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February 2021



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Cover:

From the All Porsche Show
2017, just a fun close up . . .

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

Reminder: Annual Dues are:

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Nord Stern membership Options:

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for your expiration date

2021 Nord Stern Officers and Committee Chairs

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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

January certainly disappeared in no time flat, but the Nord Stern Committee Chairs have been busy planning the event calendar for 2021. The calendar can be found on page 8. The first thing you'll notice, is the number of **new social events** on the calendar. Along with new events, we brought back some old stand-bys like the track prep event ('Track Rabbit'). That's right, we want to welcome members new to the Drivers Education (DE) events by helping them prepare their cars, as well as themselves so that they have a great driving experience. Although the State has begun to reopen health clubs, restaurants and other social establishments, the number of people allowed to socialize remains limited to small groups. With that said, we plan to start holding events in April. So, for all you track junkies, that gives you the next 12 Saturdays to get your car ready for the Spring Fling DE scheduled for April 23 – 25!

Usually, the annual Winter Party is held in February. Given the COVID restrictions, we will not hold the party this year. To capture the spirit of the annual party, we have scheduled four foodie-based parties and social gatherings. In May, we will celebrate Cinco de Mayo with the '1862 La Carrera Para Puebla'. Get ready to enjoy a few cervezas and enchiladas. In July, we will have a car show and dinner on the Saturday night of our 'Loonacy Club Race' weekend. We would like to see both racers and street cars at the track for a wonderful evening under the northern stars of BIR. In October, we have scheduled the 'Great Nord Chili Cook-off' which gives you the opportunity to see how your family's secret chili receipt stacks up against other members in the club – awards will be handed-out! Lastly, in November we will hold the 'Crooked Bend' year-end party

before we cocoon our cars for the winter months.

In addition to the events referenced above, the calendar includes other great social events such as 'Porsche & Pints' (June 10), 'Whine on the Vine' (Aug 14), and 'Cars & Cigars' (Aug 5). For those looking for additional driving experiences ('Drive and Arrive'), the calendar includes the 'Red Carpet Rally' (August 28), and we are looking for Event Masters to conduct two 'Poker Runs' – one for Southeast Minnesota and a second for Southwest Minnesota. There are several other events on the calendar for 2021. It's going to be an event filled year.

Volunteering is a great way to meet members and reconnect with old friends. The Committee Chairs need your help this year to execute these events. Within the next few weeks, we will have a link on www.nordstern.org to make it easy for anyone to sign-up as an event assistant/volunteer to help plan and execute these events. Again, I can't stress enough the importance of additional help and collaboration with the Chairs to make these events happen. Don't hesitate to sign-up for more than one event.

We have a number of other events (tech sessions, new member socials, picnics, etc.) that have been scheduled or will be scheduled in the coming months. I know there is a lot of pent-up demand to get back into our cars and get back socializing with friends. Please remember to sign-up for these events as it helps us ensure that the venue has sufficient space to hold our group. As the lyrics go from the Fresh Air song 'Fast Car' - "Buckle-up Buttercup" it's going to be a fun ride.

Advertiser Directory

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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

It is going to be quite the year! If nothing else because it is NO longer 2020. Not that I expect things to turn around on a dime with regards to our economy, our public health outcomes, our recreational lives, our day-to-day comings and goings, it all just will take time and a lot of effort on the parts of many. Yet I do have hope that at the end of 2021, we can look back, able to see major improvements in our health, our work lives, our home and recreational lives.

In the meantime, this year's leaders are looking at the opportunities and seizing the energy and enthusiasm that we all have, pent-up, for just getting out there and 'do things!'

What that means is that we are organizing and scheduling as much as we can and what we feel the club can successfully run, based on any and all safety protocols as the days moving forward may bring.

Please watch the website calendar, the newsletters, the PCA eblast as new events are scheduled and those we have firm dates are detailed!

It WILL be a fun year, social events, drives, lots of track time, cook-offs (YUP), and who knows what!

As I continue to add and fill out the calendar I do want to take the time here to highlight some new, exciting

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

events that have confirmed dates and locations (this are just the most recent ones!):

- Saturday, May 8, 2021
6-9:30 p.m. Location: Create Catering and Dining Studio. A Cinco De Mayo event (gotta think of a clever name for this event!)
- Thursday, August 5, 2021
Cars and Cigars at Churchill's in Victoria Details TBA.
- Friday, September 23, 2021
Tour at Cirrus Aircraft, Duluth, MN Detail TBA
- Saturday October 2, 2021 1 -4 p.m.
The first annual 'Great Nord Stern Chili Cook Off'!
Location "The Barn" @ 11175 225 St. E Lakeville MN 55044
Bring your BEST Chili (teams encouraged) and test your culinary skills.



In addition are several other events we have dates for but details are still being ironed out (See Prez Sez and current calendar!)

See you at the NEXT EVENT! In the meantime, read "From the Passenger seat on page 38!"

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FEBRUARY

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

MARCH

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

APRIL

- 10 Nord Stern New/Membership Social**
Time: 8:30-11:30 a.m. Location TBA
- 13 Nord Stern Business Mtg**
Location: Virtual 6:30 p.m. Social, 7 p.m. Meeting
- 17 Nord Stern 'Track Rabbit' Novice Driver Prep**
Location TBD, Time 9 - 11 a.m.
- 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/>
- 8 1862 La Carrera para Mexicana' aka Cinco de Nord Stern!**
6 - 9:30 p.m.
Location: Create Catering/Dining Studios .
- 11 Nord Stern Business Mtg**
Location: Virtual 6:30 p.m. Social, 7 p.m. Meeting

JUNE

- 10 Porsche and Pints**
5 - 8 p.m. Location TBA
- 21-22 Nord Stern's Cheese Fling Driver Education**
Location: Road America, Elkhart Lake, WI
Registration: clubregistration.net
- 27 All Porsche Show**
Location: Central Park/Dale St. Roseville, MN
PreEvent registration @registration.net

JULY

- 11-17 Porsche Parade (<https://www.porsheparade.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

- 5 Nord Stern Cars & Cigars' - Churchill's, Victoria, MN**
Time: 5 - 8 p.m.
- 14 Nord Stern 'Wine on the Vine' - Location TBD**
Time: 2 - 6 p.m.

- 2021 26-28 Run for the Hills (Dakota Region of PCA)**

- 28 Nord Stner's Red Carpet Rally**
Time: 7 - 10 p.m.

2021**SEPTEMBER****2021**

- 6 Rochester Labor Day Porsche Picnic**
Location: O'Neill's Home from Noon - 3 p.m.
- 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
- 18-19 Nord Stern's Final Fling Driver Education**
Location: Brainerd International Raceway
Registration: clubregistration.net
- 24 Cirrus Airplane Station (tour), Duluth, MN**
Time: TBA
- 24-26 Nord Stern's Annual Fall Color Tour (NOTE DATE)**
Pier B, Duluth, MN Details to be announced
Registration will be on clubregistration.net

OCTOBER**2021**

- 2 Nord Stern 'The Great Nord Chili Cook Off'**
Location: The Barn, Lakeville, MN Time: Noon - 3 p.m.
- 12 Nord Stern Business Mtg**
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

NOVEMBER**2021**

- 6 Nord Stern's 'The Crooked Turn' Year End Stand-up Dinne**
Location and Time TBA
- 9 Nord Stern Business Mtg**
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

DECEMBER**2021**

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

Note: Events on clubregistration.net open 90 days prior

• Car Events of Interest •
NOT organized by Nord Stern, or PCA

• 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
Chanhassen Autoplex from 8 a.m. - Noon

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



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One Stop "Shopping"

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

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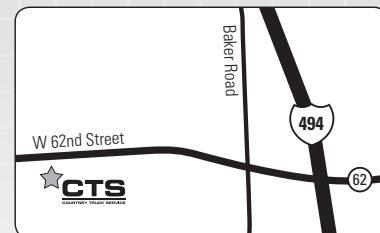
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Do you ever get farklept about what was and what could have been? I do. Especially when I come across missives and news bites that harken back to another time.

Take my Porsche ownership. Like many things in life, you never forget your first. Mine was a '76 914 2.0. White. With those black stripes along the flanks that shouted "Porsche" to the uninitiated.

I bought it from a family friend. Two years old. Immaculate. I added an ANSA exhaust and went hunting for tunnels. I should have never sold it. Such a lament . . . kids came, and that was that.

Most memorable moment? We picked up the car in central Pennsylvania, off, far off, I-80. Our first order of business was to stop for gas. We opened both trunks, to reorder things, so to speak. Stow the Targa top. And the station attendant wandered over, strode around, strode around some more, and said, "where's the engine?"

