Nord Stern Region PCA

December 2021

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NORD STERN

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PORSCHE

DECEMBER 2021

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

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Cover: Photo by Phil Kittock

I call this a 'study in black and white.' From this past summer's 2021 Loonacy Club Race and DE up in Brainerd at the track. And no, it is not a black and white photograph!

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

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

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

How to Join PCA and then Nord Stern Region PCA

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

2. Second, join Nord Stern

- **Visit 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 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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Nord Stern membership Options:
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Secretary **secretary©nordstern.org**
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Addresses available upon request for chairperson/s or Board members, email: editor©nordstern.org

Christopher Buu
Minneapolis, MN
2007 Cayman

Jeffrey Carlson
Vadnais Heights, MN
2001 Boxster

Craig Christensen
Webster, MN

Ross Christenson
Duluth, MN

Brent Dolan
Minneapolis, MN
2019 Macan

Jeff Ekman
White Bear Lake, MN
2007 911 Carrera

Steven Garcia
Minneapolis, MN
2001 Boxster

Jay Malmquist
Wayzata, MN

Scott Monico
Orono, MN
1980 911 SC

Norman Nitzkowski
Solon Springs, WI
1986 911 Carrera

Peter Paulsen
Shakopee, MN
2020 911 Carrera 4S

Steve Peterson
Bloomington, MN
2009 911 Carrera S

Paul Randall
Barnesville, MN
1973 911 Carrera RS 2.7

John Schofield
Hopkins, MN
2018 White Macan S

David Sulentic
Onalaska, WI, MN

Aaron Weed
Maple Grove, MN
2013 Boxster

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

We hope to see you at upcoming events!

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

It's been an event filled, fantastic year. We had over 26 events in locations that covered a good portion of the state. At the beginning of the year my objective was to reignite the Social Drive and Event activities of the Club. With a lot of help from key Chairs, we accomplished this goal. When **Roger Johnson** and **Chip Smith** approached me about the VP position back in 2019 I was not sure I had the time to commit to the position. But the Club has provided years of enjoyment and I knew it was time to 'pay it back.' It was a privilege to serve the Club during these past two years. I had a great experience – from rekindling old friendships to meeting many new members. The greatest reward from the past two years was seeing so many club members with their adult kids in tow – whether at the track or attending a social event. The baton is being passed onto the next generation of Porschefiles and it's fun to see them driving mom's or dad's early 1990's Porsche.

Speaking of passing the baton, I look forward to handing over the reins to **Steve Kemp**, incoming President, and **Jeff Eckroth,** incoming Vice President. Both Steve and Jeff are relatively new Club members (within the past 6 years) when compared to Chip, Roger, Lara or myself. Steve has a lot of new ideas to expand dealer relations and new events – both social and track based. In addition to Steve and Jeff, **Judy Sievers** has stepped forward as Secretary and **Ben Rogers** will chair Drivers Trainers. As we move into 2022, please don't hesitate to step forward to help chair or co-chair a committee. In 2021, it was great to see so many members helping at all the various events.

I would like to give special thanks to a few people who have been so instrumental in the club for the past several years – **Jeff Bluhm** who has managed the Club's finances. **Dave Anderson** who wears several (many!) different hats within both Nord Stern and PCA National. **Betsey Porter** who maintained both the Secretary position while simultaneously co-chairing both Membership and Social Media. **Jim Bahner** who not only has managed track relations but oversaw the Drivers Training program. **Chuck Porter** who has continued to serve as Safety Chair. And **Lara Dent** who has served on the Board and as an officer for the past five years. In addition to these members, I want to thank ALL the Chairs that served this past year.

Life is funny. It starts out all about me when we are in our early 20s. Then we get married or find that significant other and it becomes all about we. Then we have kids and it becomes all about them. As I prepare for the upcoming five months of hibernation, the list of car projects has grown. Jeffrey, my oldest son, has three car projects – completing the build of a VW 1.8L motor, re-freshening his 944 track car and finishing the re-fresh on a 968 track car that we share. My younger son, Joel, turns 16 this January and is already sending me links to cars he would like to look at. It's fun to see the interest both sons have for wheeled goods. It's a passion that I am glad I could pass-on because it's a passion that can be shared by everyone in the family. As a parent my objective is to create new experiences for my sons, and hopefully I get

Continued on page 14

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Full pg.	$123	$107	$70
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1/8 pg.	N/A	$30	$20
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Business Card	N/A	N/A	$20

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From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

I know I have said this way, way too often. But truly this month I fell way even more behind on putting the newsletter together! Despite having started weeks ago on it. These holidays just really get in the way.

But here it is and I hope that at the end of another year of Porsche events and fun that saw us actually organizing and attending 'in person' action - albeit a fair amount of that was outdoors since we are after all, a car club. Which to me means we are all about driving our vehicles in some manner. Whether it be on a winding, curvy roadway, delighting in the wonderful scenery and ending at a restaurant for food, drink, and community or on a track working on our driving skills, getting faster or just getting together at a 'show' and admiring the spit and polish of so many 'varieties' and 'flavors' of Porsches, it all meant creating community and having fun. Something that's been a bit of a scarce commodity during these pandemic days and still is. How great it is to have this 'outlet!'

I do hope everyone takes a moment to read several of this month's articles. We have a heart-warming story from the family of a young boy with autism and what Porsches, the Porsche community have meant for this young man and for his mom and dad. I saw it in the PCA Editor's Facebook page and it reminded me a bit of the outpouring for long-time member Tom Countryman's family earlier this year when so many came out - not even knowing or ever having met Tom although this month's current History Post gives a bit of a glimpse - and did a 'Porsche' parade at his funeral. What a cool thing and such a nice nod to Tom and his Porsche passion.

Also here is a recap of a recent 'adventure' my spouse and a Nord Stern member and friend, Jim Southwell, had the good fortune to finally take 'over the pond.' I had been hearing about this trip for several years now and maybe the wait and anticipation was more than worth it?! I definitely can attest to that as the rehashing certainly hasn't stopped at all.

In the meantime, Here's to an upcoming year in 2022 also filled with many adventures in our cars and with our many colleagues here in Nord Stern!

I'd also like to take a quick moment and thank all of the companies and individuals who continue to support this newsletter and the club with their advertising! We do so appreciate their continued commitment to the club and its members. They are all amazing resources and many offer some of the services we need for our cars! Be sure to give them a call first and foremost.

In the meantime, we hope your holidays - whatever you celebrate - are more than merry and bright. And here's to 2022 and may there be many, many road adventures in your future!

DECEMBER *2021*

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

JANUARY *2022*

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

22 or
29? Nord Stern Holiday Party 6 p.m.
Exact date and Location/Details: TBA

FEBRUARY *2022*

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

MARCH *2022*

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

APRIL *2022*

9 Wizard Products - Automotive Detailing Demo
Chanhassen AutoPlex Club House
Details TBA, 10 a.m.?

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

22 First Fling Driver Training
Location: BIR - Donnybrook course
Registration will be online at clubregistration.net

23-24 First Fling Driver Ed
Location: BIR - Donnybrook course
Registration will be online at clubregistration.net

MAY *2022*

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

14-15 Nord Stern Driver Ed
Location: BIR - Comp course
Registration will be online at clubregistration.net

JUNE *2022*

20-21 Nord Stern @ ROAD AMERICA DE
Location: Road America, Elkhart Lake, WI
Registration will be online at clubregistration.net

JULY *2022*

8-10 Nord Stern Loonacy Club Race and DE
Location: BIR - Donnybrook course
Registration will be online at clubregistration.net

SEPTEMBER *2022*

16 First Fling Driver Training
Location: BIR - Donnybrook course
Registration will be online at clubregistration.net

17-18 First Fling Driver Ed
Location: BIR - Donnybrook course
Registration will be online at clubregistration.net

Sept 30-
Oct 2 Annual Nord Stern Fall Color Tour!
Location: HQ Pier B in Duluth, MN
Registration will be online at clubregistration.net

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 availibility, to the calendar as a courtesy to the organizer, or organizing entity at the discretion of the editor.*

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Out and About with Nord Stern . . .

courtesy Paul Bergquist

Old Log Theater Outing 2021!

Just as about everything this annual event, organized by the Mercedes Benz club with a standing invite to all Nord Stern members, had to skip last year but was back on the calendar for 2021!

This year's performance was 'The Play that Goes Wrong' which is a classic murder mystery 'chock-full of mishaps and madcap mania and set on opening night of *The Murder at Haversham Manor.'*

Our contact, **Paul Bergquist** reports it was a great time with attendees respresenting each club 'about' equally. He thanks us for including the event, the lunch, the playbill both in our newsletter and on our web calendar. Everyone had a great time.

He shared a pre-lunch photo taken at Cast and Cru when about half of the partricipants were available.

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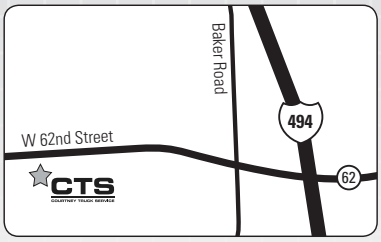

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November Nord Stern Business Meeting Minutes...

The meeting was called to order at 7:03 p.m by President John Velure

President – John Velure

- 2022 Officer Elections
- A page has been set up on the website listing candidate bios
- A PCA eblast was sent with the bios and a link to Survey Monkey to vote. Only 100 responses or "votes" are allowed.
- John will send another email saying only current Nord Stern members should vote and that the vote is open until November 15.
- 40-ish responses so far.
- December Business Meeting
- Moved date back to Tuesday, Dec 14 from Weds, Dec 15.
- Looking to hold the meeting at 311RS in Long Lake.
- Dave will set up a registration link.

Vice President – Rick Tanler

- No report

Treasurer – Todd Smith

- No report

Secretary – Betsey Porter

- No report

Advertising – Mollie Nygaard

- No report

All Porsche Show – Phil Saari and Hal Voges

- No report

Autocross – Andy Golfis

- No report

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

- No report

Charity – Mark Kriesch

- No report

Club Race – Dan Perinovic

- No report

Driver Education – John Blackburn

- No report

Driver's Training – Jim Bahner

- Ben Rogers will be the new DT chair in 2022.
- A committee has been working on revamping DE/DT in terms of the schedules and process.

