Nord Stern Region PCA

April 2022

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NORD STERN

NORD STERN

PORSCHE

APRIL 2022

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

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Cover: Photo by Lara Dant

Patina!
A 356 in a private collection in Texas. Lara reports the interior has been beautifully redone.

Never judge a book by it's cover . . .

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.

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

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Want Ad insertions are free for Nord Stern members, $10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

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website: www.nordstern.org

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

How to Join PCA and then Nord Stern Region PCA

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

Address Changes:
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Mail renewal checks to:
Todd Smith
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Dayton, MN 55327

Reminder: Annual Dues are:
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Nord Stern membership Options:
$30 per year, or
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Check your mailing label for your expiration date

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15 N. Mallard Rd
North Oaks, MN 55117

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Judi Sievers

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cell: 913.633.0311

Addresses available upon request for chairperson/s or Board members, email: editor©nordstern.org

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

We hope to see you at upcoming events!

John Beale
Richfield, MN

Armando Beiro
Maple Grove, MN

Todd Bjerknes
Minneapolis, MN

Monte Brumbaugh
Denmark, MN

Michael Cooper
Golden Valley, MN

James Erickson
Brooklyn Park, MN

Peter Fitch
Chaska, MN

Victor Goss
Stillwater, MN

Jim Halverson
Minnetonka, MN

Grant Hamilton
Rochester, MN

Gary Hangsleben
Monticello, MN

Roger Johnson
Bloomington, MN

Jim Lundberg
Apple Valley, MN

Cecilia Luth
Stillwater, MN

Mark Olson
Pine City, 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 Steve Kemp, 2012 Carrera 4 GTS, 2007 987.1 Boxster S

Hello Nord Stern members. Hopefully all of you have now had time to thoroughly clean up your winter Porsche if you have one and taken the cover off any stored ones. It's always a great moment in the Spring to remove the cover off my Boxster S and realize again I get to drive it. It's like a great barn find, it just happens in my own garage every Spring!

Last month, I wrote about the upcoming Driver Training and Driver Educations events we have planned for 2022. I hope many of you have signed up and attended a Track Prep presentation to help you get ready to have some fun, improve your driving skills, and spend time with some time great people. I will see you there as I continue to learn how to drive my rear engine 911 after so many years of mid-engine driving.

I've retired my 987 Boxster S from track days and looking forward to showing it off at the ***All Porsche Show*** and some long winding drives to a great destination. So, it got a new soft top last Fall, but needs a bit of cosmetic help from all the track days. You will find me and the Boxster at the **Nord Stern Tech Day on May 7**, featuring Carsmotology at **Imola Motorpsorts** at 10 am, **Midwest Clear Bra** in Plymouth at 12 pm, then **Dent Werks PDR** at 2 pm, also in Plymouth. Perfect timing to learn about getting our cars looking good as new!

Driving with friends in more Porsches is even better than driving on your own, so I and the Boxster will be on the first **Nord Stern 2022 Drive #1** event ***"The Road To Valhalla"*** on **June 4th**. This drive will start just north of St. Paul and take us up to Thirsty Pagan Brewing in Superior, WI. The route planned starts out on the highway but ends up being a scenic route through some very interesting places/sights, so don't miss it! The Thirsty Pagan Brewery is located in the historic Soo Line Depot in Superior, built in 1908. I always love to look at old train depots, but this one has beer and food as well!

Our second **Nord Stern Drive #2 of 2022, *"The Great River Excursion"***, will be on **July 16** and take us south to Villa Bellezza Winery in Pepin, WI. This drive will start at Porsche St. Paul and head south along the Mississippi to the winery. We all know this is a great direction to head for interesting roads to explore. Villa Bellezza is designed as a small Italian village with its tasting room, restaurant and piazza. Check out Villa Bellezza online, it looks amazing.

Our **Nord Stern Drive of 2022 #3,** will head back to the 45th Parallel Distillery on **August 20.** I missed this one last year, but won't miss it again this year. This drive will again start at Porsche St. Paul and head east across the St. Croix River to New Richmond, WI. Lot of members asked to make sure we went back there this year as it was very popular.

Our last **Nord Stern Drive of 2022 #4**, "The Overlanding Epic" on **September 10** will be something different. This drive will feature some rustic roads that open in the Carlos Avery State Wildlife Management Area around that time of year. This will be a great chance to get your Macan or Cayenne out there to explore some areas you likely have never seen before. Leave

Continued on page 34

Advertiser Directory

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Black Forest Performance 7
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Performance Auto & Audio, Trackside Tire, Luis Fraguada, Gates General Contractors, Hagerty/ Higgins Insurance Agency 9
Courtney Truck Service 10
Dan Perinovic, State Farm Insurance 29
Dynamic Photowerks 32
Further Performance 40
Garage Gruppe 8
John Healy, Crown Bank 10
Higgins Insurance 18
Imola Motorsports IC
LaMettry's 14
Merrill Lynch, Peter Vickery 16
Midwest Clear Bra 35
Nurburgring, Inc., Rick Moe 39
Mollie Nygaard, Excelsior Realty 12
Porsche Minneapolis IC
Porsche St. Paul IC
Raymond Autobody 12

2022Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	$123	$107	$70 (B/W)
1/2 pg.	$77	$69	$50 ($85 includes color)
1/4 pg.	$46	$39	$30 ($65 includes color)
1/8 pg.	N/A	$30	$20 ($55 includes color)
Inside Covers	N/A	N/A	N/A ($120 includes color)
Back cover	N/A	N/A	N/A ($120 includes color)
Business Card	N/A	N/A	$20

Ad sizes (maximum dimensions):
Full page: 7.5" wide by 10.5" high
1/2 page: 7.5" wide by 5.25" high
1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high
1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high
Back Cover: 8.5" by 7"

*** All ads B/W in print, color online. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated**
*** 6-month pre-payment required for ad insertion, billed yearly**

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

A recent 'challenge' posted on our member listserv, Clubtalk, generated some fun, light-hearted, very entertaining commentary. Many have followed, been watching the drama unfold with the fire and subsequent sinking of the massive cargo ship, Felicity Ace, carrying a lot of brand-new German cars, Porsches included.

What a story and what a shame. Takes the whole business of supply chain issues to an unimagined level. Seeing the pictures just made us shudder, especially as we had ordered a new car back in August that was due in mid-December, but did take a tad longer arriving late January. Which I didn't think was too terrible compared to some stories we've heard. And while this was 'just an Audi' it did give us pause to think of all the Porsches that won't made it to their buyers' garages.

In the spirit of generating a bit of humor, the challenge was laid down: spin up the creativity and generate taglines for a possible dealership handling the product now sitting at the bottom of the ocean. Thank you Ed Vazquez for the suggestion!

It was impressive to watch the submissions and I present them here for all to enjoy - and if readers want to 'vote' or give a thumbs up to their fav, just email me.

- Some say our prices are so low they're a bit fishy
- Dive into a test drive of the new Porsche Poseidon SF (sea floor) RS
- "At Atlantis, we have a good selection of all your favorite water cooled models!"
- We offer DEEP discounts here at Atlantis
- Announcing a new dealership: Atlantis German Cars. There motto is :Get a whale if a deal at Atlantis!
- Atlantis German Cars:
  Fire Sale ~ February - March 2022!
  Come Early, the Sharks are Circling!
- We have whatever floats your boat
- Our prices have sunk so low, even the Titanic needs to look down to see them.
- We have ALL your favorite water cooled models
- Atlantis Porsche announces that our Service department has received the 5-Starfish award. This is the highest level for submersible service!
- And remember the shrimp cocktails are free while you wait!
- Atlantis is introducing the all new for 2022, WasserDunk'n Porsche, available in seaweed green, flame red and smoke.

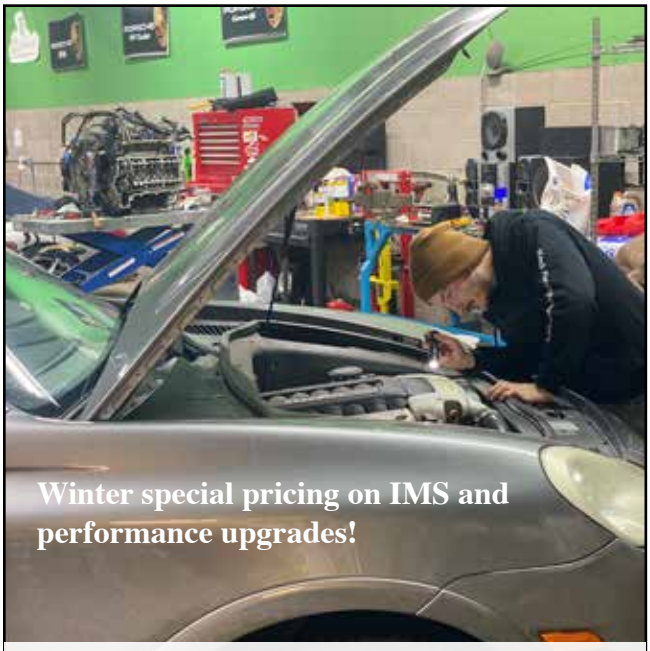
I confess all of these are great and I personally don't think I could pick a favorite.

In the meantime, it's going to be time to get those Porsches out of storage (unless you were like the Boeders who drove their 964 daily all year round!) and hit the pavement - afterall this is what we buy our cars for.

And there certainly are plenty of events on tap so watch the calendar, the website, get registered, join in, have fun. Meet up with old and new friends. Your leadership has quite the year planned and truly there is something for everyone.

As always, want to get more involved? It's easy, just reach out to any of the club's officers as there are plenty of volunteer needs with the programming in place for 2022.

See you at the next event.



Black Forest Performance

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589 Topping St, St Paul
612.946.1120
Website: blackforestperformance.com

APRIL ***2022***

9 **Nord Stern: Wizards Products - Detailing Demo**
Chanhassen AutoPlex Club House
10 a.m.

11 **Nord Stern Business Mtg ***
Location: TBA
Time: 6:00 p.m. Social, 6:30 p.m. Meeting

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

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

26 **Nord Stern Membership Social @ Auto Edge**
Time: 10 a.m. Tour/Projects/Info/Food, see ad pg. 21

MAY ***2022***

7 **Nord Stern Tech Day from 8:30 am - 3 pm**
Four Locations! See ad Pg 19

9 **Nord Stern Business Mtg ***
Location: TBA
Time: 6:00 p.m. Social, 6:30 p.m. Meeting

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

JUNE ***2022***

4 **Nord Stern Drive #1 - The Road to Valhalla**
Thirsy Pagan Brewery, Superior, WI

11 **Nord Stern Southern 'Sota Techno/Social**
Med City Detail, Rochester, MN Details
11 a.m. to 2 p.m. Details TBA

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

26 **Nord Stern All Porsche Show - @ The Rosefest**
Same Location: Central Park, Roseville, MN
Featuring 100's of Porsches! playground, Kurb Side Food Truck (http://www.kurbsideiceco.com/)
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

16 **Nord Stern Drive #2 The Great River Excursion**
Location: Villa Bellezza, Pepin, WI, Details TBA

AUGUST ***2022***

20 **Nord Stern Drive #3 Star Prairie Run**
Location: 45th Parallel Distillery, New Richmond WI
Details TBA

26 **Eagan Condo Garage Open House**

SEPTEMBER ***2022***

10 **Nord Stern Drive #4 The Overland Epic**
Location Carlos Avery State Wildlife Management Area
Columbus MN, Details TBA

8-10 **Mellow Yellow 4: 3 Days of Drives Headquartered Out of Rochester, MN - Dakota Region of PCA**
Info: https://www.dakotapca.com/mellow-yellow

16 **Nord Stern Last Fling Driver Training**
Location: BIR - Donnybrook course
Registration will be online at clubregistration.net

17-18 **Nord Stern Last 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
Not too early to make those PierB reservations!

