved about the recent Nord Stern's drivers' education event at Road America in Elkhart, Wisconsin. Thanks to plenty of work by many, a great time was had by all.
- **Ron Smith** wrote a delightful *Unser Letter* focusing on the history of **Bob** and **Pam Viau's** Auto-Edge. Ron tracked the history of this great independent shop and its expertise in repairing both racing machines and street cars.
- The invasion of Afton by Nord Stern was documented in **Carol Walsh's** fine article. Nearly three dozen entrants competed for prizes and recognition as among the best in “attending to” their Porsches. Winners included **Don Erickson**, **Ron Faust**, and **Mike Borg**. Funds raised in the event went to Cancer Kids Fund.



Above, cover of the November 1998 issue

- **Bruce Boeder** provided a great article on the pair of side trips that **Bruce** and **Christie** took as a part of the Monterey weekend. At one time or another, the Boeders found themselves at the Hearst Castle in San Simeon and the Pebble Beach Concours d'Elegance at the legendary Pebble

Beach Golf Links. Illustrated by pages of quality photos, the article transported its readers out to the West Coast.

- The summer's Porsche Parade in Steamboat Springs, Colorado, including the Autocross and the Concours, were well covered in a photo spread provided by **Kim Crumb** and **Scott Mayer**. A smiling **Christie Boeder** was also caught celebrating after another victory for our *Newsletter*, recognized as first in its class.
- A useful article setting out the importance of beer throughout history was provided by Susan Shire of the *Chicago Scene* magazine. The author noted that beer has been with us for thousands of years and has resulted in many phrases finding their way into our language. Phrases such as “minding your P's & Q's”, “going berserk” and “wetting your whistle” come to us from the delightful tradition of beer, all of which remain with us today.

Marketplatz from 20 Years Ago

- 1982 911 SC—Light blue with a sunroof and air. Garaged in winter, 36,000 miles. Asking \$24,000.
- Early 1985 944—Class I club racer. Build by Auto Edge, with all the “good stuff”. Fastest car in its class at BIR. \$19,000. Call Scott Anderst.
- 1966 912 Project Car—A true vintage/PCA racer candidate. W/rolling chassis. \$3,000 or OBO. call Glenn.
- 911 Race Car—668 HP; dyno at 1.2 bar. Motorsport designed engine, Big Garrett turbo, twin plug, high butterfly, 962 rocker arms, Zytex ignition. 993 bodywork w/wing, 930 trailer arms, 13” rotors w/4 piston Brembo calipers, coilover Bilstein custom valves, threaded race shocks, Charlie Bars, Hot Laps w/computer link, radio communication system. \$79,000. Call Rod Johnson.
- 944 Turbo-- parting out Club Sport. Fuchs wheels, limited slip transmission, 60,000-mile engine w/ fresh belts, Widefire head gasket and a shaved head, turbo brakes, carbon pads, H-4 headlights, cat pipe and much, much more. Let Kevin Zuch and let him know what you need.
- Therapy for Sale. 1970 911 T. Prepared by Johnson Autosport. One full column of listed equipment and options. No accidents, never raced; DE only. Invested \$1,000,000 plus one wife. Will sell for \$34,000. Call Jeff Fetzer.

NORD STERN NOVEMBER 2020



Both Christie and Bruce loved the lines of this little beauty. I want one like say!



1989 Porsche Panamericana Cabriolet - a concept car



Scaglietti-bodied Coachwork Ferrari 250 Testa Rosa Spyder - WOW!

Porsche Pics . . .

Out and about with Nord Stern

Photos by Bruce Boeder at Pebble Beach Concours d'Elegance August 16, 1998



Jerry Seinfeld's 1964 911 - "First"



Jerry Seinfeld's 1998 Carrera 4S "Last"



Peter Porsche's 1988 959 Coupe



Main entrance of the 'castle' - very grand!



1966 356 Glaser America Roadster (owned by John Paterek)



1954 356 Reutter Speedster - 356 Class winner



1951 356 Aluminum Coupe, brought by the Factory



1957 550A Spyder - Pebble Beach Class winner



1954 550 Spyder, raced in Carrera Panamericana - class winner

12 NOVEMBER 1998



Fellow 928 owners (one from New Zealand) with Kim Crumb (2nd from left) at Ron Reese's Zone Ten open house, photo by Nancy Smith.



Christie and Bruce Boeder enjoying one of the evening dinners 'under the big top' if I remember correctly, my big grin is for coming away with first in the newsletter contest in our class! Photo by Kelley Mayer



Scott Mayer peering over Kim Crumb's shoulder as Percy Porsche so very graciously autographs trophies for this year's Porsche participants (some winning, in not only the Autocross, but Concours, too. Needless to say, there was quite a line!) Photo by Kelley Mayer.



Scott Mayer (left) shakes hands with the runner-up, photo by Kim Crumb.



Scott Mayer's 944 Turbo S waiting in the impound after his Autocross runs (front car). A short, very twisty course proved quite challenging for all participants, but Scott came out front. Way to go, Nord Stern! Photo by Kim Crumb.



Scott Mayer (right) receiving his Autocross trophy at the Awards banquet. Photo by Kelley Mayer.



