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Cover: Ah, the color, the color, the color!  
At the All Porsche Show, featuring the 50th anniversary of the 914 and 914-6 models.  
Beautiful cars in a beautiful setting.

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](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.

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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!*

**Michael Adair**  
Minneapolis, MN

**Dan Anderson**  
Bloomington, MN

**Paul Grainger**  
Woodbury, MN

**Daniel Johnson**  
Hopkins, MN

**Eric Lovre**  
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**Jens Oertel**  
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**Abir Roy**  
Edina, MN

**Jon Steinmetz**  
Stillwater, MN

**Will Thiede**  
Woodbury, MN

**David Walgren**  
Andover, 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

All I can say is WOW as I look back on Nord Stern's super successful 2021 Loonacy Club Race, we put on another great event. Even after our lollapalooza July event, August will not disappoint as we are set to have another great month of social activities for everyone.

This year's Club Race was a big success! We had 48 race cars, 53 drivers, 2 sprint races, and 1 enduro race – let's just say there was a 'whole lot of action up there in the north woods.' In addition, we had over 90 cars and drivers participating in the Driver's Education portion of the event. No one lacked for track time. Heck, my son drove so much over the three days that he wore out a set of Hoosiers on his 944 (944's never wear out tires). In addition to all the track time, we raised over \$8,000 for Courage Center through the Charity Auction and on-track events. On top of all of the aforementioned, we were treated to a very special event put on by 311RS and the Gates family. On Saturday afternoon, 311RS unloaded their two 992 GT3 Club race cars. These cars are incredible and only 25 were imported to the US. I can't believe we have access to these cars – way too cool. For the charity event, Ryan Gates auctioned off a 10-minute ride in one of the GT3 Club race cars. Leave it to **Jim Southwell** to be the highest bidder and win the ride of a life-time. I have never seen a smile so big – it was like he had just won the lottery. When they let him sit in the car

after the auction, I didn't think we would coax him out of the car until the next morning.

But Ryan didn't stop with one ride, he offered a second ride and **Clark Simpson** (Maryland resident!) grabbed it. On Sunday morning we opened the track for a special 20-minute session so 311RS could run both 992 GT3 Club cars and provide the ride of a life-time for Jim and Clark. A special thanks to 311RS and the Gates family for helping us raise \$4,400 for Courage Kenny and making the auction an incredible event. After the auction, we had the Trackside Dinner under the big tent – the BBQ was great, but the socializing was even better. The Trackside Dinner will become an annual event and I look forward to everyone joining next year. I would like to acknowledge the efforts of those who made this event happen. **Dan Perinovic** oversaw the entire event as eventmaster, **Kim Fritze**, Club Race Registrar, **Dave Anderson** and **Andy Barker**, Registrars for DE and the Trackside Dinner, **John Blackburn** who ran the DE, **Chuck Porter** for managing Safety, **Ryan McGee**, Timing and Scoring, **Jim Southwell** and **John Morgan**, Grid coordinators, **Rick Polk** for conducting the Track-Chat, **Mark Kriesch** and **Keith Jones** for pulling together the silent Auction, and **Toni LaRose** for her help with Trackside Dinner. There were a number of additional volunteers that filled in and helped at this year's club race and I am very thankful for all the help. Also, I need the mention the great team we had from PCA Nation, **Frank Pray (Steward)**, **Dave Rodenroth (Steward and Group Lead)**, **Dan Causillo (Scrutineer)**, and **Brian Gay**. Lastly, I appreciated **Darcy Yench** leading Race Control.

Continued on page 30

## 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
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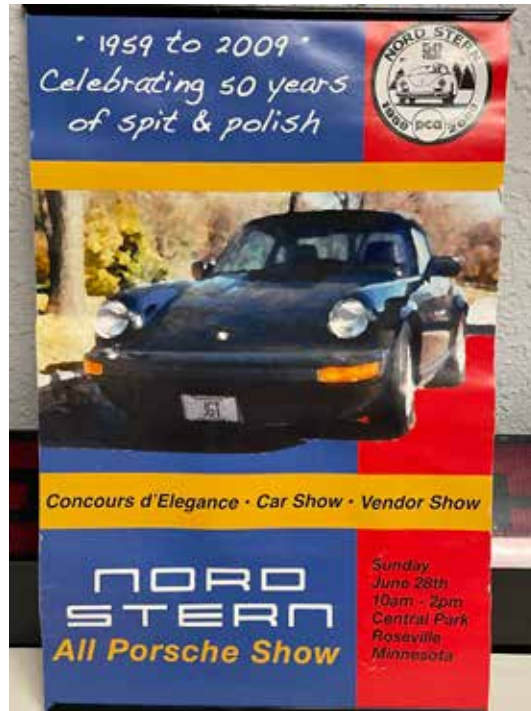
**N**ot sure I have ever submitted an issue as late as this one will be and for that, I do apologize! Life has just been busy for everyone with so many options now available (albeit I anticipate a bit of a retreat with the pandemic still not exactly under control . . .) to go places, see people, participate in events, visit family, friends, venues re-opening, our wonderful cultural institutions allowing more spontaneous visits. Just has made life perhaps a bit crazy as we all try to do everything all at once, or so it seems.

I do want to recognize the passing of a very long-time member, Jim Tourtillet who was very involved in Concours action both as a participant and as a judge. To honor his friendship with many and contributions to world of Porsche, Nord Stern was invited to join together and drive their Porsche in his honor at his recent service. Kind of neat, yet very easy way to let his family know his membership in the club was greatly appreciated over the years. I remember meeting him earlier after he introduced himself as one of those 'Concours' guys. I recognized his name immediately from reading our newsletter, getting acquainted with club activities and club personalities. He was very gracious!

As Phil Saari, long-time All Porsche Show co-chair shared with his daughter, "I am a very long time friend of

## From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange



your dad, and had the honor of driving in the 'Porsche Parade' today. I have been the organizer of the clubs All Porsche Show for several decades and your father was a ardent volunteer. So, in 2009 we honored him by using a photo of his car for the poster for the year. You can see his personalized license plate. In the meeting before our drive, we shared our recollection of your father and we all agreed he was a genuine friend, Porsche or not."



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**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. Details TBA
- 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

*Note: Events on clubregistration.net open 90 days prior***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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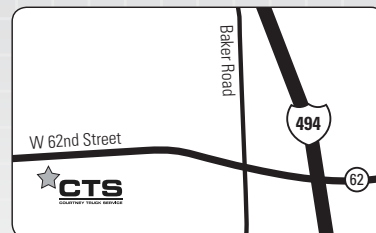
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I remember a scene in a movie from not too long ago. Can't remember the movie, just the scene. A young lady is at the apartment of an old man, and she wants to make a phone call. She finds a rotary dial phone, picks it up and tries to dial a number . . . by pressing the holes in the rotary dial.

