

# Nord Stern Region PCA

July 2021







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

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Cover: By Michael Grabner  
Jay Turkbas's 1984 White 911 Euro Spec  
. . . As featured in the 2017 Nord Stern  
Calendar benefitting Courage Kenny.  
Editor's Note: I still believe the effort Nord  
Stern member Michael Grabner put forth  
staging and photographing those members  
who 'purchased' their month in the calendar  
(which we promoted for several years) was  
just the coolest thing we've ever managed  
to do!

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

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

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

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website: www.nordstern.org

Online issues, past and present are available in pdf format at <http://www.nordstern.org>



## HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

1. First, JOIN Porsche Club of America (PCA). Please visit [www.pca.org](http://www.pca.org) for membership instructions.

2. Second, join Nord Stern

- Visit [www.nordstern.org](http://www.nordstern.org) and remit dues via Paypal hotlink on the Membership 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 Nord Stern membership

- Visit [www.nordstern.org](http://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 [emailmembership@nordstern.org](mailto:emailmembership@nordstern.org)

Mail renewal checks to:

Todd Smith  
13591 Pineview Lane N  
Dayton, MN 55327

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

Nord Stern membership Options:

\$30 per year, or  
\$80 for three years!

Check your mailing label  
for your expiration date

## 2021 Nord Stern Officers and Committee Chairs

<b>President</b> John Velure 5707 Kipling Ave Minnetonka, MN 55345	<b>president@nordstern.org</b>	<b>Historic Archivist</b> Kim Fritze	<b>archivist@nordstern.org</b>
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<b>Driver Training</b> Jim Bahner	<b>dt@nordstern.org</b>	<b>Webmaster</b> webmaster@nordstern.org	
		<b>Zone 10 Rep: Stan Thorne</b> sthorne.carguy@gmail.com cell: 913.633.0311	



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



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

**Jan Beaudway**

Hudson, WI

**Jim Brekke**

Hudson, WI

**Irv Cohen**

Eden Prairie, MN

**Kirby Crawford**

Rice Lake, WI

**Rumi Faizer**

Little Canada, MN

**Greg Fresh**

Plymouth, MN

**Scott Gill**

Edin, MN

**Paul Hantelman**

Brooklyn Park, MN

**William Haukoos**

Lakeville, MN

**Brian Naegeli**

Shoreview, MN

**John Niethammer**

Stillwater, MN

**Eric Pousard**

Richfield, MN

**Derek Prchal**

Orono, MN

**Christopher Rodarte**

Minneapolis, MN

**Mike Selner**

Lino Lakes, MN

**Jonathan Sparks**

Woodbury, MN

**William Storm**

Chisago City, MN

**David Vielehr**

Eden Prairie, MN

**Tom Williams**

Hastings, MN

## 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 skills and techniques 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, or the equivalent 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 to 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 are 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

June was a busy, busy month. We had five events and completed the trifecta – ‘show, go and foab’. We offered everyone something to do with their Porsche. After last year, it’s been great to get back on the road with our Porsche’s and Friends. (foab = food & beverage)

The Membership team kicked off the month representing Nord Stern at the Canterbury Downs ‘Cars & Coffee’ event on June 5th. **Jim Southwell** did a great job reaching out to both potential new members and existing members. Next was ‘Porsche & Pints’ on June 10th at Boom Island Brewery. **Toni LaRose** could have not planned a better Thursday evening event. It was a warm night, and set the perfect stage for super cold beer, great barbeque, and a lot of cool Porsche’s. To close out the week, **Steve Albers** and **Jim Southwell** held a tech session on June 12th in Rochester at Med City Detail. I want to thank Evan West for putting on a great event. It included a great overview of paint correction and protection, and the food was excellent. It’s worth the drive to meet with Evan and learn more about the paint on your car, contact him at [evan@medcity.com](mailto:evan@medcity.com). Just a week later, **Theo Martianos** and **Nick Severson** executed the inaugural Star Prairie Run drive event June 19th. The drive started at Porsche St. Paul and landed at the 45th Parallel Distillery in Roberts, WI. It was a great drive, great venue, and food, with lots of socializing. Closing out the month – ‘Cheese Fling’

and the ‘All Porsche Show’. I would like to thank all the wonderful volunteers referenced above for pulling together these events. You guys are making it happen – these events are smashing it!

As many of you know, **Jeff** and **BJ Bluhm**, longtime Nord Stern members in Rochester, are moving to Prescott, AZ. Jeff has been an active member and Nord Stern contributor. I would like to thank Jeff for carrying the Nord Stern flag in our sister city of Rochester. If you get a chance, please drop Jeff a note thanking him for his contributions to the club - [jeffandbj@gmail.com](mailto:jeffandbj@gmail.com). Without people like Jeff, we could not put on events like the one at Med City Detailing.

Next month, I will write about Cheese Fling, the All Porsche Show and the Loonacy Club Race. Please mark your calendar for the Club Race weekend – July 23th thru 25th. On Saturday night, July 24th, we will have a picnic dinner at the track (BIR). We will announce dinner shortly and all members are welcome to join the dinner – great cars, great friends, and great socializing – come join us and don’t miss out on a great evening. The Club Race is a huge undertaking and we need all the help we can get. If you have an open day or weekend, we welcome your help. Please contact Dan Perinovic, at [perinovicdan@gmail.com](mailto:perinovicdan@gmail.com) to help out.

Again, keep posting on Nord Stern’s Facebook page! The content is great to read. Please ‘smash’ that Like button on the posts. This helps get the message out about our Club. And keep posting pictures and content of anything car, especially Porsche, related.

Continued on page 32

## Advertiser Directory

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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

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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



What a month is all I have to say. Holy smokes, there have been more Nord Stern events than I have EVER seen in Nord Stern's history

(and we go way back, back to 1990 which in the grand scheme of things isn't all that far back . . . But still.).

Unfortunately the Boeders have been otherwise occupied on the weekends when most of the gatherings have been scheduled. One of us did, however, get to the Porsche and Pints at Boom Island Brewery (a repeat of an extremely popular outing in 2019 which I did attend) and that report was amazingly a 'Wow' with newer members joining in along with a number of us 'old-timers' and I say that not admitting to any actual physical age, but to longevity in the club. A good thing mostly, obviously.

Lots coming up (see John's column) but just a couple of quick comments about this particular issue. I as newsletter editor, am in-between big events that generate a lot of cool photos so this month do check out the rather fun retelling of a Porsche Cayenne as a tow vehicle for an Airstream and the subsequent adventures. While not necessarily a Nord Stern centric story, it nevertheless speaks to all of us who are ever so slowly emerging from a year-long PLUS imposed isolation with the desire and hopes to 'get back out there' and see the world! Check it out, the story and photos begin on page 19 of this issue. RL Turner does a

## From the Editor . . .

*by Christie Boeder, 1973 911, Signal Orange*

great job recounting their adventures, many of which we can all relate to.

We'd like also to welcome a new advertiser this month, too. Dave Hartje's shop 'Black Forest Performance' has joined us and while the shop is currently by 'appointment only' and the website is still under construction, we do welcome them to our pantheon of all things Nord Stern. With a name like Black Forest, need we say much more about all things Porsche, German, automotive, and excellence! Check it out at his Facebook page,

Looking forward to the number of events rolling out over the rest of our summer! And remember, keep the shiny side up.



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**JULY****2021***Note: Events on clubregistration.net open 90 days prior***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****2021****5 Nord Stern Cars & Cigars' – Churchill's, Victoria, MN**

Time: 4:30 - 7 p.m. Register at: clubregistration.net see pg. 19

**14 Nord Stern 'Wine on the Vine'**

Time: 2 – 6 p.m.

**21 Nord Stern's Arrive or Drive: Eagan Condo Garages**

11 am to 2 pm. with lunch, event info, door prizes, see pg 19

**26-28 Run for the Hills (Dakota Region of PCA)****28 Nord Stern's Red Carpet Rally**

Time: 7 - 10 p.m. Details TBA

**SEPTEMBER****2021****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

Pier B Room Block # 127474

**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

**LOCAL CAR EVENTS OF INTEREST****NOT organized by Nord Stern, or PCA****• MN CARS AND COFFEE • (See Ad)**

First Saturday of the month, May - October

**• OCTAINE AND CAFFEINE • (See Ad)**

2nd Saturday of the month, April - Oct, see Ad

**• CARS AND CAVES •**

A monthly event held at the Chanhassen Autoplex 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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## PCA's Zone 10 Directory

<https://www.pca.org>

### Regional Clubs

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

**Ozark Lakes:** [www.pca.vintageeuro.com](http://www.pca.vintageeuro.com)

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

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

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

**Schönesland:** [www.schonesland.org](http://www.schonesland.org)

**Kansas City:** [www.kcrpca.org](http://www.kcrpca.org)

**St. Louis:** [www.stlpca.org](http://www.stlpca.org)

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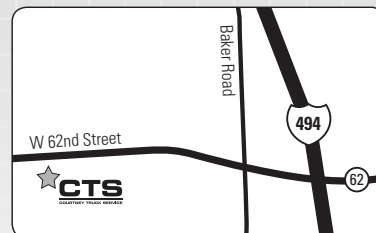
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My friend Paige and I have been debating just about everything socio-political in the world for, like, years. We don't resolve much. Because, on issues of life, death, love and hate, let's face it, there is no resolution. Only hard-fought points of view.