Note: Events on clubregistration.net open 90 days prior

**** Business Meetings are open to all Nord Stern members, this year they are held the 2nd Monday of the Month, contact the president for locations if not noted.***

LOCAL CAR EVENTS OF INTEREST
NOT organized or sponsored by Nord Stern or PCA

• MN CARS AND COFFEE • (See Ad)
First Saturday of the month, May - October

• OCTAINE AND CAFFEINE
2nd Saturday of the month, April - October

• CARS AND CAVES •
Last Saturday event at the Chanhassen Autoplex • 8 a.m. - Noon
April 30, May 28, June 25, July 30
Featuring Nord Stern on August 27, September 24

***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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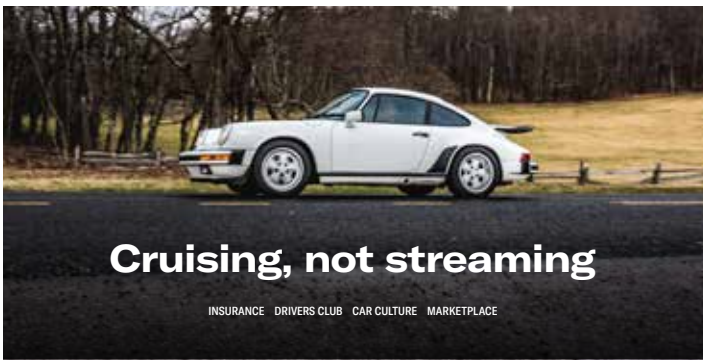

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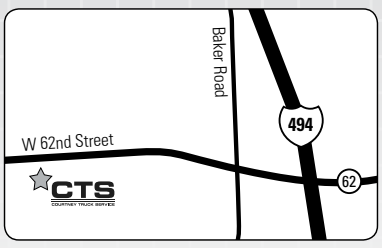

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March Nord Stern Business Meeting Minutes . . .

Respectfully submitted, Judi Sievers

Meeting was called to order by President – Steve Kemp

- PCA has a new program to allow drone videos at events if it meets new minimum standards including a professional operator. Need to apply in advance and get approval to use this program. Roger will attend an upcoming web session on it to learn more. If there are any professional drone pilots in the club, we would love your help on this!

Vice President – Jeff Eckroth

- "This is an amazing club!"

Treasurer – Todd Smith

- Everything from 2021 has been reimbursed.
- Everything through June 30th has been prepaid.
- Will do budget for First Fling (requested by Kemp); also, comparison from last year's event;

Secretary – Judi Sievers

- No report

Advertising – Mollie Nygaard

- 7 advertisers have not paid fees.
- On the website, clarify 'sponsors' vs. 'advertisers'. Use tiers to differentiate .
- Requested website contain information re fee structure based on size of ad. Dave Anderson will address.

All Porsche Show – Phil Saari and Hal Voges

- Kemp will meet with organizers re media plan.

Autocross – Andy Golfis

- Kansas City region has 4 autocross events a year. Only 2 track events. Discussions re promoting in our region.

Board of Directors – Roger Johnson, John Velure, Chip Smith

- No Report.

Charity – open position

Club Race – Dan Perinovic

- Drivers requested Food trucks for future events/To be coordinated thru BIR. Need directions on how to find Wheelie Bar. List of nearby restaurants is an option.
- Drivers requested Porsche dealers' presence to sell merchandise.
- Kim Fritze: finalizing fees for the club race.
- Discussion re items for charity auction; small items vs. large price items?

Dealerships – Roger Johnson

- No report

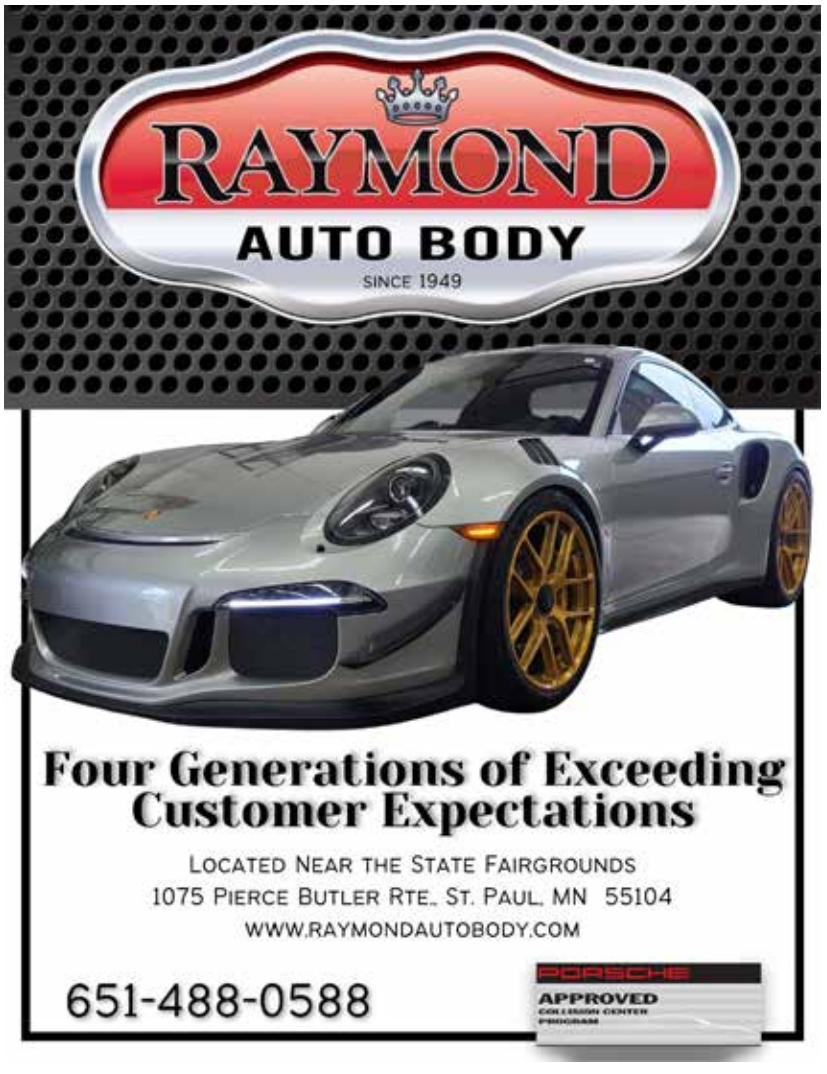
Driver Education – John Blackburn

- Will develop a budget for First Fling and future events.
- BIR – prepaid track rental/fees for April and May
- Road America – deposit
- Need Safety Steward
- Last season did pre-season prep with drivers; will do this year, too. (with John Velure). After the event at track de-briefing, too.

Driver's Training – Ben Rogers and Scott Brown

- Finalizing plans for Instructor Development Day on Friday – currently 11 prospects
- Sat/Sun: working on ideas for new instructors with DE drivers

Continued on page 12



continued from page 11

- Suggestion to get Instructor card after completion of class vs. certificate
- Novice drivers will have experience with instructors on Sat,short track and Sun, long track. If it rains, switch to short track.
- Friday schedule open lapping for DE drivers all day to coordinate with new instructors.
- Discussion of fees schedule each day: Andy Barker

Historic Archivist – Roger Johnson

- No report

Insurance – Jeff Carlson

- Has 8 Certificates of Insurance, combination of social and race events.

Membership – Betsey Porter, Jim Southwell, Steve Albers

- First event at Black Forest, 50 attendees, thank you to chairs that attended
- Next events: Imola and Auto Edge; lots of door prizes
- Rochester social, June 11
- Egan, August 27
- PCA membership: 935; affiliate members: 534 Nord Stern Members: 249 expire this year and Betsey will send reminder notices. New members this year: 52

Newsletter – Christie Boeder

- Requested help from chairs/eventmasters for media promotion/media plans.

Registrar – Andy Barker and Dave Anderson

- First Fling: 35 registrations
- Fantastic Fling: 6
- 40
- Fast Fling 13
- Last Fling 11
- Total: 105 all events
- 30% down from this time last year.
- Advertise/promote more.

Safety Steward – open position

Shop & Tech Relations – Roger Johnson

- May 7 - Tech/Detail Day
  Cosmotology 10 am
  Midwest Clear Bra Lunch
  DentWorks

Social – Toni LaRose

- June 16th event
- Social Media – Misty Martianos and Betsey Porter
- See notes in New Business

Touring, Rallies, Drives – Ron/Michele Johnson, Theo Martianos, Nick Severson

- 4 drives: secured venues/details to follow/ routes completed/site for merchandise (for charity) , will complete info packets.

Track Relations – Jim Bahner

- No report.

Webmaster – Dave Anderson and Christie Boeder

- See notes under Newsletter and Advertising.