What triggered this remembrance was a story in The New York Times, under the headline "Stick Shifts Become the New Collectibles."

Turns out, according to the article, "for the 1980 model year, 35% of the cars produced for sale in the US had manual transmissions . . . Today, the share is about 1%. And just 18% of American drivers can drive a stick." Further, in 2019, sales of electric vehicles surpassed the sale of manual transmission cars for the first time.

Of course, the pivotal development, at least for us motorheads, was the introduction of quick-change paddle-shifting, manu-matic transmissions, like Porsche's PDK. Although, as manufacturers continue to go electric, even that technology will soon be added to the outdated techno pile.

But the actual point of the article is that, among the cognoscenti, the value of manual transmission vehicles is actually skyrocketing. For example, the story cites a 2007 Ferrari 599 GTB Fiorano with a traditional gated shifter, which sold recently at auction for \$692,500 . . . which is three to four times the value of a comparable car with a manu-matic. Although, allow me to clear my throat, the article does note that only 30 were built with a stick that year.

There's more. Apparently, there's an underground movement to . . . is "retrofit" the right word? . . . convert? . . . certain late model cars to manual shifting. BMW M3s and M5s. The Aston Martin Vanquish.

And, as you may have read, the news has not raced past our favorite marque. "Even Porsche, which announced that its new 911 GT3 would be offered with a six-speed manual, has had prices spike for certain rare, late-model stick-shift cars," the article quotes the auction house Gooding.

So . . . what's different about a stick shift? Why don't we also retrofit the 8-track? The audio cassette? The push-button radio? The drum brake? The manual high-beam control? The manual heater and air conditioner? The bias-ply tire? The necker's knob? The swivel seat? The rumble seat? The crank starter?

A direct quote from McKeel Hagerty, CEO of Hagerty

## Remembrance of Technology Past

*by Danielle Badler, courtesy PCA Editors August 2021*

insurance, in The Times' story, "The learning curve isn't really that steep."

Really? I take issue. Here's how I learned. I was 17, armed with a brand-new driver's license and a piece of junk '61 Ford Falcon that was actually given to me. It featured vinyl seats that stuck like glue on a hot day . . . which is something I would lobby against bringing back, ever. And then, a friend of the family was selling a '64 Triumph TR-4, for \$800, which was about all the money I had in the world. I bought it.

My father drove it home for me. The first night I just sat in it, on the driveway. I started it up, set the mirrors, set the presets on the push-button AM radio. That weekend, my father took me out to learn how to shift for myself. And I proceeded to jerk the car so hard we started smelling gasoline. We opened the hood and saw that the fuel lines had come right off the carburetors. We lost half a tank of gas before we realized the problem. And then we simply stuck them back on.

For several weeks, I proceeded to coast through stoplights, slowing down to a crawl, but not stopping, God forbid, for fear that I'd lose another half tank of fuel if I had to come to a full stop again.

But I eventually got the knack, got to practice blipping the throttle, got to master heel and toe downshifts. Got to the point where I felt like I could drive just about anything.

Now, I've also driven 911s with Sport mode and Sport+. The latter is particularly amazing, because the revs stay in the upper power band, no matter what you do, and it upshifts and downshifts telepathically, which enables you to concentrate on just where you're going, which, in the mountains, for example, or on the track, can be very convenient.

I once did a PCNA driving event, and was fascinated that the factory driver left the paddle shifting to the car. I asked why, and he said it was because the computer's smarter than he is. This from a factory driver.

Which means, yes we know, we know, manu-matics are faster. But, and here's the salient question, are they more fun?

*Continued on page 32*



# The Porsche Effect Blew the Clouds Away . . .

by Jim Southwell, Photos Pg 18 by Brian Martens, Jason Domask and Merrill Aldrich

Summertime, and the living is easy . . . and busy, as Nord Stern continues an accelerating pace of events. April rolled out strong with socials and a track event, May brought tacos, beer and a tech, and June brought a new drive and an old favorite, the All Porsche show. By June 27, everyone has had a chance to get the car out, maybe do some servicing, and blow out the cobwebs. Then detail it to bring it to full glory, and head to Roseville Central Park.

On a day starting with threatening weather, the heart of the Club, the volunteers, started showing up at 8:00AM, met by the backbone of the club, the eventmasters with their well laid plans and reputation for execution. Phil

Saari and Hal Voges have been doing it for years, and it showed with a smoothly run event featuring roughly one hundred thirty display cars, including the featured model, at least fifteen 914s. They all needed to be parked, and new member Ryan Rimando was there to help get it done.

The first 914 to hit the display grounds was one of the Bumblebee Edition examples, Black over Yellow rockers, which was followed by the usual colorful examples, including Red, Orange, Miami Blue, and a how-low-you-can-go Copper version under the Further Performance tent. While a few stock appearing cars were seen, many had wheel and engine upgrades from increased displacement to carburetor conversions. Scott Kuhne, an NST Life Member, towed his recently completed 914-6 from San Diego, making a slight re-route from his eventual destination of French Lick, Indiana, for the Parade. Scott put in over four years on a car that had languished for some thirty years, damaged and put away after a racing career. Using parts from two donor cars, he was able to return it to concours condition, in time for a feature in Excellence magazine and the tow east. How does such a vehicle arrive on time for its appearances? A Raptor tow vehicle certainly helps!

One hundred thirty cars mean over two hundred members and guests were there to mingle and socialize, admire and critique the cars, see and be seen. All production Porsche series were in evidence, from at least four 356 coupes to the latest Taycan. The Carousel Motor Group had a few cars to show, and anyone in the hunt for their next Porsche could choose between a fine selection of Matchbox cars from an enterprising Cason Olson on up to some fine full-size cars on offer. By late morning, bright sunshine and clear skies prevailed, and a successful event was in the books. Nord Stern does it again!

*(Editor's Note: To do full justice to just a selection of the many incredible photos from this event, please check out the center pages for full color versions and specifically page 18 for Jim's curated photos from these three Nord Stern members, **Brian Martens, Jason Domask and Merrill Aldrich**, all very cleverly captioned)*

Looking for a new place to park the Porsche?  
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## TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2021 - Tentative

DATE	EVENT	SPONSOR	LOCATION
Aug 1st	Practice Event #4	MAC	DCTC
<b>Aug 7th*</b>	<b>Novice School</b>	<b>MAC</b>	<b>DCTC</b>
<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>
<b>Oct 10th @*</b>	<b>MOWOG 11</b>	<b>MAC</b>	<b>Canterbury Park</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 and added events

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.cvscc.org](http://www.cvscc.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

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, 1250 HOMER RD. WINONA, MN

## Caption Contest!

*Photo submitted by Lee Jacobsohn*

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

Next Up: The side mirror looks good! - Marty Noonan

And from Jon Beatty himself:

- The HULK, preparing to escape the snowy tundra.
- Odd wheel, what odd wheel?
- The original slope nose 911 with aerodynamically removed glass.
- There's no bondo in those fenders!
- I think it needs to be lowered just a bit.
- Yeah, but it is a numbers matching car!