Historic Archivist – Roger Johnson

- No report

Insurance – Jeff Carlson

- No report

Membership – Betsey Porter, Jim Southwell, and Steve Albers

- No report

Newsletter – Christie Boeder

- No report

Registrar – Andy Barker and Dave Anderson

- No report

Safety – Chuck Porter

- No report

Social – Toni LaRose

- Winter party planning

Continued on page 12

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Meeting Minutes . . .

continued from page 11

- Moving away from country clubs because of the upfront expense.
- Wine Warehouse in St Louis Park, Pinstripes in Edina, Morrie's in Long Lake.
- Date is still TBD as that will be based on when a venue is available. Aim is late January.

Social Media – Misty Martianos and Betsey Porter

- No report

Shop and Tech Relations – Roger Johnson

- No report

Touring, Rallies and Drives – Ron and Michele Johnson, Theo Martianos, Nick Severson and Judi Sievers

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

Track Relations – Jim Bahner

- Track dates
- First Fling – April 22-24
- New Event – May 14-15
- Cheese Fling – June 20-21
- Fast Fling and Club Race – July 8-10
- Final Fling – Sept 16-18

Webmaster – Dave Anderson and Christie Boeder

- No report

Old business

- None

New Business

- None

Meeting adjourned 7:30 pm, respectfully submitted, Betsey Porter, Secretary

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Book Reviews for Porschephiles

by Bruce Herrington, Orange Coast Region

THE IROC PORSCHES: The International Race of Champions, Porsche's 911RSR, and the Men Who Raced Them

by Matt Stone, published 2021 by Motorbooks, Beverly, MA

The extended subtitle provides a good description of the subject matter of this book. It does not indicate the quality of this book as a fine example of quality printing. Clear sharp pictures, double page spreads well registered, an IROC silhouette embossed on the cover, printed with a stripe in each of the 15 colors used on the cars. Chapter number and name on the tops of the pagers provide context to one's reading. The end papers display a matrix of the cars in color with the proper driver's names on the doors. The inside of the dust jacket is a picture 'suitable for framing'. The book itself seems more like an advertising brochure than a book, having large type, lots of space between lines and large, simple and clear graphical presentations of relevant data. A subtle touch is the last page – all black with a picture of Mark Donohue and his IROC car in the center.

Considerable discussion is given to the development and production of the 15 IROC Porsches. These cars were indeed special to that series though Porsche AG still listed them as Carrera RSRs derived from the production Carrera 2.7s sold to the public. The mostly subtle mechanical and visual differences from 'production' Carreras are described in this book.

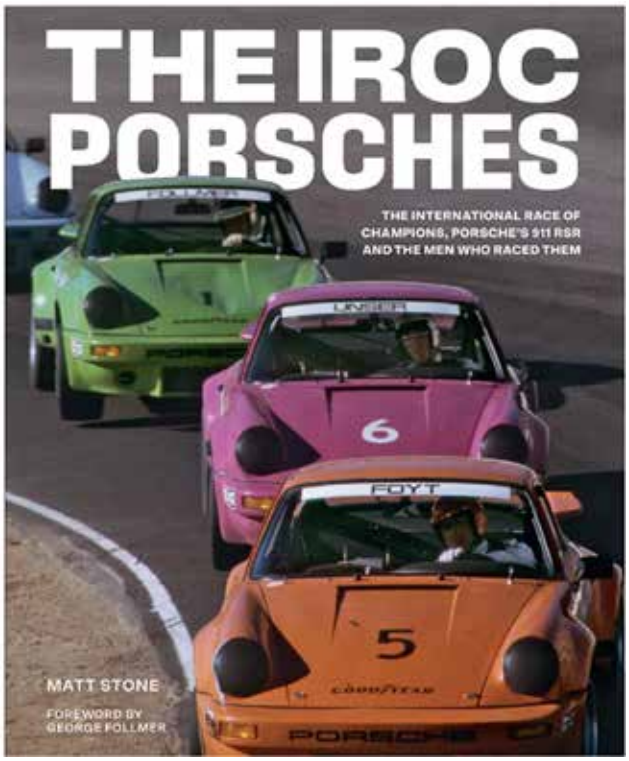
The Drivers chapter includes portraits and biographies of the 12 drivers who participated in the Porsche IROC races, held at Riverside International Raceway (RIP) and Daytona. The names are mostly known and expected by anyone familiar with the various racing series of the '60s and early '70s. Then prominent names that are not included are Mario Andretti and Al Unser (unresolvable tire contract conflicts) and Dan Gurney, Parnelli Jones and Jackie Stewart (ineligible due to recent 'retirement' from their respective primary racing series).

Chapter four of THE IROC PORSCHES deals with IROC rules and the three 'heats' at Riverside and the finale at Daytona. There are fairly comprehensive race reports and action photographs, especially at Riverside. This chapter ends with a summary review of the performances of the twelve drivers and some rather spectacular, color coded graphics showing the results of each race. It is interesting to this reviewer that though the Porsches were selected for IROC on the basis of their reliability, many mechanical failures are documented in this chapter. Not all the failures were experienced by the 'circle track guys' so it is not clear that driver experience, or lack thereof, was part of the problem.

The IROC Porsches Car by Car is the longest chapter in the book gives the 'life story' of each of the fifteen IROC cars manufactured by Porsche. Their participation in the races and their subsequent life is dealt with in detail. The individual stories are fascinating, aided by pertinent photographs. Many were used in various levels of racing, and most have numerous owners and uses described.

The final chapter gives a brief summary of the cars and context of the remaining twenty-nine years of IROC as it morphed into a version of NASCAR with attendant bureaucratic constraints.

THE IROC PORSCHES is hardbound with 192, 9-1/2 x 12 inch pages on heavy weight matte paper. There are 200 color photos with comprehensive captions and a cursory but very thorough index. It is a pleasurable read both for the information presented and for the bright, crisp formatting of the presentation. A spectacular addition to anyone's 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 Books.



Oil Changing via Clubtalk . . .

Question: Hey fellow Nord Sterners a question for you 996 owners. I have a 2001 Cabriolet and last year and I had an IMS bearing installed and new clutch and flywheel. Due to an eye surgery complication the car was not driven really til the fall colors tour (which was a Blast). The point I'm trying to get out I have put probably 500 miles this year for the summer and I leave for the winter this Monday. So the question is because of all the new stuff and only have an extra 500 miles, as well as the car will now sit in a heated garage, do you all think I should change oil????

– Scott Morse

Comments/answers: Okay, am no expert here but I seem to always have an opinion. Oil is changed before storage for two reasons, acidic buildup in the oil and condensation in the oil. Ok, another reason is if you have driven the car enough to get to a mileage point where the oil should be changed, not your case. If you have only driven it 500 miles and, if indeed your only real outing was a road trip to view fall colors, where the car and oil got up to full operating temps and remained there for enough time to boil out any water, I'd be comfortable not changing the oil.

Then there are the purists who will adamantly recommend an oil change, just because it is not really that expensive and the potential down side (i.e. potential engine damage) is expensive. Oil, like gas, has a "shelf life". Both are measured in years so just store it and don't start it unless you intend to drive it enough to get it up to full operating temp for a good period of time. My opinion. Others may differ.

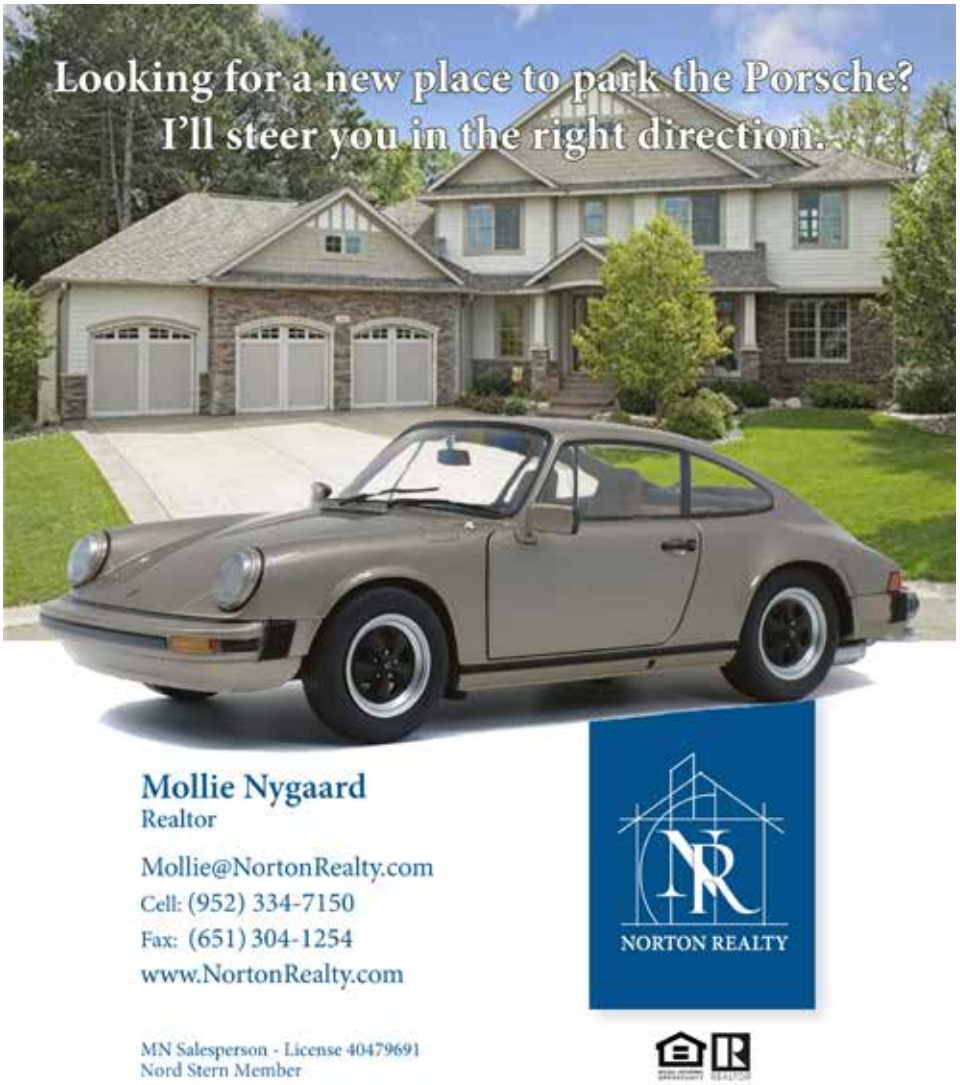
– Jon Beatty, PS. Obligatory new southerner comment: I really like not having to store my cars.