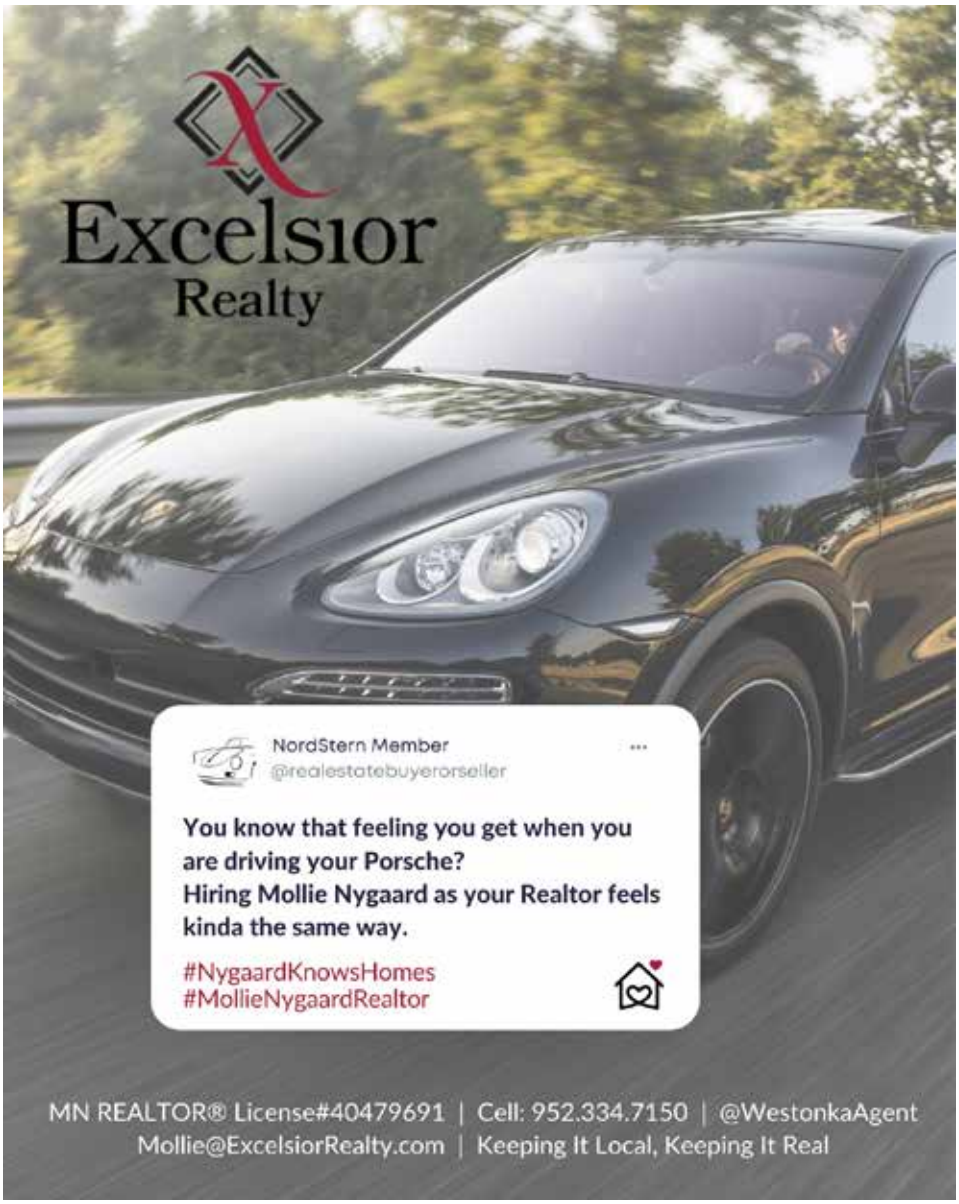
OLD BUSINESS:

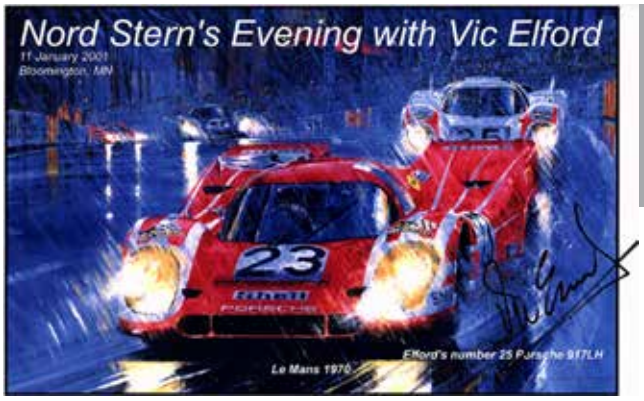
- None

NEW BUSINESS

- Discussion re advertising for non Nord Stern events on Facebook, newsletter, Club Talk, etc. Missy Martianos will take the lead to develop policy for Advertising and Social Media, assisted by Molly Nygaard.
- Kemp: Need Media Plan for ALL events.
- Membership, Social, Drives have plans in place.
- Beale/Blackburn will develop plans for DE/DT

Continued on page 14





Nord Stern History Post #4

by Roger Johnson, www.nordstern.org/Chronicles

Vic Elford passed away yesterday at age 86. An Englishman by birth but a Florida resident since the mid-80s. There is a Nord Stern connection in that we had Vic as a dinner speaker in January 2002 (there is typo in the above image). I volunteered to pick him up at the airport and was fortunate to spend some time with him that day. We crossed paths a number of times over the years. Vic was a great story teller, huge smile, and very fun to be around. A great dinner speaker and did not disappoint Nord Stern.

If you are not familiar Vic's bio, Porsche released today a one minute video here and a press release here. You can find a huge amount of material online.

Vic raced at Brainerd twice in Can-Am. 1970 in a McLaren M6B and DNF'd with a variety of engine leaks after 22 laps. Denny Hulme won. He returned in 1971 in a much better McLaren M6E and finished 4th, just ahead of Jo Siffert's 917/10. Peter Revson won that race with Hulme 2nd. Other Formula 1 drivers in the race included Jackie Stewart and Jackie Oliver.

1979 on his way to a 4th. Don't you love BIR without the walls? Photo from David Weisel.

One of his favorite stories involved exceeding 380 kph (236 mph) in 1971 on the Mulsanne straight in the ill-handling 917LH. He won Sebring that year in a 917. Steve McQueen used him as a 917 driver in the movie Le Mans.

Below is a photo I took of Vic at the 2007 Rennsport Reunion III at Daytona. Vic had great success in the 908 including a LeMans win in 1967, though most of us think of him as a 917 driver.

I suspect the seat is set up for a shorter driver.

Vic (3rd from right) with a stellar group of 917 drivers at

Continued on page 36

Minutes . . .

continued from page 15

- APS will review their plans
- Beale/Velure will develop plans for Club Race
- John Beale will meet with Dave Anderson (Web) and Misty Martianos (social) , Hal Voges (All Porsche Show)
- Discussion re "women only events": driving, social, DCTC, etc. National has no program specifically for women. Kemp will work with Andy Baker to develop a survey to submit to members their suggestions/ideas.
- Trackside Tires (John Velure)

  Issues: 1) drivers order tires and then not pick up, 2) drivers grumbling about tire change charge.

  Request from Nord Stern prior to event: 1) advertise 2-4 weeks out, 2) pre-order tires, 3) no grumbling.

  Tires will likely be in short supply this year, so need to pre-order

Adjourned 8:15 p.m.,
Respectfully submitted, Judi Sievers

The 2022 Track season is about to commence! Lots of dates on tap, Registration @ clubreg . . .

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By RJ Wilmoth, PCA National Historian Story contributors: Tony Kelley, and Alan Friedman Photos from the first race: Frank Barrett. Other photos from the PCA archives.

The Porsche Club of America opens a new chapter in its history of friendly competition . . .

I tell people Club Racing was conceived on a dark and stormy night in December 1989

– Alan Friedman

During my time as PCA Historian I wanted to update the official club history that was very general and lacking detail. I particularly wanted more information on the beginnings of the major events like Parade, Treffen, Tech Tactics, etc. When I got to Club Racing, found that Tony Kelley had written an excellent article on how and why it began. This is excellent and I don't need to add anything to it. There was also a good article from Alan Friedman, the "father" of PCA Club Racing in the December 2005 issue of Panorama that I will include to add his insight.

There were just four races the first year, 1992.

June, Second Creek Raceway, Denver, CO. Rocky Mountain Region June, Summit Point Raceway, WV. Potomac Region September, Watkins Glen, NY. Riesentoter Region September, Lime Rock Park, CT. Connecticut Valley, Metro New York, and Northern New Jersey Regions.

I'll let Tony and Alan tell the story from here.

How it Began
The Back Story of PCA Club Racing
By Tony Kelley, PCA Club Racer
Potomac Region

There are 29 PCA Club Races being held this year at tracks around the country, making PCA one of the largest club race programs in the nation. That's a well-known fact. What may be less well known is that the origin of PCA Club Racing was within the Potomac region. This is the story of that beginning.

The World before PCA Club Racing

Porsche's reputation was built on its success in international motor racing. From the earliest days of Porsche production through to the present day, Porsche has carved its name on every major racing event the world over. The factory motorsports programs that produced and won with iconic racecars were a major force in world sports car racing. The cars, the designers, and the drivers were legendary. Racing was an essential part of the Porsche brand right from the

beginning and a part of the attraction that drew so many to Porsche ownership. The Porsche Club of America grew rapidly from the early 1960s through the 1980s with highly successful autocross and driver education programs attracting members to explore the essence of their cars that flowed directly from the Porsche racing heritage. And yet, as late as 1991 PCA members who wanted to race had to look elsewhere. There was no racing program in PCA.

By the late 1970s, Driver Education (DE) was a well-established program in PCA regions across the country and was growing fast in the Potomac region. Inevitably, some drivers wanted to take the next step to racing, but that meant moving from PCA to Sports Car Club of America (SCCA) or to Sportscar Vintage Racing Association (SVRA) for vintage racing.

Many good drivers took this leap into a different world. The SCCA was extremely competitive, especially at the national level. The racing was close, and racing incidents that put a car out of a race were considered simply part of racing. The SVRA was serious about vintage racing and at that time only allowed cars that had documented Trans-Am or FIA history. The cost of entry was high, but the racing was less aggressive. The SVRA had a 13/13 rule, under which a driver could be put on a 13-month probation for causing an incident and disqualified from racing for 13 months for a second offense while under probation. This rule worked to limit contact between cars and was later to become a fundamental element of PCA Club Racing rules.

Racers from PCA quickly discovered that Porches were rare in both SCCA and SVRA racing. In the SCCA case, the Porsche reputation as a giant killer meant that all Porsche models were

Continued on page 33

Hank and Phyllis Godfredson (Rocky Mountain Region) created the logo

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Getting to know you and what you care most about — planning for college, taking care of an elder family member, passing a legacy to future generations, buying a second home — is so important. Once we understand your priorities, together, we can help you pursue the goals you've set for yourself and your family. Call to learn more today.

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Black Forest Performance Welcomes Nord Stern

by Jim Southwell, Membership

March 5th didn't look like much early in the AM, but that didn't stop a solid group of Porsche enthusiasts from finding their way to Black Forest Performance in St. Paul. Nord Stern's first Member Social /Tech Session of the year rolled out at 10AM, and all in, fifty members enjoyed socializing, getting updated on the upcoming events, and learning a bit about our favorite six-cylinder motivator.

Owner Dave Hartje had half a dozen Porsches on hand, in

various states of readiness, and members enjoyed poring over them and sharing stories and inside info on each. Outside, a number of Stuttgart's finest were seen, including a new 992 GT3. Black Forest does everything from general maintenance to restomod and rennsport builds, and their current halo car is a muscular 997.1 Turbo. 700+ tunable horsepower on tap, and the suspension and safety gear to make it complete. And, it's for sale! See Dave! Dakota Hollingsworth did a tech session on IMS upgrades, and had a good group of attentive Nord Sterners soaking it up. Several members already are scheduling work with Black Forest, a promising new asset in our Porschesphere.

Our President, Steve Kemp, greeted the throng and pitched everyone on the new PCA Sim Racing program that he has

been instrumental in organizing. Ben Rogers presented on the Driver Training program and Co-Chair Scott Brown was available for questions. John Blackburn filled everyone in on

our five scheduled Driver Education events coming up, starting in April. We have five HPDE events coming spread over six months! The six drives on the schedule were discussed, member questions were fielded and the enthusiasm was palpable. We have a great year coming up!