I recently came across an article on Motorauthority about an outfit in the UK that does "restomods." And, yes, you guessed it, they were promoting a 914 in which they had dropped a 3.4-liter flat-6 from a Cayman S.

Yeah, I know. Sounds tasty. Especially with suspension and brake upgrades, which are planned. No word on price. Made me wonder where "my" 914 is today. . .

Then I came across another article in Motorauthority on Porsche's introduction of the 2021 Boxster 25, to celebrate . . . can it be? . . . 25 years since the Boxster was introduced.

I had two. An '01 Boxster S and '06 Boxster S. Loved them. I went from an E36 M3 to the first, and never looked back. Besides, the kids were grown.

Most memorable experience? The Blue Ridge Boxster Summit. I went once, in '02 or '03. Can't remember which.

To refresh my memory, I did a search. And, what do you know, I found the event's website. In fact, I found that it's still going on. The 20th Summit is being planned for this year. It would have been the 21st, except for a minor worldwide inconvenience that popped up last year.

What is the Summit? A gathering of Boxsters from virtually every state east of the Mississippi.

Can You Go Back Again . . . ?

by Danielle Badler, courtesy PCA Editors

Unaffiliated with PCA. All organized on-line, which was a novelty almost two decades ago. We were living outside Philadelphia so, for us, it meant starting out by rendezvousing with a few cars on the NJ Turnpike. Then, a few more Boxsters joined us, at another stop. We Beltwayed around DC and stopped for the night at the entrance to Skyline Drive.

The next morning, boom, we were a caravan of 30+ Boxsters, all heading south. First, Skyline Drive, then the Blue Ridge Parkway, to Blowing Rock, NC. Here's how it worked. There were three run groups - spirited, touring and counting the leaves on trees. I got in with the spirited folks. And so we motored along, for some 200+ miles. When we got behind someone enamored of the view, the lead car would pass and get out ahead. Then he'd radio back (we all were told to bring walkie-talkies) that the coast was clear . . . let's just say you get the idea. It was memorable. And then we hung for a few days in North Carolina. With some 100+ Boxster buddies.

Nowadays, it seems they gather a bit farther south, in northern Georgia. But the format seems pretty much the same. Would I go? Only after I spring for that Boxster 25 I just read about. It looks as tasty as that restomod. At a reported base MSRP of \$99,950.

I don't see it happening, not at that price. And, besides, I now live west of the Mississippi. Way west.

Then I came across news about the re-imagined 550 Spyder that was penned in '08 by Walter DeSilva, the VW Group design chief, but never shown to the public. The 550 One. Apparently, it was one of three concepts, the others designed for VW and Audi, in order to build a business case.

It was never green-lighted. Remember, this was in the middle of the Great Recession. Instead, Porsche put its money behind a second SUV that was to become the Macan.

Well, yeah, there's a lot to be said for being solvent. But it's too bad. The car looks to be a suit size smaller than a Boxster. And, if so, would be an order of magnitude cheaper, too. The Jalopnik reviewer didn't like the exterior design. To which I say ah, c'mon. To me, it looked a lot like a Toyota MR-2. But I don't care. As the saying goes, when you're behind the wheel, the exterior styling is irrelevant.

But there's apparently still hope. Late last year, Porsche released a book titled "Porsche Unseen," which features a slew of concepts that never saw the light of day. Here's a related nugget. The Motorauthority write-up ends with "Interestingly, Porsche hasn't given up on the idea of a lightweight,

Nord Stern January Business Meeting Minutes . . .

submitted by Betsey Porter, Nord Stern Secretary

President – John Velure

- The meeting was called to order at 7 p.m. Welcome members and guests Karen Carson, Stan Thorne (Zone 10 Rep), Dmitri Shtulman, Paul Capoder, Jim Southwell, Jeff Carlson.
- December minutes approved
- Stan is here in case we have questions to bounce off him
- We want to continue to have great events in 2021 and we have a great schedule started, with at least two events per month.
- John is open to any new ideas for events or other matters.

Vice President – Rick Tenler

Treasurer – Todd Smith

- No report

Secretary – Betsey Porter

- No separate report

Advertising – Mollie Nygaard

- Via email, Mollie indicates she will send another round of paper invoices to advertisers.
- John V calculates we have upwards of 75% renewed.
- Christie indicated Hagerty Advertising is running in conjunction with Higgins Ad agency and its now a half-page.

All Porsche Show – Phil Saari and Hal Voges

- Date is set for June 27 and Roseville has indicated they continue to want our event as a part of their Rosefete festivities

Autocross – Andy Golfis

- No report

Board of Directors – Chip Smith, Roger Johnson, Lara Dant

- No separate report

Charity – Mark Kriesch

- Mark is planning to revive the Live and silent auctions at Club Talk this year. Hoping parade laps can also happen as well.
- John V suggested we look into doing a drive of p-cars to a children's hospital for a morale boost.

Club Race – Dan Perinovic

- Start to advertise the event ASAP.

- Build on what we did last year in terms of the dinner, plan for an offsite location as well. Possible additional event, perhaps musical act Lookingo into a car show element after the track is cold. Aiming for everything to be planned and finalized by the end of March.

Driver Education – John Blackburn

- Will look into having a refresher meeting for driving instructors. Will discuss with Jim Bahner. Christie indicated, per her experience, in the past there have been “pre-track” info events (such as Carousel) which was really helpful for new people interested in track driving, instructors attended and answered questions.
- Will compile a list of resources for people attending track events and get that circulated to club members by the beginning of March.

Driver's Training – Jim Bahner

- Via email, no update

Historic Archivist – Roger Johnson

- No separate report, Facebook postings of historic Nord Stern events are ongoing.

Insurance – Jeff Carlson

- Welcome Jeff Carlson as our new chair!

Membership – Nathan Reader and Betsey Porter

- Four new members have joined so far already in 2021. Planning to have three (3) new member/ membership socials in the Spring. John V and Roger will review the packets/info the dealerships hand out. Christie updated the tri-fold early last year, just needs to get it printed.

Newsletter – Christie Boeder

- John V is interested in starting an editorial calendar focusing on the newsletter and social media channels, with focused items for each month, highlighting the 914 in February, for example.
- John would also like us to try and do profiles of some of our more famous members/past members, Pat Kelly, for example. Perhaps add a video interview if we can find a club member who is skilled at videography/production/editing. Send names if you know any.

Registrar – Andy Barker

- Non-track events should be opened on Club Reg at least 90 days ahead of time.

Safety – Chuck Porter

- Continue to use the written driver's meeting format even when regular in-person meetings can continue.

Social – Toni LaRose

- John, Toni and Roger are trying to make sure we have a balance of social, tech and driving events so we appeal to a larger group of members.
- We need to start advertising in the calendar as soon as possible so we can recruit eventmasters for events. We cannot expect Toni to do it all.
- John will work with Toni and Christie to finalize dates / locations for the events calendar and posted on the website. Andy B will get them entered into Club Registration as needed.
- Per Christy, Jeff Boehm wants to organize more events in Rochester area, perhaps a social drive in May.
- Jeff previously organized the Labor Day Picnic but has retired and needs a new person to take over. He also organized the October Bark and Beer tour, and there are perhaps two members who might take it on. Lots of opportunities for a new person to build on in the south and perhaps attract northern Iowa/ western Wisconsin members.

Social Media – Misty Martianos and Betsey Porter

- Lots of postings from various members

Shop and Tech Relations – Roger Johnson

- Add dealer events as well as advertisers' shop sessions.

Touring, Rallies and Drives – Ron and Michele Johnson

- Fall Color Tour Per Christie, dates were changed due to the rollover from 2020.