What Steamboat in the summer is noted for: Hot-air ballooning! photo by Kim Crumb.

Left and around, Out and About at the '98 PCA Parade in Steamboat Springs, CO, right, another pic from the Hearst Castle, below DE results!

| Last Fling 1998 Driver's Ed Results | | | | | | | | | |
|-------------------------------------|----|-----|------------------|----|-----------|-------------|----------|----------|--|
| 1 | SM | 30 | Angie Johnson | NS | 914 | 2:07.899*** | 2:07.809 | 2:09.664 | |
| 2 | SM | 43 | John Bohner | NS | 914-4 | 2:15.264*** | 2:15.264 | 2:15.302 | |
| 1 | W | 481 | Elynn Erickson | NS | 81924 T | 2:18.823*** | 2:20.398 | 2:18.823 | |
| 1 | SM | 10 | Scott Anderson | NS | 944 | 1:36.742*** | 1:39.420 | 2:33.942 | |
| 2 | SM | 371 | Brian Lindstrom | NS | 83-944 | 1:35.586** | 1:38.970 | 1:58.742 | |
| 1 | SM | 109 | Mark Hovens | NS | 85-944 | 2:01.367*** | 2:03.100 | 2:02.092 | |
| 1 | SM | 25 | Joe Rothman | NS | 85-944 | 2:01.267 | 2:02.482 | 2:02.247 | |
| 2 | SM | 109 | Mark Hovens | NS | 85-944 | 2:03.150*** | 2:03.264 | 2:06.016 | |
| 1 | SM | 140 | Alvin Olson | NS | 88-924S | 2:03.158 | 2:03.186 | | |
| 2 | SM | 18 | Jim Miller | NS | 944 | 2:06.999*** | 2:09.211 | 2:08.896 | |
| 3 | SM | 209 | Chris Drenth | NS | 84-944 | 2:08.992*** | 2:08.992 | 2:08.522 | |
| 4 | SM | 235 | Phil Suggs | NS | 85-944 | 2:09.993*** | 2:09.993 | 2:10.144 | |
| 5 | SM | 208 | Greg Bowman | NS | 84-944 | 2:12.857*** | 2:14.284 | 2:12.653 | |
| 6 | SM | 204 | Gary Bowman | NS | 84-944 | 2:18.910*** | 2:15.371 | 2:14.910 | |
| 10 | SM | 214 | Tom Vollman | NS | 87-924S | 2:17.127*** | 2:17.454 | 2:17.125 | |
| 1 | SM | 107 | Margo Anderson | NS | 944 | 1:59.296*** | 1:59.846 | 1:59.296 | |
| 2 | SM | 377 | Heidi Lindner | NS | 83-944 | 2:04.070*** | 2:04.666 | 2:04.038 | |
| 3 | SM | 241 | Michelle Rothman | NS | 85-944 | 2:08.233*** | 2:08.142 | 2:08.233 | |
| 4 | SM | 208 | Susan Buehler | NS | 84-944 | 2:15.534*** | 2:15.574 | 2:15.865 | |
| 5 | SM | 304 | Susan Stefan | NS | 83-944 | 2:21.030*** | 2:21.144 | 2:21.020 | |
| 1 | SM | 170 | Bob Voss, Jr. | NS | 89-944 | 2:05.129*** | 2:06.262 | 2:05.179 | |
| 2 | SM | 408 | David Trumbull | NS | 83-928 | 2:09.879*** | 2:10.919 | 2:11.024 | |
| 3 | SM | 117 | Ray Newman | NS | 86-944 T | 1:57.398*** | 1:57.398 | 1:57.476 | |
| 2 | SM | 71 | John Wachsler | NS | 944 | 1:58.128*** | 1:58.678 | 1:58.128 | |
| 1 | SM | 165 | Jim Miller | NS | 84-944 | 1:58.674*** | 1:58.674 | 1:58.934 | |
| 4 | SM | 221 | Jim Rahn | NS | 944 T | 1:59.236*** | 2:04.229 | 1:59.812 | |
| 3 | SM | 170 | Dave Engh | NS | 86-944 T | 2:01.640*** | 2:01.640 | 2:01.737 | |
| 7 | SM | 806 | Joe Hubbs | NS | 87-944 T | 2:02.484*** | 2:03.740 | 2:02.464 | |
| 9 | SM | 119 | Bill Voss | NS | 90-944S2 | 2:02.624*** | 2:02.624 | 2:03.090 | |
| 9 | SM | 119 | Bill Voss | NS | 90-944 | 2:03.753*** | 2:03.868 | 2:03.733 | |
| 9 | SM | 119 | Bill Voss | NS | 90-944 | 2:05.123*** | 2:05.146 | 2:05.123 | |
| 10 | SM | 207 | Chuck Poyer | NS | 88-944 T | 2:06.695*** | 2:07.211 | 2:06.695 | |
| 11 | SM | 789 | Keith Gruber | NS | 91-944 S2 | 2:13.724*** | 2:13.724 | | |
| 1 | SM | 185 | Debi Gruber | NS | 91-944 S2 | 2:10.378*** | 2:12.537 | 2:10.378 | |
| 2 | SM | 711 | Gad Murphy | NS | 944 | 2:11.853*** | 2:11.853 | | |