It can get ugly. At least to an untrained observer. Strong words, strong opinions. It's a challenge for me, because she's a retired attorney, a litigator, who once represented the government against coal – mine disasters, the industry, the companies, the leaders – and won her share of the time. She knows how to frame an argument . . . and win.

Me? I'm an unpaid scribe! Although I do note that I've been pontificating on the issues of the day since my friends and I held court in the college student union. Did I ever win an argument? Not really. Not over lunch.

I wouldn't call Paige a natal motor-head. Not like you and me. She didn't push model cars around as a kid. She doesn't know a swing-axle from a turbo tie rod. As far as I know, she's never owned a pure-sang sports car. But she does like cars. Not love, mind you, but like. She doesn't subscribe to any car magazines, and I don't think she ever has. But she watches amateur car reviews on YouTube. And sends me links to ones she thinks I'd enjoy.

Paige buys lottery tickets. Regularly. And we often talk about what we'd do if we actually won that pot of gold. When it comes to cars, the answer is, no, she would not get a Bentley, a Bugatti. Nothing ostentatious. In fact, nothing overly expensive, either. She'd get a Porsche Macan. An S. The turbo's overkill, she says. She doesn't need the extra oomph.

That's right. She says she doesn't need the extra oomph.

Me? I roll my eyes. Because I believe there's no such thing as too much power, at least when it comes to rolling down the highway. There's just, to paraphrase Jay Leno, those with too much power for brains.

We got into this one night recently, over dinner. I asked her if she read about the latest iteration of the Tesla Model S, the Plaid. The one with, allegedly, more than 1,000 hp. And a quoted, a market-moving Elon Musk-quoted, 0 – 60 time of 1.99 seconds.

That's too fast. That should be outlawed, Paige said.

I have some first-hand experience here. No, I've never been a drag-racer. But I did test a Model S, with the "Insane" mode, a few years back. I believe the quoted 0 – 60 time for this version was 2.6 seconds.

But that really doesn't do the experience justice. I call it the electric motor addiction. No winding up the power band. No launch control. Just stomp on the gas . . . er, the

## How Fast is Too Fast

by Danielle Badler, courtesy PCA Editors July 2021

electric . . . er, the volts . . . er, what do we call it? Ahh, I forgot. The accelerator!

Off the line, it's like being belted in the stomach by Mike Tyson. In his prime. You actually gasp, you pant for air. Because, boom, as fast as you can read this sentence, you're at 60 MPH and climbing. And you don't care. Because you're too busy thinking about the long-term effects of oxygen deprivation.

That's the point, I told Paige. Just because you can do it, that doesn't mean you will do it. Except maybe the rare instance when friends, along for a demo ride, goad you to demonstrate. That's it. Taking a left hook from Tyson on a bet is one thing. Going ten rounds with Iron Mike is like being smashed into a hamburger patty.

No, I tell Paige, it's marketing. Like Elon Musk's comment to Jay Leno when he brought around a prototype of his pick-up truck. The glass is bulletproof, he told Leno. Leno asked, why bullet-proof glass? Musk replied, "because it's bad-ass. Wouldn't you want bullet-proof glass, if you could?" Leno shrugged, and nodded.

Throttling down on power has been tried, I tell Paige. France had a maximum of 100 hp for sportbikes for a number of years. It didn't matter, and it didn't work. Today, the modern crotch rocket, a bike for the street, boasts over 200 hp, and a curb weight of close to 400 lbs. And anybody with less than \$20,000 can walk into a dealership and ride away on one. What do you do with it? If you're smart, you control your right hand and take it to the track, that's what you do.

Again, I speak here with a bit of experience, too. I rode for about 20 years. My last bike was a BMW K1200S, and the quoted 0 – 60 time was 2.8 seconds. What was my reality? I never reached the redline. Like, never. People would routinely try to race me from a stoplight. I'd laugh to myself, let them get a lead, and then just . . . unload . . . and I still never reached the redline.

Same for modern Porsches. When did the performance envelope of modern Porsches, or any high-performance sports car, exceed what you could reasonably explore on the street? It's been a while.

Paige recently sent me YouTube reviews of the 992-versions of the Turbo S and the GT3. She thought I'd

*Continued on page 32*

# Nord Stern June Business Meeting Minutes . . .

*submitted by Betsey Porter, Nord Stern Secretary*

## **President – John Velure**

- Welcome guest Karen Carson.
- May minutes were approved.

## **Vice President – Rick Tenler**

- No separate report.

## **Treasurer – Todd Smith**

- No separate report.

## **Secretary – Betsey Porter**

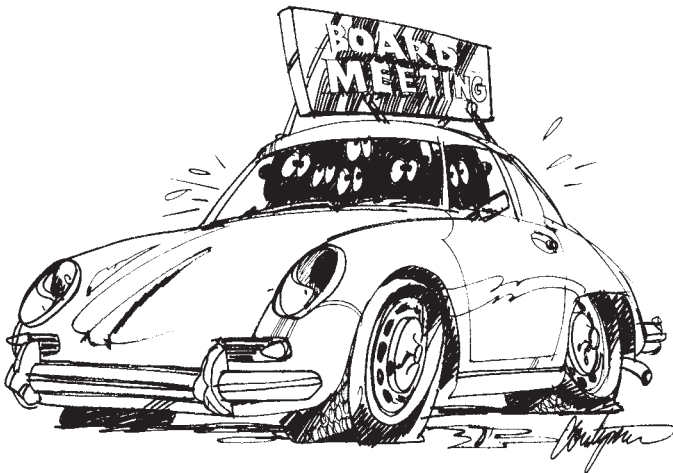
- No separate report.

## **Advertising – Mollie Nygaard**

- No separate report, Christie is reporting a new 1/4 page ad starting in July.

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

- Via email, Hal indicates the featured models will be grouped together.
- John would like Mollie to offer our advertisers spots for their tents if desired.
- Food truck is arranged.
- Roger will contact a couple of people to see if they have interesting cars to bring and show.
- Continue to emphasis the need to register online before the event, no onsite registration



## **Autocross – Andy Golfis**

- No separate report.

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

- No separate report.

## **Charity – Mark Kriesch**

- No separate report.

## **Club Race – Dan Perinovic**

- Dave indicates 26 are registered for the race, 30 for DE.
- John V and Jim B to travel to BIR this week to work out corner worker situation.
- John arranged hotel rooms for the National staff.
- John will contact Mark re the charity portion.
- Still working on the dinner arrangements.

## **Driver Education – John Blackburn**

- No separate report.

## **Driver's Training – Jim Bahner**

- No separate report.

## **Historic Archivist – Roger Johnson**

- No separate report.

## **Insurance – Jeff Carlson**

- Insurance is set for RA and all other June events

## **Membership – Betsey Porter, Jim Southwell, Steve Albers**

- No separate report.

## **Newsletter – Christie Boeder**

- No separate report, newsletter is always interested in member-submitted photos or stories. Last month had a 'caption contest' and is looking for submissions! Check it out.

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

- Cheese Fling – 107 registered
- Insurance is set
- Dave sent out email outlining RA entry times and parking locations on Sunday.



### Safety – Chuck Porter

- No separate report.

### Social – Toni LaRose

- Porsches & Pints is good to go – 71 registered.
- Southern 'Sota Social and Tech Session – 19 registered.
- Star Prairie Run – 58 registered. Theo published a slight re-route due to construction.
- Cars and Cigars in Victoria is still a go, August 5th from 4:30 to 7 p.m.
- Wine on the Vine – John is working on it.

### Social Media – Misty Martianos and Betsey Porter

- No separate report.

### Shop and Tech Relations – Roger Johnson

- John V indicates the MotorPlex in Medina would like to host a tech session with Advantage Lifts later this year.
- John is interested in doing a raffle.

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

- Fall Color Tour - No separate report, event is scheduled.
- Vino in the Valley - No separate report

### Track Relations – Jim Bahner

- No separate report.

### Webmaster – Dave Anderson and Christie Boeder

- No separate report.

### Old business

- No old business

### New Business

- No new business

Meeting adjourned 7:52 pm

Respectfully submitted, Betsey Porter



A fun photo of not one, but two 914's out and about up in Brainerd in the paddock at the track at a prior Driver Ed event. Photographer not known. Go online and check out the yellow wheels on the black 914 - plus the left car is a bright, shiny RED.

Looking for a new place to park the Porsche?  
I'll steer you in the right direction.

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# 944 Fuel Pump Woes . . .

*courtesy Clubtalk*

Editor's Note: It is always interesting to 'watch' our listserv, Clubtalk, work through technical questions online as the breadth of knowledge and willingness of members to help troubleshoot is pretty amazing. Example here concerns 944 fuel pump woes!

**I**s anyone aware of recurring issues with fuel pump failures in 1990 944 S2's? I've had my 944 for 25 years and have gone through 6 or 7 fuel pumps.

– Dave Montgomery, Duluth

I would guess it's crap in the fuel tank clogging the pump, bad ground, or intermittent wire causing it to short out. I bet that fuel tank isn't pretty after all these years

– Brad Apold

The fuel tank is clean, no sign of clogging in the fuel filter and voltage as tested is fine, though it doesn't rule out intermittent surges maybe. Gremlins, probably!