Well, both of mine have about the same each and I won't change it until Spring. Big debate on the forums but I don't see the point/

– Brad Apold

I'm with the Fall crowd due to acidic buildup. However, with such a small amount of miles, that may not be the case.

– Todd Smith



Prez Sez . . .

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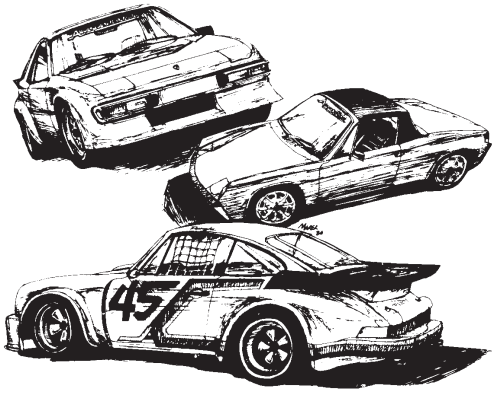
to ride along with them. It's great to have a club like Nord Stern which provides me with the opportunity to create so many of those experiences.

Thanks again for the opportunity to serve as 'El Prez.' I look forward to opening the garage door to an exciting and fun 2022!

Respectfully, John Velure



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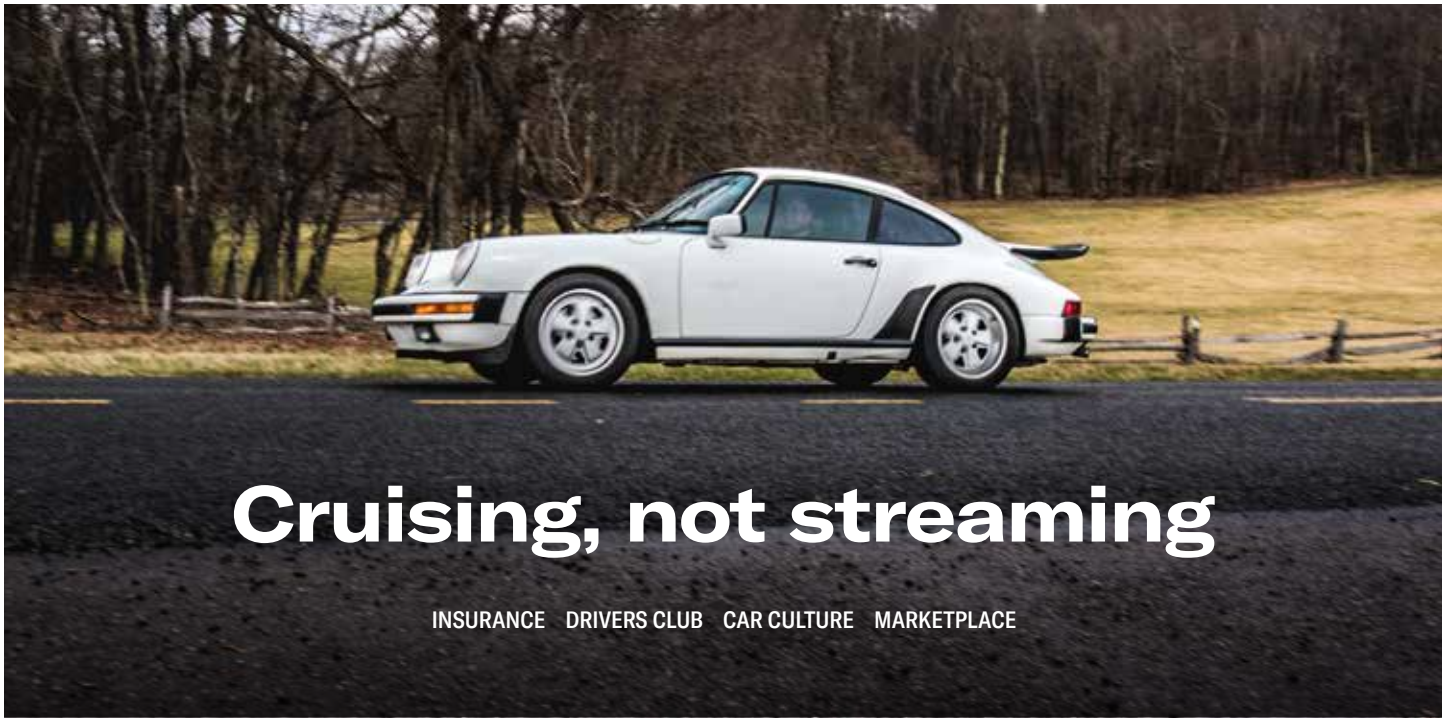

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A Special Kind of Porsche Parade

by Robert (Rob) Mancinelli and Mark Johnson

courtesy Die Porsche Kassette | September 2021

Prologue: There are times when the story pulls so strongly at your heart, that words simply do not work.

This is one of those stories.

Ben Mancinelli is a 10-year-old young man who was diagnosed with autism spectrum disorder at the age of 3. It is a story abou his diagnosis, about his family, and about the changes Mom and Dad made to help bring Ben into a normal life, as much as possible. It is also a story about Rob Mancinelli's life-long obsession with Porsche, and how that Porsche has saved Ben.

Trying to write this story would be difficult for anyone who has not experienced this first-hand. There are so many features, side notes, and challenges in understanding what the family, and especially Ben, went through to get to his 10th birthday. And so Rob (Dad) sent a summary of Ben's life and growth through Porsche. We'll let Rob share his and Ben's story and their mutual love of Porsche.

As told by Rob Mancinelli

I can't express enough, our gratitude to Lisa Lewis, Kyle Rathbun, Jerry Daily and the PCA. Members of the Florida Gulfstream Region and the Gold Coast Region were incredible with their recent support and participation in our son Ben's 10th birthday drive-by. It was also a fantastic surprise to have the members support a fundraiser for Ben's school, the Hope Center for Autism in Stuart, . You made his day, his week and his year with the Porsche parade past our home for his birthday. You helped out his school with a generous donation. It's something he still talks about and I'm certain he'll never forget. From concept, to preliminary conversations with Lisa, to full embrace by the membership, the entire thing came together in a few short weeks, truly living up to the slogan, "it's not the cars, it's the people." To understand the importance of this birthday gift, you first need a little background.

After a life-long obsession with Porsches myself, I finally purchased my first in 2013. It was a 1985 Euro-spec cabriolet, black on black with all the major work already complete. My hope was to use the car as a bonding tool with my then two-and-a-half-year old son, Ben. Right out of the gate, it appeared my plan was in full swing. From the moment I parked that classic beauty in my garage, my two year old became obsessed with it. Most nights, he'd grab my hand and lead me to the garage where he'd stand and point at the car. My wife, Stacy, and I would laugh. "You're creating a monster," she'd say half-jokingly. Shortly after his third birthday, Ben began letting himself into the garage and climbing behind the wheel himself. While I never had the ability to take him for a "real" ride in the car (I was unable to locate an acceptable child car seat for it), on occasion I'd take the top down, hold him on my lap and idle through the neighborhood which he really enjoyed.

Sometime around his third birthday, it became clear that Ben had some serious learning delays; particularly concerning was his speech delay. At three years of age, he had only two words in his vocabulary, mama & dada. Without going into too much detail regarding the numerous doctor appointments, the hunches, the misdiagnoses, the preschool complaints about his behavior, the procedures he would undergo that would "have him talking in no time," the end result was the same. There were no results and no one knows why. At the behest of his speech therapist and his occupational therapist, we had Ben psychologically evaluated. This is where our worst fears were confirmed. Ben was diagnosed with autism spectrum disorder, which explained not only the speech delay but also the whole host of missed milestones. After some denial and disbelief due to the fact that he was and is so incredibly social and outgoing, we quickly accepted the fact that it was absolutely the right diagnosis and that set off a whirlwind of changes.

It forced a revamp of everything we knew, everything we did, all the future plans we had made and even prompted us to sell the house we had just bought. We moved to a more "special needs" friendly county that had better designed programs to help Ben. A chaotic schedule became even more chaotic. Finding a house in the right school zone in the new county at a 50% hike in housing costs, selling our rental house, selling our primary house,

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packing up, moving, settling into the new house enrolling Ben in the new school. And then we were the juggling the Occupational Therapist appointments, speech therapy, Applied Behavior Analysis therapy. And yes the family grew, having our second child a brother Brandon, just three weeks after the move.

Chaos; it was as if everything changed, seemingly overnight.

How does all this factor into a Porsche story? you might ask. Easily; the only thing that didn't change was Ben's obsession with the 911 parked in my garage. It was the car I had nearly forgotten about in the midst of this tornado of changes. I had no idea how important that car and that obsession would prove to be.

While Ben was now starting to communicate with some basic sign language and by pointing to or leading us by the hand to things he wanted, his speech delay and limited ability to communicate created such a frustration in him that he had the most horrific meltdowns. If you're unfamiliar with an autistic meltdown, it's a temper tantrum on steroids. It's particularly dangerous because the child in a fit of rage loses all control and has zero regard for their own safety. Throwing themselves around recklessly, banging their head on the hard floor, or into the walls or doors.

There's virtually nothing you can do but hang onto them and keep them from hurting themselves until the episode is over. That could take anywhere from a minute to five seemingly endless minutes in his case. It feels like an eternity in real time. For Stacy and I as parents, it's one of the most heart wrenching things to watch our son go through. The feeling of helplessness can be overwhelming. Then it happened. It is the twist that makes this like no other Porsche story. The planets seemed to align, out of the blue, at a most unexpected time in a most unexpected way.