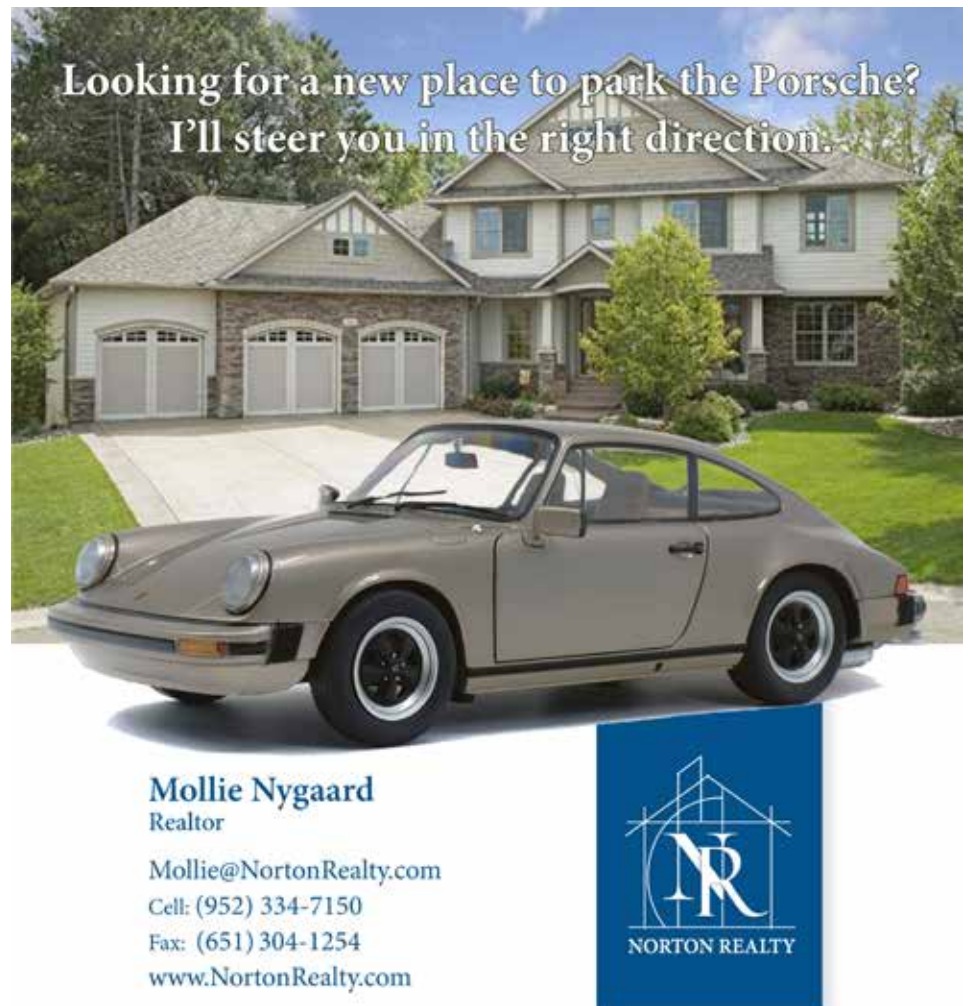
Continued on page 15



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Porsche at the Indianapolis 500

Part 1: “Corners fine, No Power

by Tom Beeler, courtesy Central Indiana Region of PCA

FIRST OF A SERIES ON PORSCHE INDY CAR HISTORY

Tom Beeler is a long time CIR member and has been a motorsports journalist for over 30 years. His extensive car collection includes a couple of Porsche's, several Indy 500 pace cars, an E-Type Jag, a McLaren (that's for sale) and even an AMC Gremlin.

Over the years, major foreign manufacturers had attempted several times to qualify for, and win, the venerable Indianapolis 500-Mile Race. In the earliest days of the 500, Peugeot left an indelible mark, winning the 1913, 1916, and 1919 races.

Three-time Indy winner Wilbur Shaw drove his Mike Boyle-owned Maserati 8CTF to Victory Lane in 1939 and 1940, and was leading in 1941, on his way to a third-straight victory, when one of his wire wheels collapsed three-quarters of the way through the race. After WWII, Alfa-Romeo, Mercedes-Benz, and Ferrari came to Indianapolis in privateer and factory efforts, but failed to achieve any real measure of success.

By the 1960s, the heavy, front-engined Indy car design gave way to the lower profiles of rear-engine designs — Lotus Cars of England leading the way. An explosion of novel engineering creativity followed. The field of the 1965 Indianapolis 500 was composed of fifteen different chassis designs.

Innovation had become the name of the game

And that spirit of innovation hit Southern California midget driver Albert Stein square on the head. Seeing the new boxer engines in the



The Huffaker chassis was powered by two, 2.0L Porsche air cooled, engines. four-cam engines (425 hp) currently running.

But TWO might

Having secured a deal from a friend to buy new 2.0L Porsche 901 boxer engines from Europe, Stein had veteran Indy chassis builder



Joe Huffaker build a low chassis to accommodate two Porsche engines — one driving the front wheels, one driving the rear wheels — thus taking advantage of the Indy-sanctioning United States Auto Club rules allowing for four-wheel drive.

The arrangement also allowed the car to run four Indy car rear wheels all the way around the car, thus providing much better grip.

The key, though, was that the Porsche flat-sixes, mounted low in the chassis, gave the car a spectacularly low center of gravity, and a great ability to manage the 9-degree Indianapolis Motor Speedway banking.

The notion of a twin-engined Indy car was not new. Motorcoach builder William Fageol brought a twin Offenhauser-engined car to the 500 in 1946, with veteran Paul Russo driving. The car handled incredibly-well, it was said — enough so that Russo qualified the car second, in the center of the front row. Unfortunately, the car's day ended early, when it spun in another car's oil and hit the wall.

Stein hired six-time Indy veteran driver, Bill Cheesbourg — to drive the Stein-Porsche. Cheesbourg's best start was ninth in 1961, and best finish was 10th in 1958. He was no stranger to the challenges of Indy, but hadn't yet shown great success.

It's worth noting that Cheesbourg had spread himself a little thin that May. He was also attempting to work the bugs out of a turbine-powered Quin Epperly laydown roadster.

As it ended up, neither car wound up having the “oomph” they needed to make the Big Show.

Stein's Huffaker-Porsche evidently had adequate power and stability in the corners, as one might expect, but simply couldn't generate enough horsepower to compete with established power plants on Indy's long

Continued on page 37

NORD STERN FEBRUARY 2021

Minutes . . .

continued from page 13

It is back to being the last weekend in September.

- VINO in the Valley: Per Christie, this event has been organized by Randy Walker, and it is very popular. We should see if people are still interested and go from there.
- Rally's: Per Christie, rally's have always been popular, Andy Barker mentioned how much his family liked following one, on their own, in two cars in 2020 using another member's route. There are several mapped routes available (from previous rallies run in the past) that could be used if a volunteer would step up to be an eventmaster (hint, hint readers!)

Track Relations – Jim Bahner

- Via email, track dates are set for 2021.

Webmaster – Dave Anderson and Christie Boeder

- No separate report, events are being calendared as dates/locations are determined, and details added when finalized.

Old business

- none


New Business

- none

There being no further business, the meeting was adjourned 8:22 p.m.

Respectfully submitted,

Betsey Porter, Secretary



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Registration: clubregistration.net



For more information/questions: email DT@nordstern.org for Friday's DT info or DE@nordstern.org for First Fling DE

No doubt there are Porsche owners who will not drive their cars in anything approximating rain. Hell, even if the threat of rain is a week away, their pristine rides stay safely confined in their garages.

And a spec of dust, heaven forbid! Hey, I get it, guilty as charged. My Racing Yellow Porsche Cayman 981 S a/k/a Lemonhead (or as my PCA plates say LMNHED) does not like rain. Or more accurately, LMNHED's owner does not like rain and residue splashing LH. So what, you say, "take it to a carwash." Surely you jest. Nobody but me washes LMNHED. I wash it regularly anyway. Dirt, no dirt, I love washing it. My neighbors must think I am crazy, obsessive or most likely both.

But washing can also be helpful. Every wash, I clean the barrels of the wheels, and that allows me to carefully examine the tires and brakes. Recently I noticed a sharp screw embedded in the rear tire. I carefully put the car up on jack stands and removed the offending tire. No offence but I do not like to take the car to Discount Tire, I worry they will break something, but I did take the tire there. (Note: I am a 30-year loyal customer!) Of course, they immediately took care of the screw. Crisis averted. Point is, washing the car frequently has its advantages.

Okay, we have set the scene so to speak. I do not like to get LH dirty. But I also need to get out of the house during COVID. Some weeks, I will take a long drive up to the Red River which marks the border between Texas and Oklahoma. I have a route that is a blast, culminating in a long, lonely bridge that crosses over



into OK. This bridge has sight lines for over two miles and most of the time, there is zero traffic – just saying. Over the recent holiday break, I had the chance to

Getting a Porsche Dirty . . .

by Rob Turner, courtesy PCA Editors Facebook Group

take my older son from N. Texas (where we live) back to the Austin area (where he lives). He stuffed all 6'8" of his tall frame into LH and we trekked South. Weather forecast said a slight chance of rain – 20%. Of course, we hit the 20%. With all the road spray and grime on IH-35, LH was pretty dirty by the time we got to Austin. I spent the night and had dinner with an old friend, so I was up and ready to go the next AM. My plan was to take back roads home. Forecast called for a very slight chance of rain, what could go wrong?



I took FM 1431 from Cedar Park to Marble Falls. It is a great twisty-turny road, but you do have to anticipate traffic since it is the most direct route between the two towns. And in that one perfect moment when you have a clear road and yellow signs that say: "Turns next 2 miles", you hit it. Hard. I turned off before Marble Falls and took FM 1174 to Bertram and that is where my luck ran out. It rained hard, but it fell the hardest as I was driving through a road-work zone. Oh yes, there was mud covering the road where they were working on wash outs and low road crossings. I could just hear the slop of mud as it flung its sticky ooze all over the underside of LH. Oh yeah, the Cayman LMNHED was now getting good and dirty.