– Dave Montgomery

Okay, then I'm going with a ground or intermittent wire issue . . . Maybe is it a stock Bosch pump? So, will the car run/boost okay with a new pump and it just craps out and fails? You test the pumps and there's no voltage?

– Brad Apold

We've replaced with OEM pumps and the car runs great until at a most inappropriate location, it just dies. It might go several years. Or we've replaced two in a summer. They've tested voltage to the pumps and it tests ok. It still could be some sort of surge issue.

– Dave Montgomery

If I'm understanding you the pump is getting fried out somehow . . . But voltage going to is also okay, at that moment . . . hmmm . . . relay issue, crimped wire or a ground issue.

– Brad Apold

Right. Has to be electrical somewhere. Going to check relays, fuses, wiring connection to see if anything pops up. There are days when I think the entire wiring harness should be replaced but I don't have the stomach or know how for that.

– Dave Montgomery

All, I have a friend that nearly burned himself and his house up, working on a 944 fuel pump. Please be cautious and have a fire extinguisher close by if you are under the car. Electricity and fuel don't mix. I removed the fuel pump on my 914 and did all my testing on a bench, NOT under the car.

For what it is worth. . .

– Rick Tanler

What brand of fuel pumps are you replacing with?

If you are experiencing early failure of pumps and have eliminated electrical pulses or surges as damaging them, perhaps it is the brand of pump needing to be looked at.

I have several 944s that still have their original Bosch pumps and have never had an issue on failure. (40,000 miles, 56,000 miles, 80,000, and 134,000.) The one car I replaced with a new pump had 180,000 on it and was bad because it filled with scale from sitting 10 years before it came here.

Using Top Tier fuels is a definite must do with any Porsche to avoid fuel issues, and even then it's a crap shoot with quality and contamination. I use both Shell and Techron additives for detergent in the fuel right before an oil change (recommended by maker and by Porsche) as these products help keep the fuel system clean. Including carbon build up in the head, fuel injector spray pattern, and even cleaning the fuel gauge mechanism in the tank from gumming up and sticking. I believe it does it's cleaning to the fuel pump internals just as well.

There are many pumps out there for sale which are just garbage, and if one checks in on some of the 944 specific forums, you will read of those experiences. (the 'Euro' brand gets alot of mention..... not just fuel pumps but everything they sell. Motor mounts, water pumps, fuel pumps, wiper motors, everything.) Many of their parts are sourced from Turkey or a host of eastern countries more intent on profit than quality.

I may be a bit of a brand loyalist, but everything on any of my Porsches get Porsche replacement parts. If I could get the original Porsche battery (Varta) I would, because the '84 I bought new had it's original for 6 years, and believe it or not, I still have it on the shelf. (as kind of a historic reminder)

I hope you find your issue and get it sorted with no fire related worries. Too many 944s have burned to the ground already; a loss to fire pretty much closes the chapter to a really great Porsche.

– Don Lawrence





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MAY 8TH  
JUNE 12TH  
JULY 10TH  
AUGUST 14TH  
AUGUST 21ST  
(EXOTICS EDITION)  
SEPTEMBER 11TH - OKTOBERFEST  
(GERMAN CAR SHOW)  
OCTOBER 9TH  
NOVEMBER 13TH (TBD)  
TBD - CIGAR CHARITY EVENT

AUTOMOTORPLEX.COM/EVENTS





# DRIVE OR ARRIVE: EAGAN CONDO GARAGES ... MEMBER SOCIAL

NORD STERN REGION PCA

**SATURDAY AUGUST 21**

Eagan Condo Garages  
501 Classic Court, Eagan

11AM to 2PM

- Meet and Greet
- Nord Stern Event info
- Presentation by Larry Kolstad, member
- Tours of existing and sales model garages
- Casual lunch and refreshments
- Door Prizes!

Register: [clubregistration.net](http://clubregistration.net)

## Drive or Arrive: Eagan Condo Garages - August 21

*by Jim Southwell, Membership*

New and existing members are invited to a Member Social at Eagan Condo Garages in Eagan, 501 Classic Court. We'll have time to enjoy each others' cars and company, tour some of the occupied garages and the newest fully equipped model. This will introduce members to a new car hobby asset in the metro and new members to Nord Stern. Porsches are great, agreed, this will also give an opportunity to see how other automotive enthusiasts indulge their passions. **Larry Koland**, a Nord Stern member, will be our host. Casual lunch and refreshments will be served.

Arrive at 11 AM on your own, or join us on an informal drive, starting with breakfast in the Stillwater area. The drive will include scenic spots in Minnesota and Wisconsin and two river crossings. Your car needs exercise, too! Details on the drive to follow, stay tuned.

Participation will be limited to eighty people, sign up early at [www.ClubRegistration.net](http://www.ClubRegistration.net)!

## July in Red, White and Blue (Porsche, too!)

*by Dave Anderson*

Mary and I went out to put some miles on the 968 in order to meet the mileage requirement for last fall's rebuild. We happened to be near Fort Snelling so I thought I'd stop and try to find the 99th Battalion monument that my daughter hasn't been able to locate. (Her great grandfather was in WWII and his name is supposed to be on a monument in the cemetery.)

Anyway, we stopped to have a look at the monuments in the background and I grabbed this pic. Your editor agreed that our July newsletter was an appropriate issue to include the shot! (and no, Dave did not find the monument!)



Nord Stern hosted the 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.

What caught my eye in this photo is the spare tire. Ironical that new Porsche's no longer have spare tires but race cars circa 1970 did.

You can see the driver is sitting slightly to the right. This is because there was a tiny passenger seat in the cockpit - per the rules. Many even had a small trunk and a number of road car features. All because these were sports cars and the rule makers thought you would take a tiny friend with luggage in case you had a flat running down the Mulsanne at over 240 mph, honking your horn.

Photo by Leonard Turner.

Editor's Note: If you haven't yet taken a moment to check out the series of posts on our website as curated by Roger, there are many fun, entertaining and interesting reads! For some of this it's 'our' history and for many it's just pretty cool to see all that the club has done and been a part of: <https://website.nordstern.org/chronicles/>

## Nord Stern History - Post 20

### 917 Features

*by Roger Johnson*



## Just the first Photos from 45th Parallel Distillery Tour on June 19th

*courtesy Theo Martinanos*

It was a glorious day for the group that gathered at Porsche St Paul headed on a fun drive ending at the distillery where pizza, libations and a tour of the facility. A huge turnout meant a plethora of beautiful Porsches on hand. Next month we will have many more photos!



## Car Washing . . .

*continued from page 38*

back to car designs in the 90's and before.

Cars had a few more rounded edges, maybe less seams and less design features. Washing a car by hand is something I wish car designers would take into consideration when they are creating and developing new cars. In 2015, I purchased a new Highlander. The first time I washed it, I wanted to return it. It has so many little corners and edges where water likes to hide. You dry it once, go in the house for a minute, come back out, and water is dripping from both mirrors and the window in the back. Every year when I think about buying another car, I wonder if the dealer will let me wash it first to see how much work it is to wash and dry it?? I used to think my first priority was having a sunroof – now my first priority is “ease of washing it.”

Our garage is full of multiple wash buckets, big yellow sponges, tire brushes, microfiber cloths and a cupboard full of “car washing towels”.

In fact, car washing supplies have often been Christmas gifts at our house. There are two

options for water supply at our house – the regular outside water spigot or from inside the garage where we have hot and cold soft water.

We are also the proud owners of a heated pressure washer. Lucky for me, that means we can now wash cars almost year-round at our house unless it is below 32 – no more trips to the spray and wash on cold winter nights (and no more hunting for quarters). Once in awhile, I have been known to wash my car outside on a “warmer” winter day, much to everyone's dismay, because I usually end up icing up the driveway.

The car washing stories number too many for me to share in one article – they may pop up in another edition of “from the passenger seat”. I think I could fill a small book with them – as I am sure all of you could, too! I bet a few of you keep a lint roller and a few Q-tips in the glove box to just “touch up” a few of those interior spaces once in awhile. We are all artists when it comes to cars!

Until next month – keep on enjoying these summer days that mostly keep our cars clean!



The Velure's son Jeffrey, when he was about one-year-old and already being instructed in the fine art of car washing!



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Nord Stern can be found out and about in lots of places this year! Just look for the popup tent emblazoned with both our Nord Stern earmuff logo and the official PCA logo!


Membership is keeping it moving and ‘attending’ several of the monthly car gatherings such as MNCars & Coffee, the Caffeine and Octane, etc plus at our upcoming track events. Be sure to check the calendar for ‘what’s next!’



**CARS & CIGARS**  
**Thursday August 5**  
**4:30 to 7 p.m.**  
*This is an over 21 Event*



**CHURCHILL'S QUALITY CIGARS & GIFTS**  
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**AUGUST 5, 2021 | 4:30-7 P.M. \$25 PER PERSON**  
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## Your Editor's 'Favorite' Porsche Enthusiast . . .

*by Brandon Olson*

Well, we are back in the Porsche family after trading in my Alfa Romeo 4C. With the 71' project being years away from completion I decided we couldn't wait any longer to have a drivable Porsche, so I pulled the trigger on a Lava Orange 2018 Cayman GTS with the all-important manual transmission. Yay!! There will plenty more adventures and pictures to come with Cason.



