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Cover:
Photo by Michael Grabner
of a beautiful 2020 911
Carrera 4S
Back-to-back RED Nord
Stern covers!

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

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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 (<https://website.nordstern.org/membership/#JoinTheClub>).
- Or, send your check, payable to Nord Stern, to Todd via snail mail address below.

Address Changes:

Please send any address changes or updates via email

email: membership@nordstern.org

Mail renewal checks to:

Todd Smith

13591 Pineview Lane N

Dayton, MN 55327

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Nord Stern membership Options:

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Driver Training Jim Bahner	dt@nordstern.org	Webmaster Zone 10 Rep: Stan Thorne sthorne.carguy@gmail.com cell: 913.633.0311	webmaster@nordstern.org



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

Kelly Coffey

Bloomington, MN
2003 Arctic Silver 911 Carrera

Joseph Fraser

Minnetrista, MN
2018 Black Panamera 4S

Alejandro Gutierrez

Plymouth, MN

Steve Schlough

Colfax, WI
1998 White Boxster

Walt Zuliani

Hudson, WI

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 John Velure

Hello Nord Sterners and welcome to 2021. Last year was the first time in more than 50 years we've experienced a global pandemic, the last one was the Asian Flu which occurred from 1957 to 1958. Despite the various restrictions during 2020, our organization was able to hold the first PCA club race of 2020, which had the largest attendance in Nord Stern history, and we conducted the Fall-Fling Driver's Ed event in the fall. We started the year with several great social events which included the annual party and a dealer event at Porsche of St. Paul. We had several other social and track events scheduled but COVID put those on hold until this year.

Now with a vaccination available this year, we hope to return to some level of normalcy and have the opportunity to hold these social and track events. I would like to thank **2020 President Chip Smith** for his second stint as President, but, more importantly, for his leadership throughout 2020. It was a difficult year to maneuver through with all of the restrictions directed by both the State of Minnesota and PCA. In addition, I would like to thank **Dave Anderson** who not only launched the new Nord Stern website but developed and integrated a process to register event participants safely and efficiently at the Club Race and Fall Fling. Also, I would like to mention **Toni LaRose's** efforts to plan several social events in 2020. Although we were unable to hold some of the events, she scheduled an event nearly every month starting in May and we hope to hold those events in 2021. Lastly, I would like to thank **Jeff Bluhm** who has held the position as Treasure for more years than I can count on two hands. Jeff is passing the baton this year, but the club has have

been fortunate having him manage the organization's financials.

I look forward to serving as President this coming year and having **Rick Tanler** serve as Vice President. Both Rick and I have been club members for a number of years, and we have both owned a 911 and the beloved 914 (you know, the 914 was the *real* precursor to the Boxster and Cayman). As some know, I have grown up around this organization. In 1982, my father acquired a 1973 911 T. We began attending events at BIR in 1983 and that basically set the stage for me to become a track junkie. Along with the track events, we attended the annual concourse event and other outings such as the annual Polo event out west of Wayzata. After returning from college and landing my first job, I used my first bonus check as a down payment to purchase a 1988 Porsche 911 Targa. It was the same car I had posted on my wall throughout college. Shortly after determining that it was not the best track car, I purchased a 1985 944 NA car and began attending Driver Ed events. Over the years my attendance has ebbed and flowed due to family, work, and the status of my car (running - or not running), but every time I've attended a Nord Stern event, and no matter the length of time I had been away, the camaraderie with fellow members was always the same - that's what makes this group so fun and rewarding.

My objectives for this year include continuing to provide events and social activities that create an opportunity for everyone to participate - whether you like track events, concourse events, social

Continued on page 15

Advertiser Directory

Auto Edge	BC
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Performance Auto & Audio, Schmit Towing , Trackside Tire, Luis Fraguada, Gates General Contractors	9
Courtney Truck Service.....	10
Dan Perinovic, State Farm Insurance	15
Dynamic Photowerks	28
Garage Solution Condominiums	20
John Healy, Crown Bank	27
Higgins Insurance	25
Imola Motorsports	IC
LaMettry's	7
Medina AutoMotorPlex	30
Merrill Lynch, Peter Vickery	21
Nurburgring, Inc., Rick Moe	33
Mollie Nygaard, Norton Realty	13
Porsche Minneapolis	IC
Porsche St. Paul.....	IC
Raymond Autobody	10

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

Hard to believe it is 2021 by the time this newsletter actually reaches your individual mailbox - unless you are one of those who read the uploaded PDF file of the newsletter. And I know there are several who do that, and then get to enjoy the option of seeing ALL the pages in color where some of the printed version have to be in black and white. Certainly a First World problem, I'd say!

As John talks about in his first column of his year as our 2021 President, we certainly hope we will be able to actually organize and hold a number of social events this year. I feel there will be significant, pent-up demand and interest in getting together, being a community, seeing others, driving our cars (which fortunately was one outlet that DID remain during these pandemic days) and just be social. Just to be able to talk face-to-face with someone other than immediate family. Who would have thought a year ago how much many of us who are keeping ourselves more isolated (for whatever reasons we may have, each to their own is my motto) would truly miss the easy camaraderie of being in others' company. As much as I personally love my 'alone' time I sure need and crave all those social

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

interactions! I do know that as all things, 'this too shall pass' and life will become more spontaneous and interaction.

So with the new year, I'd like to also take a quick moment and thank our Advertising Chair, Mollie Nygaard, who has done a wonderful job of keeping on top of all our advertising, taking care of billing and receipts and making sure the newsletter is up-to-date. Frankly, having these businesses commit to our newsletter truly is a major contribution to keeping up with producing an actual product that we can send out. I don't care how increasingly digital our lives are and continue to be, you can't replace having something in your hands that you can pick up, put down, read and reread, check dates, easily and quickly. It just is a visual treat that avoids the 'staring at a screen' syndrome.

So with that, thank you to the 2021 Advertisers and businesses many of whom offer great services for all of us and of course include a number of shops and services geared toward needs us Porsche owners have. May 2021 turn out to be a good year for one and all - in many ways! So here's to that 'next event!'



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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
- 23 Nord Stern's First Fling Driver Training**
Location: Brainerd International Raceway
Registration: clubregistration.net
- 24-25 Nord Stern's First Fling Driver Education**
Location: Brainerd International Raceway
Registration: clubregistration.net

MAY

- 5-9 PCA Treffen - Scottsdale, Arizona**
website: <https://treffen.pca.org/>
- 11 Nord Stern Business Mtg**
Location: Virtual Meeting
6:30 p.m. Social, 7 p.m. Meeting

JUNE

- 21-22 Nord Stern's Cheese Fling Driver Education**
Location: Road America, Elkhart Lake, WI
Registration: clubregistration.net

JULY

- 11-17 Porsche Parade (<https://www.porscheparade.org/>)**
Location: French Lick, Indiana
French Lick and West Baden Resorts
- 23-25 Nord Stern's Loonacy Club Race and Driver Education**
Location: Brainerd International Raceway
Registration: clubregistration.net
Details: TBA

AUGUST**SEPTEMBER**

- 14 Nord Stern Business Mtg**
Location: TBA
6:30 p.m. Social, 7 p.m. Meeting
- 17 Nord Stern's Final Fling Driver Training**
Location: Brainerd International Raceway
Registration: clubregistration.net

- 2021 18-19 Nord Stern's Final Fling Driver Education**
Location: Brainerd International Raceway
Registration: clubregistration.net

OCTOBER

- 2021 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

2021**12 Nord Stern Business Mtg**

Location: TBA
6:30 p.m. Social, 7 p.m. Meeting

NOVEMBER**2021****9 Nord Stern Business Mtg**

Location: TBA
6:30 p.m. Social, 7 p.m. Meeting

DECEMBER**14 Nord Stern Business Mtg**

Location: TBA
6:30 p.m. Social, 7 p.m. Meeting

2021**2021****2021****2021****• Car Events of Interest •**

NOT organized by Nord Stern, or PCA

ON HOLD "THIRD THURSDAYS" OF EACH MONTH

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

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220 Carlson Pkwy N
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<http://grizzlysgrill.com/locations/plymouth-mn/menus/>

2021**• 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

• CARS AND CAVES • CANCELED FOR 2020

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

**Please note: Nord Stern sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. All other events of potential interest to club members may be added, upon request and dependent on space availability, to the calendar as a courtesy to the organizer, or organizing entity at the discretion of the editor.