During one of those episodes the Porsche keys fell out of my pocket! I was holding Ben, trying to calm him down. The second his eyes caught sight of that Porsche crest on that key chain, the episode was over. The light and smile came back to his face. He was calm, he was happy, and moments later, he was desperately trying to utter a new word. It would be his third. That word was 'Porsche." Clear as the sky is blue with the correct pronunciation. I was dumbfounded.

From that day on, those keys have gone with us everywhere. Not only did they work effectively to calm an episode in progress, but also they worked and continue to work effectively in avoiding an episode from occurring at all. It was a major breakthrough for us, for him. No other keys worked. As the days rolled on, "Porsche" continued to roll off his tongue. "Porsche" and a tug on the hand meant he wanted to go out by the car in the garage. Porsche and a finger point to the counter meant he wanted the keys. We began to foster that obsession, that passion that helped bring our son back from the dark side.

As time has gone by, Ben has gotten hooked on all things Porsche. We watch videos on YouTube together, he steals my Porsche hat and wears it around the house. He still sneaks out into the garage to see the 911, now a 2002 Turbo. When he plays his Xbox, he only wants to drive a Porsche. He absolutely revels when we go for spirited drives.

The surest way to get Ben to drop what he is doing is to ask him if he wants to go for a ride in the "Porsche." Whatever he is doing, whatever he is holding, drops to the floor. He runs over, grabs my hand and blurts out "go for a ride in the Porsche!" Then leads me out into the garage and right over to the car where he lets out a big, "please," right before I lift him into the back seat and strap him in. We frequently take drives together. Drives that prominently feature an ear-to-ear smile on Ben's face, which draws the ear-to-ear smile on mine. A pair of smiles that grows larger with each rev as the tach approaches redline.

We've survived purgatory.

While I dreamt of the 911 for decades, I never dreamt it would impact my life and the lives of our family and in particular my son, in such a dramatic and positive way. It's not just a car. That's clear to me now. It will never be just a car. It's something far more than that, at least to my family. Ben is ten now, progressing well, picking up new words every day. While the road to independence is long, I'm confident he'll get there. Just as I'm confident I will one day hand him the keys to this vintage 911. It'll be his car. . . as I suspect it has always been. Which brings us back to this most amazing birthday gift.

We kept Ben in the dark about the parade we had arranged for him. As the cars lined up at the end of our block, preparing for their colorful pass, we ushered Ben around from the back of the house. His eyes lit up. His smile was a mile wide and his excitement, uncontrollable. He couldn't believe all of these Porsches were lining up for him. He knew them all, the Caymans, the Boxters, the Cayennes, the Macans, the 911s, the Panameras. It was PCars of all shapes, sizes and colors of the Porsche rainbow.

Ben with a 996 "cutout" and friends watching the Porsches drive by, celebrating the Big 10!

As they rolled by, the members stopped and personally wished Ben a happy birthday. He took pictures with them and their cars. They showered him with gifts of matchbox Porsches, posters, flags, T-shirts, cardboard cutouts, framed pictures and things I'm probably forgetting. What I will never forget is the incredible generosity that was shown to our son. A date, time and place that is permanently burned into our memories with joy and happiness. Friends, family and neighbors poured out to witness the spectacle.

The "Happy Birthday Carrera, Kyle Rathbun's 911" (Photo courtesy Mike Koller)

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The World's Most Exclusive Race Meeting . . . AKA Jim and Bruce's Excellent Adventure at the 78th Goodwood Members' Meeting

by Jim Southwell and Bruce Boeder

There's nothing like a little hyperbole to get my attention. The skeptic in me wants to know more, to maybe de-bunk the claim. The other half is hoping it's true, and thinking of ways to investigate in person to form my own opinion.

The event described is the 78th Goodwood Members' Meeting, held on the Goodwood Estate outside Chichester, West Sussex, England. That's a ways from where we are here, in Nord Stern land. Such that some planning was in order. Bruce Boeder originally proposed this trip in late 2018. I had been to the Goodwood Revival a few years earlier, and was eager to add this event to my resume. 2019? No, Bruce was thinking 2020. No problem, that gives time to plan for March, 2020.

We joined the Goodwood Road Racing Club, a prerequisite to purchasing tickets for the Members Meeting (We are now Fellowship Members of the GRRC, with our names on the waiting list to become full members . . . Which we doubt will happen in this century). We purchased "Roving Grandstand Tickets" for the Members Meeting, made hotel reservations in London and near the Goodwood Estate and purchased plane tickets on Delta. Unfortunately, a little something called Covid 19 popped up. You may recall that the pandemic was just getting started but about a week before we were supposed to leave for England, Bruce bailed and then Boris Johnson shut down the country. Our close personal friend, Charles March, the Duke of Richmond and Gordon, the owner of the Goodwood Estate, graciously allowed us to roll over our tickets to the re-scheduled Members Meeting in May of 2021. We were able to cancel our hotels and the rental car and even Delta refunded our purchases. All Goodwood events for 2020 were cancelled. Nothing unusual, lots of things were cancelled for 2020. Stay flexible, make new plans, keep it on the horizon. Spring of 2021 had Covid still calling the shots in the UK as well as the US, but the UK was set to reduce restrictions mid-July. The MM would now be in October, 2021. Luckily, Bruce and I have flexible schedules and understanding spouses. October it would be! Bruce handled the flights, I did the hotels and car, tickets purchased, we were booked!

We got Covid tested (a pre-requisite for entering England), flew to London, got tested two more times (another government requirement in England – at a mere $322), and spent three days there enjoying the city before driving our rental to West Sussex. We walked around London, toured the British Museum (Bruce had been at the British Museum in 1972 but the gallery containing the Elgin Marbles was closed then for renovation . . . And was closed again this trip, also for renovation!) Both of us get a weekly email from Classic Driver, a self-styled Classic Car and Lifestyle website, and one of the emails in September talked about Hexagon Classics, a classic car broker located in North London, which also touted a Mediterranean inspired restaurant attached to Hexagon called The Engine Room. After spending a fun-filled hour plus looking at the cars currently on offer at Hexagon we had a wonderful lunch at The Engine Room.

Senna's 1991 F1 Championship car

Minis run in a different class

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Goodwood . . .

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After several days in London, we went out to Heathrow and picked up our rental car. As Jim had previously driven in England he drove and Bruce navigated all while white-knuckling the grab handle of our Vauxhall Grandland, imitating the Navigators in the WRC but not speaking Finnish. The country roads in England are narrow.

A well traveled prototype

After having lunch on Friday in Chicester, the closest city to Goodwood, we decided to drive over to the Circuit to see if we could get in. With our credentials hanging from our pockets and our GRRC Fellowship buttons prominently displayed, we walked right in. There wasn't any action on the circuit but it was wonderful being able to walk around the paddock while the cars were being unloaded (and the various transporters and trailers were whisked away to somewhere near the circuit, but out of sight . . . It is a re-creation after all).

The next day, a friend of Jim's from the ACG of Reims, France, David, and Simon, his friend, had come down from Solihull and met us Saturday morning, staying to about 7:30 p.m. and adding to the experience. David is a total Range Rover geek, currently building a tube framed RR special for off-roading and to keep his accounts depleted. Saturday it rained early, right after the running of the hounds up and down the front straight (really), but the rest of the weekend was dry.

So, exclusivity. The Members Meeting is in England on a 12,000 acre private estate, Goodwood. The estate has several commercial enterprises (you can rent Goodwood House for your daughter's wedding if you can afford it). To race, you must be a member of the Goodwood Road Racing Club, and you must apply so they can consider your car for their curated lineup. To spectate, you must be a member of the Goodwood Fellowship. (You may now address Jim and Bruce, respectfully as "Sir" while touching the brim of your cap or your forelock). There is a dress guide. This pretty much guarantees "the right crowd, and no crowding". The Duke of Richmond and Gordon appreciates your attendance and good behavior.

Goodwood itself is 2.38 miles, clockwise, with some modest elevation change and a pre-fab chicane right before the finish line. During WWII it held an auxiliary airfield, in case the Spitfires couldn't get back to their main base. After the war, Freddie March, the Duke at that time, who was a huge motorsports fan, decided to install a race track (or as it is called in England . . . A Motorsports Circuit),

Not nearly a 908/3, but . . .

around the grass airfield, which airfield is still in use. The glory years for the Motorsports Circuit were from 1948 to 1966, and testing and private use ran after that. Sir Stirling Moss had his big, career-ending crash at Goodwood in 1962. There were some three hundred and forty racecars entered in the 78th Members Meeting with another forty or so demonstration cars, plus a motorcycle race group, so the action was almost non-stop. McLaren Cars had a good representation, with a bunch of cars taking to the track between sessions to provide entertainment and vaporize expensive tires. Bruce particularly enjoyed one of the McLarens drifting through Woodcote, the last turn before the front straight, with the driver leaving braking for the chicane to the last possible moment. There was an exhibit of three F1 cars driven by Ayrton Senna in his championship years. And Bruno Senna was on hand to demo drive Ayrton's McLaren MP4/5, chassis 5, which Ayrton drove to the 1991 Championship. A simple looking, earsplitting car. The sound of that car and the emotion in the crowd caused the hairs on the back of your neck to stand up.

David & Simon helped with English lessons

Dry weather on Sunday! A good thing, wouldn't want to get Gordon Murray's new supercar, the T.50 wet at its introduction. Just like his earlier McLaren F1, the T.50 puts the driver in the center, only this time it's a Cosworth V12 providing some six hundred plus horsepower. There is a unique styling element on the car, a large vent fan on the rear, just like the Brabham F1 car that Murray designed for 1976. Niki Lauda won the Swedish GP in that car, and can you believe it, there is a Niki Lauda version of

After the hounds horses, came the brooms and shovels!

the T.50. Dario Franchitti demonstrated the $3m screamer.

The Members' Meeting featured thirteen practice and qualifying sessions, then fourteen races over both days.

All kinds of vehicles, pre-WW1 to the late '70s. 500cc Formula 3 cars, sports racers, GT cars, motorcycles, and a certain Fiat. A 1910 Fiat S76 to be exact, but this one is better known as "The Beast of Turin". It stands about 5.5 feet tall, and has a twenty-eight-liter four-cylinder engine. It doesn't rev very high, but that makes it easy to see the fire balls shooting out of the short pipes. A big, tall kidney bean, it got beat in the S. F. Edge Trophy race by the 1909 Blitzen Benz.

