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**PORSCHE**





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J U L Y

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

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Cover: Just a fun photo of what was  
dubbed 'danger zone photo'!  
Location: Porsche Minneapolis  
Photographer: Michael Smith  
Title: Misty Martianos  
Subject: A dream car!



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

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Christie Boeder, Editor  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305  
612.845.4509 (cell) or  
editor@nordstern.org

Adv Mgr - Mollie Nygaard, advertising@nordstern.org  
Ron Faust, Staff Writer/Photog. 218.961.1617

Please contact staff for any event coverage you may need  
e-mail address: editor@nordstern.org  
website: www.nordstern.org

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

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

2. Second, join Nord Stern

- Visit [www.nordstern.org](http://www.nordstern.org) and remit dues via Paypal hotlink on the Membership page.
- Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
- Your membership information with PCA is available for our club's records.

3. To RENEW an existing Nord Stern membership

- Visit [www.nordstern.org](http://www.nordstern.org) to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).
- Or, send your check, payable to Nord Stern, to Todd via snail mail address below.

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Reminder: Annual Dues are:  
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for your expiration date

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<b>Club Race</b> Dan Perinovic	<b>clubrace@nordstern.org</b>	<b>Social Media</b> Betsey Porter Misty Martianos	<b>socialmedia@nordstern.org</b>
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<b>Driver Training</b> Ben Rogers and Scott Brown	<b>dt@nordstern.org</b>	<b>Zone 10 Rep: Stan Thorne</b> sthorne.carguy@gmail.com cell: 913.633.0311	
<b>Drives</b> Theo Martianos, Nick Severson	<b>drives@nordstern.org</b>		



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



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

**Kevin Askew**  
Savage, MN

**Jeff Engelsma**  
Edina, MN

**Adam Gottesman**  
St Louis Park, MN

**Brian Ip**  
Minneapolis, MN

**Todd Julen**  
Stillwater, MN

**Larry LaTarte**  
St Paul, MN

**Samuel Lowe**  
Coon Rapids, MN

**Carter Norman**  
Moorhead, MN

**William Noyes**  
Grand Forks, ND

**Daniel Poor**  
Burnsville, MN

**Paul Speltz**  
Lake Elmo, MN

**Lisa Swanson**  
Maplewood, 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. June was again a very busy month for your club. I hope you were able to spend some time out driving and meeting up with old and new friends.

After 18 hours on track and 350+ laps of practice in my virtual #37 992 Cup car, my season 8 in PCA Sim wrapped



up with a pole at Monza in Club class and an almost win. After building a lead on the field, a late mechanical failure (Internet dropped) cost me the win, but it was a great way to finish the season. Season 9 of PCA Sim starts up in September, so lots of time to mull over what might have been. Send me a note if you want to jump into PCA Sim racing, it's a lot of fun. (note you can't see it in the pic above, but the Nord Stern badge is on Steve's car, fun!)



I attended the 66th Porsche Parade in June which was quite an experience. It's a gathering of PCA members and their cars for a week in a nice place for Concours, Autocross competition, driving tours, art shows, RC car competitions, TSD rallies, and about every other fun thing you can do with friends and cars. I got to be there to see **Lara Dant** and **Ryan McGee** win **1st place in the Porsche Classic**



**Originale Awards with their 1983 928S with 428,621 miles on it.** Look for articles here, Panorama, and online to learn more about Parade. Next year's Porsche will be in Palm Springs, in June.

Continued on page 14

## Advertiser Directory

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## 2022 Advertising 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

**N**ews alert for one of our long-time, loyal newsletter advertiser and all-around Nord Stern club supporter, Courtney Truck Services, has 'changed' ownership, as they say! Mike Courtney who founded and grew his shop over the past 40 plus years has sold it . . . to a group of Nord Stern members as it turns out! Here is their announcement:

*Courtney Truck Services has announced the shop has been purchased by a group of local Nord Stern members including Dan Martinson, Alan Weiner, Duane Crandall, and Jeff Engelsma.*

*We have also hired Bob Viau Jr. from Auto Edge to help us run the business. Mike Courtney will stay on for the foreseeable future in a technical role so there is a seamless transition.*