2021**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



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St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

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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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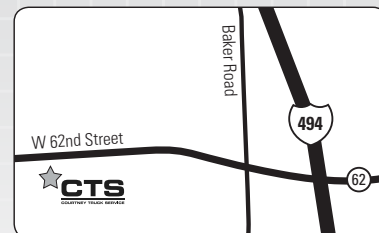
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I know I'm not the only one suffering from Pandemic Malaise. But it's got me bad. I just bumped into a neighbor I hadn't seen for a while. She asked me if I'd been traveling. I laughed through my mask and said, "are you kidding?" She shot back, "I've been away a lot. New York, North Carolina, my place in the mountains. You just wear that mask and don't touch anything."

Uh, yeah. And I've also got friends who won't leave their house. Others who leave their groceries in the hot sun for a few hours, in the theory that solar radiation will somehow rid the produce of any vestiges of the virus. I know a couple who rented an RV to go visit relatives. The vehicle acts like a mobile motel room. Then there's my mother, still sharp as a whip at 92, who suffered the ignominy of having Thanksgiving dinner brought to her door, in the retirement community where she lives. I haven't seen her since last January.

Whatever works for you, right? For me, the day hasn't changed much. I still work from home, as I have for some 10-plus years. But the evenings, the weekends. What do you do, when that favorite restaurant just announced they're not reopening? Ever? Find programming on the big flat-screen TV, that's what.

I recently upgraded my Apple TV box to the latest generation. And what did I discover? That you could download Internet-based TV outlets, in the form of programming "apps." Hmm, I said. There was Netflix, there was HBO Max, there was Amazon Prime Video. I wondered if . . . yes, there was Motor Trend TV.

Yes, it costs a few bucks a month but, hey, how much is my sanity worth? I went searching for programming and, what did I find? Glad you asked. I found 38 individual programs with "new episodes." Despite the fact I have no idea what "new" means in this context. I also found some 22 "must watch" programs. Nine "Trending on Motor Trend." One "new release."

You know what most of the programming is like. Videos of guys racing, in the dead of night, for "pink slips." How-to programs showing, step by step, what you do to rebuild the differential on a late '60s muscle car. Customizers waxing rhapsodic about the benefits of bondo.

And Top Gear. Top Gear? Top Gear! The British one. Every season. Every episode. All 180 of them.

Let's Run a Top Gear Marathon. . .

by Danielle Badler, courtesy PCA Editors

So . . . what would you do? Exactly, that's what I did. I started with Season 1, Episode 1. From 2002. And it was fascinating. Because what I found was an experiment, sort of a first draft, of what was to become what I remember about the series.

Jeremy was Jeremy. Deliberately iconoclastic. I know, he can be a bit brackish, if you know what I mean. But there's no denying he's one of us . . . or, as they say across the pond, a true "petrol head." Same for Richard Hammond. But the third presenter was a heavysset "bloke" named Jason Dawe, whose role seemed to be to surprise everyone with the great used car deals he was able to dredge up, on cars about which you're probably not really interested.

I was curious about him. So I fast-forwarded to Episode 1 of Season 2. From 2003. Jason was now gone. Who was I now introduced to? The one, the only James May. Whose first segment was on a big, over the hill Bentley that he said he actually owned. There was no word on the fate of Squire Dawe.

But I'm getting ahead of myself. Back to Episode 1 of Season 1. There was The Stig. Thrashing a first gen Pagani Zonda and a Noble around that crazy test track. Only . . . he was dressed in a black driving suit. Also, there was no classic intro about how some say he was found in a manger, thumbing the shift paddles on a Porsche steering wheel. But I did learn that that crazy test track was actually scoped out by engineers at Lotus, as their own Weissach or Fiorano. It sounds very Lotus, doesn't it.

Yes, they posted The Stig's times on a whiteboard. And, yes, they had celebrities driving a sensible car around the track. And they posted those times, too. And they did begin the tradition of doing crazy things, sometimes with crazy cars. In the first episode, they tried to see how fast you had to go, for a speed camera to not register your speed. After a few unsuccessful tries, they succeeded; 170+ MPH, in a TVR Tuscan R. On a closed track, their track, they were quick to point out.

I watched a few more episodes. The oddball stuff was already off to the races, so to speak. They tried to find out if a London double-decker bus could jump 14 motorcycles. This they called role-reversal . . . get it? For the record, the bus destroyed all but three. And they invited grandmothers – "grannies" – to do doughnuts in a Honda S2000.

Continued on page 15

Nord Stern December Business Meeting Minutes . . .

submitted by Betsey Porter, Nord Stern Secretary

President – Chip Smith

- Welcome members and guests on the call, Steve Meydell, Rick Tanler, Judi Sievers, Karen Carson
- Motion to approve November minutes, minutes were approved on voice vote.
- Voting for 2021 officers is complete, all candidates elected. Will notify PCA of new officers.
- Chip attended the Zone 10 Presidents meeting.
- Lookin gfor Ideas for winter events:
 - Virtual car show
 - Virtual garage show

Vice President – John Velure

- Looking forward to an exciting 2021, working with Rick Tanler as incoming Vice President. Going to try and maintain the high level of engagement and activities Chip provided. Thank you, Chip!

Treasurer – Jeff Bluhm/Todd Smith

- No report

Secretary – Betsey Porter

- No update

Advertising – Mollie Nygaard

- Emailed invoices twice to all advertisers
- 15 will renew
- 2 will not renew
- 12 have not responded
- Followed up with non-respondents with a physical invoice in the mail.

All Porsche Show – Phil Saari and Hal Voges

- Tentative date is Sunday, June 27, 2021
- Nothing to report as of this date.

Autocross – Andy Golfis

- No report

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

- No update

Charity – Mark Kriesch

- No report

Club Race – Dave Sorenson

- No report
- Our Club Race poster is on the cover of Club Racing News and there is a nice story as well from Roger Johnson, pcaclubracing.org/crn.
- Dates: July 23-25, 2021
- Will try to do a dinner again and maybe another posted, perhaps other options to include!

Driver Education – John Blackburn

- No update

Driver's Training – Jim Bahner

- Via email, track dates
- First Fling: April 23-25 (BIR)
- Fromage Fling: (aka Cheese Fling) June 21-22 (RA)
- Club Race - Fast Fling: July 23-25 (BIR)
- Final Fling: Sept 17-19 (BIR)

Historic Archivist – Roger Johnson

- Will work with Dave to get the stories loaded onto the website

Insurance – Dan Perinovic

- No report

Membership – Nathan Reader and Betsey Porter

- Betsey will work with Dave and Christie to send out emails about membership renewals
- 2020 renewals
- 2019 non-renewals
- Nord Stern non-PCA members

Newsletter – Christie Boeder

- Send content!!

Registrar – Dave Anderson and Andy Barker

- If you are a new chair, please send your email address to registrar@ so your email alias can be updated.

Safety – Chuck Porter

- We need to make sure we are clear about the 2020 helmet issue/requirements early in 2021 so people

can plan to buy a current helmet prior to First Fling.

- National is concerned about 2020 helmets not being available, is extending grace period through March, per Dave A. Hans devices should be discussed too. Would like to meet with Pres, VP, DE and DT to discuss.

Social – Toni LaRose

- No report
- We should reach out regarding 2021 car shows.

Social Media – Betsey Porter and Misty Martianos

- Everything is good, lots of engagement on Facebook

Shop and Tech Relations – Roger Johnson

- TBD in 2021 due to COVID

Touring, Rallies and Drives – Ron Johnson

- Fall Color Tour – no report, dates set
- Vino in the Valley – no report

Track Relations – Jim Bahner

- No report, We are in a good position with BIR. Maybe consider a track trip to Blackhawk in IL in 2021.