| Last Fling 1998 Driver's Ed Results | | | | | | | | | |
|-------------------------------------|----|-----|------------------|----|------------|-------------|----------|----------|--|
| 1 | SM | 39 | Kim Crumb | NS | 928 GT | 1:54.240*** | 1:54.783 | 1:54.240 | |
| 2 | SM | 39 | Mike Selzer | NS | 89-944 T8 | 1:59.729*** | 1:59.942 | 1:59.729 | |
| 3 | SM | 104 | David Anderson | NS | 944 T8 | 2:02.463*** | 2:02.463 | 2:03.178 | |
| 4 | SM | 111 | Paul Agnew/Smith | NS | 86-944 T | 2:07.287*** | 2:07.287 | | |
| 1 | SM | 8 | Bob Fleming | NS | 85-911 | 2:07.138*** | 2:07.138 | 2:07.780 | |
| 2 | SM | 7 | Bruce Boeder | NS | 88-911SC | 2:08.887*** | 2:08.887 | 2:09.758 | |
| 3 | SM | 130 | Glen Lyndor | NS | 78-911SC | 2:09.562*** | 2:09.562 | 2:10.962 | |
| 4 | SM | 102 | Victor Lee | NS | 78-911SC | 2:07.960*** | 2:07.960 | 2:08.812 | |
| 4 | SM | 277 | Harvey Rothman | NS | 83-911SC | 2:13.384*** | 2:14.743 | 2:13.384 | |
| 1 | SM | 902 | Thomas Lee | NS | 78-911SC | 2:09.626*** | 2:09.626 | 2:09.626 | |
| 2 | SM | 146 | Thomas Rothman | NS | 81-911SC | 2:11.875*** | 2:11.875 | 2:11.875 | |
| 1 | SM | 42 | Steve Short | NS | 83-911 | 1:58.918*** | 1:59.365 | 1:58.918 | |
| 2 | SM | 17 | Joe Boney | NS | 85-911 | 1:59.433*** | 2:00.041 | 1:59.433 | |
| 3 | SM | 66 | Jim Holman | NS | 85-911 | 2:00.701*** | 2:00.994 | 2:00.701 | |
| 4 | SM | 142 | David Short | NS | 85-911 | 2:03.660*** | 2:04.098 | 2:03.660 | |
| 5 | SM | 193 | Jeff Lawrence | NS | 84-911 | 2:05.113*** | 2:06.113 | 2:06.787 | |
| 6 | SM | 420 | Tom Rothman | NS | 87-911 | 2:11.194*** | 2:11.194 | 2:11.308 | |
| 7 | SM | 44 | Tom Ek | NS | 88-911SC2 | 2:13.062*** | 2:13.809 | 2:13.062 | |
| 8 | SM | 44 | Tom Ek | NS | 88-911SC2 | 2:16.240*** | 2:16.240 | 2:16.240 | |
| 1 | SM | 2 | Bruce Johnson | NS | 85-944 | 1:53.660*** | 1:53.660 | 1:53.766 | |
| 2 | SM | 90 | Ron Lewis | NS | 88-911 C2 | 1:53.028*** | 1:56.915 | 1:53.028 | |
| 3 | SM | 33 | Nick Collins | NS | 81-911 C2 | 2:02.900*** | 2:02.900 | 2:03.068 | |
| 4 | SM | 20 | Susan Mendel | NS | 81-911 C2 | 2:16.790*** | 2:16.790 | | |
| 1 | SM | 735 | Susan Collins | NS | 81-911 C8 | 2:07.140*** | 2:07.140 | 2:07.310 | |
| 1 | P2 | 2 | Joel Pflaum | NS | 73-911 | 1:44.443*** | 1:44.454 | 1:44.443 | |
| 2 | P2 | 154 | Brian Swartz | NS | 944 T | 1:53.060*** | 1:53.062 | 1:53.060 | |
| 3 | P2 | 123 | Thomas Vickery | NS | 911 | 1:53.243*** | 1:53.802 | 1:53.243 | |
| 4 | P2 | 438 | Paul Jacobberger | NS | 73-911 34 | 1:56.537*** | 1:58.214 | 1:56.537 | |
| 1 | P3 | 178 | Greg Finch | NS | 86-944 T | 1:54.380*** | 1:54.380 | 1:54.722 | |
| 2 | P3 | 24 | David Black | NS | 82-911 T82 | 1:55.273*** | 1:55.818 | 1:55.274 | |
| 1 | P4 | 40 | Bob Voss | NS | 89-944 S2 | 1:57.355*** | 1:57.355 | 1:58.557 | |
| 2 | P4 | 71 | Larry Jacobson | NS | 88-944 S2 | 1:57.815*** | 1:58.001 | 1:57.815 | |
| 3 | P4 | 81 | Nick Summers | NS | 814-4 | 1:57.780*** | 1:58.001 | 1:57.799 | |
| 4 | P4 | 91 | Dave Ingraham | NS | 944 T | 1:58.523*** | 1:58.523 | 1:59.348 | |
| 5 | P4 | 140 | Pam Voss | NS | 89-944 S2 | 2:01.790*** | 2:01.790 | 2:02.220 | |



A mere sample of the wealth of art incorporated in the design of the complex. These are ancient Egyptian statues of the god Isis grouped together to form one of the many fountains. Photo by Bruce Boeder.