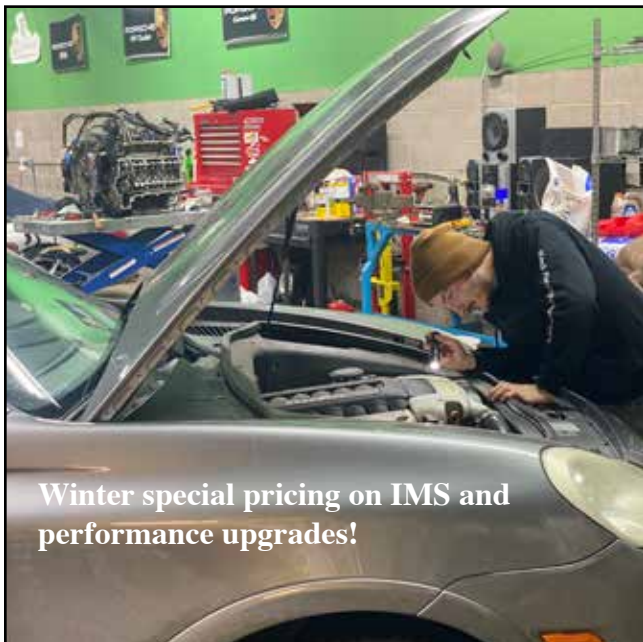
*We have plans to build the business with vintage and modern Porsche service, race car prep, and track support, along with custom car builds and restorations.*

*Watch for further details on plans to host a Meet and Greet event in the near future!*



Above, the crew (includes Mike Courtney - 5th from right, Bob Viau Jr - 2nd from left, Kaitlyn Courtney - far left, Dan Martinson - far right, Jeff Enelsma - 4th from right, Alan Weiner, 2nd from left, Duane Crandall, 3rd from left and the rest of the shop employees)

I think I'll have to call this issue the 'all photos' edition as there really have been a lot of events in 2022 with a lot of fabulous photo coverage, plus just some fun submissions. Which of course I deeply appreciate. Be sure to check out the great 'reunion' tory from Marty Noonan. And in the interest of a bit of levity and perhaps a bit of a poke at the EV fever these days, I'm sharing a Meme that recently was posted on clubtalk that just made me laugh. Thanks, Nick Cirillo!



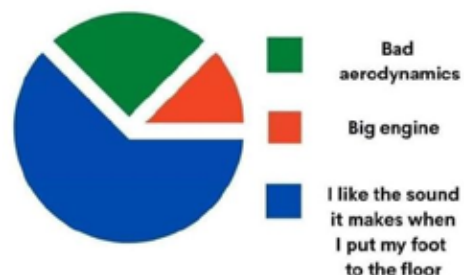
Winter special pricing on IMS and performance upgrades!

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## Why my car gets bad mileage





**JJULY**

- 8-10 Nord Stern Loonacy Club Race and DE**  
Location: BIR - Donnybrook course  
Registration online at clubregistration.net
- 16 Nord Stern Drive #2 The Great River Excursion**  
Location: Villa Bellezza, Pepin, WI,  
Registration online @ clubregistration.net
- 30 Nord Stern @ Cars and Caves**  
Location: Chanhassen Autoplex - Bret Bailey's

**AUGUST**

- 20 Nord Stern Drive #3 Star Prairie Run**  
Location: 45th Parallel Distillery, New Richmond WI  
Details TBA
- 27 Eagan Condo Garage Open House**

**SEPTEMBER**

- 10 Nord Stern Drive #4 The Overland Epic**  
Location Carlos Avery State Wildlife Management Area  
Columbus MN  
Registration online @ clubregistration.net
- 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 online at clubregistration.net
- 17-18 Nord Stern Last Fling Driver Ed**  
Location: BIR - Donnybrook course  
Registration at clubregistration.net

**OCTOBER****Sept 30-**

- Oct 2 Annual Nord Stern Fall Color Tour**  
Location: HQ Pier B in Duluth, MN  
Registration online at clubregistration.net  
PierB reservations separate
- 10 Nord Stern Business Mtg \***  
Location: TBA  
Time: 6:00 p.m. Social, 6:30 p.m. Meeting

**NOVEMBER**

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

**2022 DECEMBER**

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

*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 July 30, 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 availability, to the calendar as a courtesy to the organizer, or organizing entity at the discretion of the editor.*



Above, in the interest of highlighting one of the pretty darn amazing yearly events, the DE as hosted by NS at RA (oh, I love abbreviations!) is this great photo by April Barker. No other words needed!