Webmaster – Dave Anderson and Christie Boeder

- No update

Old business

- none

New Business

- PCA has a new feature called Glovebox for storing online historical info.
- Roger made a suggestion to host a virtual car show on Lightbox
- Send in a photo of your car with a brief description
- Maybe also do a short video series about how people got their first p-car
- Roger, John V and Dave A to discuss.

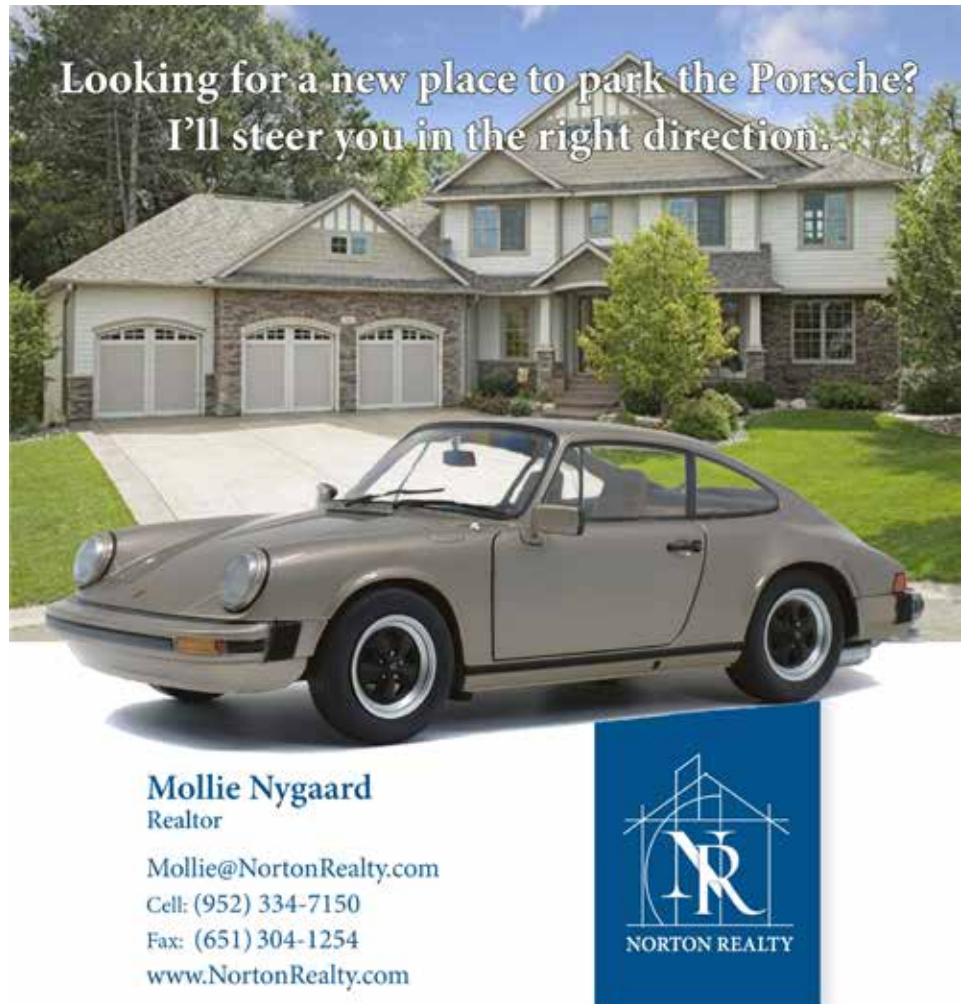
Meeting adjourned at 7:55 pm



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Clubtalk . . . Talks . . . More thoughts

courtesy ClubTalk

Back in the ‘old days’ meaning Pre-Covid19 and the Pandemic shutdowns of life as we had been living it, there was a fun thread on Clubtalk about one’s First Mods. Continuing the contributions, our incoming VP, Rick Tanler recently gave us ‘his story!’

My first car was a 1960 Sunbeam Alpine, the same car Agent 007 drove in the first James Bond Movie, *Dr. No*. The Car was always in need of some repair so I learned a lot about automobile repair. I lived in Phoenix, AZ back then and “road trips” were common. I learned that in packing for a road trip the first thing one loads into the boot is tools. In fact, I always had my tool box in the boot of my Sunbeam and over time I added a box of spare parts. In fact, I bought a second Alpine as a parts car and became an unofficial parts dealer for Sunbeam parts.

My love/hate relationship with that car ended when a rod end protruded from the side of the engine block. Luckily I had a spare motor. I graduated to a 1965 Mustang and then to a 1956 Chevrolet Sedan Delivery, my first race car. It had a high compression de-stroked 327, with dual quads, headers and racing cam. I drag raced the car at the now abandoned Beeline Dragway near Phoenix. The car “pulled a wheelie” the first time I raced it. I learned things the hard way. My green ‘56 Sedan Delivery was classed in B Gas according to the rule book. I raced against “professionals” with much bigger budgets. I sold that car and my Sunbeam parts bin to pay for college, the smartest “car decision” I ever made.

My next car was a Ford Falcon. Of course, it had the 289 with a four speed. I would love to have any of those cars, today.

My first Porsche was a 1976 914. Replaced by a 1984 Carrera, that was transformed into an F Stock Club Race Car with the help of Bob Johnson.

I remember complaining to Bob, “*My car is slow*” and his response, “*I can make your car faster, all it takes is money, the rest is up to you.*” To which I replied, “*Are you saying I am a slow driver?*” Bob simply smiled and nodded.

My current Porsche is a 1974 914. It is not a six. It is a 2.2 liter four with a Webcam racing Cam Shaft, 9.0 to 1 compression, and Webber Carbs. I still have a long list of “enhancements” to make the car go faster. My estimate of the car’s horsepower is 157, up from 95. The 914 is a mid-engine lightweight Porsche. it deserved better than an underpowered VW engine, in my opinion. The 914 also has a front

and rear trunk for carrying tools. I have replaced the distributor points with an electronic ignition. So, I no longer need to bring my Dwell Meter. I will put it on the shelf next to the timing light.

The things we learned from our cars . . . invaluable.

– Rick Tanler

Top Gear Marathon . . .

continued from page 11

See what I mean? Nothing like what was to come later, like trying to convert camper vans to sailboats, in order to cross the English Channel, for no good reason. But the bones, the DNA, was there from the start. And, and this may be the most salient point, they knew what they were talking about.

Oh yeah. So here I sit, with 177 episodes yet to go. Brings new meaning to the term “binging,” doesn’t it. I don’t care. I’m now on a marathon mission. To find out when The Stig switched to a white driving suit. Virus? What virus? Maybe I’ll buy an Apple TV box for my mother. It’s the least I can do.

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Prez Sez . . .

continued from page 6

driving or socializing. Assuming the COVID restrictions are lifted this year, the organization will have several great track and social events. Also, we will continue to expand our relationship with both Porsche dealers (Porsche of Minneapolis and St. Paul), those who support our cars (such as Auto Edge, Imola Motorsports, Courtney Truck Service, Midwest Clear Bra – just to name a few), and those putting on non-Nord Stern social events (such as MN Cars & Coffee and Octane – Auto Motor Plex). The Committee Chairs, Rick and I are excited about continuing to ‘stir the imagination’ and provide a number of great social outlets for us to enjoy our Porsches.

One thing about me is that I like new ideas or making activities better. I welcome your ideas about how we can change things, make them better, make them more interactive, or inclusive for more members. With that said, I need your help to develop and execute any new ideas or activities. So, don’t just throw the ideas into the comment box, but be prepared to help us make them a reality. The first new new thing you’ll see this year is that my wife, Jill, will be writing a monthly column – ‘From the Passenger Seat’. This will be a light-hearted column about living with a car-nut, and the challenge of being both the family CFO while enabling my sons and I the opportunity to enjoy anything that has a motor – whether gas or electric. For all of those who often find themselves in the passenger seat, please don’t hesitate to contact Jill about writing a column. She’s just creating a conduit for those on the other side of the car who really make it all happen. Here’s to looking forward to a great year. Cheers!