A young motoring journalist, a charismatic head of development and a Porsche 928 S4: the anchor points of an incredible story that shows that some cars really do have a soul.



When Tobias Aichele, author (“Porsche 911 – Forever young”), journalist and organiser of classic car events, saw this 928 S4 again by chance after decades, it was THE déjà vu of his life. The car on sale reminded him of a very productive phase of his career spanning more than 30 years.

The year was 1987. At that time, Aichele (born in 1960) was still a junior editor at the Stuttgart-based Motor-Presse, who was due to conduct an interview with Porsche’s head of development Helmuth Bott as part of a monograph on the Porsche 911. The interview was to be held on-site in his office at the Development Centre in Weissach. “It was there that I saw his company car parked for the first time. It stood out immediately because of its unusual colour and peculiar antenna for the Network C phone,” recalls the Stuttgart native. What he couldn’t have known then was that this 928 S4 was no ordinary model: it was being used by Bott simultaneously as a test vehicle, enhanced by the 5.4-litre engine with a power output of approximately 350 PS and other prototype parts which only later made their way into series production.

Brick phone: the bulky Network C telephone was one of the extras available in 1987 as a special accessory. It can only be operated when the large folding cover is open. The skyward-jutting antenna is an outside indicator of this relic of the early mobile phone era.



Unexpected Reunion . . .

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

The interview – at that time the questions did not have to be submitted in advance – was, to the delight of the initially still somewhat nervous young writer, very informative and agreeable. “Personal questions were also allowed. So I discovered that he still owned a 356 SC Coupé, as well as an older 911, which had a catalytic converter installed as a test component, and he even drove a Porsche diesel.” At this first meeting, Bott exuded a strong charisma from the outset, recalls Aichele. “He was engaging, you felt at ease in his presence. But compared to the then chief designer Anatole Lapine, he was introverted.” Latvian-born Lapine had also recounted an anecdote which perfectly characterised Bott’s personality. He was not the kind of man who engaged in small talk; being in a car with him was usually a very quiet affair – until the music lover suddenly burst into operatic song!

In 1992, Aichele embarked on writing his book “Porsche 911– Forever young”, which, compared to all of the previously published 911 bibles, was to be the ultimate chronicle of the 911 saga. Helmuth Bott had already entered early retirement in 1988 at the age of 63, and had agreed to review the chapters of the emerging opus; the pair had never completely lost touch in the years following that first interview. And so it happened that Aichele travelled regularly to the small village of Bittenhausen (around 70 km south of Stuttgart) where Bott was spending his, by no means quiet, retirement.

“He continued to be very busy. There were sweeper robots going around his yard constantly. He would go for long runs on his grounds,” recalls Aichele. “He also had a small museum for his cars. He seemed to be in excellent physical health and had obviously found his peace of mind.”

When the initial chapters were sent back – in those days still by fax – Aichele sat down to review this first critique. However, what he found in front of him was an untouched manuscript. This prompted the following exchange: “But Mr Bott, did you not have time to look at it?” To which Bott replied: “Mr Aichele, you have interviewed modellers, designers, engineers – it’s not my place to make corrections, since I only have an executive’s perspective. But I’ve put a few crosses in pencil next to the passages that I would like to tell you more about.” In the end, Bott only added to the manuscript, but didn’t correct it. “I found that so remarkable, and it really characterised this charismatic man,” says Aichele, still impressed in retrospect.

Continued on page 29

An Informal Drive: The Bark & Beer Tour

by Jeff Boehm

Here are a few photos from The Bark & Beer Tour on Sunday 10/11. It was a good one! Final stop Toppling Goliath Brewing Co. with our own parking lot!

Thanks again for a great time Jeff and BJ.

– Steve Heuslein

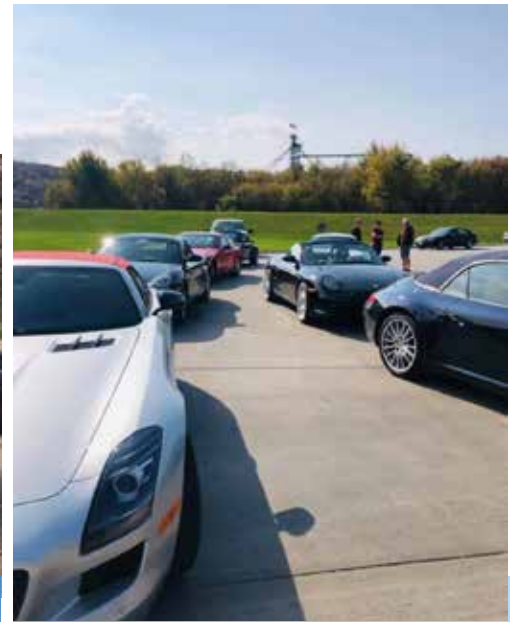
Great Drive and all around day, Thanks, Jeff

– Todd Ihrke

Thank you Jeff and BJ for hosting this wonderful drive. The best drive ever with great fall colors and with some fast pace legs when permitted. Toppling Goliath was excellent and well worth the drive. The weather cooperated, too!