### Porsches and Pints @ Boom Island Brewery!

*photos by Kelly Coffey*

A few photos of some of the early arrivals for the June 10th social, snagging the front row 'Porsches Only' Parking. A big turnout, a beautiful evening, a great meet and greet. Thanks to Toni LaRose who once again orchestrated a fun outing for members.





# Texas by Airstream - Towing with a Porsche Cayenne Diesel

by RL Turner, courtesy PCA Editor's

Nine months. Nine months during COVID feels like two years. Back in July 2020, my wife and I were going stir crazy so we decided to do something about it. We bought a travel trailer so we could get out of the house and go places. During COVID, camping makes it easy to social distance. You pull into your spot, get your stuff set up and chill. If you do not want to interact

with anyone else, no problem. Or if you want to talk to your neighbors, you can always shout!

We travelled to Wisconsin from our home in Denton, Texas to pick up our Airstream Nest and you can read about our

adventures (or misadventures <https://www.pca.org/news/the-road-unfolds-before-you---towing-with-a-cayenne/u3811x1281i1813>) But here we are, into the back half of our first year camping; we have learned a few lessons along the way and keep learning them every time we head out. Some of the lessons are easy, like remembering to take all your tools – yes all of them! Some are hard. For instance, looking out for low clearance, like a cable stretching across a parking lot. Yep, sliced off the AC – but it was a clean slice! – the structure of the Airstream Nest suffered zero damage. The AC unit? Toast. This one was totally on me; it was not my best moment.

Our 2013 E2-generation Porsche Cayenne Diesel? It has been our stalwart road warrior. We average about 16 miles per gallon towing 3,600 pounds of trailer. It seems to go through DEF (Diesel Exhaust Fluid) a lot faster than normal, but by now we are used to getting the warning and finding a nearby auto parts store or even a large gas station that keeps it in stock. The fluid is readily available and it only takes a few minutes to add 2.5 gallons. Beside regular maintenance, the only new addition has been tires. The Pirelli Scorpion Verdes that came with the Cayenne have been great, but in my heart, I am a Michelin man, and the price delta between the Pirellis and a new set of

Michelin N-Spec (or Porsche specific) Latitude Tour HPs was only about \$20 per tire. I went with Michelin. They are super quiet, and I think we even improved our MPG a tiny amount.

On my bucket list of places to visit, Big Bend National Park in extreme southwest Texas was near the top. If you have been camping lately, you know finding a place to stay is the first issue we ran across. We learned we were not the only people who wanted to go camping during COVID as most places are filled up months in advance. Well, I shouldn't say most places – but rather most state and national parks. Many of the nicer private campgrounds frequently have room, but not surprisingly charge higher per-night camping fees. If you do plan to camp, do yourself a favor and book early – way early! As luck would find it, we were able to stitch together several stays over a full week.



Heading out from Dallas-Fort Worth, Texas, our first stop was San Angelo. It is a medium-sized city, sort of a gateway to west Texas. We stayed at San Angelo State Park. You cannot beat the price — \$20 per night. The park straddles the city sharing the arch of a lake – city on one side, state park on the other. The RV spaces are large, well-spaced, and easy to back into. As dusk set in, I went for a walk along the edge of a river that feeds the lake. It was just getting dark, and I saw three large horned owls. One of them peeled off and perched itself at the top of a nearby tree – we decided to check each other out – staring contest on! Guess who blinked first? You guessed it – Me.



Next, we visited Marfa, Texas and were lucky enough to book two nights at a place called the Marfa Yacht Club, an Airstream-only campground. It is a very cool facility



as each slot is pull-through (meaning it is a cinch to park) and has a huge, covered awning (Yes, I checked the clearance) and all the hook ups. They even welcomed our unique fiberglass Airstream Nest. Marfa itself is one of those places that only seem to exist on the fringes of civilization. The vibe includes a thriving art scene, quite a few decent eateries as well as hardware and feed stores that cater to the huge ranching industry that surrounds the town for hundreds of miles in each direction. It's been featured in movies like "Giant," has some very swanky hotels, and is a getaway for the rich and famous – well, us too. Our Cayenne/Nest combo did not look too out of place, and everywhere we went in Marfa we received both incredulous stares (from people who no doubt thought – now I've seen everything – a Porsche pulling a trailer) and thumbs up (from people who think our combo is very cool). If you decide to visit, check out the Marfa Lights, a strange phenomenon that has never been validated. Take a look at the distant hills and wonder whether they might be caused by vehicle headlights, atmospheric phenomena, or paranormal activity. I thought that maybe it was a couple of local town guys turning on and off powerful lights to mess with the tourists, but these lights have been observed since the mid 1800s – so if it is the local guys, they have been very diligent about it.



Finally, it was time for our trip down to Big Bend National Park. We left the Nest at the Marfa Yacht Club and took off for Big Bend for the day. Texas is so big that sometimes you just forget just how big it is. You look at a map and think, that spot isn't so far away. But the distance from Marfa to Big Bend is about 115-miles each way. Of course, the Cayenne ate up those miles. The highway between Alpine and Big Bend (Texas 118) is epic. Long straight stretches over vast desert plains and then hilly

sections that can present a challenge if you want to bend into the corners at a bit more than posted speeds. There were stretches where we did not pass a car for 8 to 10 miles or more. The park itself is worth every penny of the admission fee. The expansive vistas and sheer size of the park make you gasp at the beauty, stop and take photos, only to see another amazing view around the next turn in the road and want to stop again.

Ross Maxwell Scenic Drive is exactly that — a tight ribbon of tarmac that clings to mountain sides, dips into canyons and valleys, and offers views that must be experienced in person — photos simply do not do it any justice. The speed limit is a sedate 45 miles per hour. One of my favorite moments was when a group of high-powered BMW M coupes came rumbling past. I thought they were being very civil keeping their speed down, until I noticed a park ranger tagging along with the pack. Nope, there would be no shrieking wail of M-powered cars echoing off the sides of canyons; the park police rule.

We also visited the nearby town of Terlingua. Never heard of it? Well, it's the home of the world famous Terlingua Chili Cook



Off, among other things. There is also a great yarn about Carroll Shelby and Dave Witts, who bought the former ghost town (population 7, not including 9 goats and 2 Mexican burros). The original plan for the 200,000 acres they bought was to develop it for rich patrons to get away. But Carroll, the great race car builder, was not exactly the best businessman, so its denizens are a crazy combo of dreamers, schemers, and those who really want to go off the grid. However, there is also the Terlingua Ranch, which is the company that was formed after

Carroll, Dave, and others sold out. If you are a gearhead, it is your duty to visit Terlingua while making the rounds of west Texas. Take the Terlingua Ranch Road off of Texas 118 for about 18 miles (the last three are wicked washboard gravel) and buy some schwag at the Ranch office. And for just a few minutes, you feel a connection with Carroll. Had he stuck around, he would have charged you triple for those stickers and you would have been glad to give him your hard-earned scratch!



Marfa held a few other surprises as we headed to Ft. Davis and the Davis Mountains. One was the blowing wind. I found it hard to keep a constant speed towing the trailer in 20+ mph gusts of wind. Settling in eighth gear was pretty much impossible. Keeping the Cayenne in Sport Mode helps keep the speed up, but you do have to be ready to manually shift gears quite a bit to keep momentum going — especially with a head wind! Two other surprises were a couple of art installations. There are giant (pun intended) murals of the stars and scenes from the movie "Giant" with James Dean, Elizabeth Taylor, and Rock Hudson driving a '54 Ford Convertible. The other is the famous Marfa Prada store. Funny, Marfa Prada is not actually in Marfa but about 30-miles away in the tiny spec of a town called Valentine. Both places are Porsche-photo worthy. We had a pleasant tail wind for a change as we drove toward Ft Davis. I managed to engage the cruise control, lock it in at about 78 and cruise in eighth gear. I think we saw 19 MPG on this stretch.

We took Texas 166, part of the Ft. Davis scenic loop heading towards the small town. About 20-miles out, we encountered the worst part of the trip, a ding and then the message, Oil Level at Minimum brightly illuminated on the dash display. Oh no. I had not brought extra oil. With all the towing we have done over





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## TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2021 - Tentative

DATE	EVENT	SPONSOR	LOCATION
July 4th	INDEPENDENCE DAY		
July 17 & 18	Practice #3 and MOWOG #7	MAC	DCTC
<b>July 25th @</b>	<b>LOL AUTOX #4</b>	<b>SCCA</b>	<b>WINONA</b>
Aug 1st	Practice Event #4	MAC	DCTC
<b>Aug 8th @</b>	<b>AUTOCROSS</b>	<b>CVSCC</b>	<b>CHIPPEWA FALLS</b>
Aug 22nd	LOL AUTOX #5	SCCA	WINONA??
AUG 29th	MOWOG #8	MAC	DCTC
Sep 5th	LABOR DAY WEEKEND		
<b>Sep 12th @</b>	<b>SUPERSUNDAY AUTOX II</b>	<b>COM</b>	<b>DCTC</b>
Sep 18th (Sat)	Practice Event #5	MAC	DCTC
Sep 26th	LOL AUTOX #6	SCCA	WEST SALEM
Oct 2nd	MOWOG 9	MAC	DCTC
<b>Oct 3rd @</b>	<b>MOWOG 10</b>	<b>MAC</b>	<b>DCTC</b>

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

UPDATED 3/6/2021

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

SCCA TRACK NIGHT IN AMERICA @ DCTC: MAY 7, JUN 18, JUL 9, JUL 21, AUG 18, SEP 24

PCA DRIVER EDUCATION at BIR: APR 23-25 SCHOOL & LAPPING; JUL 23-25 LAPPING; SEP 17-19, SCHOOL & LAPPING

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 21st & SEPTEMBER 20th

SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES MAY 29-30 & JULY 3-4

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

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

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

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

SCCA (LOL)= Sports Car Club of America, LAND O LAKES REGION--[www.scca-lol.org](http://www.scca-lol.org)--CONTACT: AARON JONGBLOEDT 612-554-7105

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

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

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

CHIPPEWA FALLS = NORTHERN WISCONSIN FAIRGROUNDS, 225 EDWARD ST., 54729

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

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HOMER RD. WINONA, MN

## Caption Contest!

*Photo submitted by Lee Jacobsohn*

Hey, readers! Send in your best line/s to 'editor @ nordstern.org' as this photo just BEGS to be captioned.