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Road America paver for Mark Bouljon!

Courtesy Jim Millick of Central Iowa Region of PCA

Posted November 2, 2020

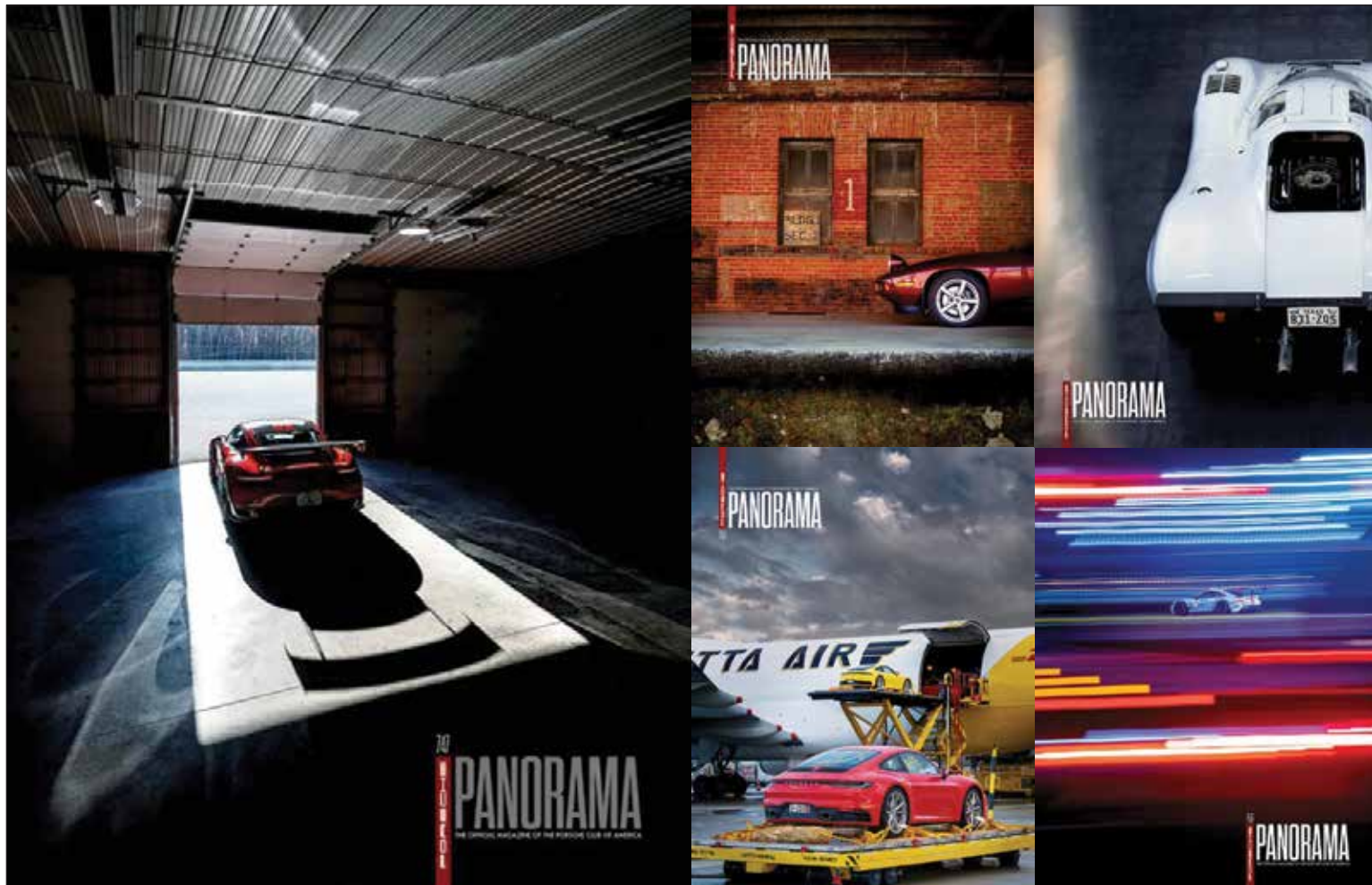
Jim Millick is a long time Nord Stern Fall Color Tour participant from the Central Iowa Region. Their club voted to have a Road America paver created for Porsche of Minneapolis parts extraordinaire (and Nord Stern member), Mark Bouljon.

Road America has finished the paver, and will have it placed on their fan walk next Spring.

<https://cia.pca.org/road-america-paver-for-mark-bouljon-created/>

Editor's Note: Mark was a Nord Stern member who gave much of his time and talents and expertise to our club. He was with the Porsche Minneapolis dealership as the Parts Manager - but he filled way more shoes than that. Mark began his Porsche journey in Iowa with CIA Region.





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PORSCHE CLUB OF AMERICA

Porsche Historical Background . . .

courtesy https://press.porsche.com/prod/presse_pag/PressResources.nsf/jumppage/unternehmen-pcna-history?OpenDocument

In an age when most of its competitors have been absorbed into larger manufacturers, Porsche remains a staunchly — and profitably — independent maker of high-performance sportscars. The Porsche name has become synonymous with sports cars and racecars because that is what company founders Ferdinand Porsche and his son Ferdinand (“Ferry”) set out to build when they first set up shop with 200 workers in 1948.

The senior Porsche, whose engineering experience included Daimler-Benz, established an independent design and engineering firm in 1931 and designed the Volkswagen Beetle. He brought a half-century of experience with innovation, from a turn-of-the-century four-wheel drive gasoline/electric hybrid vehicle to the virtually unbeatable Auto Union Grand Prix cars of the 1930s.

The younger Porsche helped grow the new company and was instrumental in designing the first Porsche sportscar, the 356. Though sporting just 40 horsepower from a rear-mounted, slightly souped-up Beetle engine, the first Porsche quickly made its mark with agile handling, as well as attributes almost unknown among sportscars of the day — comfort and reliability.

Porsche introduced its own engines in the mid-1950s, along with more powerful versions of the 356. After the 356 came a true legend among modern automobiles, the Porsche 911. Ahead of its time when introduced in 1964, the rear-engine 911 evolved over three decades when Porsche introduced a completely new 911 Carrera for 1999. The lineage includes 911 S (1967), the 911 Turbo (1974 [1976 in the U.S.]), the

first 911 Cabriolet (1983) and the first all-wheel drive 911 Carrera 4 (1990).

Porsche introduced a series of front-engine models in the 1970s, starting with the four-cylinder 924 (1976) and the unrelated 928 powered by the company’s first V-8 engine (1978). From the 924 sprang the more powerful and sophisticated 944 and 944 Turbo, and finally the 968 in the early ‘90s. Porsche retired both the 968 and 928 in 1995 to focus on development of the rear-engine 911 and mid-engine Boxster.

Porsche is also synonymous with racing, and Porsche cars began competing almost immediately. To date, Porsche cars have won an estimated 24,000 auto races around the world, including more than 50 class wins at Le Mans.

A Humble Beginning (1948-1954)

1948 - Porsche introduces the aerodynamic “356,” named for its design project number. Through 1949, the company hand-builds the first 52 cars in a small garage in Gmund, Austria.

1950 - Porsche leases space in the Reutter body factory in Zuffenhausen, a Stuttgart suburb. Reutter builds bodies for the 356 and production reaches 369 for the year. Sportscar enthusiasts take notice of the lightweight, quick-handling 356. In New York, importer Max Hoffman places the first North American order for Porsches.

1951 - Ferdinand Porsche dies. Horsepower for the 356 jumps to 60.