– Brian & Gina O'Neill

Editor's note: while not an official Nord Stern event, Jeff and BJ have organized a number of informal Porsche gatherings over the years based out of their home territory of Rochester. And it looks like they picked a fabulous weekend for some of those 'last drives' of the season. And I am sure everyone greatly enjoyed the day, the drive, the destination!



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Nord Stern History Post . . .

by Roger Johnson

A beloved fall Nord Stern event in the early 80's was "Red Neck Days". The primary feature was attending the horse pull at the Elmwood Rod and Gun Club in Elmwood, WI. It always caused quite a stir when a bunch of Porsche's pulled in.

The horse pull was great fun to watch. A very caloric event as Red Neck Days was also very much about the food. Lots of Wisconsin fare at the event and then, of course, we had to stop at an orchard for apple pie. Some years we even started with breakfast at Hudson House.



For many years the major fall tour was to an event called Red Neck Days in western Wisconsin. The event featured a horse pull. Lots of food and apple pie. Nord Sterners always created quite a stir when a bunch of Porsches would pull into the field where cars were parked.

Nord Sterners Out and About 2020 Waumandee Time Trials

Dear Waumandee Time Trials Drivers, Corner Workers, Service Providers, and Fans:

We'd like to thank our volunteers and staff that helped to run the event. Even more so, we owe a huge thank you to our DRIVERS! This was the largest event of its kind held at Waumandee, and without your passion and enthusiasm it never would have happened! We've posted the results online (<https://www.mwmotoring.com/waumandee>). We had a blast hosting, and hope to continue to run the event into the distant future. See you on the hill! Big thanks to everyone for following the Covid-19 protocols. We are super drivers, not super spreaders!

Due to a procedural mistake run times might not be listed in the correct order taken. All runs should be listed, just not necessarily all in the right order. 50 drivers made a total of 204 starts, not counting the Fun Runs right after lunch.

I'd like to congratulate **Nord Sterner Matt Johnson** who takes home his first "Fastest Time of Day" award at Waumandee, driving the 1981 Porsche 911 that he shared with his brother **Erik Johnson**. Since both of them managed top-five finishes, they are now both officially inducted into my "Instructor Hall of Fame" and will be allowed to instruct at my future events. Matt dominated the hill, clocking a time of 2:33.80 on his last run up this twisty 2.3-mile course. Nice driving, Matt!

My thanks again to everyone who showed up, pitched in, and smiled back at me from under their Covid facemasks all weekend!



Editor's Note: Congrats to both Matt and Erik Johnson who report they had a fabulous time and the location and hospitality was amazing. They plan on returning and the plans are for the '73 Signal Orange #3 to join the fun!



Waumandee, Wisconsin - October 10, 2020

| FTD | First Name | Last Name | Year | Make | Model | Car# | 1st | C | 2nd Run | C | 3rd Run | C | 4th Run | C | 5th Run | C | 6th Run | C |
|---------|------------|------------|------|-----------|----------|------|-----|---|---------|---|---------|---|---------|---|---------|---|---------|---|
| 2:33.80 | Matt | Johnson | 1981 | Porsche | 911 | 152 | y | | 2:38.44 | | 2:46.89 | | 2:33.80 | | | | | |
| 2:34.59 | Ryan | Buck | 1963 | Chevrolet | Nova SS | 63 | y | | 2:40.42 | | 2:39.59 | | 2:34.59 | | 2:36.60 | | | |
| 2:35.83 | Jess | Meyer | 1983 | Porsche | 944 | 788 | | | 2:42.99 | | 2:37.64 | | 2:35.83 | | | | | |
| 2:37.30 | Erik | Johnson | 1981 | Porsche | 911 | 521 | y | | 2:51.58 | | 2:47.51 | | 2:37.30 | | | | | |
| 2:38.43 | Jeremy | Fohrenkamm | 1983 | Porsche | 944 | 697 | | | 2:44.80 | | 2:39.26 | | 2:38.43 | | | | | |
| 2:39.10 | Mark | McKee | 1990 | BMW | 318ti | 43 | y | | 2:56.40 | | 2:51.27 | | 2:45.45 | | 2:41.08 | | 2:39.10 | |
| 2:39.44 | Derek | Kiefer | 1969 | Chevrolet | Chevelle | 69 | y | | 2:48.01 | | 2:48.13 | | 2:41.86 | | 2:39.44 | | | |
| 2:41.17 | Jake | Rogers | 1990 | Mazda | Miata | 990 | y | | 2:46.03 | | 2:44.18 | | 2:41.83 | 1 | 2:41.17 | | | |
| 2:43.25 | Dustin | Kutchara | 1987 | Toyota | Supra | 121 | y | | 2:45.08 | | 2:43.25 | | | | | | | |
| 2:44.46 | Mark | Greenisen | 1974 | AMC | Gremlin | 6 | y | | 2:49.12 | | 2:47.89 | | 2:44.46 | | 2:46.09 | | | |
| 2:47.45 | Bill | Dawson | 1972 | MG | Midget | 70 | | | 2:54.97 | | 2:51.73 | | 2:47.45 | | | | | |

Bott died unexpectedly in 1994 at the age of just 69. At that time, Aichele had been working at Porsche as head of national news since 1993 and drove a 928 which, back then, was much in demand as a company car right up to the executive level. His had a tow hitch, “because I always had a lot to transport”. The affinity felt by 911 aficionados with the 928 grew and led to the founding of the Porsche Club 928 in 1997.