## Clubtalk Chatter . . .

courtesy Clubtalk

### It's Not Just the Cars . . .

It is the people that make Nordstern the best region. BIG shout out to Lon Tusler for the use of his lift this past week. I was able to spend a bunch of time cleaning the underside, trunk, frunk and inside of the 914-6 to prepare for 2021 Parade Concours.  
THANKS LON!!!!!!

– Scott Kuhne

It was our pleasure to host Scott's 914 at the Rennenhaus! Scott did an amazing job on the restoration and we are sure he is going to do very well at the parade concours.

– Lon Tusler

I could not agree more! The wealth of information and knowledge that this group has and is soooooo willing to share is beyond expectations.

– Michael Grabner

### Leather - Pleather??

Hi all, in the spirit of "there's no such thing as a dumb question" how can I tell which parts of my 88 911 interior are leather vs vinyl? (Seat fronts are, besides that I'm less sure LoL.) I want to treat the leather surfaces.

– Merrill Aldrich

Right, when it comes to Porsches, there are NO dumb questions, especially among club members, owners, and lovers of the marque.

If the interior is original to the car and the option code label is still affixed to the underside of the 'front trunk' lid,

the code for interior trim will be listed. You can source the decoding info from any Porsche Forum online. (Sorry, I have forgotten that code and my '88 coupe is not near me as I speak to check it. I want to say it is # 931 for leather facing/vinyl side trims on the seats....., but am also thinking this is inaccurate.) By looking at and decoding that label, which has a duplicate of it on a page inside your owner/warranty book, you will learn all the fitments and options original to the car.

The two materials are very similar in appearance on this year and model, and can be quite difficult to determine. Especially if black which my car has. A simple smell test may not be accurate either, but by simply pushing a fingernail into the material and watching the response time back to be as it was, is a way to tell. Vinyl responds differently than leather. Supple leather will respond similar to one's own skin and come back with no evidence of the pressure point. The dents will disappear in a slower fashion on the vinyl because it is not a 'live' product.

There was a N/S interior 'clinic' given in the late '80s by John Paterek at the shops of the Beddor family. He addressed this very issue as well as doing a paint restoration/revival on an Aubergine 924 of the Langren family. I am sure that many of our long time members remember this awesome weekend event as John told of his own secrets in car preservation and Concours prepping.

If you get some of the leather cleaner and/or the dressing on the vinyl, it doesn't hurt it any, but WILL be shiny and slippery to the touch. It won't soak in like it does on leather and will smear or be greasy to the touch yet, at a later time. Most leather applications of dressing say to lightly buff after it dries. It will show that way too and still be a bit greasy on the vinyl.

– Don Lawrence

*(Editor's note, a number of months ago the newsletter contained a very comprehensive listing of codes and what they mean - it ran over a period of SEVERAL months as the list was long. Perhaps a good resource for determining some of the answers!)*



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

[AUTOMOTORPLEX.COM/EVENTS](https://www.automotorplex.com/events)



# Porsche at the Indianapolis 500 . . . Part 5: Twilight of the Gods

by Tom Beeler, photos by CIS/Larry Cisano

Despite Porsche's breakthrough win at Mid-Ohio in 1989, the prevailing winds from Stuttgart were shifting. The program was in trouble.



Derrick Walker headed up the Porsche Factory Indy Program, from 1988 through 1990.

"The guy I reported to was Porsche's research and sports director, Helmut Flegl," explained Porsche Indy car program director, Derrick Walker. "He had the direction from the board, and he dealt head-on with them. He got all the flack that they can throw at anybody, and it filtered down to us.

"But because they were in Germany and I was in America, we had to just focus on the job, and how we could get this program up to speed quick enough, quite frankly, before the interest disappeared

from the factory and the board of directors."

While March's 1989 season chassis was considered "robust and reasonably competitive" by Walker and the team, the real strength sat behind the driver.

"The thing that was really good about that car was the engine," Walker said.

"It was by far the best engine, and the other Indy car teams knew it. It got better and better and better as time went on."

The 1990 season would see the 1990 variant plugged into what was supposed to be "the ultimate Porsche Indy car", but what ultimately turned out to be "a step backwards",

according to Walker.

"It was a step forward in technology and the design," said Walker, "but the whole package just did not work. The second March that we had (the 89P) would have been, by far, the best one to stay with a while longer, and update that.

But, of course, hindsight's 20/20."

The March 90P was revolutionary. Very low, lean, and - most importantly - all carbon fiber, which made it both lighter and stronger than the

Lola and Penske cars running against it.

"March read the rules very carefully, and realized that the use of a carbon fiber chassis would be available at the end of the 1989 season. None of the other manufacturers thought that anybody would want to go that far, because carbon chassis was still relatively new and had never been done in Formula One," Walker said.

"So, March, convinced Porsche that they could do a carbon chassis. And so, they secretly designed this car to be carbon."

Roger Penske and Carl Haas, both of them Indy car team owners and chassis builders, lobbied hard against the new March chassis. The Penske and Lola cars still retained the heavier aluminum honeycomb tub structure that had been used in Indy cars for years.

As a result of this CART team owners' fear of eventual Porsche dominance, March's 90P chassis was banned on the grounds that it was unsafe, forcing them to reengineer the 90P with conventional aluminum honeycomb materials.

(It's worth noting that both Penske Cars and Lola Cars introduced all-carbon fiber cars for the 1991 season, and all modern Indy cars continue to use the same basic construction today.)

"It was a typical 'stick-it-to-ya' job," Walker said, "and they knew exactly what they were doing," adding, "It was probably the spear in the heart of Porsche that told them to get out of Indy car."

The engine for 1990 was the 2.65L turbocharged V8, generating approximately 725hp at 8,500 rpm.



Continued on page 28

NORD STERN AUGUST 2021

“Let’s go to Germany, Nurburgring. Then Watkins Glen.”

“That Long Beach Street Circuit is pretty rough, and that last hairpin turn is frustrating and slow. I’m going to change to the smoother profile, but still with the Indycar.”

“I was in an AI race with Dale Jr., and I even passed him. But he got me back.”