US Highway 281 is a great Porsche cruising road. I have written about it in the past, great sight lines and plenty of passing zones, plus it is a drop-dead gorgeous part of Texas. Picking it up in Burnet I took it until FM 1189 up to Lipan. Finally, I reached the reason for all these backroads - FM 4. A narrow ribbon of tarmac that reveals its greatness slowly. Long straight stretches then tight 90° bends followed by loooooonnnng constant radius turns, but it all leads you to about five glorious miles from just north of Santo to just south to Palo Pinto that is the best stretch of bendy road in N. Texas. The road dips and turns back on itself descending into an ancient riverbed then climbs back out. It is usually my luck that I get either the run down or up unimpeded, this time I got lucky – zero traffic. But as luck would have, there had been a recent shower, so the road was slick. I gauged the traction limits and dialed the Cayman in just below.

Continued on page 36



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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.

Continued from January 2021 Nord Stern

1996 - One-millionth Porsche built in July. The 911 Turbo features the all-wheel drive system from the 911 Carrera 4, dual turbochargers and intercoolers and 400 horsepower.

Toward a New Millennium (1997-2000)

1997 - Boxster introduced with mid-mounted 201-horsepower, 2.5-liter engine. Porsche quickly responds to worldwide demand by establishing a second Boxster assembly site in Finland.

1998 - Ferry Porsche dies at age 88. Porsche introduces the first 100-percent all-new 911 model since the first one in 1964. The new car breaks with 911 tradition by using a liquid-cooled engine —

Continued on page 25



Le Mans memories: Mark Webber talks to Derek Bell

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



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

Derek Bell has won Le Mans a remarkable five times, four of



Derek Bell and Mark Weber (l to r)

those at the wheel of a Porsche. This year the 78 year-old Briton would have been starting the race as Grand Marshall, but instead finds himself at home in Florida, itching to return to his old hunting grounds.

Brand ambassador and LMP1 ace Mark Webber was a pivotal figure in the 919 Hybrid programme that culminated in three back-to-back victories for Porsche at Le Mans. After a successful career in Formula One, Webber brought an exceptional breadth of experience and commitment to Porsche's fledgling prototype campaign, narrowly missing out on overall victory at Le Mans on two occasions.

Here, the two friends reminisce about the most challenging sportscar race on the international calendar, reflecting on both the pronounced differences and striking similarities in racing for Porsche in their respective eras.

Derek Bell: "I first went to Le Mans with Porsche in 1971. When we were testing over the weekend, they calculated that I was doing



396km/h down Mulsanne. I knew we were going quickly, but not that quickly, because I'd only ever felt that before on take-off at Heathrow. So that was my welcome to Porsche at Le Mans!"

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



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

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

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

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

Webber: “I remember in 2016 we had a big lead – 60 seconds or so – and Timo Bernhard woke me up to tell me the water pump had gone. That car was so, so good and our team boss Andreas Seidl’s face was ashen. They’d never seen it fail once in all the thousands of kilometres of testing they’d done. So you do get those tough moments at Le Mans, and you do get emotional seeing what the mechanics and other drivers are going through.”



Mark Webber in the 919 Hybrid

brakes. And the belts and seating position were pretty average. You had a lot of compromises to deal with.”

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

was an astonishing car. I have so many good memories from that time.”

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

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

<https://newsroom.porsche.com/en/2020/history/porsche-mark-webber-derek-bell-interview-le-mans-memories-22305.html>



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

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

Webber: “You must have been incredibly strong to hang on to those cars for so long. You had no power assistance on steering or

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

Webber: “We were pretty fresh, you’re right. Mentally tired maybe. I just struggled with how tight the 919 was as I’m quite tall and my left leg used to go to sleep because I was braking with my right foot too. But it



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Where We Were . . . 60+ Years!

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

February 1999

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 February of 1999 featured **Pam Viau's** shot of the entire Viau family -- each with their own Porsche. What was even more surprising was the fact that all family members were in the same place, with all their Porsches clean and ready for action. The back cover featured **Bill Groschen** of Diversified Cryogenics and his Porsche on display on behalf of Cryogenics' heat tempering equipment, regarded as some of the finest around at the time.

Teresa Vickery's roast of many at the annual Nord Stern Holiday Dinner was reported in humorous detail. **Dave Galey** also delivered a detailed presentation of the plans for the expansion of **Bob Viau's** Auto Edge complex. Our fearless editor reported that **Tom McGlynn** traveled down to the Daytona Speedway with Johnson Autosport testing for the Rolex 24. As always, Tom performed very well, with the fifth fastest lap in GT3, with a lap time of 1:58.257 and an average speed of 108.374 miles per hour.

In his Unserleiter, **Mike Selner**, Nord Stern's president, thanked many who put time and work into 1998 Club activities. Singled out for special efforts during the past year included **Joe Rothman**, **Mark Skweres**, **Sue Salata** and **Lee Jacobsohn**. Additionally, Mike listed all twelve committee chairs for 1999 and commented that he looked for great things from leadership in the coming months. Finally, Mark reminded all to check out the winter shops events organized by **Mark Kittock**.

Kelley Mayer provided readers with a full six pages of glorious black and white photos of all the various winners at the 1998 Afton Alps Concours. Winners included **Ron Faust**, **Steve Lindemer**, **Luis Fraguada**, **Brian Butkowski**, **Dave Rosen**, **Mike Borg**, **Kelly Meyer** and **Don Erickson**. Hard-working judges included **Greg Fresh**, **Rick Sojkowski** and **Roy Henneberger**.

Our editor **Christie Boeder** provided the first part of an article from Porsche Cars North America detailing the evolution of four-wheel drive drivetrains in Porsche products. The second installment will be contained in the Club's March 1999 newsletter.

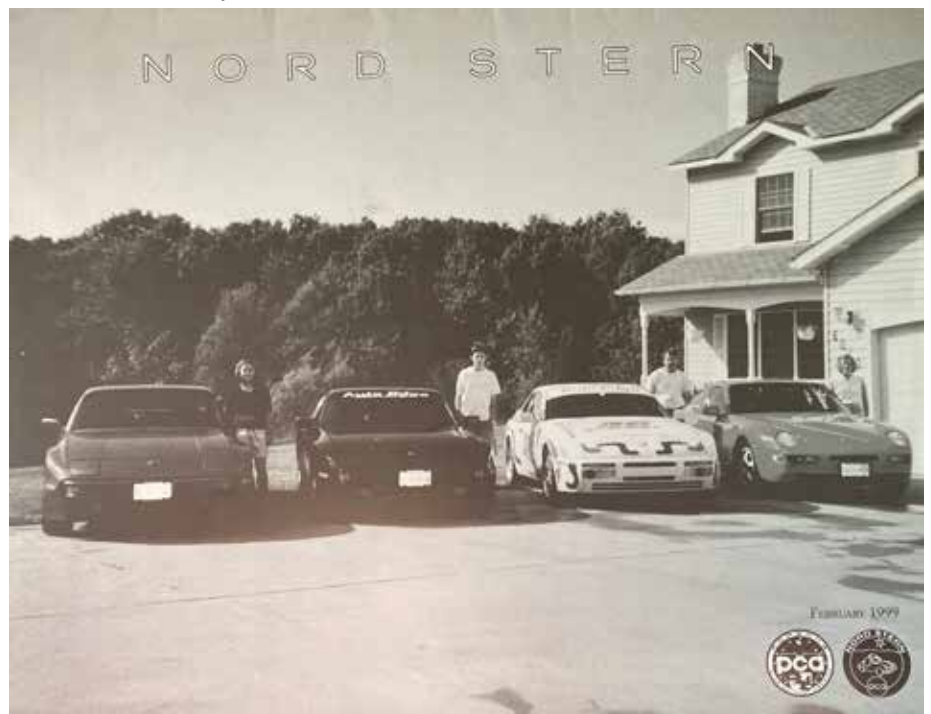
The Club newsletter also contained a detailed article discussing the recent trademark infringement action brought by Porsche Cars North America; it was a piece that could only "appeal" to lawyers like **Bruce Boeder** and **Kevin Egan**. In recognizing the developing importance of the Internet, Porsche filed in the federal court in the Eastern District of Virginia seeking to bar the use of the Porsche mark in over 130 various domain names. My guess is that Porsche prevailed in the case.

Matt Zakarian of the New York region provided a useful primer on how to protect the leading edges of our cars with the emerging Invisi-Shield product from 3M. A common application today, it was something of a novelty in the 1990s.