"Ninety percent of success is showing up" as they say, and at least four door prizes were handed out. New member Gary Amendola (January) walked away happy, and I'd say the rest of the members did too!

DRIVE #1

JUNE 4

Thirsty Pagan Brewing
Superior, WI

DRIVE #2

JULY 16

Villa Bellezza, Pepin WI

DRIVE #3

AUGUST 20

45th Parallel Distillery,
New Richmond WI

DRIVE #4

SEPTEMBER 10

Carlos Avery State Wildlife
Management Area

Upcoming Tech Event! Saturday, May7th ~ Four Tech Sessions in 1 Day!

1st Porsche Minneapolis @ 8 a.m. • 2nd Carsmotology 10 a.m. • 3rd Midwest Clear Bar Noon • 4th Dent Werks 2 p.m.

NORD STERN TECH DAY

SATURDAY, MAY 7TH

FOUR GREAT TECH SESSIONS IN 1 DAY.

Attend one or all four.
No sign up required.

First up:

Porsche Minneapolis

Porsche Minneapolis

9595 Wayzata Blvd.
Minneapolis, MN 55426
Map here.

Doors open at 8:00 am
Presentation 8:30 am

PCNA has a contest for their dealers called the Restoration Challenge. We will learn about Porsche Minneapolis's entry, a 993 turbo, in the Restoration Challenge. They are doing an engine out super detail and upgrade.

Next stop:

Carsmotology — 10 am

At Imola Motorpsorts
13300 15th Ave N
Plymouth, MN 55441
Map here.

Once again Jen Turcotte is hosting Nord Stern for another great detailing tech session. She is a nationally known expert in the detailing industry and has an incredible wealth of knowledge in the latest detailing techniques and products. You will learn a lot at this tech.

Agenda:

- Why chose a professional to detail your Porsche
- How to choose a professional detailer
- Latest in detailing products including ceramic coatings
- Q&A on how to make your Porsche look its best

Next up: lunch and another great tech session at Midwest Clear Bra.

Midwest Clear Bra — 12 pm

2405 Annapolis Ln N Suite 210
Plymouth, MN 55441
Map here.

Midwest Clear will bring us up to speed on the latest in Clear Bra technology.

Agenda:

- Best materials
- Self-healing
- See how the material measured, cut, and applied.
- Where to apply

Then we move across the parking lot to Dent Werks PDR.

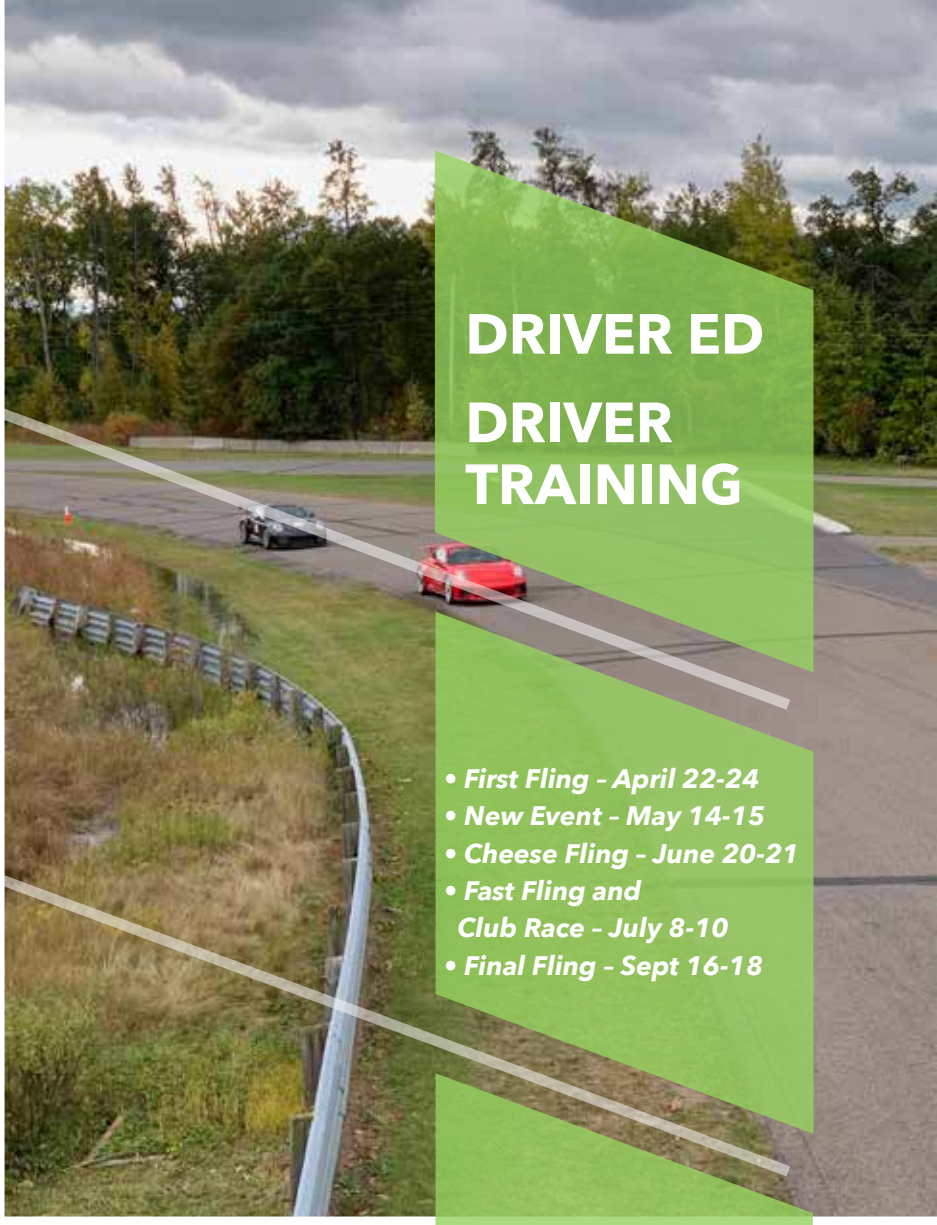
Dent Werks PDR — 2 pm

13810 24th Ave. N
Plymouth, MN 55441
Map here.

Dent Werks PDR will demo on the latest in Paintless Dent Removal technology.

Agenda:

- See the magic of Paintless Dent Removal
- Find out what can and can't be done.
- Hear how incredibly cost effective this process is.



DRIVER ED

DRIVER TRAINING

- *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*

REGISTRATION WILL BE @ CLUB REGISTRATION.NET

NORD STERN

2022 BIR TRACK SCHEDULE

MARK YOUR CALENDARS NOW

Nord Stern Region of PCA

www.nordstern.org

Slowpokes Inc.

Open Track Events - No Run Groups

Brainerd International Raceway

Competition Course | 2.5 miles | 13 turns

Track Open | 9 a.m. to 6 p.m.

Cost | $350 per event or $1,200 all 4 events*

2022 Dates:

- May 13th | Friday
- July 1rd | Friday
- Sept 6th | Tuesday (day after Labor Day)
- Oct 2nd | Sunday

Format:	No run groups Passengers allowed Lunch 1 p.m. to 2 p.m. - parade laps on track
Requirements:	Prior High Speed Track Driving Experience Vehicle Tech Inspection Contact us for details

Contact us: info@slowpokes.org

* Sign up for all 4 by May 13th for the annual discount

If your happiness requires more track time visit www.slowpokes.org to sign up

2022 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____

Phone _____

PCA #/Exp. Date _____ Driver's License # _____
(Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Shop/Inspector Stamp Here

Technical Safety Inspection

To be completed by a qualified shop or inspector

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Helmet	_____
Brake Lights	_____	Brake Lines	_____	*Snell 2015 or newer*	

Suspension	Pass	Engine/Transmission	Pass	Miscellaneous	Pass
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leak	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	Equivalent Restraints	_____

Condition of:
Brake Pads _____

Condition of:
Tires/Wear _____

Is shop re-inspection required: Yes No

Items to be correct: _____

(Continue on back) Approved shops can be located at: https://nordstern.org/tech-inspection/#shops

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____

Book Review

by Bruce Herrington, Pando February 2022, Orange Coast Region of PCA

111 Porsche Stories That You Should Know

By Wilfried Muller, published 2018
by Emons Verlag GmbH, Germany

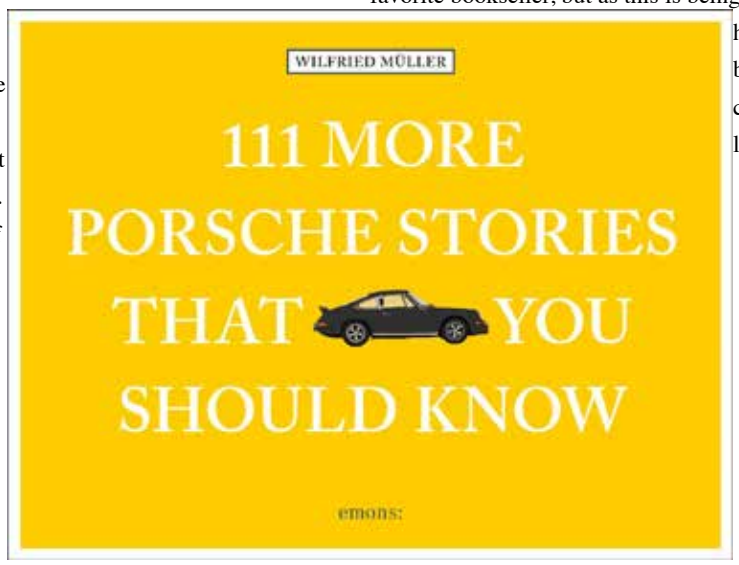
To this reviewer, the hubris of the "you should" in the title was rather off-putting. The "111" cliché wasn't much more inspiring, but I bought the book anyway. You should do likewise.

The 'stories' are actually concise, interesting and informative articles / anecdotes about events relating to Porsche the company and Porsche the car. They are all well written and very readable.

Divided into 15 sections, the 'stories' cover Porsche related activities from 1899 to at least 2015 – the Mission E described in detail. The stories are not fiction, but are factual descriptions of events involving members of the Porsche family and / or Porsche cars. All are one page, with a facing full-page illustration. Gems of history presented include the fact that the 1900 Lohner-Porsche model was named Semper Vivus (translation Always Alive), referring to the fact that it was a 'hybrid' – an electric car with gasoline engines to keep the battery charged while traveling!Other tidbits of Porsche history, such as why the very first 911 Turbo was specially equipped with clear (non-tinted) glass, are sprinkled throughout the book.

Conveniently, every page of the numbered articles is labeled with the heading of the section to which it relates, and a title and a sub-title for the article itself. All very helpful for understanding the context of each article.

The first section Key Figures gives biographical summaries of 13 individuals, most of whom have names familiar to Porschephiles, but about whom few details have been known. This reviewer found the presentation of the details of their personalities and contributions to Porsche, along with a full-page picture of them 'at work', to be most enlightening. Actually, there are additional informative bios in the section At the Pit Wall and in Racing Drivers. Truly a unique collection of biographical summaries of Porsche family members, corporate leaders, racing department executives and drivers.