Fast forward to 2019 and the Retro Classics trade fair is taking place in Stuttgart. By an incredible coincidence, Aichele comes across a 928 at a stand with a red registration number which seems strangely familiar to him. He hesitates, then reads the small sales notice:

“For sale, former executive car”. After making a call to the seller and a thorough inspection of the delivery note, his lingering doubts turned to certainty: “I held the maintenance record up to the light. Even though it was Tipp-Exed over, I could still make out the handwritten ‘Mr Bott’. Then all of the memories came back to me, and I knew I had to have it”. Thanks to an unbroken paper trail, Aichele was then able to piece together the life of the 928 S4. The letter J in the tenth position of the chassis number revealed the model

diagnostics, which allowed mechanics to view faults directly. Only the heavy Network C telephone could be ordered at that time as special accessory M496, and has remained in the car to this day. A relic of the early mobile phone era, it can only be operated when the large folding cover is open.

Hot on the trail: Helmuth Bott drove the S4 70 kilometres (each way) every day from his home to his workplace in Weissach. For him, every journey was also a test drive. The “Porsche Road” began in the centre of the village of Bittenhausen and led to the glass-fronted Development Centre.

That Porsche executive vehicles were lavishly fitted out was a given. But what set Bott’s 928 S4 apart was the fact that it was also a prototype and test vehicle. “For us, every drive was a test drive,” recalls Bott’s widow Doris. In May 1988, the car again appeared in press photos. They show Bott presenting a 959 to the Baden-Württemberg Minister Erwin Vetter in Weissach, and him getting into the adjacent 928 S4 painted in Brick Red Metallic (811), a colour which at that time could not be ordered.

“Helmuth Bott must have handed the car over as scheduled no later than 1989,” says Aichele. In order to get the car ready for onward sale and a new registration, certain modifications were required, such as replacing the plastic bonnet with the standard aluminium bonnet and fitting the serial number 001 to the carefully reinstalled 4.5-litre engine. In other ways as well, all of the other components had to be refitted to series standard.

The second owner from Munich purchased the car on 24 January 1991 with 19,200 km on the odometer. By the time he came to sell it for reasons of age, it had clocked up 210,000 km. Aichele: “The 928 fan had invested so much in the car that it would have ended up costing virtually the same as if it had been new. It was given a full professional repaint a few years ago, as well as regular services. The leather seats also appear to have been restored, although there is no receipt for this.” When Aichele visited Doris Bott in the course of his research on this 928 S4, “I received just as warm a welcome as I had done 27 years ago. It was wonderful to see how young and eager for action she still was at the age of 76.” In her home in Würm near Pforzheim, there is also still a Helmuth Bott room. “A large picture hangs in this room – as it had done in his office of the test track in Weissach that he had played a major role in developing. That was obviously very important to him.”

Then Aichele managed, at long last, to get his hands on the original number plate: S-PW 980. Now with the addition of the letter ‘H’. Thus the spirit of Helmuth Bott lives on in this 928 S4 and reminds its third owner of a very productive life and a very special encounter on every drive. Some cars really do have a soul.

year 1988. This made it clear that a number of extras had been built in which normal customers could only dream of.

Life in the fast lane: today the 928 S4 again bears the original number plate – with the addition of a commemorative “H”. A new and authentic repaint a few years ago in the special colour Brick Red Metallic still makes the four-seater long-distance GT stand out from the crowd.

Registered on 7 December 1987, the car already featured a 5.4-litre engine – first used in the new 928 GTS in the 1992 model year. The hydraulic limited-slip differential was first used in the 928 GT, which was launched globally in spring 1990. The tyre-pressure monitoring system (TPMS), which was first tested in motorsport, made its way into the 928 for the first time in the 1989 model year, as did the new on-board computer, which now showed multiple functions in connection with differently displayed instruments on two LCD displays in orange plain text. Another new feature was the on-board





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OCTOBER 10
NOVEMBER 14TH**

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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. Updated 1/2019

PICKING UP FROM OUR LAST ISSUE:

M330 "Radio BLAUPUNKT Toronto SQR-46 radio ""PORSCHE CR-31""

M331 Radio Porsche CR-11

M333 Radio Paris RCR-41

M334 Radio/Cassette Bremen RCM-42

M335 "Automatic Safety Belt, 3 point rear"

M336 Radio Dusseldorf RCR-84

M338 Rear Wheel Drive

M340 Heated Seat (right)

M341 Central Locking System

M342 "Seat Heating System, Left/Right Seat"

M348 Fuchs Wheels in White

M351 "Porsche Radio, CR Stereo, type DE"

M369 "Series Seat, Left"

M370 "Series Seat, Right"

M371 "Sport Seat, left, manual"

M372 "Sport Seat, right, manual"

M373 "Sport Seat, left, electronically adjustable"

M374 "Sport Seat, right, electronically adjustable"