A brief article reminded all that the Porsche 911 Carrera Cabriolet was named the 1999 Car of the Year by Robb Report magazine. PCNA CEO Fredrick Schwab was reportedly quite pleased.

Marketplatz from 20 Years Ago

Continued on page 37





2nd Place: Street, front engine/water cooled—James Denno '83 944



6th Place: Full - late cylinder—Dave & Shari Arundel '82 911 SC



2nd Place: Street, front engine/water cooled—Tom Irwood '88 944



1st Place: Street, front engine/water cooled—Kelley Mayer '89 944 Turbo



4th Place: Street, Late 6 cylinder (78 & later)—Chris Dvorak '85 911 Targa



2nd Place: Race—Kevin Zuck '86 944 Turbo Cup



3rd Place: Full - late cylinder—Suzanne Borofka '89 911 Carrera



1st Place: Early 6 cylinder ('77 and earlier)—Dave Rosen '74 911



1st Place: Race—Don Erickson '84 911 Carrera



1st Place: Street, Late 6 cylinder (78 & later)—Mike Borg '89 911 Speedster



2nd Place: Street, Late 6 cylinder (78 & later)—Rudy Mueller '97 993 Cabriolet



3rd Place: Race—Dave & Shari Arundel '70 914-6

Photos by Kelley Mayer at 1998 Afton Alps Concours



1st Place: Street, 4 cylinder air-cooled—Brian Bulkowski '73 914



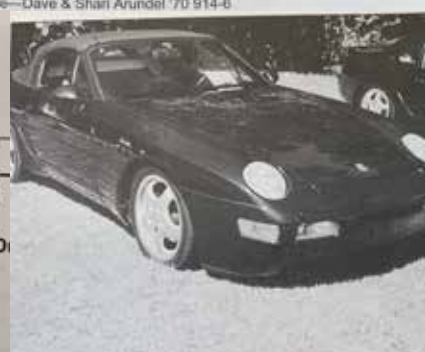
2nd Place: Street, 4 cylinder air-cooled—



Dues!

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4th Place: Full, front engine/water cooled—Rick Sokowski '93 968 Cabriolet



6th Place: Full - late cylinder—Dave Shari Arundel '82 911 SC



2nd Place: Full - late cylinder—Dave Mayer '82 911 Targa



1st Place: Full - late cylinder (76 & later)—Dick Bears '97 997 C4S



1st Place: Full - front engine/water cooled—Luis Fraguada Sr. '89 944 Turbo S



2nd Place: Full - early 6 cylinder—Mike Kuipers '70 914-6



1st Place: Full; 4 cylinder air-cooled—Ron Faust '64 356C

ut and about with Nord Stern
otos by Kelley Mayer at 1998 Afton Alps Concours



1st Place: Full; early 6 cylinder—Steve Lindemer '65 911

ut and about with Nord Stern
otos by Kelley Mayer at 1998 Afton Alps Concours



5th Place: Full - late cylinder—Kelly Crowley '85 911 Carrera



ight for winter weary eyes: shorts! facing: Jim Miller, Mike Selner, Nam
d Ron Smith



Working hard at judging, anxiously awaiting those scores! L to R: Greg Fresh
Rick Sojkowski and Roy Henneberger (back turned).

Scans, far right: what a great family photo!

Right: Back Cover: Diversified Cryogenics' Bill Groschen's Porsche was recently on display (note the -300° F!) computer with female (or as Bill puts it, babe magnet), Photo by Bill Groschen



Ah, a gorgeous sunny, hot August Sunday. Truly a day in the park!



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Historical . . .

continued from page 17

though it's still a horizontally opposed six. The all-wheel drive Carrera 4 introduces the Porsche Stability Management system.

1999 - Porsche confirms that it will build its new sport-utility vehicle in Leipzig, Germany. The vehicle, designed and developed by Porsche and shared with Volkswagen, is scheduled to debut in 2002.

2000 - Boxster features larger 2.7-liter engine. Boxster S introduced with 3.2-liter, 250-horsepower engine. All-new 2001 911 Turbo introduced with an engine based on that of the GT1 racecar that won LeMans in 1998. Tiptronic S five-speed automatic transmission introduced as an option.

Porsche unveils the Carrera GT during the Paris Auto Show. Has a mid-engine, open-cockpit super car concept featuring a 5.5-liter, normally aspirated V-10 powerplant with speed in excess of 200 mph.

The New Millennium (2001 and beyond)

2001 - The Porsche 911 GT2 debuts with top track speed of 195 mph. Carrera engines increased to 320 horsepower. Adopt the 911 Turbo headlight design and receive a newly shaped front end, widened rear end panel, and redesigned oval exhaust tailpipes.

2002 - Porsche announces plans to produce the Carrera GT with a six-liter V10 engine. An all new 911 Targa and 911 Carrera 4S are introduced based on Porsche's current 911 models.

2003 - Porsche introduces Cayenne Sport Utility Vehicle as the Cayenne Turbo and Cayenne S. Boxster and Boxster S get power boosts from Porsche's patented VarioCam(r) engine technology.

2004 - Carrera GT Supercar and Porsche 911 GT3 arrive in U.S. Full line-up includes 911 Coupe, Cabriolet and Targa models, Boxster and Boxster S roadsters and Cayenne S and Cayenne Turbo sport utility vehicles. Special

40th Anniversary 911 and new V-6 Cayenne introduced.

2005 - The all-new 911 Carrera and Carrera S debut with a familiar silhouette, but with more power and options. 911 Turbo S, available as a coupe or cabriolet, comes standard with 444 horsepower and Porsche Ceramic Composite Brakes. New Cayenne standard features, including Homelink, an electronically latching rear tailgate and a six-speed manual gearbox on the Cayenne with a V6 engine.

2006 - At the Geneva Motor Show, Porsche shows the first series-production car with spark-ignition engine to feature a turbocharger with variable blade geometry (VTG) - the 2007 Porsche 911 Turbo. At Geneva, Porsche also introduced the new Porsche 911 GT3. The new 911 GT3 was equipped with a 3.6 liter naturally aspirated engine develops 415 hp, also shown at this

If you drive a newer Porsche (from the 90s and forward) it is SENSORED! The newer the Porsche, the more SENSORED it is. This whole article is completely SENSORED!

Obviously, I'm referring to the myriad of sensors that keep your Porsche running. You think I'm exaggerating when I say myriad? Let's try to enumerate some of them and explain their use and importance.

But first, What is a Sensor?

A sensor is a device that detects or measures a some type of input from the physical environment and records, indicates, or otherwise responds to it. This specific input could be light, heat, moisture, pressure, or any one of a great number of other environmental phenomena.

Coolant Temperature Sensor: It keeps tabs on coolant temperature so the car doesn't overheat.

It will interact with a light on the dash if the coolant temp goes too high and alert you of the situation. Always check this gauge while driving.

Ambient Temperature Sensor: Installed in the front bumper it measures ambient temperature in order to determine how much cooling or heating is necessary for cabin comfort.



Cabin Temperature Sensor: Hidden inside the dash, it monitors the cabin's temperature, sending the data to the HVAC system. There may be more than one of these sensors if you have individual temperature controls.

Engine Bay Temperature Sensor: Installed inside the engine bay, it determines the need for the electric blower to activate to keep the engine bay from overheating.

Engine Air Intake Temperature Sensor: Installed in the airbox it keeps tabs of incoming air temperature. The data is used by the engine management computer DME or ECU to obtain the perfect air-to-gas ratio.



Oil Temperature Sensor: Installed in the oil pump housing it monitors the engine's oil temperature and will trigger a warning signal if too low.

Transmission Fluid Temperature Sensor: Installed in the Tiptronic and/or PDK it monitors the transmission fluid's temperature to keep it

operating optimally.

A/C Temperature Sensor: Monitors the cooling/heating of the air in the blower box of the HVAC system.

A/C Airflow Sensor: Monitors the amount of air flow being produced by the blower.

Alarm Sensor: Monitors any movement inside the cabin and sends a signal to the alarm unit.

Crankshaft Position Sensor: Installed next to the bell housing it "reads" the crankshaft's position. It's also called the Top Dead Center (TDC) sensor.

Camshaft Position Sensor: One in each engine bank, they monitor the movement of the cams for valve-timing purposes. This is especially important for cars equipped with variable timing such as Variocam and Variocam Plus.



Oxygen Sensor: Installed before and after the primary catalytic converters they monitor the amount of oxygen present in the exhaust before and after going through the cats. The DME then determines how well the fuel mixture was "consumed". Normally there are 4 per vehicle. These are the most unnecessarily replaced sensors.



Coolant Level: Obviously, this one monitors the level of coolant. It's located on the coolant reservoir, towards the bottom. A light on the dash will alert you if level is low. If it is low, find out why and don't just top it off.