Sections Milestones, Extremists (cars not people), Porsche Art, Prototypes, Cliff Hangers, Magic Words, etc., contain much more car and company-oriented information. There are articles about eleven 911s cast in concrete, the innovative approach to crash testing a 904, and of course, a description of the discovery of how to make the 917 handles. Also told is a summary of Porsche's various attempts to create a 4-seater, starting with the model 754 T7 in 1959.

This book is a fascinating read filled with interesting information. Every Porschephile should have a copy as a way to acquire, in small easy doses, a comprehensive knowledge of the meaning of Porsche. But be forewarned, that after 169 pages set in Europe, the picture leading the section Magic Words, a picture showing a rally checkpoint in Joshua Tree National Monument with an early Healy, a Triumph TR2, part of an XK120 (and a yellow-plate Speedster), comes up as a shock!

111 PORSCHE STORIES is hardbound with an illustrated cover (no dustjacket) and contains 304, 10-1/2 x 8-inch pages on heavy weight paper. There are more than 111 high quality full-page photographs. It is probably not available at your favorite bookseller, but as this is being written, Amazon Books has it for $22.80. A real bargain for a significant compilation of Porsche lore.

MEMBER SOCIALS

WHEN: SATURDAY, MARCH 5, 2022

WHERE: Black Forest Performance

589 Toppin Street, St. Paul, MN 55103

TIME: 10 a.m. Info, Tour, Projects, Lunch

WHEN: SATURDAY, MARCH 26, 2022

WHERE: Imola

13300 15th Ave N, Plymouth, MN 55441

TIME: 10 a.m. to 1 p.m. Tech, Social, Food

WHEN: SATURDAY, APRIL 16, 2022

WHERE: AutoEdge

900 Wildwood Rd. Mahtomedi 651.777.6924

TIME: 10 a.m. to 1 p.m. Tech, Social, Food

Come and hear about what we DO, when we DO it, how we DO it and how you can DO it, too. Learn about our Driving program, All Porsche Show, Day trips/tours/drives, Social/Dinner Events, North Shore Fall Color Tour, Low Speed Autocrosses, High Speed Track Driving, National Club Racing Program, Charitable events!

These Socials are your chance to find out more about Nord Stern's activities and meet other club members!

All Members, New, Current, are WELCOME, Join Us!

Twin Cities & Area Events/Autocross Calendar

DATE	EVENT	SPONSOR	LOCATION
April 24th	NOVICE SCHOOL	MAC	DCTC
April 30th (Sat)	MOWOG 1	MAC	CANTERBURY PARK
May 1st@	**MOWOG 2**	**MAC**	**CANTERBURY PARK**
May 15th @	**AUTOCROSS**	**CVSCC**	**CHIPPEWA FALLS**
May 22 @	**SUPERSUNDAY AUTOX**	**COM**	**DCTC**
May 22	SCCA LOL SOLO #1	SCCLAC	WINONA
June 11th (Sat)	MOWOG 3	MAC	MINN STATE FAIRGROUNDS
June 12th	MOWOG 4	MAC	MINN STATE FAIRGROUNDS
June 18th	SCCA LOL SOLO #2	SCCLAC	WINONA
June 19th	SCCA LOL SOLO #3	SCCLAC	WINONA
July 17th	MOWOG 5	MAC	DCTC
July 24th@	**SCCA LOL SOLO #4**	**SCCLAC**	**WINONA**
July 31st	MOWOG 6	MAC	DCTC
Aug 7th			
Aug 14th	PRACTICE #3	MAC	DCTC
Aug 21st	SCCA LOL SOLO #5	SCCLAC	WINONA
Aug 27th (Sat)	MOWOG 7	MAC	DCTC
Aug 28th	MOWOG 8	MAC	DCTC
Sep 11th @	**SUPERSUNDAY AUTOX II**	**COM**	**DCTC**
Sep 24th @ (Sat)	**AUTOCROSS**	**CVSCC**	**CHIPPEWA FALLS**
Sep 25th	SCCA LOL OCTOBERFEST SOLO #6	SCCLAC	WEST SALEM
Oct 1st (Sat)	MOWOG 9	MAC	DCTC
Oct 2nd@	**MOWOG 10**	**MAC**	**DCTC**

@ & BOLD DESIGNATES MET COUNCIL AUTOX SERIES POINTS EVENTS

SCCA TRACK NIGHT IN AMERICA @ DCTC: May 6; June 3; June 24; July 22; Aug 11; Sept 16 // @ BIR: May 27; Sept 2

PCA DRIVER EDUCATION at BIR: April 22-24; May 14-15; July 8-10; Sept 16-18

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 20TH; SEPTEMBER 19TH

SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES: May 28-29; July 2-3; Sept 3-4

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvscc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: RYAN THOMPSON 763-229-0939

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-554-7105

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--CONTACT: SHAWN HANNA 763-425-6550

SCCLAC = SPORTS CAR CLUB of LACROSSE--www.scclac.org--CONTACT: RICK ALBRECHTSON 608-790-6494

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

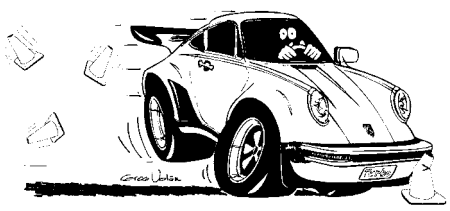
CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CHIPPEWA FALLS = NORTHERN WISCONSIN FAIRGROUDS, 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



Where We Were . . . 60+ Years!

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

May 2000

The front cover of Nord Stern for May of 2000 featured a picture of **Bob Viau** showing some speed in his 928 at the Brainerd International Raceway during the Club's Last Fling in September of 1999. The excellent photo was taken by Club legend **Ron Faust.** The back cover of our May newsletter was of **Peter Kitchak** in his GT3 car at Charlotte just after passing **Derek Bell** in a factory Audi during the first race at the World Challenge season. The photo and comments were provided by Peter.

Our fearless editor **Christie Boeder** reminded all readers about the many Nord Stern events coming up in the next couple of months, including the ever-popular German Car Fest set for June 10th. Christie commented to our readers that the Fest showcased all makes of German cars, with a traditionally large contingent of Nord Stern members in attendance to enjoy a day of great food, tech sessions, car showings and general camaraderie. The event was set to go forward near Hastings thanks to the efforts of **Mark** and **Nancy Cree**. Christie also thanked **Bobby Piper** for advancing the idea of a fund-raising Enduro during the club racing season. Christie noted that many other clubs around the nation were now focusing on fundraising for local charities and it seemed appropriate that Nord Stern move forward to assist those less fortunate.

President Jon Beatty noted that he was getting antsy as spring closed in on the upper Midwest. Jon also reminded all that the Club Calendar was filling up for the summer and urged everyone to register for events early. With Jon in attendance, the New Member Pizza Party was again a success. **Susanne Dvorak** kicked off the event of in style and invited emcee emeritus **Teresa Vickery** to introduce the Club's new members to Nord Stern speak. Jon also attended the novice drivers' tech session at Carousel Automobiles and thanked **Mark Kittock** for arranging and organizing the well-attended event. Finally, Jon also complimented **Bobby Piper** for procuring a $10,000 charity contribution for the upcoming Club Race at Brainerd from U.S. Bank and Piper Jaffrey.

Following up on Jon's comments, Bobby Piper sung the praises of Nord Stern as a Porsche club with something for everyone. Bobby also detailed the charitable opportunities successfully pursued by Nord Stern, highlighting the upcoming BIR race weekend including the Club's Brian McMahon Memorial Challenge. The Challenge was targeting a gift of $50,000 for Courage Minnesota, an organization serving the disabled.

A well-written view from Texas was provided by **Jerry Greene,** who traveled with **Bob Johnson** and a group to the Texas World Motor Speed Way in the dead of winter. Joining Jerry and Bob were **Tom McGlynn, Mike Hoke,** and **Bill May.** The track was two hours north of Houston and the temperatures were in the mid-80s for all three days of driving. The Nord Stern contingent performed well and did not miss the Minnesota cold.

Porsche Pics, as a part of the Out and About with Nord Stern feature, offered pages of black and white photos of the February 2000 tech session held at the new Johnson's Autosports facility in Shakopee. The event was organized and photographed by **Mark Kittock;** Club members enjoyed presentations from both **Bob Johnson** and **Bob Viau.**

An interesting piece on finding and enjoying that entry-level Porsche was provided by Paul Lighthill of the Riverside Region of California. Over the next three pages, Paul offered detailed suggestions on how to prepare and follow a new car budget, how to locate a local mechanic to provide needed service and, most importantly, where to look for your regional Porsche club, which would be the source of much needed expertise. Paul noted that the problem was that Porsches had become so expensive ($42,000 or even more !!) that people had to plan well before they spent such a large sum of money.

Left, Nord Stern member Peter Kitchak in his GT3 World Challenge car in Charlotte, first race of the season. *"Field now includes Derek Bell, EFR, Butch Leitzinger, Boris Said, Bobby Archer, etc. etc. We qualified 6th and got to the podium (barely) in a 40+ car field. We were pleased, but have along way to go with the car."* Photo and comments courtesy Peter Kitchak via Internet.

- "Leading Derek Bell in the new 4WD factory Audi into the chicane and he didn't get by. This was just after a pass." Peter Kitchak in his GT3 car at Charlotte in first race of the World Challenge season.

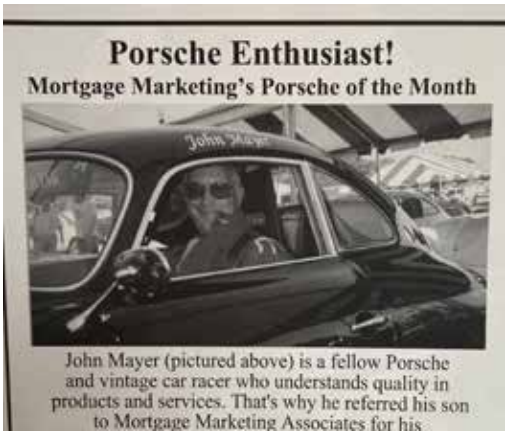
Photo and comments courtesy Peter Kitchak.

Marketplatz from 20 Years Ago

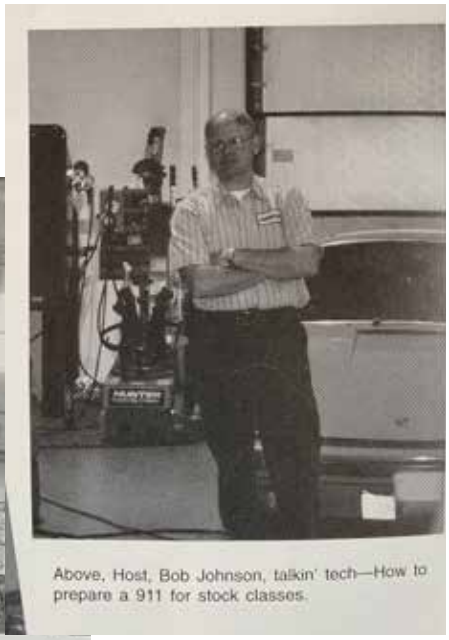
- 1992 Porsche 968 Coupe, 117,000 miles, midnight blue exterior with black and tan interior.