Porsches? Yes! Not a huge number, but the ones there were significant. How about five 904 GTS? Four had 2.0l sixers, and number 15 had a 4-Cam. Turns out that one is a factory prototype with Euro and US race history. Very period correct, as they say, it was great to see these cars coming down the straight, taking a set on their skinny Dunlop tires and broadsliding through St. Mary's corner. Another five 911s, all '64 or '65, running in the same Ronnie Hoare Trophy race. Short Wheelbase, narrow body, early 911 glory!

Look, Ma, no wings. Fancar!

Jim's favorite races were the Pierpoint Cup and the Gerry Marshall Trophy. Both were for "saloons," and both included 5.0l cars. The Pierpoint was all V8 with Mustangs, Galaxies, Falcons, and one Barracuda and one Studebaker. This was a two driver race, and Pirro, Kristensen, Franchitti, Maas, Brabham, Attwood, and Blomquist all got beat by the guy in the Lark Daytona 500! The Gerry Marshall was broken down by under and over 2.8L cars, and was the finale Sunday. Very entertaining, lots of offs, including the two leaders together on the backstretch, and won by a very well driven Capri 3.0. These were vintage cars, yes, but driven hard.

Goodwood itself does a great job publicizing the event and everything that goes on. Many of the races are available on YouTube, and Goodwood sends out snippets of various races often on their Facebook page. Since many Nord Sterners read this newsletter online, here's a link to one of the races so you can get a good idea of what it is all about:

https://www.youtube.com/watch?v=q8rm8bx5IiQ

Beyond that, attending in person is of course the best way to really understand and appreciate the Members' Meeting. If you are interested, Bruce and I, as members of The Fellowship, can pre-screen your application. Because, as you know, it is quite exclusive!

Left: The car that beat the big names

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The Line . . .

by Richard Tanler

Generally, the first thing that we do in Driver Training is reconnaissance laps. The purpose of this is to learn the Track's boundaries. In my opinion, reconnaissance laps should be conducted before the first classroom session.

In every Driver Training Classroom session, a detailed explanation of 'The Line' will be provided, often accompanied by diagrams. The Line is divided into navigational steps:

1. Reduce speed
2. Initiate the turn-in
3. Steer towards the apex
4. Reduce steering input at the apex to track-out of the turn.

We place cones at turns to provide reference points for the turn-in, apex and track out. These are useful in visualizing the line. Visualizing the line is important because our hands have eyes.

We reflexively steer to the thing we are looking at; it is a human neurological response. Most of us have experienced this when we becom distracted while driving and realize we are steering towards the thing we are looking at. When driving one must stay alert and focus on where you want your car to go i.e., focus on the invisible line. Instructors emphasize the importance of "looking further ahead" especially as speeds increase. Improving one's reaction time is not possible; therefore, we "buy time" by looking further ahead. In contrast,

Your feet respond to our ears, not what you are hearing. Your inner ear is where the human sense of balance is located. Again, this is part of the human neurological system, allowing us to walk, run, even drive without a lot of conscious thought. When one senses that the car is not under one's control, the feet automatically respond: typically by lifting and braking. These are reflexes essential to human survival.

Most Instructors, will talk about the need to "see the line." I thin it is far more important to "feel the line." At speed, we want to "feel the line" and avoid doing things with our hands and feet that upset the balance of the car. Instructors emphasize the importance of "being smooth." "Smooth" is something we feel.

In short, high-performance driving all starts with taking control of one's neurological senses, shifting from a subconscious, reactive driving style; to a very active, conscious driving style. As Yogi Berra might have said: "Driving is 90% mental; the other half is in your head." We drive with our eyes, ears; and brain, fully engaged. It's a lot to think about: geometry, physics, and now neurology. In addition to seeing/feeling the line we need to watch for obstacles like other cars, car parts, even animals: turtles and fish. Yes fish! That story is a bird dropped a fish on track between turns 9 and 10. I had to avoid a turtle at the Apex of turn 2 in a Club Race. You never know what you will see on track.

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Definition: "The Line" is one's proper course when navigating a turn in the course of driving. It is determined by navigational boundaries imposed by the track and characteristics of one's car.

A large mass reacts to the laws of motion, especially as one approaches the limit of the car's capability to maintain traction. The importance of staying on course, driving the line, increases exponentially, as speed inceases.

Navigational boundaries include other cars. The expectation is these other cars will follow their proper course and therefore they represent predictable, moving boundaries.

Driving The Line is safe! However, The Line is invisible and subject to change.

Where We Were . . . 60+ Years!

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

January 2000

The front cover of Nord Stern for January of 2000 featured a picture of both a 356 A 1600 Speedster and a 356 Polizei car in the Porsche Museum in Stuttgart. Picture was taken by **Keith Jones,** who was kind enough to also author a great article on his hurry-up trip to Germany. Our back cover also showed Nord Stern members traveling out of the country. The cover shot showed **Jim** and **Cid Holton** resting up in New Zealand before the holidays. Shorts and sandels were worn by all, straignt out of Crocodile Dundee.

Our hardworking editor **Christie Boeder** was too busy to assemble her monthly column due to the press of the holidays, so husband and long-time Club leader **Bruce Boeder** stepped in to write a delightful piece on his past five years when he served as Nord Stern's Vice President, then its President and then,for three years, a hard-working member of the Club's Board of Directors. Bruce commented that both Boeders had seen the Club become a major part of their lives since they joined Nord Stern in 1990. As Bruce noted, the Boeder family has always tried to give something back to the Club, volunteering whenever possible. However, Bruce noted with pride that he had always received more then it was possible for the two Boeders to give to Club Membership. As your humble scribe must note, these comments were written 20 plus years ago and, by my math, both Bruce and Christie have continued to give to our Club time and time again for over 30 years now. Truly amazing . . ..

Front cover: From the Porsche Museum, photo by Keith Jones

President **Jon Beatty** lamented putting his Porsche to bed for the winter in mid November, as the December weather turned quite mild. Jon looked forward to a full track schedule already in the planning stage, with four scheduled Brainerd events including the annual Club race. Jon also noted that the Club's annual trip to Road America will go forward once again. Jon also revealed that the Club's upcoming holiday party was going to feature the Club's own **Peter Kichak** giving his view on the pro racing circuit. Jon also hinted that there was the possibility of a second social dinner later in the winter or early in the spring. Finally, President Jon thanked past president **Mike Selner** as well as all who expressed confidence in Jon's his leadership for the coming year.

Keith Jones, club member and buyer for Target provided all with a detailed description of his surprise trip to Germany to cover an event for Target Store buyers. On short notice, Keith had to arrange a trip to Munich, work the conference, and see the sights. Keith visited the Hoffbrau House, the sites in Nuremberg and, after four days, Keith moved on to Stuttgart and Zuffenhausen to see many Porsche sites. The museum and the factory were especially intriguing . Additionally, Keith provided pages and pages of photos of the both the Toy Fair where he represented Target, the Porsche factory, and its museum. Truly a great time.

Regular contributor **Jill Daneu** next provided our readers with a great story of the good fortune of Club member **Mike Brewer.** The article detailed Mike's good fortune in winning a Porche Carrera 2000 coupe in a charity raffle earlier in 1999. For $100, Mike was able to take possession of the spanking brand new 996 Carrera 2000. Mike had the choice of either taking $50,000 in cash or the Porsche; he made a wise choice. The car was delivered through a dealer in Florida after Mike selected color and options. Mike indicated that he had plans to sell his 1986 Guards Red Targa in the spring as he had now upgraded at very little personal cost. Jill also provided a series of photos of the new car and the happy owner.

Californian David Bynon from the San Diego Region offered newsletter readers a lengthy article detailing tire and wheel care. I was surprised that the topic could generate a six page article, but David was up to the task.

Upstate New Yorker Chris Welty of the Hudson Valley region was evidently known as a bit of a humourist back in the day and our fearless editor Christie ran one of his older columns in the January, 2000 edition of Nord Stern. Chris illustrated the challenge he faced with a constant desire to go cheap on any replacement part needed for his Porsche. After years of approaching car maintenance in this frugle manner, Chris decided that he had reformed and actually installed a few new parts into his Porsche. By the end of the article, Chris was driving smoothly and was

very happy.

Steve Grosekemper of the San Diego region provided the third installment of his detailed article explaining the constant search for lost horsepower. This three-page article focused exclusively on exhaust systems and defined how they could either help or hurt the performance of an internal combustion engine. The piece was very technical and may have gone over the head of some of our readers; I might have been one of those readers.

Marketplatz from 20 Years Ago

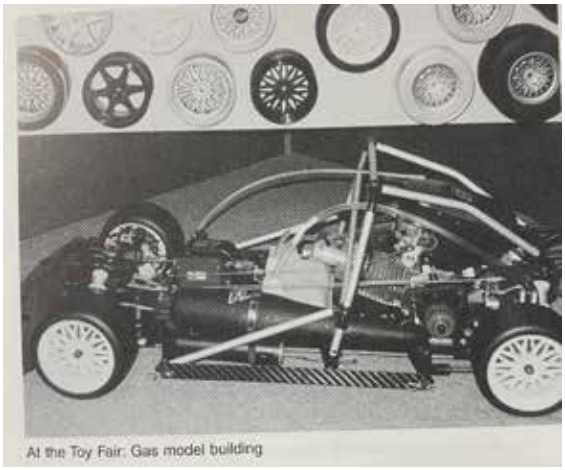
- 1970 914/6 GT race car. Chassis built by Truman engineering, extras include air glass, turbo brakes and a full cage. One of the first two 914/6 vehicles brought into North America. Fresh 901 transmission and two sets of BBS wheels. $11,500 or $14,500 with the 3.2 twin plug. Contact Bill Berard.
- 17 gallon fuel cell for a 930. May fit other models; contact seller for a diagram of dimensions. Cost $1500 new directly from Fuel Safe, will sell for $ 530. Shipper pays freight. Contact Steve Beddor1970 914 race car.
- 1993 968 M 030. Rare horizon blue, 51,000 miles, with a hard to find set of factory performance goodies. Timing and balance shaft belt replaced during the past year; Auto Edge serviced and ready to go. Car is in very good conditions; winter storage available $24,900. Contact Jim Thole.
- 1980 911 SC engine. SSI, K&N, recent valve spring replacement. Harness, brain, CD box and fuel ACM are all still attached. 64,500 miles. This is a very strong performer. $4,500 firm. Call Eric Neyers

Porsches ready for shipment (check the wheel designs)

NORD STERN 11

The hot new car in Europe (this one was in bright yellow)

At the Toy Fair: Merkceds F-1


At the Toy Fair: Gas model building

Toy Fair: Gas model building

At the Toy Fair: Kiddie Cars, battery powered "cart" car and walk behind steering toy car.