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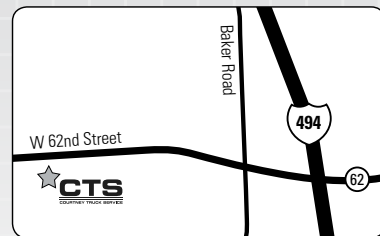
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# 50 Years of Porsche 911 Carrera RS 2.7 - Germany's fastest sports car

courtesy Porsche Newsroom – The Media Portal by Porsche May 2022



**F**ifty years of the Porsche 911 Carrera RS 2.7 –  
‘Germany’s fastest sports car’

**50 years ago, Porsche develops a new 911 variant for racing and rallying**

‘Duck tail’, ‘RS’ or ‘2.7’. Today, the Porsche 911 Carrera RS 2.7 is known by many nicknames. But its significance remains unique: it was the fastest German production car of its day and is the first series production model with front and rear spoilers – the latter earning it the ‘duck tail’ moniker. In 1972, Porsche thereby launched a trend for rear spoilers on series production cars.

About 50 years ago, Porsche began with the development of the 911 Carrera RS 2.7. “The 911 Carrera RS 2.7 was intended as a homologation special. It was to be a very light, fast sports car,” recalls Peter Falk, who was then the Head of Testing for series production cars at Porsche. Even though the model variant was based on the 911, it ended up becoming a new base vehicle for racing and rallying that featured many technical innovations. The most powerful model of the first generation of the 911 was the first 911 to be christened ‘Carrera’ – the crowning glory of the Porsche range. Weight, aerodynamics, engine and chassis were all worked on intensively. Around 15 engineers developed the car May 1972 onwards, and were joined by production staff.

**Surprising success**



NORD STERN JULY 2022

The interior of the 911 Carrera RS 2.7 ‘Light’ (M471) was pared back to the essentials, according to the customer’s requirements and the production date. Among other things, the rear seats, carpets, clock, coat hooks and armrests were omitted. Upon request from the customer, two lightweight seat shells replaced the heavier sports seats. Even the Porsche crest on the bonnet was initially glued on. Compared to the ‘Touring’ equipment package (M472), the ‘Sport’ weighed 115 kilograms less, with a kerb weight of 960 kg. It was priced at 34,000 German marks. The Sport package (M471) cost 700 German marks, while the Touring package (M472) was 2,500 German marks. The equipment package that was chosen therefore defined the respective version of the 911 Carrera RS 2.7.

The car’s 2.7-litre flat-six fuel-injected engine produced a powerful 210 PS at 6,300 rpm and developed 255 Nm at 5,100 rpm. This enabled the Sport version to accelerate

*Continued on page 12*

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## 911 Carrera . . .

*continued from page 11*

from 0 to 100 km/h in 5.8 seconds, making the 911 Carrera RS 2.7 the first production car to break the six-second mark set by the German trade journal 'auto, motor und sport'. The top speed crossed the 245 km/h mark. (Touring 6.3 seconds, 240 km/h). The RS 2.7 became the ideal synthesis between weight, performance, aerodynamics and handling.

The body was all about weight reduction. Thin sheet metal, thin windows, plastic parts and the elimination of insulation helped to decrease the total vehicle weight of the racing cars to less than the 900 kg required for the new model to be homologated.

### First time with rear spoiler



At the same time, the aerodynamics were improved. The aim was to minimise lift on the front and rear axles at high speeds in order to achieve more neutral handling. For the first time, engineers Hermann Burst and Tilman Brodbeck, together with stylist Rolf Wiener, developed a rear spoiler, testing it in the wind tunnel and on test tracks. The aim was to retain the formal closed bodystyle of the 911, to compensate for the drawbacks of the sloping rear by means of suitable and stylistically appropriate measures and to improve the aerodynamics of the 911.

The elevation of the new duck tail pushed the 911 Carrera RS 2.7 closer to the road when the car was driven at speed and supplied the rear engine with additional cooling air. The effect was achieved without any increase in drag; in fact, its top speed increased by

4.5 km/h. "During tests, we found that with a taller spoiler we could increase the

top speed due to the decrease in drag. So we kept raising the rear spoiler upward by millimetres with sheet metal at the tear-off edge until we found the reversal point at which the drag increased again," explains Falk. On 5 August 1972, the three Porsche employees filed the patent disclosure document No. 2238704 with the German Patent Office.

The engineers also set to work on the chassis. Porsche had experience by this stage of racing with wider rear wheels, so the development engineers tried this out on the 911 Carrera RS 2.7 as well. "We wanted to improve traction and handling with wide tyres on the rear axle because the greatest weight is found on the rear axle," recalls Falk. For the first time at Porsche, a series production car featured different tyre sizes on the front and rear axles. Fuchs forged

6 J x 15 wheels with 185/70 VR-15 tyres could be found at the front, 7 J x 15 with 215/60 VR-15 tyres at the rear. To make them fit, Porsche widened the body by 42 mm at the rear near the wheel arches. "When this worked well in development, production and sales, all subsequent models were fitted with this combination," Falk continues.