1953 - 550 Spyder road/race model proves a “giant killer” among

Continued on page 25



2020 Fall Color 'Tour' Our Way

by Ed Vazquez, Carmine Red 2017 Macan GTS

Although 2020 has not allowed us Nord Sterners to conduct our annual Fall Color Tour, we felt that the tradition could not die. Here is a Photo Journey of Ed and Ali's Most Excellent Nord Stern Fall Color Tour! Our pictures are worth a thousand words! Here is why we go, The view of Lake Superior from our deck at Blue Fin Bay, below.



Not a golfer? kayaks for your use



Above: Superior National Golf Course Par 3 -
Yes I par'ed this hole



Left: "Covid Dining at the Scenic Cafe Airstream. 2020
Fall Dining



Left: Ed and Ali Vazquez enjoying the colorful fall foliage



Grand Marais-Sven and Ole's. Note a fire wiped out two businesses next to it.
One was a gourmet coffee and food shop



Above: Blue Fin/Tofte in September



Above: The "Covid Bar" at Blue Fin Bar. I prefer the old days. Note the absence of bar stools and addition of Plexiglass shield

And it's never too early to be thinking about Fall 2021 and Nord Stern's normally scheduled Fall Color Tour. Plans for 2020 have been pushed out a year so our dates are on the calendar. While the club's event will be headquartered again out of Pier B in Duluth and not further up the North Shore as Ali and Ed traveled, it'll definitely include the whole 'Up North' fall foliage, good food, fun roads, gathering together for a relaxing weekend of Porsche Fun. Michele and Ron Johnson have most of the planning done and the dates are October 1 - 3, 2021!



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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

January 1999

The front cover of Nord Stern for January of 1999 features a group photo of the Club's annual North Shore Fall Color Tour, taken at the Laurentian Divide Scenic Overlook in the Superior National Forest. A great picture of 30+ club members surrounded by majestic pines; sadly, our covers were black and white in those days. The picture was taken by **Jill Daneu**, as was the photo on the back cover. The back cover showed **Roy Henneberger** answering one of **John Dixon's** many trivia questions while on the Tour.

The sad and sudden death of **Brian McMahon** was reported to the membership. **Doug Arndt**, **Jon Beaty**, **Mike Selner** and **Jim Potts** provided detailed insights into this truly special member. A number of Nord Stern folks offered tributes to Brian's vision, dedication and drive that led to his success in so many fields. A number of Club members attended the memorial service for Brian; Nord Stern was well represented in the celebration of Brian's life.

In his Unserleiter, **Mike Selner**, Nord Stern's incoming president, wished all a Happy New Year and reminded club members that Nord Stern remains a vibrant and resilient club. Mike noted that the success of Nord Stern was tied to the wide variety of people who step forward and volunteer for numerous leadership positions. Looking forward to 1999, Mike was grateful that both **Ken Benson** and **Damian Kostron** would be continuing in their role as club officers.

Kicking off the year for the Club, the Holiday party was set for early

January, with the past year in review set out by **Teresa Vickery**. Additionally, Mike reminded all that **Mark Kittock** had scheduled several informative winter tech sessions.

Bruce Boeder crafted a clear

and concise description of how he acquired his first Porsche, which was sometime after Bruce had acquired an education, a spouse, a career and a mortgage. Purchased out of storage at a "farm/body shop", the 1964 911 had everything Bruce wanted, plus a few undesirable features. Bruce quickly found out that these vehicles were "blasted expensive" to restore. Rust was everywhere, from the roof down; the decision to sell the money pit was made. A couple of years later, at a Nord Stern event, Bruce realized that the now red 911 belonging to fellow club member **Bob Fleming** was indeed Bruce's first Porsche. Bruce even drove the car, noting that it felt like meeting an old girlfriend.

Jill Daneu provided a great multi-page photo spread of the Club out and about at the 1998 Fall North Shore Color tour. Eventmaster **John Dixon** and his family were shown enjoying the Gunflint Lodge and its trail with many club members, including **Barry** and **Shirley Mau**, **Sharon** and **Paul Binek**, and **Darlene** and **Don Miller**.

Bev Frohm provided a useful article detailing how to polish those alloy wheels. Right down to the suggestion to paint your lug nuts with care, the article was helpful.

Randy Hallenbeck, a DE expert from the Steinlifters of the Milwaukee region, authored a very practical piece on the value of a solid drivers' education program. Randy urged us to keep in mind that drivers' education events were not races, even though we have the opportunity to go quickly in a fast car. The author also noted that participants needed to think safety constantly during these events, as all good program instructors certainly did.

Technische Seite offered a pair of articles helping us to control rough idle problems in 911 Carreras and replacing radiator fan switches. Not sure that we worry about those maintenance problems much in the 2020s.

Marketplatz from 20 Years Ago

- 1968 912, color unidentified—Excellent shape, best offer. Call unidentified phone number
- 1993 RS America, white/black, formerly owned by Brian McMahon and Jim Potts. No sunroof, impeccably maintained by AutoEdge. No price listed, call Bruce Boeder.

Below, Front cover: This is when I wish we published in color. A group shot on the North Shore Fall Color Tour, lots of smiles, obviously having a great time. Photo by Jill Daneu



Continued on page 24

NORD STERN JANUARY 2021



Left, Back cover: Roy Henneberger perhaps answering one of John Dixon's annual trivia questions on this year's North Shore Fall Tour. Photo by Jill Daneu



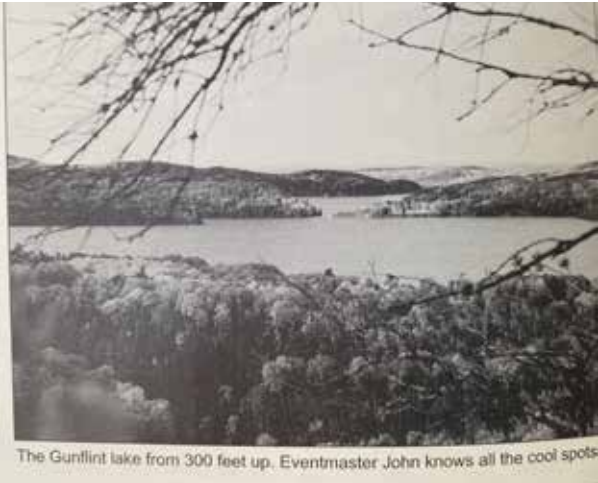
A very serious group discussion on the merits of hiking boots!

Out and about with Nord Stern

by Jill Daneu at 1998 Fall North Shore Color Tour



Leading the way on a gorgeous fall Saturday up on our own fabulous North Shore



The Gunflint lake from 300 feet up. Eventmaster John knows all the cool spots



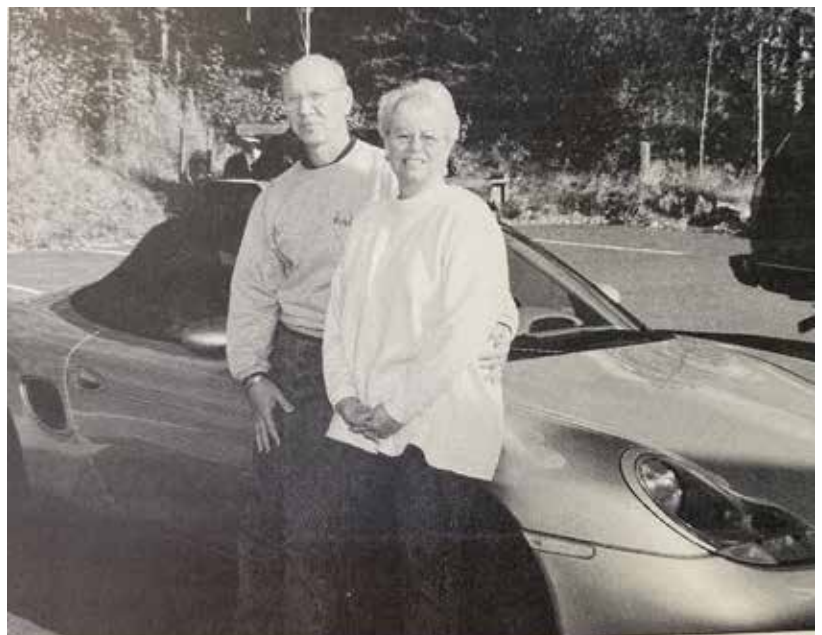
All lined up, ready to explore the winding curves of Hwy 61!