Limited slip differential, heated seats, headlight washers, a strong engine and a new timing belt. Great Alpine sound system, removable sunroof and a new heater core. Previously owned by Erik Johnson and serviced by Johnson Autosport and AutoEdge. Looks great, clean car, $16,500. Call Bruce Campbell.

- 1983 944 I Class Race Car. Everything is for sale---parting out the vehicle. All must go, including race seats, seat braces, roll cage, shocks, springs, door handles, tires, wheels, etc. Call with your needs --- it's for sale. Call Steve Lindemer.
- 1981 911 SC Targa. 60,000 miles. Pacific blue with tan leather interior, air conditioning, cruise control, Alpine sound system, all recommended updates. Original Fuchs. Never raced, never crashed, no smoking, no dings, and no winters outside. Complete service records including original winter sticker available. Meticulously maintained by Rick Moe at the Nürburgring for over a decade. Absolutely mint condition. $19,975. Call Steve Venable. Serious inquiries only, please.
- 1967 Ford Contour SE, DOHC V-6, 5 speed, sport suspension, power sports seats, moonroof and ABS. Second set of wheels with Blizzaks. Recipient of lots of TLC during its 95,000 miles. $9500. Call Mark Kittock.
- 1986 911 Carrera. Guards Red with a black interior. 57,000 miles, excellent condition, lowered, with upgraded torsion bars and Koni adjustable shocks. Momo wheel. Serviced by Johnson AutoSport. $24,000. Call Keith.
- 1971 911 T. In excellent condition and even looks a bit like a Carrera RS. Laguna blue with newer cloth Recaro seats and Fuchs alloy wheels. Interior updated and now looks pretty clean. Around 100,000 miles on the fresh 2.2-liter engine. With the kids now growing, I must part with my prized possession. $10,000. Call Rob.
- 1988 944 Turbo. White with black interior, a Florida car for the last decade and just returned to Minnesota. Nord Stern member-owned since new. Full-service history and records totaling over $25,540 in receipts are available. Everything has been maintained and replaced in this car including the clutch, valves, rod bearings, timing belt, wheel bearings, control arms, leather seat inserts, etc. 119,000 miles; never tracked nor seen snow. Better than a low mileage car since it has been professionally maintained. $8500, firm. Called John.



John Mayer (pictured above) is a fellow Porsche and vintage car racer who understands quality in products and services. That's why he referred his son to Mortgage Marketing Associates for his


Above, Host, Bob Johnson, talkin' tech—How to prepare a 911 for stock classes.

bove, Lots of Nord Sterns "talkin' transmission" at Bob Viau's shop, utoEdge, this past January. Bob goes all out to make a point! Glad he hows where all this stuff goes!

Building and Racing The SPEC Cayman

by Keith Fritze, Photos by Keith atreder and Mike Klaskin
Club Racing News, 2016

Editor's Note: There will be more 'to the story' of PCA history as has been included in the last couple of issues of the newsletter. In a little switch up of sorts, this month we will jump to an article, written by one of our long-term Nord Stern members Kim Fritze, which originally ran in the newsltter "Club Racing News." We are pleased to get permisson to publish it to all of Nord Stern.

In this article I will provide an overview of spec racing and the role of the new Spec Cayman (SPC) as spec classes evolve within PCA. I will compare a number of important issues for selecting the SPC over other popular racing classes. I will provide a cost comparison with one of the most popular spec classes, the Spec Boxster (SPB).

Popularity of Spec Racing Spec racing within PCA has enjoyed tremendous growth and popularity in recent years. Current classes, such as the 944 SP1 and SP3, and especially the Spec Boxster SPB class, are among the fastest growing classes in PCA. Racing at a number of tracks often exceeds 30 entries just in SPB, with increased numbers in all of them. Regions recognize and welcome these classes, often with individual run groups created for the SPB class in particular.

Goals & Benefits of Spec Racing

Some of the specific goals of spec racing are:

• To race a platform within a particular class that is built to a standard (spec) build list.

• To contain costs, both fixed (car) and recurring (consumables such as tires, fuel and brakes).

• Allow a limited number of parameters, such as suspension alignment settings and tire pressures, to be determined and selected by the racer.

Spec Caymans at Road America

• To focus on the driver's racing abilities rather than expensive customization of the powertrain and suspension system; again emphasizing cost containment for the class.

The ultimate benefit is ability to attract more competitors to the class through racing platform cost containment, platform standardization, and lowered consumables costs.

Another benefit for racers is that these classes use very capable baseline consumer platforms. The SPB's Boxster chassis is one example. On technical road courses the SPB will often compete (in terms of performance) with some of the more traditional legacy 911 and 944 platforms. And all of this can be accomplished using standard premium pump fuel and spec Toyo race tires! No wonder these classes are achieving such popularity!

The Spec Cayman

The Spec Cayman class, SPC, is the newest addition to PCA spec racing. The specification for this class was completed in the Fall of 2015. Early adopters into this class have started racing this year.

The handling and performance benefits of the Cayman as a racing platform cannot be denied. Its mid-engine platform provides corning stability and 3.4 liter engine adequate power for the race car. The SPC uses the first generation 987.1 platform with a second generation liquid cooled engine and transmission that can handle the power and the more stringent demands required in a racing environment.

In the remainder of Part One (the article printed here) I discuss

Continued on page 34

Synthetic Fuels . . .

by Pedro P. Bonilla Gold Coast Region, "Die Porsche Kassette , Published in the March 2020 issue of "Porsche Profile"

From Merriam-Webster's adjective

syn•thet•ic / \ sin-the-tik: devised, arranged, or fabricated for special situations to imitate or replace usual realities

noun: something resulting from synthesis rather than occurring naturally

especially: a product (such as a fuel) of chemical synthesis

We have used for many years a great deal of synthetic products in our Porsches, from the plastic and composite parts in most areas of the vehicle, to the adhesives that keep them together, to the Mobil1 synthetic motor oil that comes from the factory to lubricate and cool our engines.

But, we may be using a brand new synthetic product soon: Synthetic Fuel.

Well, brand new may not be very precise. Audi, Bosch and McLaren, among others, have been talking about working on the technology for years. But further back, to be precise in the late 1930s, Nazi Germany had already developed and perfected the hydrogenation process to supply the Nazi War Machine its fuel needs by way of synthetic fuels made from it's vast domestic supplies of coal.

What may be surprising is that technology is still in use today, in particular in South Africa. After apartheid was instituted, many oil-producing nations refused to sell oil to the apartheid regime and a local company (Sasol) was created to produce synthetic gas and oils for their domestic use. The plant is still productive, and since it's inception, Sasol has produced over 1.5 billion gallons of gasoline, which is basically no different than the gasoline produced from Texas crude oil.

In the last year, Porsche has been talking up a storm regarding synthetic fuels. Even though, as a company, Porsche is committed to going full electric across it's platforms in a few short years, they also understand that older Porsches will be around for many years to come and their owners want to keep enjoying them as they have in the past. Porsche wants therefore to significantly and independently drive forward the development of synthetic fuels, also known as eFuels.

"This technology is particularly important because the combustion engine will continue to dominate the automotive world for many years to come," says Michael Steiner, Member of Porsche's Executive Board, Research and Development. "If you want to operate the existing fleet in a sustainable manner, eFuels are a fundamental component."

"We have a team that is looking for suitable partners who want to build pilot plants with us and prove that the entire process chain works and can be industrialized," says Steiner.

eFuels are produced from CO2 and hydrogen, using renewable energy. In terms of their basic properties they are no different from any other fuel produced from crude oil, however, they can ideally be a climate-neutral fuel.

Porsche believes in eFuels so much that they are considering entering Formula 1, if the series commits to going greener – specifically with synthetic fuels. Porsche believes that by using eFuel to power an internal combustion engine (ICE) car, emissions can be reduced by 85% and can be as clean as a battery-electric vehicle when wheel-to-well life cycles are taken into account.

The eFuels Porsche is talking about are completely man-made and do not contain unwanted elements, as fossil fuels do, that get converted into pollutants in the combustion process. These fuels could power existing ICE cars without any modifications.

A plant in southern Chile will implement a proprietary methanol-to-gasoline process under license by Exxon Mobil.

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2021 NON-RENEWING MEMBERS WILL
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Above: Aaah, the expensive parts transmission innards!

Below: Interior of Johnson Autosports new space in Shakopee. Lots of lift space! Good move, Bob.

The Scans continue . . .

Above, gear heads and more gear heads. I do believe that can read two ways! No need to distinguish between the human kind and metal kind! Bob Viau and Bill Groschen are on the right.

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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.

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GameRacer chair with pedals, steering wheel and base, extra rims. (PC and monitor not included.) $100 OBO. Contact Drakes at 952-898-0408.

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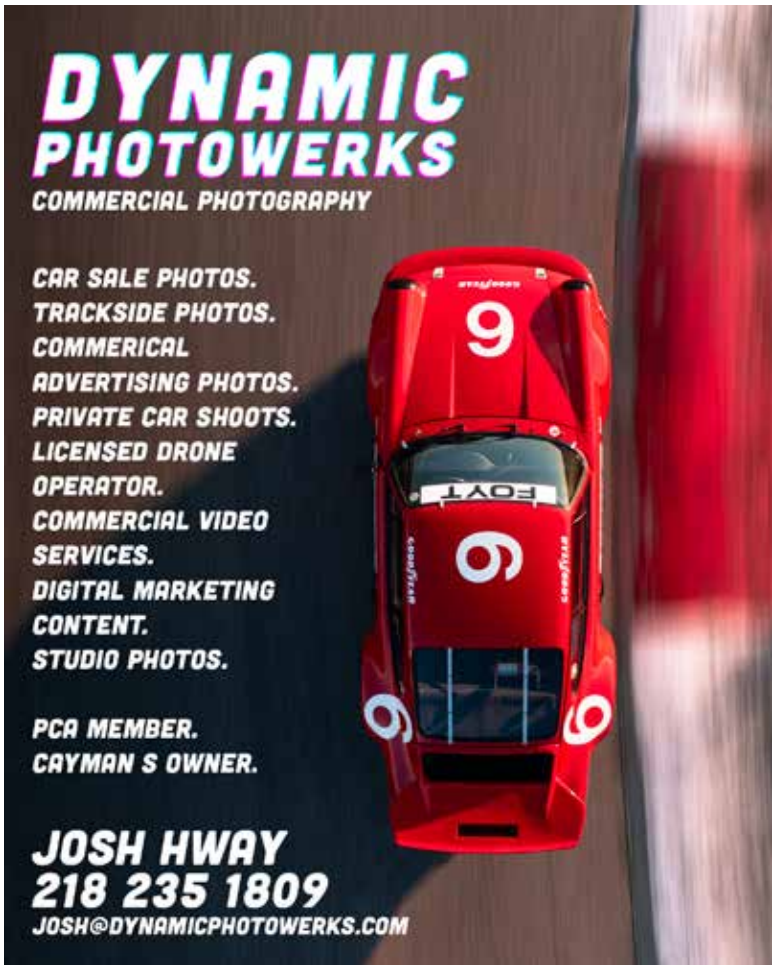

Prez Sez . . .

continued from page 6

the 911 and Cayman at home for this one! This is an explore, not a rally, so we will be treading lightly but you should have AWD.