Following the change in regulations for sports prototypes, which prevented further development due to the new three-litre displacement limit, Porsche ended a very successful era. After the racing debut of a 911 Carrera RSR (racing-sport-racing) with a significantly widened body at the Tour de Corse in November 1972, Porsche decided to begin a new chapter in the success story of the 911 in 1973. In early February of that year, an RSR piloted by Peter Gregg and Hurley Haywood crossed the finish line at

An advertisement for Excelsior Realty. The background is a photograph of a dark-colored Porsche 911 driving on a road with trees in the background. Overlaid on the image is the Excelsior Realty logo, which consists of a stylized 'X' inside a diamond shape. Below the logo, there is a white box containing text and social media information. At the bottom of the advertisement, there is contact information for Mollie Nygaard, a Realtor with Excelsior Realty.

**Excelsior Realty**

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the 24 Hours of Daytona with a 22-lap lead. It was a brilliant start to the new season. Herbert Müller and Gijs van Lennep won at the Targa Florio in May 1973. “The victory was important for us because it showed that the RSR with the larger rear wing was very fast on circuits and rally stages,” recalls Falk. In its first season, the 911 Carrera RSR won three international and seven national championships – providing the foundations for the success of the 911 for decades to come. At the International Race of Champions (IROC) held in October 1973, Roger Penske from the US fielded 12 identical 911 Carrera RSR 3.0 cars in which drivers from different racing classes competed against each other.

With the 911 Carrera RS 2.7, however, Porsche was not only developing a sports car for the racetrack, but a car that customers could use both as a daily driver as well as for racing. It took the grand touring car to the racetrack. Contemporary advertising described it thus: “Its repertoire: by road to the race and home again. Monday to the office. Tuesday to Geneva. Back in the evening. Wednesday shopping. City.



Traffic jam. Creeping traffic, but no soot on the plugs, no complaint from the clutch. Thursday country roads, motorway,

switchbacks, dirt roads, construction sites, Friday only a short distance and repeated cold starts. Saturday with holiday luggage to Finland. Carrera RS – full of inexhaustible reserves in sprints and marathons.”

### The Carrera name

For the first time, the ‘Carrera’ script adorned the side view between the wheel



arches on the 911 Carrera RS 2.7. The Spanish word translates as ‘race’ in English, and RS on the rear spoiler stands for ‘Rennsport’, or racing. For Porsche, the ‘Carrera Panamericana’ was the inspiration for the new name. In 1953, Porsche claimed its first-class victory in the endurance race with the 550 Spyder. Then, in 1954, it finished third overall – a sensation that sparked the new addition to the name.

In the years that followed, Porsche used the name Carrera for the most powerful vehicles with the 1954 four-camshaft/ Fuhrmann engine, such as the 356 A 1500 GS Carrera or the 356 B 2000 GS Carrera GT. The Carrera script adorned the rear of

the Porsche 904 Carrera GTS from 1963, and on the 906 Carrera 6 from 1965 it could be found on the wing behind the front wheel arch. According to statements made at the time, Carrera was also understood to be a “quality predicate for a technical delicacy that had proven itself on racetracks and rally circuits”. In short, it was the ideal name for the future top-of-the-range model of the 911. “We wanted to assign the already famous name ‘Carrera’ to a production model and thought about how we could best represent that,” recalls Harm Lagaaij, who was a designer at Porsche at the time. They decided on the area between the wheel arches.

In addition to the Carrera lettering, Porsche had other eye-catching design features to offer: 29 paint tones were available, some in striking colours, and 27 were produced, including colours such as Bright Yellow, Red and Blood Orange. Porsche also

fulfilled individual customer colour requests. The colour of the rims matched the body or the Carrera lettering on the sides of, for example, white vehicles with red, blue or green lettering. The lettering retains its pre-eminent significance to this day, as does the long-famous RS abbreviation. It is found again and again on the most sporting 911 models – as it was almost 50 years ago.

From 20 September 2022, the Porsche Museum is putting on a special exhibition dedicated to 50 years of the 911 Carrera RS 2.7.



Prez Sez . . .

*continued from page 6*

### **Porsches and Pints** at Boom Island

Brewing was a lot of fun. Thanks **Toni LaRose** for another great social event! She also must have the ear of the weather gods as once again it was a perfect 'hanging out' evening.

I'm leaving for Road America and Cheese Fling driver education today with the real #37 997 C4 GTS. Road America is such a special place, I can't wait to be back there. IMSA weekend there is coming up on Aug 4-7 at Road America. If you head over for that, you can also watch the Porsche Carrera Cup North America series which I think is some of the most entertaining Porsche racing going right now.