First Family: Eventmaster John Dixon, daughter Jennifer with friend, Christine and Suzanne Dixon. John put together another great weekend of driving, eating, hiking, touring. Thanks, John for another wonderful North Shore exploration.



Saturday was lunch at the Gunflint Lodge, members checking out the fur pelts



Barry and Shirley Mau and their silver Boxster - what a great way to tour!



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Historical . . .

continued from page 17

larger, more powerful cars from Ferrari, Jaguar, Maserati and Aston-Martin.

1954 - Speedster model introduced as low-priced, “stripped-down” version of 356. Today the 1954-1957 Speedsters are among the most sought-after Porsches by collectors.

Growth and Success (1956-1963)

1956 - 10,000th Porsche built. Top performance road car is 100-hp Carrera.

1958 - 10,000th 356 built. Porsche outsources body production as demand grows.

1962 - Porsche establishes independent distribution network in Europe.

1963 - Successor to the 356 first shown — the 911 powered by an all-new 2.0-liter, 130-hp six-cylinder engine. Porsche takes over its former body subcontractor, Reuter

and establishes its own distribution network in the United States. Worldwide annual production surpasses 11,000.

A Sportscar Legend (1964-1972)

1964 - 911 production begins and the new model is an instant hit. US price: \$5,500.

1965 - 10,000th 356 production ends after 17 years and 77,361 built. Porsche quickly responds to demand for new entry model with the 912 — the 911 body with the former 356 four-cylinder engine. US price: \$4,000.

1966-1970 - Porsche expands the 911 range quickly, adding an innovative Targa with removable roof panel (1966), Sportomatic semi-automatic transmission (1967), the high-performance 911 S (1967), a lower-priced 911 T (1968), fuel injection (1969) and larger engines (1970).

1969 - Production passes the 14,000 mark. Porsche enlarges the Zuffenhausen factory

with a new multistory assembly operation.

1970 - Porsche replaces the 912 with the 914, a lower-priced, mid-engine sportscar. The 914 offers either a Volkswagen four-cylinder engine or a Porsche six-cylinder engine (914/6).

1972 - Porsche opens its Research and Development Center in Weissach, Germany. Ferry Porsche becomes chairman of the supervisory board of Porsche AG.

Brave New World (1975-1989)

1975 - Porsche introduces 911 Turbo supercar in North America as a 1976 model. The 911 Turbo combines exotic car performance with luxury and everyday usability.

1976 - Porsche replaces the 914 with the 924, a front-engine sports coupe. The car is powered by an Audi engine and built by Audi and features a rear transaxle for optimal

Turboil . . .

by Pedro Bonilla, GCR PCA, November 2017

One of my very first Tech Articles was on Engine Oil. Back then I said it was a slippery subject because there are so many varying opinions on viscosity, brand, etc.

It's an important subject, making sure you use the right oil and that your oil and oil filter is changed on a regular basis and much more so nowadays. Why? Because of the newer engines now on the market.

If you have a new Boxster, Cayman or Macan the chances are that it's turbocharged.



Porsche, together with every other car manufacturer has been forced to force more air into the new engines because of the new standards and regulations which have been and are being imposed by governmental agencies worldwide. It is expected that by the year 2021 almost 40% of all new vehicles sold in the US will be turbocharged.

These new engines are much more complex than their normally-aspirated ancestors and therefore require keen attention to maintenance in order to operate as designed.



First of all we need to know what a turbocharger is, what it does and how it does it.

A turbocharger or turbo is a turbine-driven, forced air induction system that increases an internal

combustion engine's power and efficiency by forcing extra air (oxygen) into the combustion chamber.

But how does it work? The turbocharger is placed between the engine and the exhaust and takes advantage of the energy that runs out of the tailpipe and puts it to better use. The turbo has two finned wheels (turbines) that spin together on a common shaft. The "hot" wheel captures the power of the exhaust. The "cold" wheel forces more air back into the engine, then the engine management system or ECU adds extra gas to compensate and you now have the power of a larger-displacement, normally-aspirated engine.

While the turbocharger is in theory a simple mechanical device, many of the newer turbos and in particular many of Porsche's turbos have variable turbine geometry (VTG) to reduce or eliminate boost-lag, making them marvels of modern materials and manufacturing, but costing a pretty penny. A new replacement turbo costs many thousands of dollars without counting labor to replace it.

The way to avoid premature turbo failure is to follow Porsche's motor oil recommendations to the letter. Turbos can be brutally tough on motor oil.

While the engine crankshaft averages about 3,000 rpm at highway speeds, the turbo's shaft can spin at almost 200,000 rpm and can reach temperatures of 1,000° C



Glowing-red turbocharger on a Porsche racecar shows the extreme temperatures that the turbocharger is subjected to

(1,800° F). Because of this, engine oil in turbocharged engines can run almost twice as hot (400° F) as those on normally aspirated engines (200° F) so an oil that's been tested to handle those conditions is a must and changing it and the filter at the recommended time intervals is just as important.

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Nord Stern History Post . . .

by Roger Johnson

2008 (now, that was quite the year in our collective history, editor's noted) saw six very active members all battling cancer. Himself a cancer survivor, **John McCarthy** came up with these bumper stickers as the club rallied behind these members. Speaks volumes about what this club is really all about. (And those stickers are still can be spotted on a number of vehicles owned by many club members!)

Thanks Roger, This was very uplifting. We are indeed a family of enthusiasts. I was reminded of this at this year's club race. After an absence to focus on sailboat racing. I I attended the event as a Spectator/Volunteer and reconnected with so many friends. I am looking forward to participating in in Club Activities this coming new year and making new friends. I recognize those box mufflers. I had the same on my car!

– Rick Tanler



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.

Boxster Hardtop

1997-2004, Guard's Red, window defroster, Porsche cover. Excellent condition. \$2,250. Phil Saari, 651-260-5665, email: ps356er@yahoo.com

2009 986 Boxster Hardtop

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

1970 911T Coupe



All numbers match. Condition original: Still have the old parts and they will go with it. No visible rust. The battery boxes are in great shape. Windshield was replaced. The tin between the battery boxes was corroded and replaced, fix looks good. One front turn signal



lens was replaced so it looks new rather than the patina on the old one.

The CDI box was giving me fits so I have a regular coil and condenser installed. Photos show fiberglass ducktail and front bumper I have the originals and all trim. I have the "S" trim pieces but they are a bit pitted. I have the original Blaupunkt radio and steering wheel. You can have the original Fuchs if you like. I have original tool kit with most of the tools. Repainted in original color but needs either a proper

repaint or a good wet sand. Service records, manuals and options booklet. Dash and all interior parts are in great shape. It has a rebuilt fuel pump that is intermittent. Buyer is responsible for arranging shipping. \$65,000. Mike, thelancials@msn.com.

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Did you know?

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

Which car gave Porsche its first 24 Hours of Le Mans win in 1970?

1. Porsche 936
2. Porsche 993
3. Porsche 956
4. Porsche 917

Answer: The Porsche 917 is considered one of the most iconic racing cars of all time



turbocharger is starting the car's engine and driving off. When the engine is started there is a short delay until the oil being pumped from the oil pan reaches the turbo. In that short time span, the turbines are already spinning many times faster than the engine. Since engine oil is the turbo's only lubricant it is very important that it be delivered quickly and efficiently to keep the bearings in the turbocharger from wearing prematurely. In this critical time it is best to allow the car to idle for a few minutes before driving off for the first time. When the oil temperature is cold it is thick and flows slower through all of the oil passages, lines and filters so it is critically important to allow the oil to come up to operating temperature before the turbo is put to use. The ideal oil temperature for oil to flow and provide proper lubrication is between 180-210° F and on a cold day it can take an engine up to 20 minutes to reach operating temperature so once you have let your car warm up for a few minutes, it's best to drive it easy for the next 5 minutes.