M375 Clutch Liner without Asbestos

M375 "Sportseat, Backrest Shell, Left"

M376 "Sportseat, Backrest Shell, Right"

M377 "Combination Seat, left, Adjustable"

M378 "Combination Seat, right, Adjustable"

M379 "Series Seat, left, electronically adjustable height"

M380 "Series Seat, right, electronically adjustable height"

M381 "Series Seat, left, manual"

M382 "Series Seat, right, manual"

M383 "Sport Seat, left, vertically adjustable"

M384 "Bucket Seat, left"

The Mother of all Code Lists

by Pedro Bonilla, Gold Coast PCA, pedrosgarage.com

M385 "Bucket Seat, right"

M387 "Sport Seat, right, electronically adjustable height"

M389 "Porsche Radio, CR Stereo, type US"

M391 "17"" Boxster Design Wheels (7J x 17 - 8J x 17)"

M391 Stone Guard Foil added separately (older vehicles)

M393 "17"" Targa Wheels"

M394 "Boxster Wheels 17""

M395 Light Metal Wheels - Forged

M396 "17"" Boxster Design Wheels (7J x 17 - 8J x 17)"

M397 "Cup Wheels 16""

M398 "Cup Wheels 17""

M398 "Outside Mirror, left, electric, plain"

M400 "Boxster-S Wheels 17""

M405 "RS Wheels 18""

M408 "Techno Wheels 18""

M409 "Sport Seats, left and right, leather"

M410 "Sport Seats, left and right, leatherette/cloth"

M411 Front License Bracket

M411 "18"" Carrera Wheels"

M413 "18"" Turbo Look Wheels"

M414 "18"" High Gloss Turbo Look Wheels"

M414 Transmission Oil Cooler

M415 "18"" Turbo Look II Wheels"

M416 Leather Steering Wheel and Shift Boot

M419 Rear Luggage Compartment instead of rear seats

M421 Cassette Shelf in Center Console

M422 Rear Cassette Compartment

M422 "Porsche Radio, CR Stereo, type RW"

M423 Storage for Cassettes and Coins

M424 CD Shelf in Center Console



Continued on page 32

Codes . . .

continued from page 31

| | | | |
|------|---|------|---|
| M424 | Automatic Heating Control | M469 | Black Headliner |
| M425 | Rear Window Wiper | M470 | Fixed Spoiler |
| M429 | "Fog Headlamp, white" | M471 | Fixed Spoiler with additional Wing (Sport Group 1) |
| M431 | Leather Steering Wheel 363 mm 4-Spoke | M474 | Sport Shock Absorbers |
| M432 | Steering Wheel with Tiptronic Controls | M475 | Brake Pads without Asbestos |
| M432 | "Sports Steering Wheel, leather 363 mm, 4 spokes" | M475 | "License Plate Fastening (version for Austria, Finland, Australia)" |
| M433 | Leather Steering Wheel (Atiwe) | M476 | PSM (Porsche Stability Management) |
| M435 | Leather Steering Wheel (Momo) | M476 | Abrasive Brake Pad |
| M436 | 3-Spoke Steering Wheel | M479 | Version for Australia |
| M437 | "Comfort Seat, left, electronically adjustable" | M480 | 6-Speed Manual Transmission |
| M438 | "Comfort Seat, right, electronically adjustable" | M481 | 5-Speed Manual Transmission |
| M439 | Electric Cabriolet Top | M482 | Engine Compartment Light |
| M440 | "Manual antenna, 4 speakers" | M483 | Right Hand Drive |
| M441 | Prepared for Radio | M484 | Version for USA |
| M441 | "Fader, antenna Booster, 4 speakers" | M484 | Symbols for Controls |
| M441 | "Radio, Speakers and antenna Amplifier" | M487 | Fog Lights control with side-marker lights |
| M442 | "Prepared for Radio, without antenna" | M487 | Connection for Foglights with Parking Light |
| M443 | "Tinted Front and Side Glass, Heated Windshield" | M488 | Indications and Controls in German |
| M444 | Cabriolet | M489 | Indications and Insignia in German |
| M445 | Silver Wheel Trim with Colored Crest | M490 | Hi-Fi Sound Package |
| M446 | Wheel Caps with Colored Crests | M491 | Turbo-look Carrera 4S |
| M447 | Spare Tire - Collapsible type. | M492 | Version for left-hand traffic |
| M451 | Prepared for Radio for Sport Group | M492 | H4 Headlights for Left Hand Traffic |
| M454 | Cruise Control | M493 | Narrow Bodywork |
| M455 | Anti-Theft device for wheels | M494 | 2 Speakers on Rear Shelf |
| M456 | Sport Shock Absorbers and Stabilizers | M494 | Amplifier System |
| M458 | "16" Alloy Wheels" | M495 | Carrera S |
| M459 | Dome Strut | M496 | "Black trim, painted headlight rims" |
| M461 | "Electric Antenna, 4 Speakers" | M498 | Deletion of Model Designation |
| M462 | Sekuriflex Windshield | M499 | Version for West Germany |
| M463 | Clear Windshield | M502 | "Valmet Production (Finland, Uusikaupunki Built)" |
| M463 | Tinted Lateral Glass (version for Australia) | M503 | Cabrio variant - Speedster |
| M464 | Without Compressor or Tire Pressure Gauge | M505 | Slant Nose |
| M465 | Fastening Parts for Transportation (version overseas) | M506 | Slant Nose |
| M465 | "Rear Foglamp, Left" | M509 | Fire Extinguisher |
| M466 | "Rear Foglamp, Right" | M513 | "Adjustable Lumbar Support, Right" |
| M467 | Outside convex driver mirror heated and electronically adjustable | M520 | Passenger Compartment Monitoring |
| M468 | "Graduated Tint in Windshield, Green side glass" | M524 | "Anti-Drive Off Feature, 433mhz" |
| | | M525 | Alarm with continuous sound |
| | | M525 | "Anti-Drive Off Feature, 315mhz" |