First entry, from Bruce Boeder, "That'll rub out just fine!"



# Where We Were . . . 60+ Years!

*curated by Ron Faust, 1980 Weissach 911 SC, 50th Anniversary 911, 356 and Kevin Egan, 2018 718 Cayman*

## Where We Were.... July 1999

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

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

The front cover of Nord Stern for July of 1999 featured a flight of eight Porsches blasting through Turn 10 at the Brainerd International Raceway during the Club Race weekend of 1998. **Ron Faust** was the photographer, and Ron always knows where to position himself for a good shot. The back cover, photographed by **Kathy Rogers**, illustrated **Joel Pfister** at Raceway Park in 1997. **Henry Roger's** "other car", shown in the photo, appears not to be a Porsche, for whatever reason. A GM product?

Editor Christie provided a lowdown on the good time had by all at the recent Club Race weekend. **Jim Holton**, **Cindy Holton** and **Chip Smith** were the leaders of a weekend filled with drivers' ed, plenty of club racing and even a kids' club babysitting service. An outstanding Saturday night BBQ set the stage for a pair of Enduros and two sprints on Sunday. A few showers were not able to dampen the fun of Club members.

Christie also apologized for confusing the June 1999 cover shot of a classic Porsche 356 with "an early 911". Even the best editor makes an error once every few years.

**Mike Selner**, our hard-working President, again tried to explain what the new ClubTalk was and how it might help

all stay connected. The concept of a listserv was new to many 20 years ago (and look at it now!). Mike also thanked **Susanne Borofka** for her tireless efforts in managing the Club's successful social nights.

1999 was the 40th anniversary of the

founding of Nord Stern and Mike promised that the Club's annual party in January of 2000 would be one for the ages. Suggestions as to speakers, ideas, and photos were being actively solicited.

**Jim Thole** authored an outstanding summary of the May 1999 Spring River Tour along the Mississippi through Wabasha down to Red Wing. Joined by members of the Classis Corvette Club, Jim reported some very spirited "follow the leader" throughout the day. The only challenge of the day was a downpour that the open cockpit Porsche and Corvette drivers had to endure.

The legendary Carrera 4 truck and its journey from a race in Ohio to Minneapolis was recounted in detail by **Bobby Piper**. A very good read, the article (editor's note: this is still one of my favorite Porsche stories!) recounts the challenges of the Carrera truck's breakdown while running on the interstate through Gary, Indiana late on a Sunday night. Having grown up on the south side of Chicago myself, I was taught to avoid Gary, where even the policemen were fearful. Bobby eventually returned home with a good story to tell.

**Kathy Golik** provided our readers with plenty of tips on concours detailing. Remember to wear a long apron while waxing and buffing. I know that I do.

A solid walk down BIR's memory lane was provided by **Dick Meinstma**. The second installment of the series, Dick focused on events occurring during the 1980s. Improvements to the facility were common, with a new concession arcade and a VIP building emerging. A spectator tram began to provide free rides to all and even a new childcare center came to be. New grandstands, sponsored by Budweiser and moved from Met Stadium in New York provided comfort to BIR guests.

The nature of the races at BIR continued to change with the times. Besides the Pepsi Grand Prix and the Pepsi Trans-Am, drag racing became more and more of the cash cow for track ownership. Additionally, motorcycle races became more common. Speaking of ownership, the track's parent corporation went public in 1986 and announced plans to build a motorsports facility between Chicago and Milwaukee.

Finally, Dick reminds us that, in 1982, Paul Newman won his first professional race while running at BIR. The event was the Pepsi Trans-Am; Newman even held a press conference several days before the victory, which was

Cover shot, the action coming through Turn 10 at Brainerd International Raceway during last year's Club Race weekend, Photo by Ron Faust





unusual for the actor/driver.

### Marketplatz from 20 Years Ago

- 1985 911 Carrera Coupe. Iris blue, brown interior w/ leather seats. Sunroof, electric driver's seat, new Comp T/A ZRs. 101,500 miles, excellent condition. \$18,500. Call Wayne Meiser
- 1986 944 Turbo. F class PCA Club car. Black/yellow graphics. Motor rebuilt recently by AutoEdge. Lowered, 250 lb front 30mm rear torsion bars, sway bars, Konis, race cage, butler seats, lap timer. Many, many sets of wheels and tires. Low 1:56 at BIR. Very quick, sorted and dependable. A reluctant sale, asking \$25,000. Call Ray Newman
- Snell Shoei helmet. XL Snell M90; white with black trim, clear shield. Used very little in the early 90s. \$50. Call Mary
- 1988 911. Carrera coupe. Marine blue with linen leather, 37,000 miles. Fuchs, sunroof, short shift, chin spoiler, Carrera tail and euro taillights. Autorossed at BIR three times; in excellent original condition. Second owner with service history. Never damaged nor abused; stored in winter and rarely outside. \$27,000. Call John.

- 969 912 Coupe, ivory/red interior. Restored, 5 Speed, Koni's, H-1 halogens, fog lights, luggage straps. \$6,000. Call Bruce Hedge

Back Cover (top, right) - Joel Pfister 'gets a grip' on things! What, we won't say ... Couldn't resist publishing this photo at Raceway Park back in October 1997 with Henry Roger's 'other car.' Photo by Kathy Rogers



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Cost will be between \$38-40 per person, not including beverages.  
A number count is needed so please call and indicate your interest & number attending!

Attention Porsche Enthusiasts  
Mortgage Marketing's Porsche of The Month!  
Another satisfied customer! Chip Smith, fellow Nord Stern member said getting his financing through Bill at MMA was so "fast and easy". Let us show you what we can do for you. MMA can help you with all of your financing needs and offer special incentives to Nord Stern Members. Call today for more information.

Chip Smith with his 911 at Brainerd. Please call us with your

22 JULY 1999



The author with his beloved truck! Note the 'Chicago-style' loops - all that is required to fix a Chevy. Photo by Molly Piper.

## The Scans continue . . .

**Timing!**

**Nord Stern Spring Autocross  
Dakota County Technical Center  
May 18, 1999**

Here are the preliminary times from Sunday's Auto-X at Dakota County Tech. Scott Mayer designed the "Norboring" of Auto-X courses over a mile long with 40+ apexes. Although the new timing software crashed and burned in Sunday morning's hard rain the sun came out after lunch and we got one full set of three timed runs using the chronotex and stopwatches. My thanks to all who helped with timing — many hands made light work.

Vic Lee, vli@trela.com

Car #	CLASS	DRIVER	CAR	PENALTY	TOTAL
797	N	Randy Williams	87 Corvette	0	1:20.900
26	SM	Scott Mayer	89 944 TS	0	1:21.640
78	P2	Bill Derard	87 911 T	2	1:23.706
747	N	Lee Maboe	94 Super 7	0	1:25.780
72	SM	Dave Galey	88 944 TS	0	1:24.190
90	10M	Ron Lewis	90 911 C2	0	1:24.210
177	SM	Harvey Robinson	83 911SC	0	1:25.040
42	SM	Steve Shert	85 911	0	1:25.870
781	N	Jeff Smith	89 Cougar	0	1:25.940
756	SM	Dan Podewils	89 Boxster	0	1:27.230
39	SM	Mike Selzer	89 944 TS	2	1:27.800
183	SM	Jeff Lawrence	84 911	0	1:27.800
729	N	Chuck Brady	79 Mazda RX7	0	1:28.350
109	SM	Mark Swanson	89 944S2	0	1:28.640
141	SM	Luis Fragaada, Jr	89 944S2	0	1:28.900
438	P2	Fred Jacobberger	73 911	0	1:28.980
10	SM	Jim Miller	87 924S	0	1:29.340
750	N	Rich Lahn	84 90Turbo	0	1:29.440
128	N	Brian Holden	84 Mazda RX7	0	1:29.810
150	SM	Glenn Lyssiker	78 911SC	0	1:30.370
218	10M	James Holden	88 911 T	0	1:30.960
782	N	Erik Sather	91 VW GTI	0	1:31.040
744	N	Ron Johnson	88 Mustang	0	1:31.870
164	SM	David Anderson	89 944 TS	0	1:31.940
348	N	Ron Oswood	96 984W MJ	0	1:32.120
277	SM	Ed Hartwood	87 944	0	1:32.290
78	SM	Jim Benson	87 944X	0	1:32.840