“I’m in the green for every sector so far.”

“I’m going to ghost the next race in the F3 at Monza.”

“I’ve spun in that same corner at Silverstone, the way Vettel just did!!”

Are those comments from a forum comparing racing notes? Or part of a discussion online? Or famous Indycar race drivers?

No, they’re comments from me, a not-so-famous kart racer now turned sim driver using iRacing online, on a full-motion racing simulator built by SimXperience in Ohio. The comments are usually heard by my husband Mike, who has a headset tuned in to Crew Chief, another online program, as well as an intercom to my headset. We can talk to each other, he gives me my lap times, tells me the feedback from my spotter and comments the Chief makes when I execute a good pass. Or sarcastic ones when I don’t. All in the comfort of our home.

So how did we get to this point, and WHY? The observation about simulators of any kind has usually been, “But it’s not real.” And while that’s technically true, simulators can be very close to reality, and professionals have told us it’s close enough to make your brain interpret the experience to help you develop the mental thought process, the eye-hand-foot coordination, response time, and skills that can be fully used in the “real” thing.

Driving the “real thing” – as so many of us know who have done any type of racing – has the advantages of challenge to get better and faster, the adrenaline of competition, and the thrill of victory – or the agony of defeat – and determination to change the next outcome.

But there’s also a cost involved in the “real” thing, both physically and financially. With kart racing my neck and ribs suffered after every race (both indoor and outdoor races), and my chiropractor is still working on getting my neck back to normal. I had cracked rib cartilage and a sore back so frequently it became normal. And the monetary factor increased after each race or season, with engine refreshing, tires, a newer and better chassis, and specialized tools for specific tweaking.

## Why “I” Sim . . .

*by Marsha Drake*



**Lara Dant concentrates . . .**

The benefits of a simulator over the real thing are very real, with time, money, and well-being. No neck pain with off-track excursions or wild crashes. No travel. No money spent for repairs. Crash. Reset. Start again. Stop. Reset and change brake bias in 5 seconds. Start again. Drive a good lap. Spin. Reset. Start again. Another good lap. Quit and go upstairs for dinner. No pain. Only an hour of effort.

You can be as careless as you choose and treat it as a computer (game), or you can be serious and treat it as a training tool (car) for serious practice. The accuracy of iRacing, in particular, is so precise and so reliable that you know instantly what your practice has done for your lap times, sectors, braking and cornering. And in the SimXperience motion simulator I can feel when the car brakes or loses traction, when the back end is about to wiggle or wants to overtake the front end, as well as feeling bumps on the track and bank angles. Generally what the car is doing and communicating – by “the seat of the pants.” There are numerous settings and tools that will cost only some of your time to understand and set up. I’ve





*It started out a little dreary . . .*



*. . . But soon turned to sunshine*



*Starting with the venerable 356 models . . .*



*. . . To our featured 914 model*



*through the wasserpumpe . . .*



*. . . To the last of the air-cooled*



*Including a near-racer . . .*



*To a full-on racecar, fresh from Road America!*





# 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  
8:30 AM - Optional Breakfast and Drive  
from Stillwater

- 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!

Details at [www.nordstern.org/calendar](http://www.nordstern.org/calendar)  
Register: [clubregistration.net](http://clubregistration.net)

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

### Drive:

Join us on an informal drive, starting with breakfast at Joseph's Family Restaurant on Hwy 36 at Osgood just before the new St. Croix Bridge. Breakfast at 8:30AM, your dime. We'll venture into exotic Wisconsin and cruise some nice two lane roads on the way to Eagan. Three river crossings and some nice scenery await! Plan on sixty-six miles of Porsche pleasure. End up at Eagan Condo Garages for the Social. Room for sixty people for breakfast.

### Arrive:

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. Larry Koland, a Nord Stern member, will be our host. Casual lunch and refreshments will be served. Come on out and show us your car and find out what's going on with Nord Stern! 11:00AM to 2:00PM. Room for sixty cars at the venue.

**Joseph's Family Restaurant:** 14608 60th St N, Stillwater, MN 55082 (N. side frontage Rd of Hwy 36 btwn. Greeley St. S and N. Osgood Ave.)

**Eagan Condo Garages:** 501 Classic Court, Eagan, MN 55123 (Off Hwy 3, just North of Diffley Rd.)



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# CARS & CIGARS


## Thursday August 5

4:30 to 7 p.m.

*This is an over 21 Event*



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Above and Below, photos by Alex Bellus (Alex Bellus Photography)



Out and About at 2021 All Porsche Show . . . photos by Brian Martens





Out and About at 2021 All Porsche Show . . . photos by Brian Martens







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Who doesn't want to get out and just drive their Porsche? At least one hundred people answered the call and assembled at Porsche of St. Paul on Saturday, June 19. The dealership graciously opened their doors for registration, shopping in their boutique, and a quick pass through their inviting showroom, before coffee and a drivers meeting on the tarmac. A passel of colorful Porsches lined up, and off they went to the 45th Parallel Distillery in New Richmond, Wisconsin.

Organized by the new Nord Stern Drives Group and spearheaded by **Theo Martianos** and **Nick Severson**, a circuitous route took the group on state highways and mostly county roads through some beautiful countryside. Spectacular weather added to the enjoyment, as Nord Sterners enjoyed farmland, rolling wooded areas, and lakeside vistas. One group of cars also enjoyed a slow cruise through Osceola and a small farm town as a surprise, unintended addition to the route. The member leading that contingent promises better navigation next time!

## Star Prairie Runs at 45th Parallel

*by Jim Southwell*

On arriving at the pristine 45th Parallel Distillery, ample parking allowed display of models from 914 to the latest 992 version of the 911. Sprinkled in were 944 and 928 examples and a Cayman with Brumos tribute graphics. Silver, Black, Gray, Miami Blue! Inside, a line quickly formed, and the distillery's long list of craft cocktails were on offer, along with the thickest crust pizza ever seen. Plenty of space to hang out and socialize, and lots of new members in attendance. Smiles all around! Plans discussed for upcoming events, the Parade in French Lick, tracking at BIR, catching up among friends. Everyone seemed to enjoy themselves and agree that the event was a huge success.

Thanks to Porsche St. Paul, 45th Parallel Distillery, and the Drives Group!



Straight outta' Jacksonville!



Drivers Meeting: have fun, be safe!



Pizza that would make anyone happy



It's not just the cars that need fuel



What a day for a drive!



Ah, refreshment!



The distillery was ready for us



The 912 actually came before the 914





A select selection of spectacular Alex Bellus photos from the All Porsche Show . . . a picture definitely paints 1,000 words!