M528 Passenger side outside mirror convex
M529 Anti-theft Feature 315 MHz
M529 "Passenger side outside mirror convex, manual"
M530 Anti-Theft Feature 97 MHz
M531 "Anti-Drive Off Feature, Central Locking System"
M532 Deleted Remote Control Anti-theft Device
M533 Alarm System
M534 Theft Security System
M535 Alarm System with Remote
M536 Alarm Siren And Tilt Sensor
M537 Left Seat with positrol and lumbar
M538 Right Seat with positrol and lumbar
M539 "Mechanical Seat-Height Adjustment, Left"
M540 "Mechanical Seat-Height Adjustment, Right"
M548 "Fuel Filler Neck, unleaded fuel with flap"
M549 Roof Transport System
M550 Hard Top (in car's color)
M551 Wind Deflector & Storage Shelf over Engine
M553 Version for USA
M559 Air Conditioning
M561 Driver side Airbag
M562 Driver-side Airbag

TO BE CONTINUED!

Unexpected . . .

continued from page 29

Porsche 928 S4 (model year 1988) – Technical specifications

- Engine: V8, water-cooled
- Gearbox: four-speed automatic
- Displacement: 4,957 cm³
- Mixture formation: Bosch LH Jetronic
- Ignition: electronic EZK ignition with diagnostic function
- Maximum power output: 235 kW (320 PS) at 6,000 rpm
- Wheelbase: 2,500 mm
- Top speed: 270 (automatic: 265) km/h

Info

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Author: Thomas Imhof

Photographer: Markus Bolsinger

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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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Classifieds

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

2009 986 Boxster Hardtop

Like new, black metallic Z8 Color Option. Located in Hopkins. \$4,000. 612.275.5482. Mike

Letters to the Editor!

submitted by Christie Boeder courtesy Ron Faust

Back before there was an Internet, let alone our email listserv, Clubtalk, letters actually were mailed! In the October issue this appeared and as Ron called it: *a sharp reply from Gayle Momchilovich to Fred Senn regarding the women's only driving school.*

It sounded to me like the MeToo movement had come to Nord Stern way ahead of it's time. Gayle and I have been having fun ever since we met! Editor's Note, Gayle and husband Don Erickson now reside in Florida full-time and we miss them up here in Nord Stern.

AND just to confirm, those of us involved in our Women Only schools STILL maintain a cone of silence on our 'criteria'!

Letters to the Editor . . .

To the Editor:

As organizers of the recent *Women Only Driving School*, we read with dismay Fred Senn's article in the September Nord Stern. Fred implied that less-than-sterling criteria were used to select our male instructors for this event. He actually suggested we were looking for "babe magnets"!

We feel compelled to set the record straight. Much careful consideration went into selection of the men who assisted us in running this very successful event. Men were chosen, based on *our* evaluation of their communications skills and sensitivity to the needs of our students. We looked for a positive attitude and a style of instruction based on positive reinforcement of accomplishments. Additionally, we wanted men who are sincerely interested in seeing more women involved in the Club, under-

standing that involvement by both sexes is crucial to the long term health of the club. Finally, we looked for a variety of *really* cute tushes. (Our request that day to Erik Johnson to take his shirt off in no way denigrates his skill as an instructor, nor should it be taken as an indicator of why we asked him to be there.)

The fact that we ended up with a group of "babe magnets" was, *we swear*, sheer luck.

Sincerely,
Gayle Momchilovich
Teresa Vickery

Re: MidWeek:

What a great time we all had at BIR. Kudos and congrats to everyone who worked so hard to make this past weekend a safe, great success! Special thanks to Garfield, Michael, Susan and Vic, safety guys and gals,

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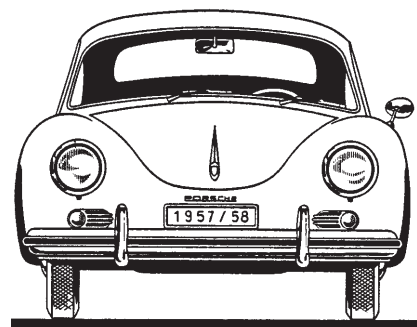
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Did you know?

courtesy: https://www.usefultivia.com/miscellaneous_trivia/porsche_trivia.html

How much did it cost to buy a Porsche 356 in the 1950s?

1. \$4,000
2. \$8,000
3. \$2,000
4. \$1,000



Answer: Although the original price was just \$4,000, today they can fetch much more at auction!



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