I have a plan to get the original #37 2005 Boxster S ready for the All Porsche Show. I recently converted back to a street car, but my grandsons (ages 1, 3, and 5) all voted to show it in the track configuration often see here. So, I have recruited them to come over and help me convert it back and add

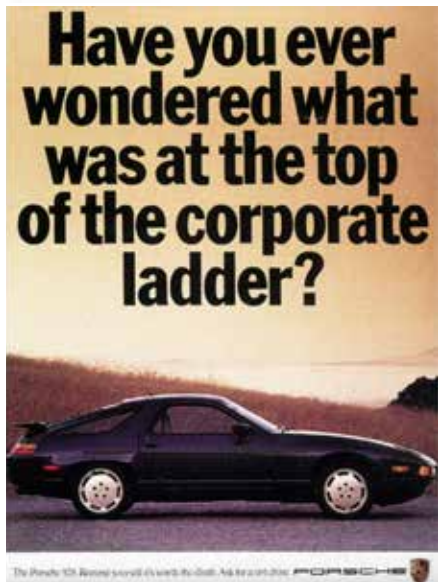
some stickers before the show. So, if you saw my car at the APS and thought "what he is thinking?" I was thinking about creating some more Porsche Juniors and working to build a future pit crew as the same time!

I hope many of you get up to BIR for Loonacy Weekend in early July. With driver education, club racing, bike race, and silent auction already part of the weekend, we can continue to build this event as our key gathering for the year. If you have ideas for more activities for the mid-summer weekend in Brainerd, I would love to hear them.

After the rush of May and June, our later July schedule is a bit more relaxed. Maybe as you get this newsletter you are getting ready for the **"The Great River Excursion" on July 16**. I hope we can make this event an annual one, so plan for it next year if you missed it. And don't miss **Cars and Caves on July 30**, I think you enjoy this one a lot!

Well, time to hit the road for Elkhart Lake. Hope to see you all soon at a club event!

Stephen, [president@nordstern.org](mailto:president@nordstern.org)



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second installment of great Porsche ads from the Fallon era (left and below), posted online [www.nordstern.org](http://www.nordstern.org) by Roger Johnson, thanks Roger for reminding members of the great ad work done locally for quite a while here in the Twin Cities - the creativity is stunning. Enjoy!

# Porsche wins 24 Hours of Daytona.

(And the Pope, of course, is Catholic.)

[illegible]

**This is the spoiler.**

**This is not.**




**Special terms until March 31st.**

We've just added one more feature to the Porsche Carrera to make it go faster: special rates. Thanks to new low lease and financing rates from Chase Manhattan you can now drive a new Carrera for less than you ever imagined. Call 1-800-843-3748 for the dealer nearest you. True, there are lease offers out there on other cars. But once you drive a Porsche, it'll spoil you for anything else.

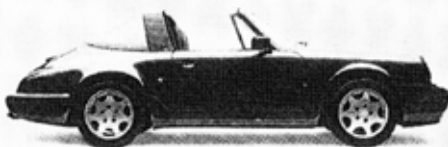
**Bring something  
back from  
Europe besides a  
bunch of slides.**




With the Porsche Tourist Delivery Program you'll not only save thousands of dollars and have the thrill of touring Europe in your new Porsche, you'll bring back the ultimate souvenir. Ask us for details. 

**PORSCHE** 

**We promise  
you the moon.**



Test drive the new Porsche Carrera 2 or Carrera 4 Targa and we'll promise you a lot. Remarkable acceleration. Crisp handling. Luxurious surroundings. Classic Porsche lines. The sun. The stars. Actually, the sky's the limit. 

**PORSCHE**



**Now if you have  
an emergency in  
your 911, you don't  
have to call 911.**



No matter where you are in North America, if you need gas, help or towing just call the number on your roadside assistance card. It's free with any new Porsche. Call or come in for details.

## Porsche 24 Hour Road Service.

**Don't feel selfish.  
In a few decades  
you can pass it on to  
your children.**



True, a sports car may seem an indulgence. But with its timeless styling, remarkable durability, and exceptional resale value, a new Porsche 911 Carrera is virtually guilt-free.