For all these drives, **Theo Martianos** and **Nick Severson** are mapping out great routes for us to drive. They plan to have maps available ahead of time and will split up the group to make it easier to stay together with lead and follow cars for each group. All the drives will have nice T-shirts and other items you can order online with the drive logos with all proceeds going to charity.

I hope you can join us for Nord Stern Tech Day and many (or all!) the planned Drives this year. Thanks to **Roger Johnson** and our great our great local business for putting Tech Day together for us. Also thanks to Theo and Nick for putting together the 2022 Drives, they all look unique and memorable. If you are interested to help as a lead or follow car or have any questions, please contact them at drives@nordstern.org.

Stephen, president@nordstern.org

Fuel . . .

continued from page 31

Water will be split into hydrogen and oxygen by electrolysis and CO2 will be filtered out of the air and processed with the hydrogen to create synthetic methanol. Then the proprietary methanol-to-gasoline work comes into play.

Porsche says that the eFuel works on everything from the latest-generation GT3 to a classic 911 from many decades ago.

In 2022, Porsche will begin trials of the eFuel with production of some 34,000 gallons. By 2026 Porsche says that if everything goes according to plan, we could see a production of 145 million gallons.

I guess most of us will still be around to use eFuel in our beloved ICE Porsches.

I can't wait to fill my (300K plus miles) 1998 Boxster with eFuel. I can then drive it another 300,000 miles as guilt-free as if I was driving a Taycan.

Club Racing . . .

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FEBRUARY '93 VOLUME 11

PCA Racing News

PCA CLUB RACING MARCH 27-28, 1993

Welcome to the PCA RACING Newsletter

ROAD ATLANTA just for the fun of it!

Notes from the Club Racing Committee

classed unfavorably. It was extremely hard to win an SCCA race in a Porsche, which remains true today.

In the SVRA case, Porsches with the appropriate history were fewer in number and relatively expensive compared to ground-pounders from Trans-Am and some ex-FIA race cars of other manufacturers. The net result was that racers either settled for racing mid-pack with a small contingent of Porsches or switched away from Porsche to a car that was more competitive in class. PCA not only lost racers, it also lost good talent to other marques.

Against this background, the Potomac region DE program was one of the largest in the country, with some extremely capable drivers. In the early 1980s, a Time Trial event had been added to many regional DE programs, including Potomac. The Time Trial gave each competing car two timed hot laps, with the obvious objective of recording the best time possible. Only two or three cars were on track at the same time, which provided adequate spacing and avoided any suggestion of racing. Cars were classified broadly based on factory horsepower and weight.

Time trial became quite popular in many regions, and in 1983 the Porsche Atlantic Time Trial Series (PATTS) was established. PATTS was a series of time trial events held by Potomac, Reisentoter, Schattenbaum, Connecticut Valley and Jersey Shore regions. Drivers from each region would form a team to compete at each event with points awarded for both drivers and teams. The series ran through 1988 and was extremely competitive. A time trial rule set was developed that covered the classification of Porsche models into equal classes and included the concept of specific modifications being assigned points. Earn enough modification points and your car was bumped up a class. The rules also covered safety, technical aspects of car preparation and event operations. Bob Russo of Reisentoter region led the development of the time trial rules, and they were refined as the series progressed through the 1980s.

Across the Atlantic, Porsche Club of Great Britain (PCGB) had initiated a club racing program and had held its first races in 1984. This was significant in that it provided a working model for club racing within the international Porsche Club community. By the second half of the 1980s, the ingredients on which to base a PCA Club Race program were in place. It was clear that

the SVRA's 13/13 rule was effective in fostering a non-contact form of racing where drivers were more considerate of one another and where excess aggression was not acceptable.

PATTS established that a competitive interregion series could draw a strong field of drivers willing to travel to tracks in other regions to participate in the events and had rules that supported the type of cars that most club members had at that time.

The PCGB race program demonstrated that club racing could be run in a way that was attractive to club members and allowed them to participate with their current cars. All that was required was a leader with the vision to see all

Continued on page 37

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the economics of racing this platform (with comparisons), the reliability of the powertrain, and features built into the spec to ensure higher reliability. Finally, I provide testimonials of some of the original entrants into this class and those that have driven the Spec Cayman.

Economics of Racing the SPC Acquiring a Donor

The SPC class uses the first generation 3.4L Cayman S (987.1, 2006-2008) chassis as its base platform. For a prepared race car, the Cayman is among the best of Porsche's platforms. It is well balanced, predictable and easy to drive. The engine provides adequate and smooth power delivery. Modifications to this platform for the SPC are straightforward and relatively easy for a DIYer that chooses to build a car. Additionally, many shops around the U.S. now have extensive experience with the Cayman for those that want to have a car built for them.

A donor car can be found from dealerships, private parties, and dismantlers. Prices vary, but can be from $10K to $30K, with many in the mid-teens. I personally found a donor car for $15K and learned of a car with a rough interior selling for $10K. There are also many base S models (such as mine with no options) that make the build process easier. Since the interior and much of the suspension will be removed, concentrate on a donor with a solid powertrain and straight chassis are two of the important selection criteria. Donor car prices within this range provide good value, considering the performance level of the end product.

Ease of Building the Car

The specification for the SPC was written to make the build process easy. This allows for the class to grow and for racers to benefit from racing such a great platform.

Each component was scrutinized for cost/benefit to control build cost. Because the SPC platform is higher performance than the SPB platform, build cost is higher, but not significantly as I'll demonstrate here.

All of the major components can be purchased from race car component vendors with familiar names to many people within the racing community. Vendors such as Tarett Engineering provide complete SPC suspension kits and many of the other parts directly from their online catalogs.

Also, the overall weight of the car was selected so that builders could meet minimum weight without having to scrutinize every nut, bolt and body panel. The majority of the wiring harnesses can be left as is.

A Build Cost Comparison – The SPB and the SPC

There are a number of similarities in terms of components between the SPB and SPC. Both are mid-engine platforms with similar suspensions and powertrains. Build costs between the two platforms are also similar. The SPC, however, is a newer platform with more power, performance, and a more modern rigid chassis. The results are significant considering the marginal differences in cost and the superior handling characteristics of the SPC.

Costs

Many of the costs associated with building any race car are similar. They all require a roll cage, safety harnesses, racing seat and fire system. Windshields are of lightweight lexan. They will have race steering wheels with fast removal systems, window safety nets, etc. The build cost of any race car in any class will include these costs.

Additionally, the reliability features between the SPB and SPC are very similar. Most SPBs use third radiators, Accusumps and transmission coolers to protect the powertrain. To create a comparison, the suspension system and donor costs can be used as examples.

Donor Costs

The donor cost is currently the major differentiator in cost between the two platforms. Donors for an SPB can be found for as little as $5-6K, the average being a little higher. The SPC cost is in the high teens or more, but with careful shopping can be found in the low to mid-teens. These numbers for an SPC donor are similar to those of the Spec Boxster in its earlier adoption phase (circa 2008-2010) upon which many SPB racecars were built.

The other cost differential areas are the suspension system and addition of an LSD. These costs are related to the increase in the car's performance, the increased refinement of the SPC as a racecar, and a desire to build safety into the platform.

Suspension Costs

The suspension systems of the SPB and SPC are very similar. As mentioned previously, the SPC is a higher performance racing platform. Suspension components were selected with this difference in mind. Table 1 summarizes costs and component differences between the two suspensions:

As one can see, the differential is not great, especially considering performance and drivability. The JRZ RSOne kit uses 700/800 lb-in springs and is a tuned-ready to race package for the SPC.

In addition, the SPC class allows the use of a limited slip differential. The minimum additional cost for this component is $1850 (OS Giken). The choice of any mechanical LSD is allowed however, which may further affect costs but is also at the discretion of the race car owner.

An Operating Cost Comparison – The SPC to the SPB

Table 1: SPC-SPB Suspension Component Cost - Differential Comparison

SPC Component	SPB Component	Qty	Differential Cost-Total	Comment
996 GT3 front sway bar	996 GT3 front sway bar	1	$0	
Tarett rear sway bar	Tarett rear sway bar	1	$0	
996 GT3 control arm-outer	996 GT3 control arm-outer		$0	
996 GT3 control arm-inner & TAB adaptor, litronic brkt	996 GT3 control arm-inner	4	$335	SPC is solid monoball
Rear thrust bushing	Rear thrust bushing	2	$200	SPC is solid aluminum
JRZ RSOne Kit. Includes shocks, springs and solid topmounts	PS59 coilovers-set	1	$1,695	SPB Coilover kit does not include solid topmounts
	Retrofit 450/500 lb-in springs	1	($400)	SPB uses retrofit springs
Adjustable toe links w/bump	Adjustable toe links no bump	2	$50 to $350	
	Total Suspension Differential Cost		$1,645	

Continued on page 38

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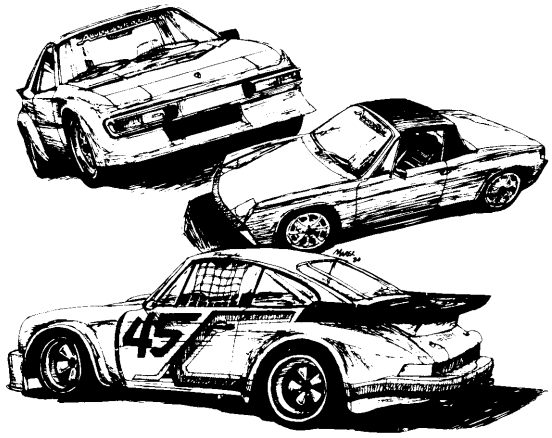
Elford . . .

continued from page 13

Rennsport Reunion III. November 2007. Bob Varsha at the podium. The driver in the tan sportcoat is David Piper who was also in the movie Le Mans. He crashed in the filming and lost is right lower leg. Owned a 917 for many years and drove it at RRIII. Quite a character. Google him.

In his later years, Vic was a regular speaker at PCA events. Nord Stern was on the cutting edge when we had him 20 years ago. I last saw Vic at RRVI at Laguna Seca in September 2018. I was sitting with David Murry when Vic stopped to greet him.



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

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

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

Rick Moe
nurburgring, inc.
shop@dasring.com

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these pieces plus the determination to create the program and have it approved by PCA. That leader was Alan Friedman.