The front cover of Nord Stern for August 1999 featured both vintage and current Porches (356s, a 911 and a 914) blasting through Turn 3 at the famous Watkins Glen International in in Schuler County, New York. Both the front and back cover shots were those of **Ron Faust**; the back cover was a photo of a vintage 356 working through a tight turn. Not sure how Ron found his way to the hard-to-find Finger Lakes region of up-state New York in June of 1999 when he was supposed to be working . . .

Editor **Christie Boeder** urged all to get their reservations in for the Fall Color Tour, which was sneaking up on all. **John Dixon** wanted all to let him know if they will be in attendance; the North Shore was to be the 1999 fall destination. Christie also hyped the upcoming Octoberfest Rally and the first-ever Nord Stern boasting excursion on Lake Minnetonka. Christie assured all these events would be worth a member's attention.

**Mike Selner**, our 1999 President, once again tried to explain what the new ClubTalk was about and how it might help members stay connected. The concept of a listserv was evidently new to many 20 years ago and some must have been struggling to grasp the idea.

Having just wrapped up the Club's 1999 PCA Club Race, Mike extended thanks to many worthy volunteers, including eventmasters **Jim Holton** and **Chip Smith**. There are too many hard-working members for me to list their names in this column but suffice to say that a successful weekend-long event does NOT come together without many hands pulling very hard to get to the finish line.

Mike reported that the Club Race consisted of two races in 1999. Saturday's enduro, the R2, was won by **Greg Theiss** (, beating Nord Sterner **Bobby Piper** by a mere 2 seconds. The R4 on that day was won by **Bob Johnson** (of **Johnson Autohaus**), with Nord Stern's **Hank Godfredson** a close second. Sunday's R2 saw Nord Sterner **Tim Watson** and **Greg Theiss** (Nebraska) dueling intensely, with Tim holding off a last second charge by Greg. R4 saw the GT1 cars of **Bob Johnson** and **Steve Watson** battling, with Steve prevailing on the last lap, when Bob ran off the track.

Mike's final note reminded all that the Afton Concours was set for late August where a good time would certainly be had by all in attendance.

Club legend **Ron Faust** provided 1999 readers with a great description of his visit to Watkins Glen in June of

## Where We Were . . . 60+ Years!

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

that year. Comparisons to BIR were offered as well as a pageful of photos of folks like Jackie Stewart, Brian Redman and Hurley Haywood. Makes us want to take a road trip, as the Glen still runs a full event schedule today.

**Emmet Wolfe** provided an interesting review of the death of James Dean in his almost brand-new Porsche 550 Spyder. In 1955, Dean was driving to a race in Salinas, California with a mechanic who was to teach him how to race the Spyder. Lessons were never provided, as Dean hit a Ford turning onto the highway at dusk and broke his neck. Sixty-five years ago, the Spyder was a lightweight race car produced in small numbers by a very small car company called Porsche. Dean was a young, 25-year-old actor who had released only one film at the time of his death. Ironically, the deadly accident probably accelerated the reputations of both Porsche and Dean.

The Out & About feature by the ever-busy **Jill Daneu** offered pages of pictures of the German CarFest in June of 1999. Eventmasters **Nancy** and **Mark Cree** appeared to have outdone themselves with the event. **Michael Stein** was awarded the coveted People's Choice award for his 1989 911 Speedster.

**Matt Zararian** penned an interesting piece on painless ding removal. I must admit that I learned a bit from the article, including the limitations inherent in the process.

A continuing walk down BIR's memory lane was provided by **Dick Mienstma**, who had authored two earlier articles on earlier times at BIR. The third and final installment of the series was offered in the club's August newsletter. In this segment, Dick focused on events



Cover shot (right), of Nord Stern August 1999 featured both vintage and current Porches (356s, a 911 and a 914) blasting through Turn 3 at the famous Watkins Glen International. Photo by Ron Faust



occurring during the 1990s.

Dick again reminded us that the nature of the races at BIR continued to change with the times. Most all the highlights that Dick reported in this final installment involved drag racing and motorcycle contests. Gone was any mention of Trans Am racing or drivers like Paul Newman. In their stead were numerous funny car events and NHRA racing, which did indeed pack the stands in a way that no other kind of events had ever done at BIR.

Finally, Dick reported on the tornado that struck the track in early July, just before the Champion Stores Auto Show & Go in early July. Parts of the facility were decimated, as were some race cars set to compete during the weekend. Fortunately, nobody was seriously injured.

Marketplatz from 20 Years Ago:

- 1988 928 S4. 5 speed, new tires, and new battery, Eibach springs with Koni shocks. Guards red with black interior. \$23,500. Call Art Mautri
- 1970 914 GT5. SCCA national runoff vehicle; consistent podium finisher. 1750 pounds, 2.2 litre, 201 HP on dyno. Reliable and very, very fast. Engine by Fat Performance, chassis by Johnson AutoSport. \$25,000. Call Dave Arundel for extensive spec/build sheet.
- 1991 911 Turbo. Red/tan, excellent interior w/leather smell. Built-in radar detector, new battery, all original items, manuals, etc. Stored in winter; garaged in summer. Beautiful and in perfect condition. \$52,500. Call Jerry Supino
- 1976 911S. 2.7, five speed, power sunroof and windows, cassette. Racing green/tan, no rust and very clean. \$49,250. Call Tim
- 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

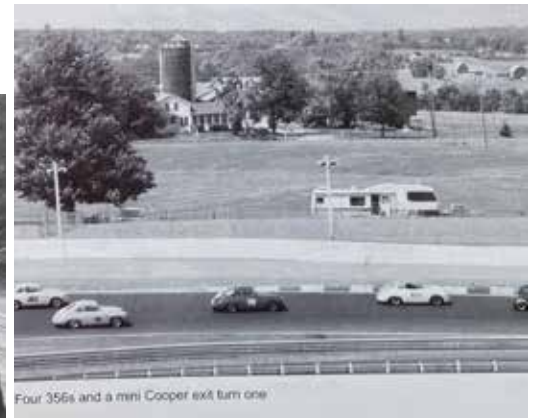
- Snell Shoei helmet. XL Snell M90; white with black trim, clear shield. Used very little in the early 90s. \$50. Call Mary

## Out and about with Nord Stern

Photos by Ron Faust, at Watkins Glen June 6, 1999



Brian Redman at Watkins Glen



Four 356s and a mini Cooper exit turn one



Descent into the boat, at Watkins Glen



Michael Stein, People's Choice Winner, displays his prizes. Congratulations!



Jackie Stewart and a Brumos guy at Watkins Glen



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



The Scans continue . . . it was a busy summer! Like 2021, in fact!



German CarFest Eventmasters, Nancy & Mark Cree host another great event.