This will give oil the needed time to properly warm up and do its job of lubricating all of the engine's vital areas and in particular, the turbocharger.

Every Porsche leaves the factory with Mobil1 full-synthetic oil in the engine.

According to Porsche: "This fully-synthetic oil has a solid structure with molecular chains of approximately equal length and molecules of a uniform size. This allows optimum pump and flow performance at low temperatures and extreme stability at high temperatures. Mobil 1 has another advantage over conventional engine oils: contaminants, such as paraffin, sulphur and reactive hydrocarbons are filtered out of the high-performance oils using a complex process. Added to this is increased age resistance, allowing reliable operation at extended oil change intervals".

My Porsche has only used Mobil1 and even though it's not turbocharged, it just turned 280,000 (s)miles on the odometer.

Happy Porsche'ing, Pedro

weight distribution. Porsche becomes the first carmaker in the world to heat-galvanize steel car bodies, and Porsche cars come with a six-year guarantee against rust.

1977 - Total Porsche production to date passes 300,000.

1978 - Porsche introduces the 928. It is radically different from the 911 and features a front-mounted, liquid-cooled 240-horsepower V-8 engine. The 911 becomes the 911 SC, featuring a 3.0-liter engine and a host of enhancements.

1981 - 924 model joined by 924 Turbo. The 924 is Porsche's most popular model and also a successful racecar.

1982 - Porsche Cars North America established with its headquarters in Reno, Nevada. New 944 model based on 924 but with modified body and a Porsche-built four-cylinder engine.

1983 - First 911 Cabriolet introduced. In the US, the Cabriolet outsells the Targa and quickly accounts for about one-third of 911 sales.

1984 - Porsche AG goes public, with the Porsche and Piech families holding 875,000 shares of stock and 875,000 preferred shares listed for investors. 911 now known as the Carrera, featuring greater performance from a 3.2-liter engine.

1986 - Porsche 944 is first car sold in US with both driver's side and passenger airbags as standard equipment.

1987 - 250,000th 911 built.

1989 - Body production ends at the former Reuter plant. Production shifts to a new factory across the street. Porsche contract-builds the 500E high-performance sedan for Mercedes-Benz. The company will build more than 11,000 of these cars through 1995.

Returning to Roots (1990-1996)

1990 - Porsche introduces the all-wheel drive 911 Carrera 4 and the rear-wheel drive 911 Carrera 2. The cars share just 15 percent of their parts with the previous 911. New Tiptronic automatic transmission available for the Carrera 2 provides choice between fully automatic shifting and clutchless manual shifting.

1993 - Dr. Wendelin Wiedekin, head of production and materials management, becomes chairman of Porsche AG. Refocused on 911 development, Porsche introduces the final version of the air-cooled classic. The same year, Porsche unveils a concept for a mid-engine sportscar called "Boxster." Overwhelming positive response persuades Porsche to develop the car, which will appear in 1997.

1995 - Porsche discontinues its front-engine models, the 968 (the final evolution of the 944), and the 928.



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OCTOBER 10
NOVEMBER 14TH**

***10TH ANNUAL
OKTOBERFEST GERMAN CAR EVENT**

AUTOMOTORPLEX.COM/EVENTS

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:

Q1 EXTERIOR COLOR - Pastel Yellow

SK INTERIOR - Leatherette Seats with Leather Inlays - Savana Beige

SL INTERIOR - Sport Seats - Savana Beige

SP INTERIOR - All Leather - Savana Beige

TD4 Tourist Delivery Package

TT1 Tiptronic- S Four Speed automatic Dual Function Transmission (includes 659 on-board computer)

TT3 Tiptronic Transmission

TT3 Tiptronic Transmission 5 Speed

V2 CABRIOLET TOP COLOR - Graphite Grey

V4 CABRIOLET TOP COLOR - Metropol Blue

V9 CABRIOLET TOP COLOR - Black

VA3 Preparation/Modification (Tourist Delivery vehicles only)

X09 "Extended Center Console ""C"" Covered in Leather Color to Sample (Requires color)"

X1 EXTERIOR COLOR - Arctic Silver Metallic

X19 Lower Instrument Cluster and Instrument Panel in Leather or Color to Sample (Requires color)

X2 EXTERIOR COLOR - Meridian Metallic

X21 Leather Telephone Console (in color)

X26 Airbag Steering Wheel Leather 4 Spoke (in color)

X26 Steering Wheel All Leather including Airbag Cover (Requires color)

X28 Light Rootwood Steering Wheel (Requires color for leather section)

X30 4 Spoke Steering Wheel

X30 Dark Rootwood Steering Wheel (Requires color for leather section)

X34 Instrument Trim Rings Covered in Leather and Painted Instrument Dials

The Mother of all Code Lists

by Pedro Bonilla, Gold Coast PCA, pedrosgarage.com

X4 EXTERIOR COLOR - Speed Yellow

X40 Leather Sunvisors with Passenger Lamp (Requires color)

X45 Instrument Dials in Color

X46 Tiptronic Selector Lever
Aluminum/Leather

X47 Carbon Fibre Handbrake

X52 5 Open CD Storage on
Console Covered in Leather
(Requires color)

X54 Oval Stainless Steel
Exhaust Pipes

X58 Carbon Fibre Gear Lever

X65 Tiptronic Gear Selector in
Light Burl Walnut With Aluminum Inlay

X66 Tiptronic Gear Selector in Dark Burl Walnut With Aluminum
Inlay

X68 Tonneau Cover

X69 Door Sills in Carbon Fibre with Logo

X70 Door Entrance Panels (threshold) in Stainless Steel with Porsche
Insignia

X71 Aluminum Painted Instrument Dials with Brushed Chrome
Inner Rings

X72 Gear Lever in Light Burl Walnut With Aluminum Inlay

X73 Turbo Sport Chassis

X74 Exclusive Sports Chassis

X76 Flared Rocker Panels

X77 Airbag Steering Wheel 4 Spoke Carbon-Fibre and Leather color

X89 Painted Porsche Crests Rim Caps

X91 Hand Brake Lever in Light Burl Walnut With Aluminum

X99 Natural Leather

XAA Boxster Aerokit

XAB Speedster Rear in exterior color

XAF Turbo Aerokit

XAG Carrera Rear Spoiler

XCZ Switch Travel Shortening

XD3 "Rain Sensor, front windshield"



Continued on page 32

Codes . . .

continued from page 31

XD9 Rims and Caps painted in exterior color
 XE3 Auto Dimming Rearview Mirror
 XE8 Gear Lever in Dark Burl Walnut With Aluminum Inlay
 XE9 Handbrake Lever in Dark Burl Walnut With Aluminum Inlay
 XF7 Tray Behind Parking Brake Lever Covered in Leather (Requires color)
 XJ4 Ignition Lock Surround in Leather
 XJ6 Leather Steering Column (Requires color)
 XJB Rear Center Console painted in Arctic Silver
 XKB Side Air Vent in Light Burl Walnut/Maple
 XKC Side Air Vent in Dark Burl Walnut/Maple
 XKD Side Air Vent in Carbon
 XKE Side Air Vent in Arctic Silver
 XKG “Defroster Trim in Light Burl Walnut/Maple, Leather”
 XKH “Defroster Trim in Dark Burl Walnut/Maple, Leather”
 XKJ Defroster Trim in Carbon/Leather
 XKK Lower Instrument Panel in Arctic Silver
 XLA “Exhaust Pipe, Oval (larger cross section)”
 XLF Sport Exhaust System
 XMA “Roof, A&B Pillar with Leather of Choice”
 XMB “Sunvisors in Leather to Sample, Make up Mirror in Right Sunvisor w/Illumination & Reading Light”
 XME Rear Center Console painted in Exterior Color
 XMF Front Center Console in Leather
 XMJ Rear Center Console in Carbon Fibre
 XMK Painted Roll Bar in Exterior Color
 XML Rear Section Of Center Console in Light Burl Walnut
 XMP “Leather Sun Visor, 2 Litght Make-Up Mirrors Illuminated”
 XMR Leather Sunvisors
 XMT Gear Shift Knob/Hand Brake in wood/leather
 XMU Gear Shift Knob/Hand Brake in wood/aluminum
 XMV Tiptronic Shifter/Hand Brake in wood/leather
 XMW Tiptronic Shifter/Hand Brake in aluminum/leather
 XMY Roll Bar in Arctic Silver
 XMZ Rear Center Console covered in Leather
 XN2 Inside Door Openers (2) Covered in Leather (Requires color)
 XN3 Dashboard Side Air Vent in Leather
 XN8 Sunvisors Covered in Leather (Requires color)
 XN9 “Sunvisors Cover with Leather to Sample, Make up Mirror in