Gasoline Level Sensor: This sensor tells you how much fuel is in the tank. The sensor itself is immersed in gasoline, inside the tank, right next to the fuel pump. It interacts with the gauge cluster to visually give you the information.

Windshield Washer Level Sensor: Very similar to the coolant level sensor, this one tells you when you are almost out of windshield washer fluid. Top off as soon as the low level message appears.

Oil Level Sensor: Keeps tabs on how much oil is in the engine and will set off an alarm if not enough oil is present. Many times a second sensor is enclosed in the same housing, the Oil Temperature Sensor which makes sure that the oil (and therefore the engine) doesn't overheat.

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TPMS Sensor: Tire Pressure Monitoring System sensors are located one in each wheel. They are battery-powered



pressure sensors that communicate with the car's electronics and monitor each tire's individual pressure and many times the tire's

temperature as well. These sensors, because they are battery powered, should be replaced every time tires are changed to ensure that they work properly through the life of the tires. These are the ones that let you know if you have a puncture, or are losing air pressure in a tire.

Parking Sensors: Give you an audible “beep-beep-beep” as your car’s bumper (front or rear) approaches an obstacle or another car. These are visible as “buttons” on each bumper. There are 4 or 5 per bumper. This type of sensor is called a proximity

sensor.

Mass Airflow Sensor:

Also known as the MAF, this important sensor measures the amount of air that goes into the intake tube. It then sends the information to the DME, which in turn calculates how much gasoline the injectors need to spray in order for the mixture to be 14.7:1 or at the stoichiometric point. Most often, when you get the Check Engine Light (CEL) the MAF has something to do with it.



Brake Wear Sensor: There is one sensor generally on every brake pad, so a total of 8 are usually present. As the brake pads wear, they get thinner and thinner. Eventually the sensor, which is inserted in a small hole in the brake pad is



exposed and shorts out with the brake rotor, setting off the “Brake wear light” in the dash. Generally when the brake wear light comes on, the sensor must be replaced.

Oil Pressure Sensor: Located on one of the valve covers it either shows actual oil pressure (Carrera) or just a light on the dash (Boxster & Cayman) when the pressure is too low. These generally measure pounds per square inch (psi) or BAR (1 BAR = 1 atmosphere = 14.5 psi).

Fuel Pressure Sensor: Installed in the fuel injection rail it monitors the fuel pressure present at the injectors. It interacts with the fuel pressure regulator to maintain optimal pressure.

A/C Pressure Sensor: Keeps tabs of the pressure inside the A/C system to protect the compressor in case of an anomaly.

A/C Evaporator Anti-Ice Sensor: This sensor

Continued on page 29

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.

Carcation . . .

continued from page 38

roads were hardly drivable even for routine travel. We had an open trailer and the boys were not real wild about dragging their new toy through the muck.

So execution of Plan B was underway . . . Find a place to store the car in Emporia until we could make the trip back from Minneapolis to pick it up later in the week.

After talking to several storage people in Emporia, we were directed to a local developer named Pudge. After explaining our dilemma, Pudge shared that he had recently acquired Emporia's city works facility and had plenty of indoor storage for the car and trailer. Turns out, Pudge loved wheeled goods too. It was perfect! We left the car there and headed home.



Lucky for Jeffrey, I agreed to be John's co-pilot for the return trip to Emporia to get the car out of storage. During the car ride, I recounted the crazy return trip or Gumball Rally we seemed to embark over a 2-day drive. As we pulled into the neighborhood after the 18-hour mini road trip, I turned to John and said, I must really love you boys but from here going forward I will be flying home on all future CARCATIONS . . . You all are on your own. I smiled and thought to myself these boys sure make great memories.

(Editor's Note: Oh, oh, oh, I LOVE this story and have to admit the Boeders might have a few that fall into this category - as I bet a lot of members to, too. Your challenge, get your pencils sharpened and let us know what was one of your most ADVENTUROUS adventures were with our fair automotive possessions.)

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protects the air conditioner's evaporator from freezing by sensing ice build-up on the evaporator's fins.



Immobilizer RFID Sensor: This sensor, in the form of a mini pill or “grain of rice”, is embedded inside the ignition key's fob. It sends an encoded signal to the car's Central Locking Unit (CLU) that will only allow the car's engine to crank (start) if it matches the same signal in its memory. One of the best anti-theft devices. (RFID = Radio Frequency Identification)

Engine Knock Sensor: Looks for telltale engine vibrations caused by knocking. If present, the DME retards timing. We have seen some times when people have replaced the engine or transmission mounts for the “performance” or “racing” type, that the car loses power. If this happens it could be the knock sensors miss-reading the engine vibrations.

Yaw-rate Sensor: Also known as a Rotational Speed Sensor. It is a gyroscopic device that measures a Porsche's angular velocity around its vertical axis. The angle between the car's heading and the car's actual movement direction is called the slip angle, which is related to the yaw-rate. This sensor is part of the Porsche Stability Management (PSM) system. If too much yaw rate is detected, the PSM will slow down one or more wheels to correct the problem.

Speed Sensor: There are multiple speed sensors within a Porsche. Some monitor the speed of the wheels, the transmission, the flywheel, etc. The signal is sent to the corresponding control unit such as the Gauges (speedometer), Cruise Control, ABS control unit, DME, etc.

Steering Angle Sensor: As its name implies, it monitors the angle of the steering wheel but not just for alignment of the wheel but also sends a signal to the PSM unit letting it know how much steering input the driver is having to use for a particular maneuver. The PSM then determines whether it should intervene or not.

Airbag Sensor: Depending on the car and model year there can be from 1 to over 12 airbag sensors in a Porsche. These sensors when actuated in a collision, immediately send a signal to the corresponding airbag(s) to deploy and therefore protect the occupant.

Passenger Occupancy Sensor is a weight-sensitive element that notices if there is more than a certain amount of weight in a passenger's seat. This is used for people who put their babies in the front seat don't have the airbag deploy into the back of the infant's head in a collision, but a heavier passenger will get the airbag protection if required.

ABS Sensor: There are several sensors in the ABS System. Their main function is to determine when a wheel is about to skid due to

braking or road conditions and not allow the particular wheel to lock up therefore keeping the car tracking in a controllable manner.

Accelerator Pedal Sensor: Senses the position of the accelerator pedal for cars with electronic (drive-by-wire) throttle bodies. The signal from this sensor tells the DME how much gas the driver is requesting and therefore counteracts with the correct amount of air by opening or closing the throttle body to match that request.

Throttle Position Sensor: In cars that have a cable-operated throttle body, this sensor monitors the position of the throttle body's butterfly valve. The signal is sent to the DME for air mixture purposes.

Rain Sensor: Monitors for rain droplets on the windshield and can automatically trigger the wipers for you.

Interior Monitoring Sensor: This is a motion detector which monitors the cabin and triggers the alarm if it senses movement while the alarm is on.

Headlight Leveling Sensor: Automatically levels the headlight beams adjusting and compensating for added weight due to passengers and/or heavy items in the trunk(s). And these are just the usual ones. Newer cars have even more sensors such as:

Intelligent Cruise Control Sensor: This sensor basically sends a radar signal forward so it can monitor the distance of the vehicle in front. It can then maintain a safe distance and is able to accelerate, decelerate and brake in order to maintain that safe distance.

Lane Change Sensor: Monitors the sides of the vehicle and advises the driver by either an audible tone, a stiffening of the steering wheel or both as to the departure of a lane when the corresponding turn signal is not in use. This is a safety sensor in case the driver gets distracted or falls asleep and the vehicle starts to leave its lane.

Blind Spot Sensor: Monitors your Porsche's rear-view blind spots. When a vehicle is in one of your blind spots it alerts you with a visual warning light on the corresponding rear-view mirror and/or with an audible “beep”.

Automatic High Beam Sensor: When set to “on”, the sensor monitors incoming traffic and dims the high beam so as to not blind incoming traffic. Once traffic is past it can then automatically set the high beams for safer driving at night. This is effective for highway use.

You can expect exponentially more sensors once cars have the capability of driving themselves. Complete SENSORSHIP!