(L to R) Fran Huhnagle, Roy Henneberger, and Mark Skweres hiding the dusty side???



Judy and Bob Fleming and the club's "oldest 911." *Ed. note: my personal favorite!*



Rudy and Jayne Mustler and their gorgeous Scuric Blue 1997 911 C2 Cabriolet



A very nice pair of 356s take center stage.



Luis Fraguada and his blinding white 944S Turbo. get out your sunglasses!

**Out and about with Nord Stern**  
 photos by Jill Daneu at German CarFest June 12, 19



Greg Fresh and his awesome 1999 1996 with the aerokit option, the BIR Club Race piece car



Scott and Kelly Mayer (front left and right) with fellow Nord Sterners take a lunch break before continuing their jaunting



Luis Fraguada, Jr. demonstrates how khakis can benefit a wax job?



Indy . . .

*continued from page 16*

The chassis, however, was a refugee from the pigpen. The changes removed the natural rigidity of the chassis. Early tests at Phoenix International Raceway revealed that the chassis was too flexible.



"It never had enough downforce, and it had a lot of drag," Walker explained. "It had titanium wheel hubs which were huge. The wheel nut was something like four inches in diameter."

Porsche's experience in sports cars, where timed pit stops weren't as critical, gravitated to larger wheel nuts.

"We've got a big nut that doesn't spin off that quick. So, change the threads, up the pressure in the guns, practice and practice and practice, and to try and find a way to go quickly. We couldn't make it any quicker, so we got killed in the pits."

The turbocharger — conventionally mounted to the rear of the engine, but on the front of the '90 Porsche — created new issues.

"The maintenance on trying to keep that thing from burning down was huge," Walker explained. "It crippled us with work load — it was a high maintenance car."

"I've got a book that lists hundreds of modifications made. March was pumping out modification after modification, and we didn't

have enough grip."

Teo Fabi practiced in the 90P for the Phoenix 200 race, but complained the chassis didn't respond to adjustments. Porsche technical director Helmut Flegl was forced to send March engineers to the USA to modify on the car.

The decision was made to run updated 89P chassis at both Phoenix and Long Beach.

The 90P was readied for Indianapolis, sporting new Foster's Lager sponsorship. Arie Luyendyk had reportedly been tapped by Porsche to drive the second car alongside Fabi, but a full-time ride with Doug Shierson's Domino's team opened up, causing the Dutchman to be replaced by American John Andretti.

Andretti qualified on the first weekend, ending up 10th on the grid.

Fabi's engine let go in pre-qualifying practice, forcing him to practice in his 89P chassis and engine until the decision was made to wait for the new car to arrive from Germany, and use the time to sort out the new March's handling



issues.

Fabi would go on to be the tenth-fastest car overall, qualifying 23rd, at a four-lap average of 220.022 mph. Fabi and Andretti would be the fastest non-Ilmor/Chevy powered qualifiers.

Unfortunately, on Race Day, no one could touch the Ilmor/Chevys.

Luyendyk would go on to win the race in one of the fastest 500s ever.

John Andretti spun on Lap 136, finishing 21st. Fabi's transmission failure on Lap 162 left him in 18th.

As the season progressed, Arrows/Porsche's new F1 V12 and the 3.5L sports car engine

programs were stealing technical focus from Walker's CART effort.

The team worked on shedding weight from the 90P throughout the season, but the results remained disappointing. Fabi's best start was a surprising pole at Denver, and a podium finish of third at the Meadowlands.

By late summer, the reckoning arrived. Porsche pulled the plug. Walker had hoped to campaign



a conventional chassis in 1991 with Porsche power, and while a couple of teams expressed interest in the Porsche engine, funding never materialized.

Walker retained what was left of the team Al Holbert had assembled, and campaigned in CART and the Indy Racing League (IRL). In 1991, Walker entered a car with Willy T. Ribbs driving, who would go on to be the first African-American to compete in the Indianapolis 500. A season later, Walker Racing, with Scott Goodyear at the wheel, would finish second in the Indianapolis 500 in what remains the closest Indy 500 finish ever.

Thus ends the saga of the Porsche crest on the noses of Indy cars. Will they ever return?

As one might say in German, "Never say 'niemals'."

The Porsche 90P is now part of the IMS Museum collection. The car is sponsored by Tom Wood Porsche in Indianapolis. It appears here as it did in 1990 in the Foster's livery. The silver can like thing, is the 1990 United States Auto Club (USAC) pop-off valve that was used to control the turbo boost of the engine.

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### 2009 986 Boxster Hardtop

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

Prez Sez . . .

*continued from page 6*

August is shaping up to be another great month for social events. On Thursday, August 5th, we have **Cars & Cigars at Churchill's in Victoria**. On Saturday, August 14th, we have **Wine on the Vine at Sovereign Estates Winery in Waconia**. On Saturday, August 21st, we have **Arrive & Drive at Eagan Condo Garages in Eagan**. And on August 26-28 is the 'Run for the Hills' Dakota Region event. We are planning to push off the Red Carpet Rally until a later date.

Please note there are several other non-Nord Stern events on the calendar including several Autocross events put on by MAC and COM. Check out [www.nordstern.org](http://www.nordstern.org) to get the latest news.

Let's enjoy these last weeks of summer by running the Wheaties out of our cars. I look forward to seeing you at one of this month's events.

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Very comprehensive in scope, this book is also comprehensive in detail, and very well illustrated. Arbitrarily divided in chapters for each decade from 1950s to 2010s, it is really a series of articles in chronological order. Needless to say, there were a great number of models produced during the seven decades and many of the changes were subtle. The specification tables included with the write-up for each model do not include any information on years of production or competition, and the model numbers lack any semblance of logical order due to varying bases for their determination - few have any relationship to the year of competition. The brief introduction summarizes Enzo Ferrari's career from army discharge in 1918 to the founding, in 1947, of the Ferrari company we know today. The intro also enlightens this reviewer to the fact that his apparent nick name "Commendatore", was actually a title conferred on him in the early '20s, by an Italian Government wishing to acknowledge his success as a driver in international races.

Each model is described in rather general terms with a minimum of technical specifics. Enough information is given to show that Ferrari built an incredible variety of engine and chassis configurations. Only in the un-labeled appendix of race by race data is it clear which designs lasted multiple years, and which years ran with multiple designs. Promoted as the complete reference to all of the Ferrari F1 cars, this book is a poor reference book because each entry is a story rather than a presentation of data. Interestingly, far less narration is given for the more recent 15 or so years than for the earlier years.