Toy Fair, Mercedes cutaway, close up

Continued on page 27

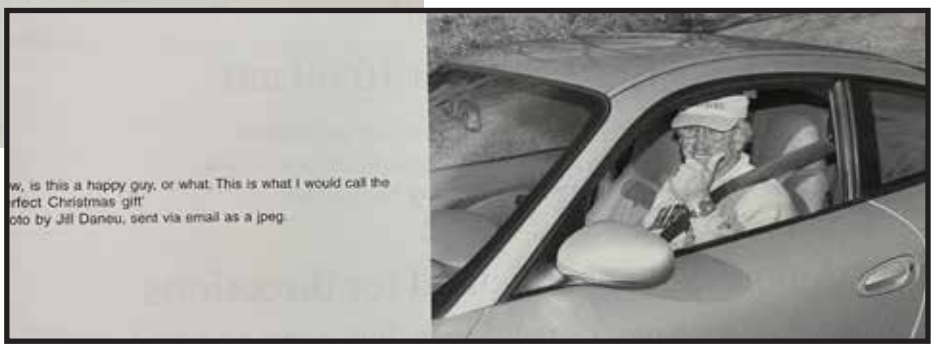
The Scans . . . Continued!

Porsche Pics . . .

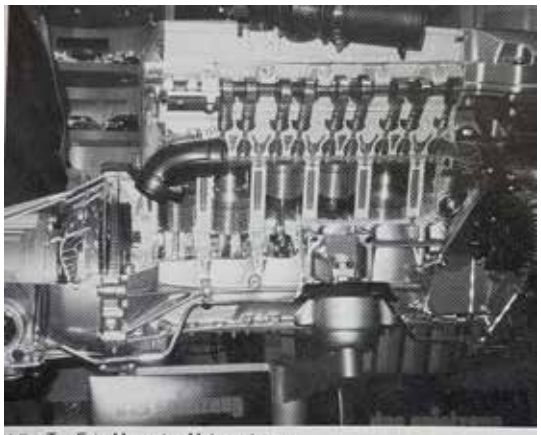
Out and about with Nord Stern

Photos by Jill Daneu

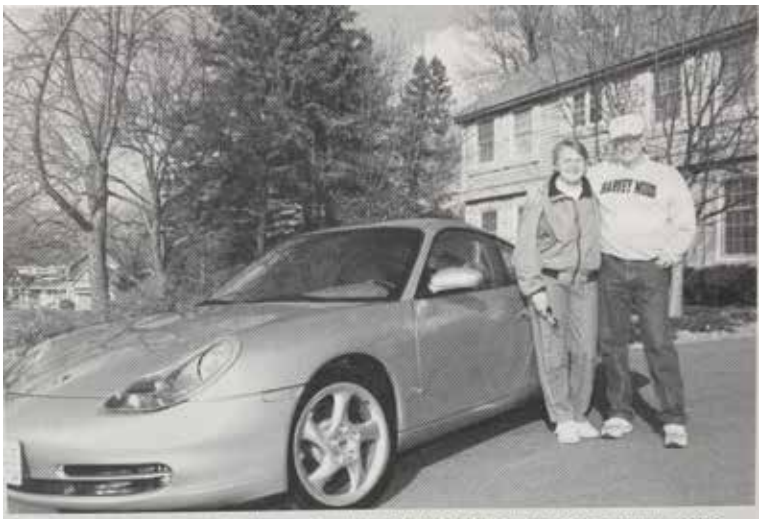
Looking as if car and owner go together as, well, you know that old tune!
Photo by Jill Daneu, sent via email as a jpeg.



w, is this a happy guy, or what. This is what I would call the rfect Christmas gift'
oto by Jill Daneu, sent via email as a jpeg.



t the Toy Fair: Mercedes Motor cut away



Marilyn and Mike Brewer enjoying the sunshine along side their shiny new car. Congratulations, Mike!
Photo by Jill Daneu, sent via email as a jpeg.

The CLU

by Pedro P. Bonilla Gold Coast Region, "Die Porsche Kassette

In past tech articles published here, we've discussed many of the different components that govern our car's systems. Today we'll discuss the Central Locking Unit or CLU (sometimes called the Immobilizer).

The CLU is found in all 986, 987, 996 and 997 (Boxsters '97 -'12, Caymans '06 -'12 and Carreras '99 -'12).

This little black box controls, among others:

- Keyless entry (remotes)
- Electric windows
- Front and rear trunk lids
- Power locks
- Cabin motion detection
- Alarm
- Immobilizer function
- Soft top operation

As you can see from the list of items it controls, it's an important part for your car and care should be taken to keep it in good working order.

The CLU is basically a computer with a memory that can only be programmed once. It stores in memory the security codes for each one of the keyless entry remotes as well as the security codes for each of your keys' immobilizer "pills".

The CLU is a very reliable unit that should give you years of trouble-free operation but there's one very important issue: Porsche located it in the lowest point of the passenger cabin, under the driver's seat. It is very well protected, but if there is water incursion into the cabin, from a window left open during a rainstorm or from clogged drains, it will flood. If this happens to you, DO NOT put the key in the ignition or try to operate any electrical component.

As soon as possible, disconnect the negative side of the battery.

Remove the four bolts that secure the driver seat rails to the car's floor panel. Lean the seat's backrest forward as far as it will go and then lift the bottom front edge of the seat past the bottom of the steering wheel. Now, just let the steering wheel support the seat in place and you'll have ample room to inspect and work on the CLU.

If there is a lot of water you need to remove it quickly so no more damage is done. You can completely remove the seat(s) to allow for better aeration. I've used a wet-dry vacuum with much success to take most of the water out of the carpet. Afterwards, an electric fan will help dry the rest (generally overnight).

One important note is that we're talking about fresh water. If the incursion was sea water the CLU (and most of the electrical harness and components are toast. Don't waste

Continued on page 29

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CROWN BANK
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CLU . . .

continued from page 27

your time. Call your insurance company and don't be surprised if they want to total the car.

Getting back to the CLU, remove it by turning the plastic fastener ¼ turn counter-clockwise with a Phillips screwdriver. Lift the front edge and pull the unit forward. This releases it from the chassis and gives you enough room to disconnect the two wiring harness connectors.

Take the unit out of the car and open the plastic case. It's closed with multiple plastic lock-tabs that can be pried open with any edged tool.

Remove the printed circuit board from the plastic case and inspect carefully. If it has been flooded you will most likely see discoloration and or oxidation of the circuit board.

Place the circuit board in a shallow plastic container just a bit bigger than the board itself and pour isopropyl alcohol over it until it is fully immersed (you can find isopropyl alcohol at any pharmacy or home improvement center). Leave it immersed for at least 30 minutes. During that time you can softly brush away any oxidation or deposits with an old toothbrush or similar. Isopropyl alcohol will displace all of the water on the different components of the circuit board.

After the 30 minutes, remove the board from the alcohol, let it drip as much as possible and place on a clean, dry paper towel. Don't try to heat or blow-dry it. Let it dry at room temp for a couple of hours.

After everything is dry, including the carpet, reassemble the CLU and return to it's original location. Note that there is a small blue micro fuse on one edge of the CLU's case. Check to make sure it's not blown and replace with a new one if it has.

Reconnect the wiring harness and secure the CLU in place with its fastener.

Reconnect the negative battery cable and test your unit. If you caught it in time chances are very good that you can get it back in full operation. I've been successful in about 60% of the cases.

If the unit was damaged beyond repair, you'll have to get it replaced. It will have to be a new unit (which can be costly) because as we explained earlier it cannot be reprogrammed.

To program a new CLU, a PST-II or PIWIS unit must be used and the tech doing the programming also needs to have your car's specific IPASS codes that are only available from Porsche so that they can put back the original codes for the remote(s) and the key(s).

Always make sure that the windows are fully closed, especially in the rainy season. Also, there are several drains around the car that need to be kept clean of debris always. If these are clogged, as strong downpour can overwhelm them and water will flood the cabin.

Boxsters, Caymans and Carreras have two drains in the front. One on each side of the battery tray, towards the firewall.

Boxsters also have a very important drain at the bottom of where the convertible top pivots. The best way to make sure they can drain well is by using a hose with a jet nozzle. Put the nozzle right up against the drain hole and let the water pressure clean it out. Water will drain out the bottom of the car.

Happy Porsch-ing,

Pedro

Out and About with Nord Stern . . . Holiday Times!