## Nord Stern Spring Autocross, continued:

143	N	Rocco Depietro	90 Eagle Tai	2	1:33.580
710	N	Peter Wis	93 Corrado	0	1:33.670
888	N	Dan Drury	91 CRX	0	1:34.580
753	N	Anthony Statton	88 BMW M3	0	1:34.700
114	SM	Luis Fragaada, Sr	89 944S2	0	1:35.000
41	SM	William Voel	90 944S2	0	1:35.080
671	N	Chris Dick	95 VW GTI	4	1:35.480
101	SM	Paul Ingobriegen	86 944 T	0	1:35.570
718	N	Tom Karmir	93 Corrado	0	1:35.830
106	SM	Mark Katock	86 944T	0	1:37.340
83	P3	Greg Finch	86 944T	0	1:38.000
158	SM	Ray Henningsen	89 944	0	1:38.000
207	SM	Chuck Porter	88 944T	0	1:38.630
149	SM	Arnie Olson	88 924S	0	1:38.650
47	SM	Ron Faust	80 911SC	0	1:38.160
777	N	Adam Galey	86 Audi	0	1:39.170
711	N	Bob Houston	98 Corveta	2	1:39.370
735	N	Matt Kaper	91 Jetta	0	1:39.500
702	N	Phat	No registration 777	0	1:39.730
701	N	Rex Schmittich	98 Saturn	0	1:40.190
333	SM	Dan Holden	89 944T	0	1:41.340
707	N	Rex Schmittich, Jr	98 Saturn	0	1:44.440
770	N	Yagene Haasbach	93 Lotus	0	1:51.300
24	P3	David Stein	92 911 TS	0	2:00.000
358	SM	Peter George	79 911S	0	No Times

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NORD STERN 9

Always interesting to see the times recorded this month, at the autocrosses the club ran back in the day, the classes, the Porsche models of the day and a fair number of participants are still active in the club!

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## Airstream . . .

*continued from page 21*



the past few months, I had not checked to see if we were consuming oil. We were. My bad. Cayenne Diesels are particular about what kind of oil you use. The results are usually a Check-Engine-Light as non-spec oil can quickly lead to oil passage blockage and a trip to the dealer. Ask me how I know! This was not good news. Ft. Davis is tiny and the chances of finding Porsche C30 (VW 504 00/507 00) spec oil is challenging in the DFW Texas area where I live. Only the dealers have it readily on hand. But Ft. Davis?

Cell service can be spotty in West Texas, but we were lucky — we had a signal, even out on Texas 166. My wife found one local garage/ NAPA auto parts store. I slowed down to a crawl and crossed my fingers that the oil level



was not so low that it would cause damage. We had no choice, we were in the middle of nowhere. Damn! Limping into town, we stopped opposite Bencomo's Motor Port and, not holding out much hope, I went in. Explaining my situation to the parts' guy, he checked his computer for inventory of Porsche C30 spec oils, looked up, and said, "How many quarts do you want?" I about fainted. Sure

enough, he stocked Castrol 5W30 European Diesel synthetic oil. I bought three. Smiling under my mask, I held up the box for my wife to see! She exclaimed it was the best birthday present I could ever receive. It was my birthday after all.

Engine oil topped up, we made the short trip to Davis Mountain State Park. Again, a bargain at \$20 per night. This is a large state park, with hiking and biking trails, a bird sanctuary, and quite a few RV sites. There is even a very nice lodge for non-camping types. Plus, it is close to the McDonald Observatory, if star gazing is your thing. And there is abundant wildlife, as my wife found out. Davis Mountains is one of the premier spots for star gazing, the night sky pitch black as all nearby towns have special night lights to keep light spillage suppressed. It is unreal how bright the stars are, and there are so many — it boggles the imagination that we are only a spec in a vast cosmos. I had moved away to get a better view of a few star clusters when I heard a noise emanate from my wife

*Continued on page 32*

# Death and Taxes . . .

by Pedro Bonilla, GCR PCA, May 2019

When something is inevitable we tend to say: “just like death and taxes.” Well, car repairs then are “just like death and taxes.”

Owning and driving a car, even a Porsche, involves spending money on maintenance and repairs.



Keeping up with regularly scheduled oil changes and recommended service intervals as well as keeping an eye on your fluids and warning lights, will save you a lot of money and aggravation down the road.

But even if you keep up with the recommended service and maintenance schedules, with time and mileage, some parts will wear and will require replacement.

The only way to avoid car repairs is if you lease or trade your car before things start to wear and or break

Following is a list of items that typically wear or fail due to mileage and age.

**Battery:** After about 5 years of use (regardless of mileage) most lead-acid batteries start to weaken and need to be replaced. Keep in mind that if you drive your car very little, the battery should be hooked up to an external (trickle) charger or it will die a lot quicker. Manufacturers and suppliers generally do not warranty a battery that hasn't been driven at least 7,000 miles/year.



Batteries also do not like very hot environments. Luckily Florida (Editor's Note: Pedro and his shop is in Florida!) doesn't have the weather extremes as some other parts of the country and Porsche installs the battery away from the hot engine bay, which also helps its longevity a bit.

A replacement battery for a Porsche is \$150 – \$300 depending on you car's model.

**Water Pump:** After 1997, Porsche started using water-cooled engines, which require a water pump to circulate coolant between the engine and the radiators to keep the

engine from overheating.

By the time a water pump in a Porsche reaches 75,000 miles, the incidence of failure due to coolant leak goes up sharply. If the pump has over 100,000 miles on it, you are driving on borrowed time. It starts as a small coolant leak from the pump's shaft that generally cannot be detected by the owner because coolant will only escape as water vapor while the car is running and will leave no drips on the garage floor. The warning light will eventually advise the driver that the coolant level is low and the owner will generally add coolant mix or distilled water and keep on driving.



If you have to add coolant to your car, you need to find out why or how its being lost because sooner than later the water pump will have a complete failure and will leave you stranded with a giant cloud of water vapor trailing behind you. If this happens don't try to make it home without coolant, even if it's just a couple of miles. Without coolant the engine will overheat very quickly and may cause additional expensive damage.

Replacing a water pump and coolant with recommended parts, materials and labor should cost less than \$1,000.

## Tiptronic

**Transmission:** If it breaks, you're better off replacing the whole transmission than trying to get it rebuilt. But, just like the rest of the



car, the Porsche automatic transmission (Tiptronic) has a recommended service schedule. Once it reaches 90,000 it needs to be serviced. The service calls for completely draining the tranny fluid (ATF), opening the pan, cleaning, replacing the filter, installing a new gasket, replacing the pan and refilling with fresh fluid. Full synthetic is a welcomed upgrade for the new tranny fluid.

**Manual Transmission (including PDK):** The manual tranny also has a service interval at 90,000. This one uses

heavier oil than the Tiptronic and the PDK uses two fluids (tranny oil and clutch fluid).





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**Clutch:** Transmissions are very hefty and may last through the life of the car but the clutch will probably have to be replaced at some time.

The life of the clutch depends almost exclusively on the driver.

Even with heavy track use (excluding drag racing) the clutch may still last the life of the car.

A new clutch costs around \$700, but replacing it requires removal of the transmission which adds around 10 hours of labor.

**Brakes:** Brake components such as the pads and the rotors are wear items that require replacement when worn. As the pads press against the face of the brake disc or rotor, both parts wear down. Generally the pads wear first and may be replaced without the need to replace the rotor if the rotor is within its limits.



When the pads wear down you will get a warning light on the dash, but to know how much life your rotors still have, run your finger around the outer edge of the disc (when cold) and you will feel a lip. When the lip gets to be 1 mm the rotor needs replacement. Generally rotors last two sets of pads.

The cost of brakes is around \$250 per each disc, and \$250 for a set of pads for 2 rotors, plus about 1.5 hours of labor per corner.

**Tires:** Again, another wear item that needs to be regularly inspected and replaced when worn.

Correct inflation will help the life and performance of the tire. Make sure that your Porsche is well aligned, since a wrong alignment will accelerate an uneven wear of the tires.

Our cars come with high performance summer tires with a somewhat short life but high grip. Summer tires, depending on your driving, may last around 30,000 miles for the fronts and 15,000 for the rears.

Depending on tire size, brand and performance level, high performance summer tires may cost between \$100 and \$400 each. When replaced, they must be balanced individually (best is road-force balancing)

and in most cases the TPMS sensors should be replaced as well.