FERRARI FORMULA 1's subtitle notwithstanding, most of the text and photographs in each section deal with fascinating stories about the races and the drivers rather than with the cars themselves. Space is also devoted to commentary about company politics and some rather unflattering references to Enzo's lack of focus on F1 and fixation on traditions. The narration provides insight into the bureaucratic strife and political infighting within Ferrari and the hiring, firing and re-hiring of engineering personnel, and the mobility of such personnel from team to team and back again, even in mid season. Also described is competition within the FIA boardroom, political infighting between teams, protesting to FIA of rules that other teams were taking advantage of.

This book is full of details which this reviewer found fascinating: trade-offs in positioning exhaust pipes on the basis of flow considerations versus heat transfer; brake

caliper position for optimum braking or for optimum center of gravity; suspension members designed as part of the aerodynamics package . . . Even a transmission redesigned to save time on shifts. There is even mention of how rules changes were made to make for a better show on TV and of tires whose contact patch got wider than legal as they wore.

All in all, a fascinating story of Ferrari F1 racing and the people involved through the years. It is a very readable story about much more than the characteristics of the cars them-selves. Highly recommended for anyone interested in motor-sports generally, not just F1 aficionados. A quality publication with different pictures on the dust jacket, the front and rear photographic covers, and the end-papers inside. Each section has at least one full page picture of the subject car in action.

FERRARI FORMULA 1 is hardbound with 224 heavy-weight 10x12 inch pages including 200 photos and a comprehensive index; an elegant and interesting addition for any coffee table. By the time you read this it should be available for \$60.00 from your favorite bookseller (ask for it), or from Amazon.

## Book Reviews for Porschephiles

*by Bruce Herrington, Orange Coast Region*

### FERRARI FORMULA 1: Car by Car

*by Start Codling, published 2021 by Motorbooks*





## Why “I” Sim . . .

*continued from page 17*

been able to see in real time that I’m losing a tenth of a second at a particular corner exit, and with more laps I can try alternatives to improve and see the comparison.

If competitive leagues or groups with lots of other drivers are not enticing, then “solo racing” is available. You can do “Time Trials” on the track by yourself to achieve a better driver rating. Or you can do “Time Attack” on the track by yourself to vie with other drivers for the best lap times, advancing from “Novice” to “Pro” rating.

More about the financial advantage of simming. It can be variable. You do need a computer, steering wheel, and pedals at a minimum. But you can go on from there with a proper seat, large screen, enhanced sound, harness, and of course, motion. The cost of an iRacing membership is a little over \$100 annually. That membership comes with a decent number of cars and tracks, but you can purchase additional ones. There are all types of cars to try out – over 100 (including 5 Porsches), as well as more than 90 tracks. Simming is definitely cheaper than a serious race car.



The graphics are so clear and the accuracy of the tracks is so good that you feel particular bumps consistently at the same place every lap. And those bumps are actually on the real track itself. Belle Isle track in Michigan is particularly rough and difficult with little run-off area. The comments from hosts during an Indycar race confirm that the sim is very much



Ryan McGee at Mid-Ohio

like the real track.

How we got started thinking about a serious simulator was watching some televised e-races sponsored by iRacing, with Indycar and Nascar drivers in early 2020. Some of them were using full motion sims, and some were using a very simple setup. The SimXperience Stage 5 simulator that we purchased was the result of months of research after watching those races.

The Stage 5 has so much capability to personalize settings that it’s amazing. I can tone down the Belle Isle track and not feel the roughness as much. I can use that profile, then, on other rough tracks as well, like the Long Beach Street Circuit, without losing any conversation with the car. I changed the “jolt” setting for gear shifts so they’re smoother now. And there are so many other settings that I haven’t even begun to explore yet. Is that real? It’s real enough for me!

The full motion seat and platform move side to side, back and forth, and the 5-point harness pulls with braking and cornering. The triple wide screens provide side visuals of the other cars in a race, as well as the beautiful scenery, like at Nurburgring or Spa. Driving the Corkscrew at Laguna actually feels like you’re twisting through it. It’s a lot of fun to drive some of the same tracks as IndyCars or Formula 1 cars. Watching their lines and sometimes their mistakes provides a closeness to that racing that I’d never be able to experience otherwise, if not for the simulator.

SO HERE’S AN INVITATION: We’d very much like Nord Stern members to come over and “SimXperience” with us, drive a car you may never own for real, and drive on a track you’d really like to test but might never visit. We’re not bragging – we’d just like to share the fun we’ve been having since we got the sim. Nord Stern members Ryan McGee and Lara have been in the sim, so you can ask them what they thought. They helped us with the installation of the 5-point harness that they previously used in their DE car. We’ve really enjoyed sharing the fun with them. Ryan is participating in the PCA Sim Racing series and as a result has comments about his experiences and observations.

Please contact us and come over to sim! You can bring your helmet and wear a racing suit if you want to experience a little more immersion, but even without those race items, it just might be real enough for you. If not, it will still be a good time, guaranteed! Email us at [1452mike@frontier.com](mailto:1452mike@frontier.com).

## Remembrance . . .

*continued from page 11*

You do know the answer, don’t you. I get my answer every time I climb into my ’78 SC. Finding reverse without grinding the gears. Downshifting from fifth to . . . is it fourth? Or second? Driving the car is a challenge. It’s fun.

And, to me at least, that’s where the value is. In the fun quotient. Not the rarity. And, sorry, McKeel, it isn’t so easy to master a manual. Not if you want to do it well. But that’s part of the fun.

So, would that young lady know what to do with the funny device that comes out of the floorboard, if she hopped into my 911? I have this vision of her trying to find “Drive.” No, the reality is that the market’s simply moving on. And the techno-auto trash pile is growing, fast. If you like to shift for yourself, get yours soon. I’ve got mine.



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## A Bit of 914 Porsche Trivia . . .

by Phil Saari

On page 13 (of the June 2021 Nord Stern issue) there is a photo of two 914's taken in the paddock at BIR after some hot/parade laps.

They are both 1974's in original condition. The red one belongs to a friend in Brainerd (left in the photo to the right) and the black one is mine. My 914 was one of 500 produced in March of 1974 and estimated to be one of 100 remaining worldwide.

My car is 100% original and perhaps one of a handful remaining in this condition. This model was a limited edition (LE) often referred to the "Can Am bumblebee." This model was produced to recognize the road racing series Canadian American Challenge Cup (Can-Am 1966-74) including drivers such as Mark Donohue, George Follmer and other recognizable individuals.

A bit of trivia . . .