PORSCHE



**DRIVE #1**

**JUNE 4**

**Cancelled**

**DRIVE #2**

**JULY 16**

Villa Bellezza, Pepin WI



**DRIVE #3**

**AUGUST 20**

45th Parallel Distillery,  
New Richmond WI



**DRIVE #4**

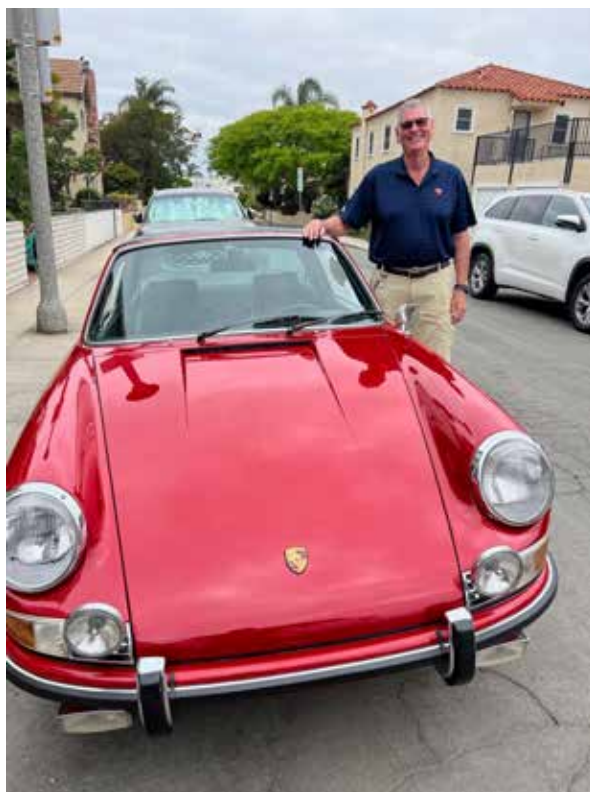
**SEPTEMBER 10**

Carlos Avery State Wildlife  
Management Area





# My '69 911S Targa Returns



It's pronounced "PORSH-ahhh!" was what I learned in August 1971 when I first saw the Polo Red '69 911S Targa. I had just returned from the Republic of Vietnam where I was a pilot assigned to the 17th Special Operations Squadron. I decided halfway through my tour that I would buy a Porsche when I returned stateside. I was actually looking for a used red 912 or 911T Targa in the Los Angeles Times Classifieds, when I found it. I knew "This Was It" just walking up to it after I drove over to check it out. I had driven a girlfriend's 1969 911T in 1969 and was hooked, but had to wait a few years.

The '69 S Targa was my daily driver to and from Travis AFB in California. As a bachelor pilot, with a need for speed, it fit the bill perfectly.

I became an avid Porsche enthusiast, I attended many PCA events from 1971 to 1991 in the SF and LA regions, and picked up probably no less than 20 or so applications to join, but was always too busy and never did until February 1991.

After the Air Force, when I met my wife, Sandy, in 1974, she understood that no matter what happened, "I kept the Porsche!" It eventually became my PCA event Porsche, not the daily driver and it cemented my participation in PCA and the Grand Prix Region in the early 90's and beyond. Over the course of 35 years, I rebuilt the engine twice, the first time at 198,000 miles when the left overhead camshaft sheared from a metallurgical flaw and the second time during the restoration at 289,000 to clean it up and make it match the total refurbishment. Owning it for 35 years, raising two children, carrying a big mortgage, and enjoying a great

airline career, it filled a major portion of my life. After the kids were out of college, and the odometer was showing 289,000 miles, I decided to do a full restoration of the S Targa. I flew to Frankfurt a lot back then and picked up parts not available in the US. I developed a relationship with the Porsche Dealer in Frankfurt, who would order the parts I needed from Stuttgart-Zuffenhausen and they would be there on the next trip in. US Customs got used to me bringing in various Porsche parts. The restoration was started in December 1998 and finished in early 2000. Stripped down to the metal, new door skins, new interior, new lens, lights, and aftermarket dash (to fix the perennial dash crack from the speaker). Yes, I lost points from the Concours judges but c'est la vie. It was back to original and a beautiful head turner wherever I drove her.

In the fall of 2005, I won one of the 48 positions for the 2006 50<sup>th</sup> Anniversary Edition for the Porsche Club of America, "Club Coupe." If you remember, Porsche AG and PCNA decided to produce 50 Club Coupes to honor the 50th Anniversary of PCA. One lucky member won a Free one, #1 went to the Porsche Museum in Stuttgart and the remaining 48 were sold to PCA members in good standing. Well, I was six months from retirement at the airlines and purchasing a new Carrera S Club Coupe, #33 of 50!

Now I had two Porsche's, a fixed income and a wife who thought I was nuts taking on a big car payment in retirement. She convinced me that one of them had to go! After six months, I put both up for sale. The '69 Targa got the interest it deserved, and I sold it to a PCA member in the SF Region. When he drove away that day, my heart sank, I knew I had made a big mistake.