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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:

XSE Bucket Seat Left
XSF Bucket Seat Right
XSG Racing Bucket Seat Left
XSJ Six-Point Seat Belts
XSL Six-Point Safety Bar
XSM Racing Safety Cage
XSN Omission of Rear Seat Assembly
XSR "Bucket Seat Right, Backrest Carbon"
XSS "Bucket Seat Left, Backrest Carbon"
XSU Lowered Front Seat
XSW Seat Belts in Maritime Blue
XSX Seat Belts in Guards Red
XSY Seat Belts in Speed Yellow
XTA Covers for A/C Heat Adjustment Covered in Leather (Requires color)
XTC Door Opener/Storage Compartment/Mirror Control covered in leather
XTEDoor Features in Carbon/Leather
XTFDoor Features in Arctic Silver/Leather
XTG Leather Panels by Door in Leather (color)
XTJ Door Features in Light Burl Walnut/Maple
XTK Door Features in Dark Burl Walnut/Maple
XTLDoor Features in Carbon
XV1 Defroster Trim in Leather
XX1 Floor Mats with Boxster Logo
XX2 Footwell Lights
XX3 Door Storage Compartment Light
XX6 Shift Pattern Insert in Leather Deviating Standard Color (Requires color)
XY5 Tiptronic Shift Gate in Leather

The Mother of all Code Lists

by Pedro Bonilla, Gold Coast PCA, pedrosgarage.com

XZD Light Cover in Leather
Y01 Aero Kit I Special Spoilers (Front and Rear)
Y02 Aero Kit II Special Spoilers (Front and Rear)
Y03 Gear Shift Knob/Hand Brake in aluminum and leather
Y04 Carbon Package includes X56 Instrument Cluster and Panel & X57 Door Panel Inserts
Y05 Gear Shift Knob/Hand Brake in carbon fibre and leather
Y06 Gear Shift Knob/Hand Brake in aluminum and leather
Y07 Light Rootwood Shifter Knob & hand Brake Handle (Requires color for leather boot/brake base)
Y08 Gear Shift Knob/Hand Brake in burlwood and aluminum
Y09 "Light Rootwood Package Tiptronic X17 Dash, X25 Shifter, X28 Steering Wheel, X31 Brake Handle"
Y10 "Dark Rootwood Package Tiptronic X18 Dash, X24 Shifter, X30 Steering Wheel, X32 Brake Handle"
Y17 "Console Leather Options XF6, XF7, XN7, XP6 (front) and XW2 (rear) Seatbelt locks & housing"
Y23 Tiptronic Shifter/Hand Brake in color leather/aluminum inserts
Y23 Aluminum Tiptronic Selector & brake Handle (Requires color brake base)
Y24 Tiptronic Shifter/Hand Brake in color leather/carbon fibre
Y26 Carbon Tiptronic Package X56 Lower Dash X57 Door Panel X48 Shifter (Handbrake) X77 Steering Wheel
Y29 "Aluminum & Chrome Package X54 Pipes, X70 Door Sill, X71 Aluminum Instrument Dial"
Y59 "Light Rootwood Package X17 Dash, X28 Steering wheel, X31 brake, XC8 Shifter (Requires color)"
Y60 "Dark Rootwood Package X18 Dash, X30 Steering Wheel, X32 Brake, XC9 Shift Knob (Requires color)"
Y61 Tiptronic Shifter/Hand Brake in aluminum and carbon fibre
Y62 Light Rootwood/Aluminum Tiptronic Shift Selector & Brake



Continued on page 34

Codes . . .

continued from page 33

Handle (Requires color brake base)

Y63 Tiptronic Shifter/Hand Brake in burlwood and aluminum

Y65 "Leather Dash Vents & Covers VN3, XV2 Side Fresh Air Vents, XN4 Center Fresh Air, XV1 Vent Cover"

Y66 "Leather Door Package Xn1,Xn2,Xp9,XW6,XW8,XZ7 (Requires color)"

Y67 "Leather Seat Package XR3 Hinges, XR6 Brackrest, XV4 Heat Adju., XV5 Seat Adj., XV6 Seat Adj. Frame "

Z02 Black Plastic Open Tray in Place of Console Cassette Storage

Z04 Shift Lever Knob & Hand Brake in Leather Single Seam Stich (Requires color)

Z05 "Roofliner, A&B Pillars in Color to Sample Leather 9Requires color)"

Z06 "Steering Wheel, Deviating Standard Color (Requires color)"

Z07 "Velour Trunk Carpet, Deviating Color (requires color)"

Z08 "Velour Trunk Carpet-CD changer, Deviating color (Requires color)"

Z09 "Leather Welting98 or 99 , Matching (Requires color)"

Z1 EXTERIOR COLOR - Glacier White

Z10 Carpet Welting Leatherette Prior Model Year Color (Subject to availability)

Z100 Deviating Carpet Color

Z102 Deviating Seatbelt Color

Z103 Deviating Seat Stitching Color

Z11 Leather Carpet Welting- Standard Color (Requires color)

Z21 Alternate Standard Color Stiching (Front Seat Only on Cabriolet;Front & Rear Seat on All Others)

Z23 "Door Handle Stiching, Deviating 9Requires color) Avaliable on Full Leather Only"

Z24 "Dashboard Stiching, Devisting (Requires color) Avaliable on Full Leather Only"

Z25 "Center Console Stiching, Deviating (Requires color) Avaliable on Full Leather Only"

Z26 "Door Storage Top Stiching, Deviating (Requires color) Avaliable on Full Leather Only"

Z27 "Roofliner, A7B Pillars in Current Color leather (Requires Color)"

Z28 "Roofliner, A&B Pillars, XN8 in Current Deviating Color in Leatherette (Requires color) N/A Cashmere"

Z31 Leather Kneebar instead of Leatherette (Requires color)

Z35 Leather Kneebar in a Deviating Current Color (with an all leather) (Requires color)

Z4 EXTERIOR COLOR - Basalt Black Metallic

Z41 Exterior Color Peral White Metallic

Continued on page 36



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..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

I have been a professional Porsche mechanic ever since that humble beginning 50 years ago.
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.
Of recent, I have accepted an opportunity to continue my career in a new direction.
I will be a curator for a private Porsche collection.

I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

Rick Moe
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Historical . . .

continued from page 27

time. At about the same time the Porsche Cayenne Turbo S is launched.

In an historic race at the third American Le Mans Series (ALMS), the Porsche RS-Spyder racing cars entered by the American Penske team took the first and second overall spots, marking the first time-but not the last-that a sport prototype race car in the LMP2 class beat all competitors. That year Porsche dominated the LMP2 class with seven series wins.

In August of 2006, Porsche introduces an updated and more powerful version of its famous Boxster and Boxster S roadsters. At about the same time, Porsche brings the standard version of the Cayman to market at a price of \$49,400.

2007 - The new 2008 Porsche Cayenne is unveiled to the public for the first time at the North American International Auto Show, the introduction marks the world debut of the more powerful and stylish generation of Porsche's sport utility vehicle. Porsche also plans the launch in Frankfurt, Germany, of its top-of-the-line 911 Turbo Cabriolet, which offers an exhilarating 480 horsepower

(60 horsepower more than its predecessor), Variable Turbine Geometry (VTG), and all-wheel drive. The market launch is September 8, 2007.

2008 -On February 4 in the 200,000th Porsche Cayenne rolled proudly off the assembly line in Leipzig, Germany. The model was a Cayenne GTS, which was unveiled that month at the Chicago Auto Show and launched that spring. That same month, Porsche Cars Canada, which had previously been a part of PCNA, becomes a separate subsidiary called Porsche Cars Canada.

In March, PCNA celebrates 10 years of being in Atlanta. On June 8th, Porsche celebrates its 60th anniversary of a sports car carrying the Porsche name plate.

On the racing front in the U.S. the big news is that Porsche, with Penske Racing, takes the ALMS LMP2 Championship and Porsche wins the GT class in ALMS as well.

In October, Porsche launches the new 911 Carrera and Carrera S and their Cabriolet siblings that offer new breakthrough technologies, including direct injection and the highly advanced PDK transmission.

On November 19th, Porsche unveils the new, second generation and more powerful Cayman and Boxster models at the Los Angeles Auto Show. Sadly, on December 18th, PCNA mourned the passing of longtime public relations manager, Bob Carlson.

2009 - On January 5th, Porsche releases the first photos of its first four-door sports sedan, the Panamera; the company also announces that the car will be unveiled for the first time at the Shanghai Auto Show that spring.

On January 31, the new Porsche Museum opens its doors to the public in Stuttgart-Zuffenhausen. Representing one of the most spectacular buildings ever built by the company, the Porsche Museum serves to present the fascinating thrill and diversity of the Porsche brand to visitors from all over the world.

In February 20th, Porsche releases further details on its forthcoming Cayenne S Hybrid that will come with a sophisticated parallel hybrid system. The company also announces that the same system will come in the Panamera several year's after its launch.