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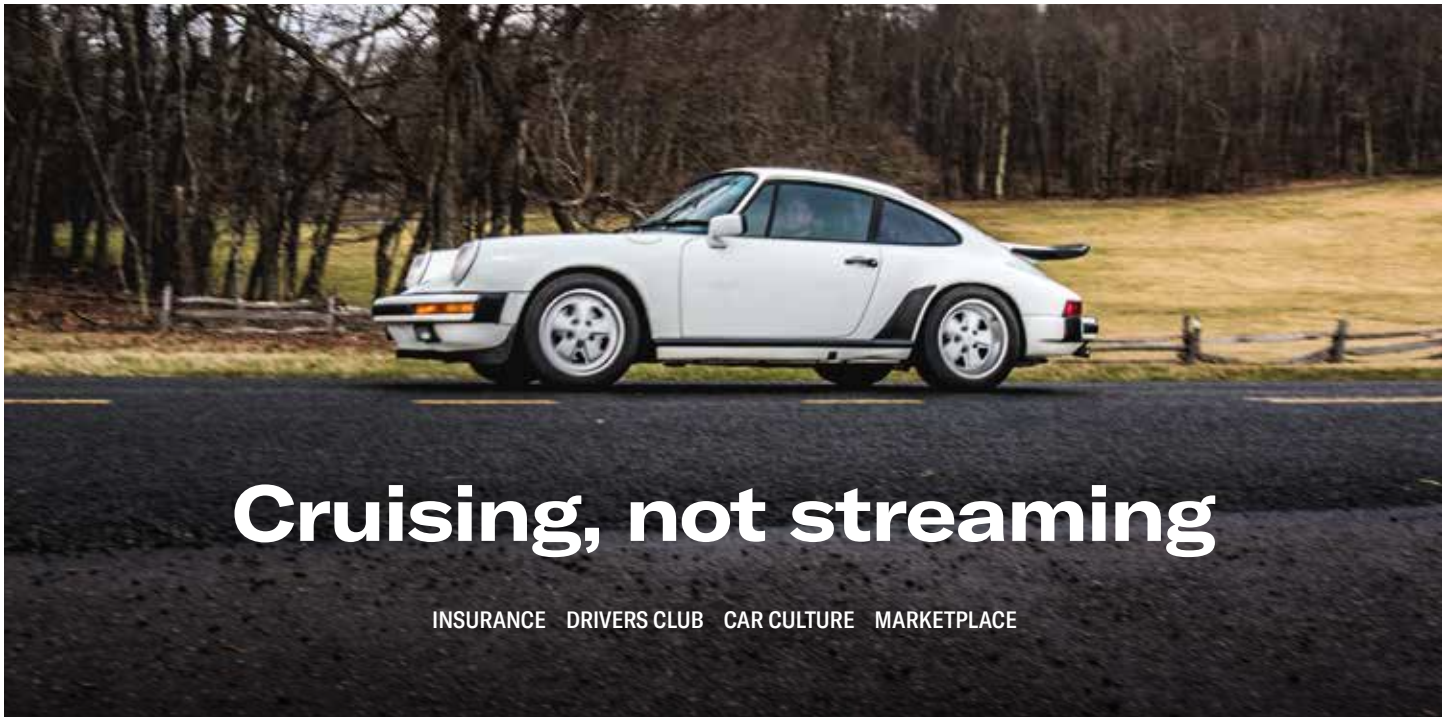
..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

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.

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## From the Passenger Seat . . .

by Jill Velure

As I write this column, we have come to the end of the 2021 summer baseball season. When there is a 15 year old in your house that is playing baseball, it is a full time commitment, 3 – 4 nights a week and most weekends (Friday through Sunday). In all seriousness, you know the season is getting long when you start to wish that the team would be finished with the tournament on Saturday instead of Sunday.

This year, knowing that John would be very busy with car projects, racing and Nord Stern events, I knew that I would likely be the main “taxi” to baseball practices, games and tournaments. Some part of my brain actually thought that it might mean that I would get a little reprieve from all the car “stuff” in our house. Turns out, that might have been wishful thinking – or maybe my mind has been so well trained, that I now treat everything in our house like it was a car or racing “event.”

Just last week, I took some time off from work to help John and Jeffrey do final prep for the Club Race weekend. I spent the lions share of the time helping to pack items in the car and on the trailers to help make the weekend a smashing success. We loaded coolers, snacks and folding lawn chairs into the trailer. After that, I helped to load a golf cart and a moped on the same trailer. I made sure to throw in an extra roll of paper towels and a 24 pack of Coke. You can never have enough paper towels – no matter where you go! This was on top of helping to flush the cooling system in John’s car and then wrestling the golf cart trailer onto Jeffrey’s truck (weightlifting comes in handy once in awhile. These are items are everyone’s “To Do” List . . . Right??

After that, I quick put together the weekend supplies for baseball. It all starts with a well packed trailer, oops, I mean a well packed “cart.” Before every game, into the back of the car went the fold up cart, two fold up chairs, a small cooler packed with waters and snacks, a sun hat, an umbrella, sunscreen and a few long sleeved shirts just in case the weather turned cold. Of course, I didn’t need all those things every time, but it is better to be prepared than feeling like you forgot something. It completely made me think of the car trailer and all the items I helped load into it just before they pulled out for Brainerd!

Over the years I have been talked into many things that we NEEDED for cars. It turns out that some of the same tactics used to acquire necessary cars and parts can be successfully used to acquire the critical (and less critical) things for baseball. We are the proud owners of a golf cart, even though we don’t live near a golf course. One of its many uses has been to traverse up to the high school for some pop fly practice. Speaking of pop flies, there is also an automatic pitching machine that I lovingly call the “salad shooter.” It is portable and runs on battery power. It also fits very nicely in the back of the golf cart. There is also a collection of nets to stop balls from going to far into the field when practicing and large square of tough Styrofoam covered in turf that was supposed to simulate a pitcher’s mound. A large selection of bats have also been purchased, used and sold over the years. Does this sound familiar? It makes me think of all the special tools and spare parts we have in the garage.

As the kids are running to steal bases – hoping to be fast enough – so that before you know it, they have scored a run for their team, I think that is maybe what happens at our house too when it comes to cars and toys with wheels. My boys are like a team that loves to make a plan, move quickly, and hope that by the time I catch wind of it, they have already “scored” what they want. Just this week, I went from telling someone that, no, we didn’t add to our car collection this summer – we only added a moped – to discovering that we had, indeed, purchased another project car! That was the sneakiest and quickest “homerun” the boys have had this summer.

Maybe my brain has had too much time to sit and think between innings about how cars and baseball seem the same! Truthfully, it has finally been decided that my “car habits” are permanent, and they are definitely affecting how I approach everything. As your summer comes to a close, I hope you are able to enjoy this great season for cars, and maybe make some connections to how your “car habits” carryover into other activities, like baseball.



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