Now fast forward to 2010, after five years of payments that were eating into our standard of living, I sold the 2006 Club Coupe to a collector. Now I was Porsche-less for the first time in 39 years. Unbeknownst to me, my daughter wrote in her diary an entry that would change my world later. It said, "One day, I am going to buy my dad a 911!" I did not know about that entry.

*Continued on page 18*



#33 of 50 Club Coupe, 50th Anniversary Edition of PCA:

*by Marty Noonan*

*continued from page 17*

After retirement, which I flunked by going to work for Boeing and training pilots in the B777 simulator in South Korea, I bought a pristine '09 Cayenne S. But six months before I was finally going to retire for good in 2015, I told Sandy, I wanted to use ALL my Boeing paycheck from the last six months to buy another 911. She said, yes, you need one so you will stop whining! I figured I would be able to buy a 2009 or so Carrera S Cabriolet without a loan. I would commute to South Korea and train for two or three weeks, then be home for two or three weeks. It was a great retirement gig. In October 2015 while in Korea, my daughter Facetimed me. She said that she and her fiancé bought all their cars from a guy in Beverly Hills at wholesale and I could get a 2011 or 2012 for my budget. Send me all your specifics and I will get him on it. Well, two weeks went by without me talking to this wholesaler. I ended my tour and flew into Los Angeles to meet with he and my daughter. My wife and I arrived at her house to inspect two possible Carrera's. Much to my amazement and total surprise, my daughter had purchased a new 2016 Carrera S Cabriolet with all my specs.

Okay, what has this got to do with this 1969 911S Targa return? I'm getting to that!

In 2019 I was still pining over the loss of the 1969 S Targa and decided to do a VIN search. I found it had sold at a Bonhams auction in 2016. I contacted Bonhams and asked them to send my contact information to the new owner, since I had owned this Porsche for over 35 years.

The new owner contacted me from his home in Seattle and we had a long conversation about this Porsche and Porsche's in general. I was invited to visit him and drive it anytime I liked. Then COVID hit which put the damper on travel and any visit. Then, at the beginning of May 2022, I was contacted by the owner's collection manager who was requesting my ownership story so to



add to the history of the car when it was placed up for auction on Bring a Trailer. During the conversation, I asked if I could buy it back instead of it going to auction. He informed me that it had already been accepted by the auction house and they were committed. I knew it was out of my price range, especially when I brought it up to Sandy, who just stared at me and didn't need a response!

I nevertheless told my family, friends and Clubtalk that it would be at auction, and enjoy the bidding. When the bidding closed on May 11, 2022, it only received bids up to \$99,000 and did NOT make Reserve. Unknown to me however, my daughter got the owner's contact information from my wife. By the way, the final bid was from a Georgiapeach23 - who had never commented or bid before on BaT and had just registered in May 2022. I thought to myself, is this Kelly, my daughter? It was!! She told me she had been too busy to watch the final bidding and was sad it didn't make reserve when I told her. Turns out she had negotiated a purchase price at the Reserve.



They had then shipped the Targa down to my son's home in Seal Beach, CA where he hid it in the garage for almost a week. Last Saturday morning May 28, 2022 we were meeting at our house for a late brunch. I was sitting on the front patio drinking my morning coffee, chatting with friends and family, when I heard the distinctive engine sound of an early 911. My daughter and son drove up in the '69 911S Targa and parked it in front of the house. I was in shock, speechless, according to my wife of 46+ years!

I had had dreams of finding this 911 many nights since I sold her in 2006. I never in my wildest dreams figured I would ever see it again, much less drive it. Since Saturday, May 28th, I've driven over 400 miles with a great big grin on my face! I plan on bringing it to our home in Wisconsin one day and drive it to fun Nord Stern events, or keep it in California for fun GPX events when I return from the summer in Wisconsin!

Now it is tucked away in my garage in Long Beach, CA until I can figure out how to enjoy two beautiful Porsches in my twilight years! Yes, I am blessed. And in case you are wondering, I have already started a list of Porsche owners who want to adopt my daughter. So far, the list has over 650 names on it!

I've known many Porsche owners over the last 52 years, and none have ever told me they regretted buy a Porsche, but almost all have regretted selling one! Keep yours!

2016 Carrera S Cabriolet in gift wrapping

August, 1971 with Cibie Driving lights and removable bra





## DRIVER ED DRIVER TRAINING

- Cheese Fling  
**June 20-21**
- Fast Fling & Club Race  
**July 8-10**
- Final Fling  
**Sept 16-18**

Registration Online  
[Clubregistration.net](http://Clubregistration.net)

**NORD STERN**  
**2022 BIR TRACK SCHEDULE**  
**MARK YOUR CALENDARS**  
**NOW**





## May 7th: 4 Tech sessions - @ Minneapolis Porsche

*photos by Michael Grabner*

This past May's Nord Stern Four Part Tech day started out at Porsche Minneapolis bright and early on a Saturday where many gathered to oogle some of the latest Porsche models on display plus hear from the dealerships technicians who spent time discussing some of the engineering and designs incorporated by Porsche's recent offerings.