Right Sunvisor with Illumination”

XNB Rear Section Of Center Console in Dark Burl Walnut/Maple
 XNE Airbag/Steering Wheel in wood/aluminum/rivets/leather
 XNG Lower part of Instrument Panel in Leather
 XNH Side Vent Left/Right Defroster Trim In Leather
 XNJ Speaker Covers in control panel in color
 XNN Central Air Vent Mounting in Leather
 XNR Central Air Vent Mounting in Carbon
 XNS Leather Steering Column Casing in color
 XNT Airbag/Steering Wheel in wood/aluminum/leather (color)
 XNU Trim Strip in Leather
 XNV Trim Strip in Light Burl Walnut/Maple
 XNW Trim Strip in Dark Burl Walnut/Maple
 XNX Trim Strip in Carbon
 XNY trim Strip in Arctic Silver
 XPA 3-Spoke Steering Wheel in Leather
 XPB 3-Spoke Steering Wheel in Light Burl Walnut/Maple
 XPC 3-Spoke Steering Wheel in Dark Burl Walnut/Maple
 XPD 3-Spoke Steering Wheel in Carbon Fibre/Leather
 XPG 3-Spoke Sports Steering Wheel In Aluminum-Look/Leather
 XPP Loudspeaker Finisher On Switch Panel in Color
 XPW Instrument Surround in Light Burl Walnut/Maple
 XPX Instrument Surround in Dark Burl Walnut/Maple
 XPY Instrument Surround in Carbon
 XR7 Rear Window Washing System (XR7 does not include rear wiper see option 425)
 XRA “17” Sport Classic Wheels”
 XRB “18” Sport Classic Wheels”
 XRC Brake Calipers Painted in Black
 XRC “18” Sporttechno Wheel”
 XRD Brake Calipers Painted in Red
 XRF Brake Calipers Painted in Yellow
 XRH “17” Dyno Wheels”
 XRL “18” Sport Design Wheels”
 XRN 2x17mm Wheel Spacers on Rear Axle
 XRP 4x5mm Wheel Spacers on Front/Rear Axles
 XSA Painted Seat Backs in Exterior Color
 XSB Painted Seat Backs in Leather
 XSC Porsche Crest Embossed in Headrest
 XSD Leather Seat Adjustment Knobs in color
 XSD Seat Control Trim in Leather

To Be Continued . . .

NORD STERN JANUARY 2021

2021 Nord Stern Track Schedule is Announced!

by Dave Anderson

Okay all you track junkies, the 2021 “Fling” dates have been recorded! Mark your calendars now for this year’s dates.

You can always find current dates for Nord Stern activities on the website calendar which you’ll find on the navigation bar (NavBar) under Events->Calendar. Or use this direct link to the Upcoming Events landing page: <https://website.nordstern.org/calendar/>. You can filter specific event types by selecting from the Tags pulldown. For example, click on the tag Fling or Track for a summary listing of all track events in 2021.

Here are the dates if you don’t want to explore:

- First Fling April 23 (Driver Training) and 24 – 25 (Driver Ed)
- Loonacy Club Race & Fast Fling Driver Ed July 23 – 25
- Cheese (aka LaFrommage) Fling June 21 – 22 @ Road America
- Last (aka Final) Fling September 17 (Driver Training) and 18 – 19 (Driver Ed)

The event haven’t been placed on ClubRegistration.net (ClubReg) but reminders will be sent when they are available. Note that Nord Stern Region of PCA typically opens track event registration 90 days prior to the actual event date. You can always opt in for a direct text messages from ClubReg when any event opens for registration.

Be sure to check out the Driver Training and Driver Education landing pages for more information about requirements and how to get started with ClubReg.



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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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Rick Moe
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From the Passenger Seat . . .

by Jill Velure

In 1988, John and I met in college during our freshman year. That summer he bought a Toyota Celica GTS while he was home, and he brought it to college in the fall. We had so much fun driving it around town in September. Then, in October, he told me he needed to “store” his car for the winter. I had absolutely no clue what that meant. Growing up, we had two cars in our house – one for mom and one for dad – both driven everyday, year round. When I started driving, I got a car so that I could give my sister a ride to school and get to my after school job. Storing a car during the winter was a foreign concept to me.

John found a house close to the college where a little old lady lived. She was in her eighties and was no longer driving. She had a single, detached garage, that she was willing to let him rent to put his car inside for the winter. This was really early in our relationship, and if I had looked into a crystal ball at that point, I might have said, “great to know you, but I am out of here.” I could not believe that cars could be that special! That should have been my wake up call – at the tender age of 19! Instead, love prevailed.

Just three years after graduating from college, John bought a second Porsche designated specifically to participate in track events. After the second year of owning it, he convinced me to attend a “Drivers Ed” event at Brainerd. John insisted it was a great way for me to not only see the racing he was so excited about, but also experience it. On that day with a little interpretation, I met a group of women who had all been convinced, like me, to try driving on the track. As we spent more time together, I suggested that we co-author a book, loosely titled, “Surviving a Car Marriage.” Every time we gathered after that, we swapped stories, groaning or laughing, because the

common themes in the stories all wrapped around cars and the crazy adventures to pick-up the cars. We realized that the conversations and events in our lives focused on

cars, which seemed normal to us, would be hilarious and outrageous to non-car people. While our book has not materialized, YET, the story swapping has continued every time we get together. We could be apart months or years and that connection was always still there.

Fast forward through time (30+ years of time since college – yikes!) . . . Storing cars now seems like the norm. What else has become norm? Car parts on my kitchen counter and whole car panels in my newly finished lower level. Can I just say though, just because it became the norm doesn’t mean I like it! I frequently find myself saying things like, “can you just take that air filter off my kitchen counter so I can get dinner started?” Car stories from my household feature prominently in my school newsletters and staff meetings to add humor and lightheartedness.

To kick off our new year, we are going to include a new monthly column, at the back of the Nord Stern. Its focus won’t necessarily be the cars, but the people and the stories that make us laugh, remind us about what we love (and don’t love) about cars, and the commonalities that bind us together from the “passenger’s perspective”. Many years ago, there was a column at the back of the Car and Driver magazine. It was usually on the last page, and it always contained a light-hearted story, something funny and entertaining. That shared laughter, small world connections, commonalities, and shared experiences tie us together.

I have 30 years of stories to share, and I am willing to bet all of you have the same vault of stories and shared experiences! This space is an open invitation to for all those “passengers” to share their stories too! I am looking forward to a year full of laughs...and maybe that book about “surviving a car marriage” will finally materialize.

Editor’s Note: I am so excited to include Jill’s contributions to the newsletter from as she so aptly put it, ‘the passenger seat.’ This will be fun and absolutely highlights just one of fabulous things about Nord Stern and PCA . . . it’s ALL about the people. I know there are many, many stories out there, and personally Jill’s comments totally got me remembering some very similar situations in the Boeder household from ‘my point of view’ in regards to this crazy car/car crazy life I’ve been privileged to lead. Let’s hear all about and members let’s hear those stories!!





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