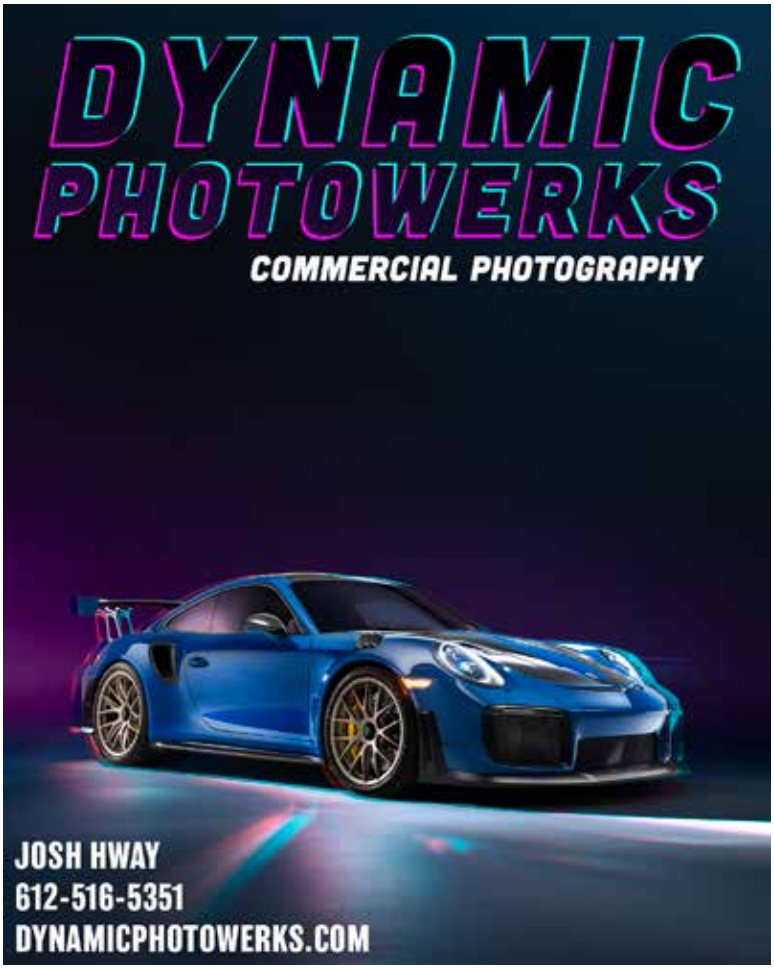
photo by Joel Luth

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.

2016 Porsche Macan S

2nd Owner, purchased CPO at Porsche Minneapolis. 74,950 miles, excellent shape, Black with black interior, entire car checked over, brand new brakes and rotors at 74,500, front has film so no rock chips, tires have 15k on them. Asking $31,750, contact Rick at 701-361-2923



1989 944 Turbo S

Velvet Red Metallic/ Linen, 54,000 miles, 18" wheels All service records. Asking $25,000 or best offer. Loren 612-201-4304 lorendrums@comcast.net

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

WANTED TO BUY

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 mettalic Z8 Color Option. Located in Hopkins. $4,000. 612.275.5482. Mike

The Line . . .

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My message is simply, The Line we talk about is real and can be defined by physics and geometry. It can be difficult to see, but it is something that we can feel. Concentrate on staying alert to what your eyes and ears are telling you. Your car has limits defined by physics, your limits are neurological. Keep that in mind as you explore your and your car's limits.

Drive within your limits. As you gain experience you will extend those limits by becoming much more aware of what your senses are communicating. Remember the objective is to improve your driving skills, not test how fast your car can go.

Drive safely and have fun.

I have instructed all levels of drivers, from inexperienced teens, in the Street Survival Course to law enforcement officers in Emergency Vehicle Operations Courses. I have instructed those that want to secure an SCCA competition license and at Audi, BMW and Porsche High Performance Driver Education track events. I instruct with an emphasis on safety; however, I have a deep passion for motorsports.

Epilogue:

Sadly, neither the fish nor the turtle survived their on-track experiences. The bird soon returned and retrieved its meal. The turtle was hit by the car following me.

Ben . . .

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"It's not the cars, it's the people." You live it and we appreciate it. Thank you for making Ben's 10th birthday, one he, and we will never forgot. You're all truly amazing and I hope as Ben progresses, we'll be able to take part in more of the local PCA events and start living it, with you.

Epilogue

This very special Porsche Parade was held on May 15, 2021. Ben's turned double digits on May 17th just two days later. Over 25 Porsche autos and 50+ members participated. In addition, over $1,700 was raised for the Hope Center for Autism in Stuart, FL. That's an incredible feel-good story.

Happy birthday, Ben, and many more. Perhaps the keys to Dad's Porsche will find your pocket one day soon, after you unwrap them during another birthday celebration

Right: Ben's Birthday card from Gulfstream and Gold Coast Regions of PCA (Courtesy Ian Garada)

Left: The Mancinelli Family – Rob, Stacy, Ben, Brandon & Ms. Lilav

A few blasts from the Summer of 2021 . . . in Elkhart Lake, WI at Road America

photos by Christie Boeder

Left: Jimmy McGlynn, Matt Johnson, Bruce Boeder, Tom McGlynn

Nord Stern History Post

by Roger Johnson, www.nordstern.org/History

Porsche announced that long-time Porsche factory driver Patrick Long is hanging up his driving shoes and will take up other roles with Porsche. As Porsche's sole North American factory driver, Patrick has become a very visible face of the Porsche brand both in motorsports and vintage Porsches. I'm sure much will be written on Patrick's new role elsewhere so I will focus here on his involvement with Nord Stern.

Back in 2007 I was serving PCA as Website Chairman. I worked closely with Panorama Editor Betty Jo Turner as we were looking to expand content for what we were calling "Panorama on the Web". In November of that year, we were at Rennsport Reunion III at Daytona (with a bunch of other Nord Sterners) and were brainstorming ideas for content. Betty Jo had the idea of a column with the young factory driver of the Penske RS Spyder. We went down to the Penske transporter to ask him if he was interested. He was just climbing in the the car but agreed to a conference call the next week which later led to his column on PCA.org. I took this photo a few minutes after being introduced to Patrick.

Late in 2008 we were working on plans for Nord Stern's celebration of its 50th year in 2009. The decision was made to have a fancy dinner at Interlachen. I called Patrick and he quickly agreed to be the guest speaker.

Charter Nord Stern member Tom Countryman had driven a 550 Spyder back in the day, so we made the theme of

the party "From Spyder to Spyder". We did a Q&A with the two of them comparing their Spyders. "How much did your Spyder cost?" Tom: around $3,500. Patrick: well, you can't really buy one…

A booklet of Nord Stern's 50 years produced and distributed to the attendees. I asked our Spyder drivers to sign the booklets. Patrick being used to that sort of request started signing. Tom initially responded, "who the hell would want my autograph?" He signed and the autographs of both Spyder drivers make the booklet a very cherished memento of a great evening. When Tom passed a few years ago, I sent a very short email to Patrick with the news. He wrote back a heartfelt email about how meaningful meeting people like Tom is to him. He takes pride in following in the shoes of these pioneers of the brand.

The morning after the January dinner we had a breakfast in downtown Wayzata. I drove Californian Patrick and Atlanta residents Betty Jo and Leonard Turner to the restaurant. They were stunned to see ice houses and cars on frozen Wayzata Bay. They declined my offer to drive them out on the ice.

10 years later Patrick agreed to be the speaker at our 60th dinner. He warned me that his time was really Porsche's and there was a good chance that he would have to cancel. He helped me line up Chip Robinson as a back up. Sure enough, he was summoned to Weissach for something he couldn't disclose which turned out to be testing of the mid-engine RSR.

You will not find a finer gentleman than Patrick Long. I'm sure this next chapter of his Porsche career will be as rich as the first.

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included a few plane rides and trips to shops to choose the place that would be the one to assist with this undertaking. One fall day, we drove down to St. Paul and came home with the 914 in tow. It is always an exciting moment for me when a car starts and runs so that I don't have to help push it in and out of the garage and onto a trailer. There was a celebration at our house that day!

And so the year ends . . .

As you may remember, in the first article, I wrote that all of you have vaults full of memories! Like a bride at a wedding throwing the bouquet to the next person, or like the member of a relay team passing the baton, I am now sending the challenge out to you to write and share your car stories in 2022! I hope you've enjoyed the stories and had a few laughs. As Erma Bombeck always said, family always makes the best stories.

Happy New Year!

(Editor's note: and a very big thank you to Jill Velure for her commitment this year to write up just a few of what I am sure are many family stories and adventures - many more which I can tell are in store of this family!

As one of those editors always on the lookout for interesting and fun stories about our hobby, or let's admit our passion, for Porsches it truly has been a delight to get Jill's columns each month. I have really enjoyed them and bet many readers have, and 'hearing' her perspective of the family 'hobby.' And I use that word a bit hesitantly as I'd say 'hobby' absolutely does not cover the depth and breath of John and sons 'addiction' to all things automotive and in particular, Porsche. Thank you, Jill, for sharing life from the perspective of the 'passenger seat!' I'll miss your musings and perhaps others will be so inspired Porsche stories are always appreciated!.

Have you signed up for PCA Juniors?

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! https://www.pca.org/pca-juniors

Download and enjoy custom coloring sheets created by coloring book illustrator Fireball Tim.

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Has Formula 1 Really Arrived in the U.S?

by Danielle Badler, December 2021

The answer is a resounding YES, if stories in The Washington Post and PlanetF1 are to be believed. I know, I'm shaking my head, too. Pinch me. Am I dreaming? After all these years?

Well, it's hard to argue with the scene in Austin, a few weeks back, for the only F1 Circus visit to these United States this year. Here's how The Post described it: " . . . an estimated 140,000 at Circuit of the Americas . . . contributing to a sellout crowd that reflected the growth of Formula One racing in a country that executives view as critical to the sport's development."

The racing was great. But, to me, one of the highlights of the telecast, the Sky Sports feed on ABC/ESPN, was the return after two years of the "Gridwalk" – ex-F1 driver Martin Brundle's trundle down the grid, microphone in hand, interviewing drivers, engineers, team principals, major domos of the sport . . . and Megan Thee Stallion.

What? Well, he tried to interview Megan Thee Stallion, a Houston rapper, and she seemed willing to talk. But he was curtly cut off by several, shall we say, very large men who encircled her. And, oh by the way, the same thing happened when he tried to interview Serena Williams. I know, it has nothing to do with the racing. But it does make for great TV, especially for the American market.

This is why I love the Brits. Brundle tweeted afterwards, "I have felt under pressure on the grid before but by people called Senna, Prost, Schumacher, Mansel, Piquet and so on. Bodyguards visiting the grid for the first time don't bother me, everyone's got a job to do, but they could maybe learn some manners and respect on our patch."

And, what do you know, according to PlanetF1, at the Mexican Grand Prix Brundle confirmed new protocols had been introduced after Austin. "Celebrities aren't obliged to do interviews whilst on the grid, but security entourages are now no longer allowed to accompany them on there," he said. All this has made Brundle, a long-retired F1 campaigner in his own right, more well-known, even in this country, than any of his exploits behind the wheel.