**Plastic Parts:** Heat, age and weather conditions are not friends of plastic. After 12 to 15 years, many plastic parts such as hoses, lines, seals, expansion tanks and a myriad other plastic parts need to be carefully inspected and replaced



## 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.*

### Set of 4 Victor Equip LeMans rims

19 x 8 & 9.5. Rubber is outdated. Rims in very good shape. \$999/OBO, Glen Page 492.955.9648



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Set of two D90 16" 7, 8 or 9". May consider tires as well. Glen Page GPR Region. 402.955.9648

### Set of 19" Cayenne S wheels

Fit all 2007-2010 Cayenne models. P955-044-600-32 19 x 9 with 60mm offset. Colored Star Wheel Center Set P955-044-600-11. They have approximately 8,000 miles. I used these on my 2009 Cayenne S with winter tires for winter driving and stored during each summer. Retail in 2008 was \$3733.53 for set and \$231.06 for centers at Porsche St. Paul. The wheels were manufactured in November, 2008. The TPMS sensors are probably at the end of their useful life. One wheel has some curb damage, the other three have some tiny imperfections. I think a wheel repair \$100-\$125 here locally. Asking \$200 each (\$800 set) or Best Offer. Marty Noonan, 562-832-8255 or martynoonan@me.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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Many long years ago, in the dim dark reaches of the past, my daily driver was a '51 split-window coupe. It was in great shape and I worked hard to keep it pristine and original. But as an automotive hobbyist, I needed a beater, a car I could cut holes in for new accessories, a car I could work on with no qualms about preserving authenticity. So, I bought a Speedster because it was cheaper than another coupe! I did cut holes in that car for additional gauges and switches, and butchered the rear torsion bar tube to allow installation of an updated transmission. I installed many "B" components into an "A" model that was only made as Pre-A and A. I did have fun with that hot-rod, perhaps an Outlaw before Outlaws had been invented.

Nowadays, old Porsche's are not just old cars, but rare gems. Purchase of such an item must be made with great care despite the growing enthusiasm for such an acquisition. This book will be an invaluable resource for someone desiring to purchase a 356 without having any personal background of experience with them. It provides a discussion of the model and its history and check-lists of specific details to evaluate. There are many books about 356s. To this reviewer's knowledge, this is the only one about buying a 356. And it is written by an expert on the marque, Brett Johnson, the author of the famous 356 Porsche: A Restorer's Guide to Authenticity.

Typical of books in the extensive Essential Buyers Guide series, this book contains 17 chapters, an introduction and an index. The chapters range from Before You View, through Inspection Equipment and Serious Evaluation to Vital Statistics, the latter containing specifications by VIN and engine number. The thought provoking Is This the Right Car For You? chapter addresses over a dozen very practical facets of ownership that are often overlooked in the enthusiasm for acquiring a special new car. Though a British book, the Cost Considerations chapter deals in US Dollars and is based on 2019 vintage quotes from American 356 parts specialists.

**PORSCHE 356: The Essential Buyer's Guide** is a pamphlet sized book, easy to take into the field. The type face is quite readable, but rather small, and the size of the copious illustrations of special items to examine is on the order of that of large postage stamps. Despite the small size of the illustrations, the printing of this book is of such high quality that a magnifying glass can enhance the visibility of details without them looking blurry or polka dotted.

## Book Reviews for Porschephiles

by Bruce Herrington, Orange Coast Region

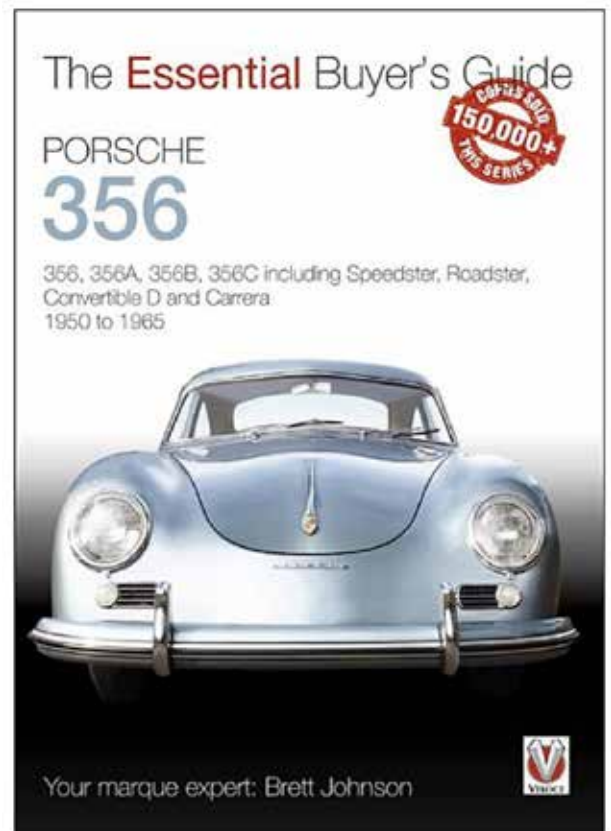
### PORSCHE 356: The Essential Buyer's Guide

by Brett Johnson, published 2019 by Veloce Publishing, UK

Chapter 9, Serious Evaluation, provides a 44 item checklist/rating system, with narrative description and key photograph, for scoring the value of any candidate for purchase. Rather than marking up the book, it is practical to flatten it out on the glass of a copy machine and print out two page spreads on which to record your review of each car you are considering.

Anyone who is interested in 356s but has never owned one, should read this book to become as expert on the marque as are most owners. Anyone who is considering purchase of a 356, even previous owners, must have this book to make an informed purchase decision.

**PORSCHE 356: The Essential Buyer's Guide** is soft bound, with 64, 5-1/2 x 7-3/4 inch glossy pages. It is well organized and well illustrated. It should be available for \$25.00 from your favorite bookseller (ask for it), or from Amazon books.



## Airstream . . .

*continued from page 27*

that I had never heard before. She screamed and ran to our trailer. I closed the distance



and found her inside the Nest, breathless. She had been laying in our hammock, wrapped up tightly against the cold in a blanket. She heard the shuffling of rocks and thought it was me. When I did not respond, she peered over the edge of the blanket and came nose to nose with a large javelina. She screamed, bolted towards the trailer, and I am sure that the javelina was just as startled and ran to a nearby ravine and disappeared. We were done star gazing for the night.

The drive home took two days. At this point, at my age, driving 600+ miles in a day is just too much. Especially when towing a trailer; it can take a lot out of you. The Cayenne Diesel is up for the job, but the driver is just getting too damn old. We stopped in Big Spring and stayed at the Hanger 25 Air Museum. Along with other overnight RV guests, we swapped stories of our travels and shared some fresh tamales we had purchased earlier in the day in Pecos, Texas



(home of Judge Roy Bean – aka The Only Law West of the Pecos). Some of the tamales were supposed to be spicy, and our Mid-West and Northeast fellow travelers ate a few bites and went running for water or other adult beverages. Me? I thought they had a tiny bit of spice – could have used more heat.

Our trip spanned 1,600-miles and 32 hours of drive time. We averaged 16.4 mpg and used about 98-gallons of diesel. Not too shabby for 2013 Porsche Cayenne Diesel. With only 83,500 on the odometer, as the saying goes for a diesel – it's only now getting broken in. I said it back in our initial story about towing an RV and camping, and I will say it again: The Cayenne is a great towing platform. With its 7,716-lb towing capacity (with electronic tow brakes), it can haul a decently sized trailer. If you have a Cayenne, know that it can be a great TV (or tow vehicle), just make sure to match up the weight of your trailer (plus how much it is rated to carry inside), the tongue weight, and the GVWR (or Gross Vehicle Weight rating), which is the combined weight of your vehicle, what it can carry, and trailer and tongue weight. Be very careful not to exceed the Cayenne's capacity. If you need help figuring out what if the combined weight will work, there are great resources on Rennlist, Airstream Forums, and other Porsche and camping specific web site

America is waiting to be discovered. And what a great way to fight back against the boredom that COVID has wrought on all of us. Now get out there and have fun!

## Death . . .

*continued from page 29*

if they show signs of deterioration. Porsche coolant hoses and fuel lines tend to last quite well but many hard plastic parts, especially within the engine bay can't say the same.

Replacing these deteriorated parts before they fail will certainly save you money and aggravation.

(Editor's Note: these would be 2019 prices Pedro quotes, keep that in mind.)

Happy Porsche'ing, Pedro  
([www.pedrosgarage.com](http://www.pedrosgarage.com))

## Prez Sez . . .

*continued from page 6*

As mentioned earlier, July is a big month for us with the upcoming Club Race. Please look for the Saturday Night Dinner event and the Auction. Remember, the proceeds for the Auction go to Courage Center. Please contact Dan if you can lend a hand – the more the merrier!

Please note there are several other non-Nord Stern events on the calendar including Autocrosses, etc. Check out [www.nordstern.org](http://www.nordstern.org) to get the latest news.

It is another fast month at Nord Stern, as they say 'ready, set, go.'

## Too Fast . . .

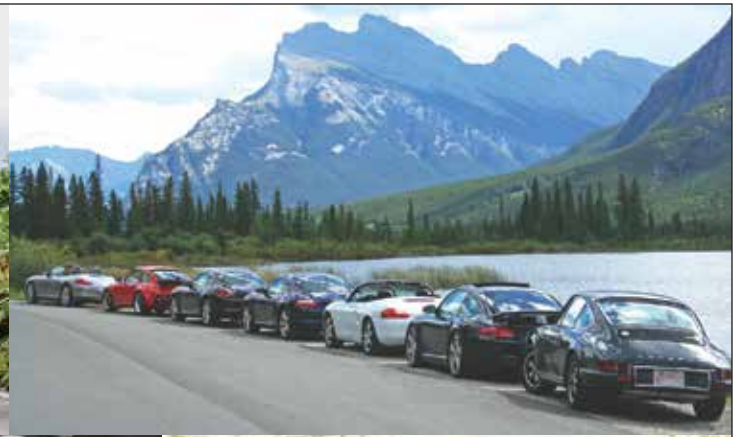
*continued from page 11*

like the reviews. I did. I asked her if she wanted one. No, she said, "too much car for me."