A Leader Emerges

Alan Friedman joined PCA Potomac region in 1975 and dove into the DE program

immediately. His leadership skills were recognized early, when he was elected president in 1979. He was a part of the growth of the regional DE program through the early 1980s, serving a DE chair for two years then chief instructor for two years and racking up lots of track time. During that time, Friedman noticed that some of his friends were moving from PCA DE to racing. While the spark of interest was there, the reality of SCCA racing was fender rubbing and aggressive tactics that were not what he was looking for. While serving as PCA Zone 2 representative in 1986, Friedman happened to meet Bruce Jennings who was 'Mr. Porsche racing' in the 19SOs and early 1960s. Jennings had recently retired from pro racing and ha d taken up vintage racing with SVRA, which was the dominant vintage group on the East coast. Friedman said, "Bruce sang the praises of the vintage scene: real cars, neat people, and everyone racing with proper respect for the other driver's machinery. All I needed was an early 911."

The more Friedman learned about SVRA, the more interested he became. Even the rather surprising discovery that SVRA required not just a well-prepared race car, but one with documented Tran-Am or FIA race history was not enough to put him off! He acquired a 911 with the appropriate racing provenance in late 1986 and ran his first two SVRA races in 1987 followed by a full season of races in 1988. The hook was firmly set. "I liked the cars, the people, the vintage scene, and most important, the racing itself," says Friedman. "And it was clean in almost SO vintage events I've been tapped in the back once at a start, otherwise the paint is original. I also liked the vintage racing 13/13 rule, which did seem

to support the whole concept of clean, safe, fun racing."

Despite having a great time racing with SVRA, Friedman's PCA roots began to seed a thought. "I found the best camaraderie at vintage races with Porsche/PCA people, and really with the very small 911 crowd (of which there were about six in SVRA)," he says. "So, I thought if this is so neat with six friends from PCA, then consider the potential if there was a similar racing venue in which a goodly portion of the (then) PCA 30,000 members could participate." This thought was the beginning of what would become a very successful club racing program for PCA.

Inspiration is Instant

Creating a Program Takes Time

In 1989, the opportunity arose. PCA President Dennis Thovson called Friedman as the end of his four-year term as Zone 2 representative approached and asked him to take on the position as national safety chairman. While Friedman was not too keen on the position, he suggested to Thovson that he would accept the position if he could also study the concept of club racing and develop a proposal for a national club racing program. Thovson said he would have to call back. He did, and the deal was done.

In December 1989, the real work began with the imprimatur of the PCA executive committee. The core concept of Friedman's proposal was to bring safe, affordable, fun racing to PCA members. Any member participating in the club DE program would be able to participate in club racing with the cars they currently owned. This was important, because most forms of racing required cars that were specifically prepared for the track with roll cages and significant modifications.

And the story comtinues in our next issue!

continued from page 34

The operating costs of the SPC are higher, but not significantly considering the increased levels of performance. Both cars use spec tires and standard premium pump fuel. Both have stock rotors and calipers, and use racing pads developed for these stock components.

Table 2 demonstrates the differences between the two platforms.

Table 2: SPC-SPB Consumables Comparison

Consumable	SPC	SPB	Differential	Comment
Standard Premium Pump Fuel	Same	Same	SPC-7 to 8MPG, SPB-10MPG	The SPC will consume 20-30% more fuel
Tires	Toyo RS1 Slick F:245/640R18 R:285/650R18	Toyo RR F:255/40R17 R:255/40R17	$300/set SPC-$1200, SPB-$900	Both tires use the same rubber compound
Brake Pads	Different pad sizes front/rear	Same pad size front/rear (initial thickness different)	$15/set SPC-$433, SPB-$418 Type: Hawk SPB-DTC-60 F,DTC-70 R SPC-DTC-70 F, DTC-60 R	SPC and SPB use similar compounds but different pad sizes

The goal for the SPC spec tire is to have a tire that is durable enough for two race weekends. The Toyo tires in both classes can withstand 30+ heat cycles and can last 6 or more track days depending upon the track and the track conditions. Driving style and how hard they are driven will also affect tire life. Both the Toyo RR and the Toyo RS1 slick use the same rubber compound. The Toyo RS1 racing slick, however, provides more grip than the RR.

The SPC has a 3.4L engine, which provides significantly more power. The car with Toyo RS1 slicks and a better suspension system can generate higher lateral G forces, and has significantly more torque output from the larger displacement engine. Tire life can also be affected by this performance difference.

When drivability and performance are taken into consideration for the SPC, the small cost differential can be easily justified.

SPC Reliability

When developing the specification for the Spec Cayman, significant attention was paid to reliability of the powertrain. Heat, in particular, is one of the greatest contributors to powertrain failures. Lubrication and the oiling system is also extremely important.

The M97 engine is very similar to the M96 used in the SPB. The SPB engine has proven to be reliable with the addition of specific reliability components. The SPC specification allows for incorporation of the same components. The specification also allows front and rear bumper covers to be modified for increased air flow and cooling.

The transmission, when compared to the SPB, is much more raceworthy. Under the severe operating conditions when racing, transmission oil temperatures can approach, and even exceed, 300 F. An external oil cooler is allowed for the SPC to alleviate this condition.

An in-depth discussion of specific components that may be added is discussed in Part Two, offered online at the end of this article.

Driving the Spec Cayman

The SPC class is new for 2016. The SPC (from my perspective) is an awesome platform to drive. It provides the drivability and cornering performance levels approaching those of cars in higher end spec classes at values more similar to lower cost spec car classes. The car is smooth and easy to drive, with adequate power for both technical and longer road courses.

Driving comments from SPC racers and owners:

Luke Oxner, a top racer in the SPB class, recently drove a still in development SPC at Motorsports Park Hastings. "The Spec Cayman was an absolute blast to drive. The car offers an exhilarating combination of mid-engine cornering agility with loads of useable power and torque throughout the entire RPM range. I got into the car basically expecting a bigger and better Spec Boxster, but in many ways the car provides a driving experience more reminiscent of a GT3 Cup."

Matt Distefano, SPC owner who moved from the GTB class, has this to say: "The LSD, solid thrust arm bushings, and rear bump adjustment really help to improve confidence in the rear end. The SPC is positioned between the SPB and 996-Cup (GTC3) and dynamically performs close to a GTB Cayman with lower running costs. I think it's the best current value proposition in PCA racing".

Steve Anderson, also an SPC driver and one of the first to race a car in this class says: "I have owned and competitively raced a Cayman GTB-1, GTC-4 cup car, a 1987 E class 911, and am now racing an SPC. What is great about the SPC is the ability to race the car at the drop of the green flag. The spec Toyo tire is so compliant. With proper ducting and cooling, the brakes have been consistent during an entire Enduro, even at VIR this year. Run costs for the SPC are a fraction of what they are for the GTC-4 and GTB-1, which has allowed me to participate in eight club races this year. This is going to be an exciting class to be involved with, and watch grow over the next few years."

Part Two: Build Process Details

Because of the large amount of information in Part Two, we decided that it was too much to try to include in this issue of Club Racing News, so we have made it available to download for any of you who would like to see specifics about the build process.

Please go to http://tiny.cc/SpecCaymanPart2 to download Part Two.

I explain with detail the actual process of building a Spec Cayman. The explanation demonstrates the process with pictures and additional details about how to build a car. I also provide additional explanations about reliability and why some of the components were selected for the car.

Thanks to everyone who has helped get this Spec class up and running. Let's go have some fun with it!

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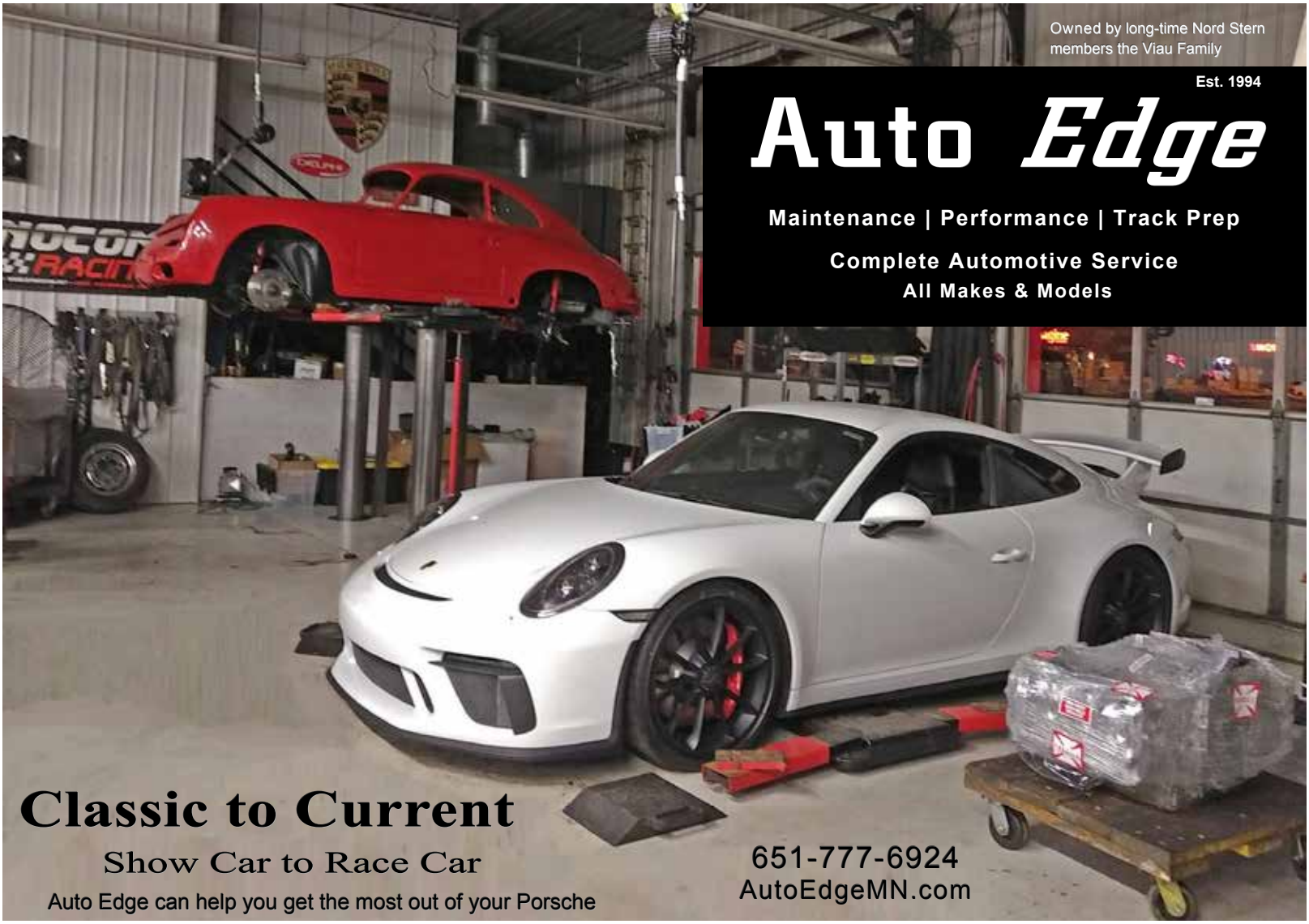
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