This is "Page 6" stuff! On F1! How has this happened? According to The Post, a lot of the interest is being driven, so to speak, by the success of "Drive to Survive," the multi-part Netflix documentary series that has chronicled the past three seasons of F1 in dynamic, sometimes melodramatic fashion.

Continued on page 36

nurburgring, inc.

restoration of fine vintage Porsche automobiles

..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

F1 . . .

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I've reviewed the past three seasons of "Drive" in this space. What has consistently struck me is that the series allows anyone to peek behind the proverbial kimono, to learn about just what makes the best "pilots" in the world actually tick . . . How they live, how they deal with the relentless pressure of team principals, teammates, the press, the fans and even, sometimes, lest we forget, the actual racing.

And the teams. And the sponsors. And the competition. Especially the competition, especially this year. I can't wait for the fourth iteration of the series, early next year, when they do justice, I hope, to the truly monumental season-long duel between Hamilton and Verstappen. It won't be easy – Verstappen is literally the only driver who won't participate in the docu-drama, despite the fact that his team, Red Bull, has been very forthcoming each year.

My understanding is that Max believes his words get taken out of context, for the benefit of the series. So he'd rather do one-on-one interviews with reporters who will do what they will do with his comments. Fine, Max. Have it your way.

But why can't I rid myself of this feeling of déjà vu? Could it be that I remember 20 years of the sold-out sojourns to Watkins Glen, once the home of F1 in the US? And the infield "bog" that, one year, engulfed a complete tour bus in flames? And sent F1 on a vagabond tour of street circuits in Las Vegas, Phoenix, Detroit and . . . I can't remember, which is exactly the point.

Remember, too, the Lord giveth and the Lord taketh away. Who remembers the name of the world's current fastest human? The world record holder for the mile, either indoors or outdoors? The gold medalist in the last women's Olympic figure skating competition?

There was a time when these names would roll right off the tongue.

Same for the events. One example; the Melrose Games at Madison Square Garden. And the featured Wanamaker Mile. At one time, this was huge, I tell you. Huge. And now? I have no idea whether the games even happen, much less get television coverage at all.

No. With few exceptions, these sports have their day in the limelight every four years, if that. It's a shame. The athletes do what they do at a level that compares directly against the heroes of F1.

So, what does that mean for the future of Formula 1? Was Austin real? Or was it an aberration? Well, next year, Miami is also on the schedule. Although I believe the circuit is carved out of the on-ramps and parking lots that circle the stadium where the Dolphins play. But it should help.

And then, at this writing, there's the rumor that Porsche is considering fielding a team. Yes, Porsche. Yes, a team. And then there's the rumor that Audi is trying to buy the McLaren team. Yes, Audi. Yes, McLaren.

Let's all hoora . . . Wait just a minute. Haven't we seen this picture before? In the early '60s in F1? In the early '80s in Indycar? Yes, yes, Porsche has been supremely successful in sports and prototype racing over the years. But open-wheel? Well, there's the TAG engines of the '80s, and that's about it.

So, my conclusion is that the gnomes of Stuttgart and Ingolstadt and Wolfsburg are calculating that the success of Austin, a second race in the US, a race next year in China and the F1 Circus' visit to every continent except Antarctica are too compelling a showcase to let go by. And will enable the elves to feature coming turbo-hybrid-electro-biofuel-hydrogen techno know-how that will solidify the "sports car maker's" claim to mobile superiority for many years to come.

I guess F1 really has arrived on these shores. My question is whether it has found a home.

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From the Passenger Seat . . . Highlights of 2021

by Jill Velure

December is often a time to look back at the year. I find myself looking back through pictures of the past 12 months to help remind me of the many things that we did in 2021.

Here are a few highlights of our year . . .

Phrases I heard (or overheard)

Because of this column, I found myself often listening a little closer to ANY conversation about cars or driving. Some of my favorites this year included a comment made by the spouse of a club member this summer when she shared that her car partner mentioned a "quick little stop" while they were on a road trip in Chicago. The stop included the purchase of a new fun car that was all dressed in Italian red. Another favorite line was "Tom became emotionally involved with the drivers around us on our drive to spring break."After hearing these stories by friends, it made me laugh that I am not alone. The last phrase I heard just a few weeks ago occurred on a family trip to South Dakota. From the mouth of one of my own children, "It's not illegal if they don't see it." I am 100% sure that I never said that during the driving lessons they had with me . . . enough said on that!

Road Trips and Family Fun

My definition of "road trips" might be little more expansive than most. If it involves more than 30 minutes in one direction or another – it is a road trip. January brought a road trip to Mankato one day to take the permit test for my 15-year-old son on his birth date. He tried to convince me he could drive home, but this mom wasn't ready for that yet. There were multiple trips to Winsted, where the boys store their truck and trailer – one trip involved looking for lost keys for a rental vehicle (someone had the great idea of placing them between the windshield and hood to avoid locking them in the truck) and another included a distress call to mom who came to the rescue with a few gallons of gas. One Saturday this fall involved a road trip to multiple small towns around the metro to purchase oil cans, old tools, and car parts to create the awards given at the Chili Fest, and in between all of these were road trips to the tracks at Brainerd and Road America. If you noticed a theme to these – it is almost always focused on cars. Our goal in every one of these trips is to infuse some fun and laughter – hence the attached picture of us by the "Welcome To South Dakota" sign. There is nothing like pulling up behind a truck weigh-in station and running through the ditch to get a picture on a sunny fall day.

Will Wheeled Good Purchases Ever End?

The year of 2021 was supposed to be the year of NO CAR PURCHASES and finish the car projects started in 2020! Somehow, that memo was lost about halfway through they year. The first wheeled good to appear was a moped – which arguably is not a car. Shortly after that, I discovered that John and the boys purchased a 968 convertible while at lunch one day – oh, and it doesn't run. They reassure me that they have a plan for it . . . There was also a 996 that was delivered to someone else's house, and I found out it needed some work so it would run. I had hopes that 2022 would be a no new car year, but we will have a new driver in the house, and maybe, just maybe, mom is due for a new car.

At Least The Boys Checked the Box on A Couple of Projects!

It is always a great feeling to complete a project and check something off the list! This year, the 914 came back home with a new engine. This was the fruition of a project that started two years ago and

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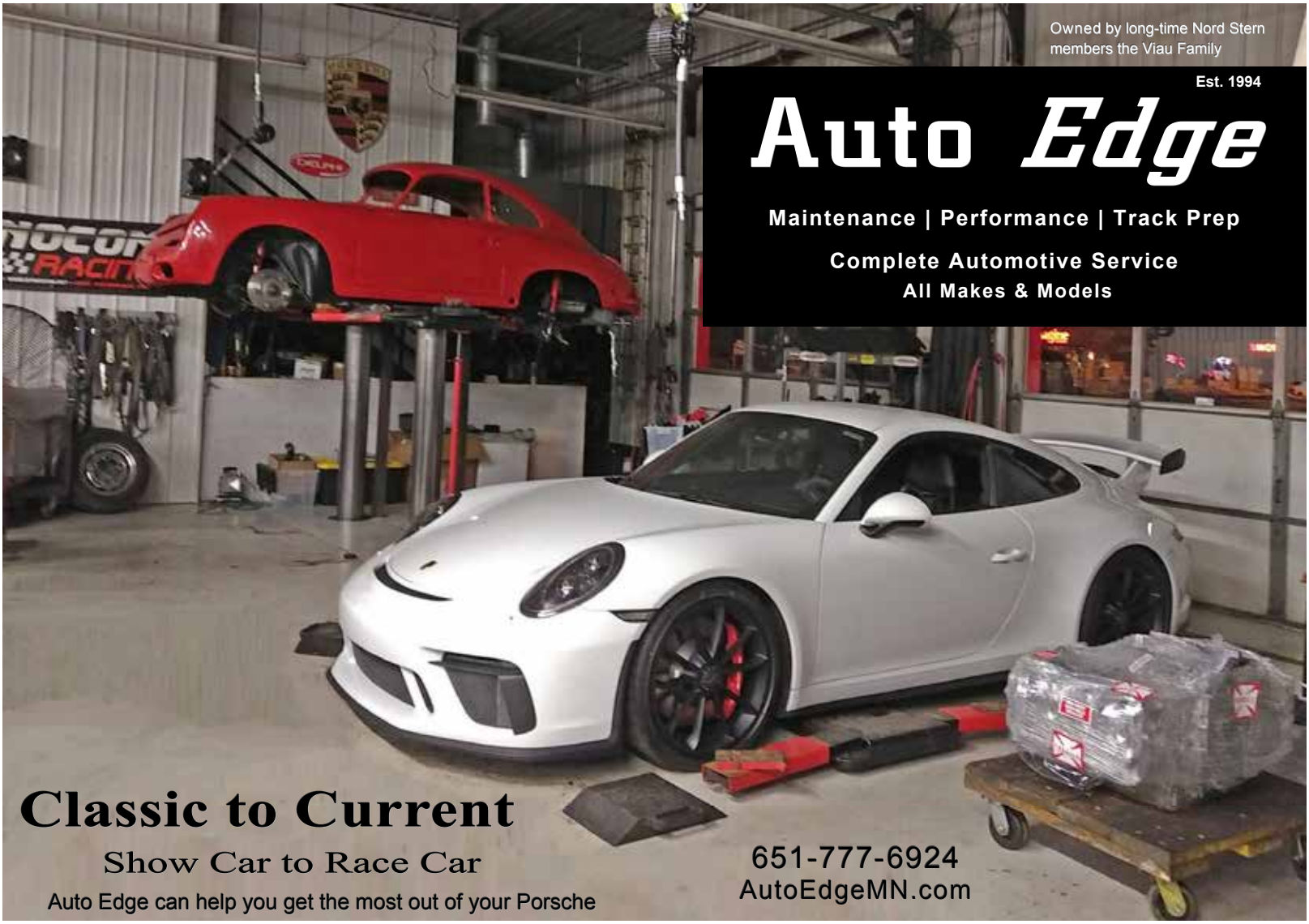
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