Codes . . .

continued from page 32

Z42 “Leather Door Panels, Armrest/Storage Compartment Lids/Handles-Leatherette Int., Deviating Std. color “

Z43 “Leather Door Panels, Armrest/Storage Compartment Lids&Handles-All Leather Int., Deviating Std. color “

Z44 “Leatherette Door Panels, Armrest/Storage Compart. Lids/Handles-Leatherette Int., Deviating Std. color”

Z45 “Front & Rear Seat Inlays in Leather-All Leather Seats, Deviating Current color (Requires color)”

Z46 “Front Seat Inlays in Leat5her, Deviating Standard color (Requires color)”

Z47 “Rear Seat Inlays in Leatherette, Deviating Color (Requires color)”

Z50 Seat Belts (Front & Rear) with Child Security in Guards red or Speed Yellow (Requires color)

Z51 Leather Seats in Deviating Current Color 2+2 (Cannot be ordered with leatherette)

Z53 Head Restraints Stamped with the Porsche Crest

Z65 “Leatherette Dash, Kneebar, Window Sills, Backwall Top Section-Deviating Standard color”

Z69 Carpet in Current Porsche Color -Deviating from Color (Requires color)

Z70 Carpet Colors from Prior Model Years-Subject to Availability (Requires color)

Z79 A&B Pillars in Leather or Deviating color (Requires color)

Z8 EXTERIOR COLOR - Black Metallic

Z86 “Dashboard, Deviating Standard Color; Must be Dark Color (Requires color)”

And that’s the End!

Dirty . . .

continued from page 17

Sport Plus mode? Check. Sport Exhaust mode? Check. Manual PDK shifting? Check, check and check. Then I hit it. The 3.4 Lt flat six singing as I snapped down a gear to take a tight corner, the sound of the exhaust back pressure crackling again and again as I down shifted from fifth to second to take one tight corner. Then the roar of acceleration as the rear tires bit into the pavement, FM 4’s abrasive chipseal provided plenty of grip off center. But just as fast as this glorious stretch started, it was over. The afternoon was stretching towards evening and I still had more than 100 miles to run before home.

Back in my own garage, twisting the key, I stopped the great heart of the motor. It was silent, I mean so quiet, as I sat there absorbing the greatness of the Cayman. Then I got out and took a look at LH and I just had to laugh, it was dirty. No, not just dirty, filthy. I have owned a lot of Porsches and I have never gotten one this dirty. But I also smiled to myself as it meant that I would get to wash and detail it. A beautiful weekend forecast called for hose, wash bucket, special paint shampoo, soft plush purple wash towels, orbital polisher and high end carnauba wax. Perfect.

LMHHED was glad to be home and I think it wore the badge of dirt proudly for a few days. It meant it had been driven and enjoyed, it had played in the rain and had a good time. But on Saturday, I think it was ready to get clean again. Sometimes it is OK to get your Porsche dirty. It means you get to wash it and make it perfect. And on that exhaust note, see you all next time.



Badler . . .

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bare-bones roadster. One of the secret concepts in (the book) is a design by the name Porsche Vision Spyder, which was developed in 2019. Porsche design chief Michael Mauer also said as recently as last year that he’d like to develop a “puristic” Porsche along the lines of a modern 550 or 914, but that getting it approved for production would be a challenge.”

And if it does happen? I can see it now. A hot little crumpet of lithium-ionized low center of gravity. For which someone would organize a gathering of the breed. And we would all dance around to avoid speed cameras and laser guns, humming almost silently, comparing charging time and mileage between charges.

Maybe I’d rather not see it. But I do have my memories.

Way We Were . . .

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- 1974 911 Coupe. 18,700 “original” miles, gazelle metallic. Well preserved, classic coupe, never seen in clement conditions. Original components galore; winner of pre-1977 street concours at Afton. An antique Porsche in a time capsule. Priced to sell at \$13,500. Call Dave Rosen.
- 1989 944 Turbo. Grey/black with 73,000 miles. Clean Virginia car; well cared for. \$18,500 OBO. Call Ron Johnson.
- 1983 944, red/black. Winter car, Pirelli winter tires, mud and snow guards. New clutch, water pump, motor mounts and much more. If you miss your summer Porsche fix, this is your car. \$7,500 OBO. Call Ron Johnson.

And How Would . . .

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front and back straights. At a best average of 149 mph, the Porsche was about ten miles per hour off the pace to make the field, and over 15 mph behind eventual polesitter Mario Andretti.

The car was later dismantled, and its parts scattered to the winds. The body panels reportedly still live on in race shops around southern California.

Porsche’s inaugural appearance at Indianapolis was disappointing, but not

too surprising. With no factory support, and Stein’s failure to acquire the yet-to-be-released 911S camshafts, the Stein Huffaker-Porsche would eventually come to be remembered as one of the more unusually designed cars to enter the Greatest Spectacle in Racing.

A little more than a decade later, Porsche would give Indy its complete focus.

Nord Stern History Post

Nord Stern hosted the (PCA) Porsche Parade in 1976. This photo features Gerry Sutterfield’s Gulf 917 ready to head out on the track at BIR. In front of the 917 is the 910 that Jack Zimmer from Carousel had rebodied by Troutman. It sat on the show floor there for a number of years and was a pretty big deal in 1976.



From the Passenger Seat . . . Carcations

by Jill Velure

The word “vacation” conjures up so many great memories, some funny, some stressful. When people ask you about your vacation, think of all the amazing things – beautiful beaches, amazing sunsets, breathtaking hikes in National Parks, laughter with family and friends. This past year, many of us experienced a “staycation.” While the location may be home (or close to it), it brings thoughts of home projects, boating on the lake, bike rides, and drives in the Porsche for ice cream on a warm summer night.

While a vacation and a staycation are great, I would like to introduce our version . . . the CARCATION! That’s right, a car-cation. This is a trip for a singular purpose, acquiring a car, where the trip is disguised as a vacation. Let me be clear on this . . . It is NOT a pre-planned trip to a certain car event like Barrett-Jackson or Rennsport at Laguna Seca, which, in my mind, is still an authentic vacation.

Our most recent “carcation” had several parts to it. In 2017, just after Christmas, John proposed a little vacation to Phoenix. It would be a short getaway for our family of four. We would make a trip to see the Grand Canyon and then stay in Phoenix, hopefully catching some sun and warm weather. I was thrilled! A little sun and warmth over the holiday break seemed like a perfect way to spend a few days away from the cold and the snow. Little did I know, John and the boys had a completely different agenda. Jeffrey was only a few months from his 16th birthday, and he and John had been on the hunt for the perfect BRZ. Our vacation became a quick trip to the Grand Canyon and two days of driving around Phoenix looking at cars. While I benefitted from this little boondoggle (via some pool time), they were not successful in finding what they were seeking.

The hunt was on! The boys found the car they wanted in California in mid-February. After a quick trip out to see it and acquire it, they decided there wasn’t a good way to get it back yet – especially in mid-winter, so the gentleman agreed to store it for them until March. After they came home, they assured me they would secure transport for it. Don’t worry about it mom!

Our spring break plans included a trip to Palm Springs. As it got closer to that time in March, I did not see or hear about any plans to book a transport for the new car – and I should have been more worried. John and Jeffrey were instead, cooking up a plan to drive back from our California trip. We picked up the car and spent a week on “vacation”. The boys were continually finding the best place to park the car, checking on it constantly to make sure no one was touching it or bumping into it, and keeping it out of the blowing sand. As we were fast approaching our last day of vacation, I asked about



when the transporter was arriving to haul the car home. Much to my surprise, the boys had cooked up a plan to leave a day early and haul the car home on a U-haul Trailer. They wanted to make a cannon ball run from Palm Springs to Minneapolis. Much to my chagrin, I agreed to ride with them to ensure they did not get themselves in trouble. They rented a trailer and loaded the car to drive it home. I should have known what was to come . . . We closed the door to our rental on a beautiful golf course and walked out to the truck and trailer only to find that the trailer had a flat tire . . . Would this trip be jinxed? After finding out that the trailer did not have a spare tire and waiting two hours for a service to change the tire, we hit the road. The first part of the road trip was beautiful, and we had no issues. I began checking the weather, and soon realized there was a large snowstorm crossing the central US. Based on our travel schedule we would either beat it or meet it in central Kansas. After recognizing we were now racing a snowstorm, the intensity of our relaxing southern California vacation was increasing.

While on the road, one of the straps loosen up and disappear onto the highway. The highlight of the drive became driving from one Love’s truck to another for gas, bad coffee, and fast food. Once we made it to Highway 35 North, we realized that we would meet our nemesis in Kansas City, KS. There was a lot of conversation going on in the front seats between John and Jeffrey. I learned that the Palm Springs Airport only rents two-wheel drive Suburban’s. I quickly deduced that pulling a car trailer through 6 to 8 inches of snow was not an option. As we headed towards Emporia, Kansas, I told the boys to get off the highway and stop for night, and we would restart this escapade in the morning. The next morning, we learned that Kansas City received 8 to 12 inches of snow and the

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