She kinda has a point. One reviewer, cradling the Angeles Crest Highway, above Los Angeles, admitted to the camera that, well, in the real world, a Carrera S really does provide just as much enjoyment as the king of the hill. For a lot less money.

As if that matters. Because, in our dinner-time world, when our ship comes in, Paige will have her coveted Macan S. Me? I'll still opt for the Turbo S. Because I, friends, have self-control.





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# Drivers Education Safety Requirements Update

*courtesy John LeVure, President*

With track season is upon us, I thought it was important to provide everyone with an update on PCA's position on safety equipment. If you have any questions, please email me a private message – [president@nordstern.org](mailto:president@nordstern.org)

## Helmets (Requirement – 2015 or new Snell Rating)

PCA requires that helmets have a 2015 or 2020 Snell rating. Drivers are urged to be diligent in replacing their 2010 Snell Rated helmets, but some models are yet to arrive at retailers, and some Drivers report helmets ordered last fall have not yet arrived. With that said, Snell 2010 helmets are acceptable through the remainder of 2021. Helmets should not have any visible cracks and chin straps should be in good condition (no fraying).

## Factory Seat Belts/Harnesses

Factory or better seat belts or harnesses must be installation in both seats. The belts/harnesses must be securely mounted, belts/harnesses must not be frayed, and equal (that means identical or same as) belts/harnesses must be provided for the passenger and driver.

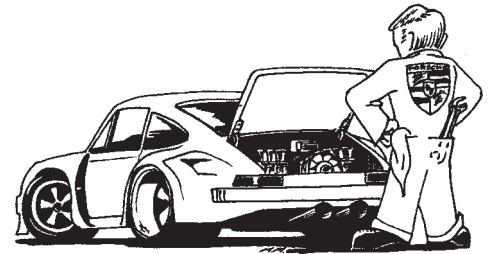
## Harnesses (ADDITIONAL REQUIREMENTS – MUST READ)

If Driver chooses to install a 5-, 6-, or 7-point harness, several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must:

- Include an antisubmarine strap.
- 5-, 6- or 7-point SFI or FIA approved competition harnesses are required and must be properly mounted in accordance with the manufacturer's specifications. The SFI standard requires seat belt to be replaced every two years based on date of manufacture. The FIA standard requires the seat belt to be replaced every five years based on date of manufacture. It is left to the driver's discretion as to whether the belts should be replaced more frequently than required.
- Have all harness attachment points secured/mounted in an approved manner consistent with the manufacturer's instructions.
- Be used in conjunction with a seat that has the supplied routing holes for the shoulder and antisubmarine belts.
- Have the shoulder straps mounted in an approved manner consistent with the manufacturer's instructions.
- Four-point systems are not allowed, EXCEPT as noted below, in Porsches because of the integrated headrest supplied by the factory. If vehicle does not have the integrated headrest supplied by the factory a 4-point harness system can be use.

In addition to the standard SFI and/or FIA-approved five- and/or six-point system, a 4-point system is allowed in non-Porsches that meet the following requirements:

- Meets the Federal Motor Vehicle Safety Standard 209.



*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  
nurburgring, inc.  
[shop@dasring.com](mailto:shop@dasring.com)

## Safety Requirements . . .

*continued from page 35*

- Attaches to the factory seat belt mounting points.
- Each belt is designed to work in a specific vehicle and that vehicle tag must be attached to the belt system.
- Four Point Belt Exception: Schroth has developed a 4-point harness for specific newer Porsche models only. These models are the 918 Spyder, 2015 GT3, 2016 Cayman GT4, 2016 Boxster Spyder, and 2015 GT3RS, and these models must also be fitted with the Full Bucket Seat Option P11 as provided by Porsche. The belts are Federal Motor Vehicle Standard 209, and as such they are deemed street legal and approved by federal seat belt safety regulations. These belts also have labeling confirming the intended use for these specified Porsche models.

### Head and Neck Restraints (HANS) REQUIRED with Harnesses (Non-factory Seat Belts)

For those cars with harnesses (non-factory 3-point seat belts), Drivers are required to have a Head and Neck Restraint (HANS). That means both passenger and driver must have equivalent HANS safety equipment. Instructors providing in car instruction during Drivers Training event please follow direction from DT Chairperson.

When using a head and neck restraint device, it is recommended that one follow the SFI Recertification process for the head and neck restraint device. The instructions for this can be found on the device. Additionally, it is recommended that the straps be replaced every five years.

### Equivalent Restraints

I know I am being redundant, but both passenger and driver must have equivalent restraint components – that includes Factory Seat Belts or Harnesses and Head and Neck Restraint (HANS) devices.

### Tech Inspection

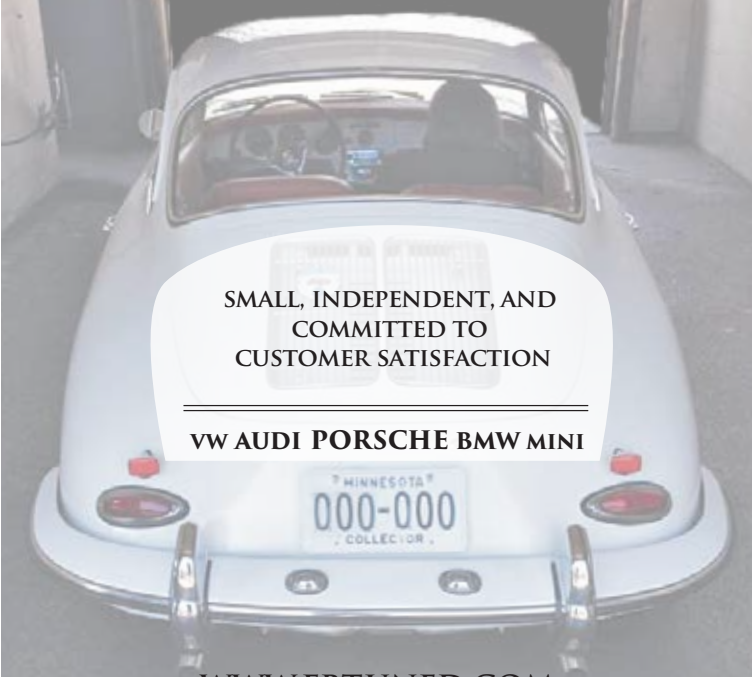
A car must pass an inspection by an approved

shop or individual each track season – for 2021 you need to provide an updated Tech Inspection Form dated in calendar year 2021. Tech forms must be presented to the Driver Check-in Desk at the participant's first drivers education event for the year. Up to date log books will be accepted for race cars.

More details and the tech form can be found on our club website. <http://nordstern.org/tech-inspection/> Please make sure you comply with all of the requirements listed above to make our driving event safe for all participants. We look forward to seeing you at the track.

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# From the Passenger Seat . . . “The Art of Car Washing”

by Jill Velure

**I**t may come as no surprise that for someone who loves cars there is no greater importance than driving a clean car.

When I purchased my first brand new car after college, I was living in an apartment where there was not a car washing bay. In my first weekend in the new apartment, John made sure to find the nearest location of a spray and wash car place. We purchased a bucket and secured a supply of washing cloths and towels. With a roll of quarters in hand, we went to check it out. It was the fall of 1991, and you got a lot of time for a few dollars in quarters. I learned to be very efficient with my time, and I could get the entire car washed and rinsed with less than \$5.00.

Finding a place to wash it was the easy part. Then came learning the fine art of washing a car. You start at the top and work your way down – taking care to always rinse your cloth frequently and keep the car wet (a trick on windy and really sunny days). A different cloth and sponge are just for the tires and rims, which are always done last. Drying the car is also a specific process. Use a towel folded in fourths. You can refold the towel several times that way to continually have a dry side. If the car is really new or vintage, you dry in one direction only.



I have to admit, the process makes total sense to me now. With the knowledge I have, I could make a YouTube video for car washing beginners. WAIT, does anyone wash their

own car anymore?? Maybe this is a dying art? But when your partner is a car aficionado, car washing by hand is just part of the regular routine. I only frequent those fancy car wash businesses to purchase gift cards for others (like our family and neighbors).

Here are some of the funny (maybe crazy) things we do when it comes to washing cars . . .

Just last week, we had a rental car at our house (for only about 4 days). Typical of most rental cars today, it was a very new car, with only a few thousand miles on it. Also typical of rental cars, when we got it, it was freshly washed. It truly is the best thing about a rental – they take care of cleaning it!



At our house, that is not quite how it works . . . It rained while I was up north driving the rental, and because we had to drive on a few unpaved roads, it was pretty dirty. John was planning to drive it to a Nord Stern event the very next day. Even though our time was limited that afternoon, he convinced me that it needed to be washed so that he could “represent.” As I was helping him wash the car, I realized that it wasn’t the first time I have washed a rental car! He has talked me into this craziness before – quite a few times, even while we are on VACATION! Once, I even took a rental car to a spray and wash place in West Yellowstone, Montana, and John wasn’t even with me – that is when you know you have crossed over into a fully committed car marriage.

My own personal view is that cars have gotten harder to wash over the years. Stay with me on this idea. Think

*Continued on page 18  
NORD STERN JULY 2021*





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