## May 7th: 4 Tech sessions - @ Midwest ClearBra

*photos by Michael Grabner*

Midwest Clearbra hosted their tech session on May 7th to the very interested and attentive Nord Stern members - many of whom made it to all four sessions

Here at Midwest Clearbra the fine art of clearbra application was demonstrated with minute detail. It's quite impressive to see this work done and the amazing results and check out the FOOD!

All four tech sessions were organized and set up by Nord Stern and Roger Johnson. Well done, well attended, and well received!



# Auto Edge Sets the Bar!

by Jim Southwell, Membership

It's mid-April . . . Is Spring finally here? Hard to say, as the Auto Edge Spring Social/Tech, the third of this new season, started out five degrees colder than the first Social on March 5th! No big deal, the sun broke through by 10:00AM and one hundred five Porsche enthusiasts made it to Mahtomedi to share their passion for Stuttgart's finest, arriving in Porsches of every stripe.



Auto Edge is a favorite for Nord Sterners for good reason, as their technical ability and do-it-all attitude serve their fans well. It's been this way for years. New ownership appears poised to continue this operating standard and we all benefit from it.

General Manager **Dan Balthazor** (left) is a get-it-done kind of guy, and has helped many road and race drivers with economical and thorough solutions. He also has a good eye on what cars are available for purchase, something to keep in mind. New owner **Rich Fearing** and his son **Calvin Fearing** were on hand to welcome members and see what Nord Stern is all about.



Prospects, new members, and NST veterans alike rubbed shoulders and shared Porsche camaraderie. Officers and event Chairs shared plans for the year, and my advice is to mark your calendar now, so as not to miss out.

**Ben Rogers** described the rollout of a new Driver Training regimen to start at First Fling. New instructors will be trained, along with a new group of potential Driver

Education participants on the storied Brainerd International course.

President **Steve Kemp** (right) ran through the other major events of the year, including four scheduled drives, four additional track events, including Road America, and numerous social and tech events. Prospects and new members, if you have been looking for an active club with a wide spectrum of events, here it is!



Greeting attendees were Membership's Betsey Porter and Gayle Southwell

On display were some fine automobiles, including a 991 GT3 RS, a Cayman track car, VP Jeff Eckroth's '72 911T Targa, a 991 GT3 Cup, readied for BIR, and, cue sound of increasing heartbeat, a 993 Turbo



S, in Arctic Silver over Red leather. No museum pieces here! (Above, Lincoln Chapman and dad)

Auto Edge set a new benchmark for hospitality, as they offered a catered lunch from **Lila Buffet Styling of Eden Prairie** (pic below!!). Members enjoyed an array of finger

*Continued on page 37*





# Spring 2022 PCA Sim Racing Nat'l Newsletter update . . .

by David K. Palmer, Allegheny Region and PCA Sim Racing Steering Committee



As Sim Racing is the newest of the vast array of activities that PCA offers, we on the administration side of it thought that a periodic update that could be distributed to newsletter/magazine throughout the Club would be beneficial to the membership.

Series 8 of the PCA National Sim Racing calendar has just been completed, with close and competitive racing throughout the four driver classifications. Our drivers were challenged with a wide variety of racing circuits the world over: from a little-known track in Australia (Winton), to one of the most famous and long-established in Italy (Monza). I'm pleased to present the Series 8 champions in each class:

- Pro: Christopher Paiz, Lone Star Region
- Club: Garrett Taylor, Kansas City Region
- Sport: Jake Geiger, Pacific Northwest Region
- Challenge: Mark LaCombe, Pacific Northwest Region

Congratulations to these four and everyone who participated in the eight events that made up the Series! As a reminder, all our National Series events are broadcast on our YouTube channel that can be found here (<https://www.youtube.com/pcasimracing>) and the complete series 8 results are here (<https://pcasimracing.com/series-8/>)



A grid from one of our recent Zone Group events

As our National Series racing begins its "summer holiday", there are plenty of other opportunities for those interested in either starting with PCA Sim Racing or to maintain your competitive edge in the long and warm days of summer. In what we call our "Summer Fun League", we are offering three ways to begin racing with us, or keep your virtual driving skills honed:

- The Entry-class League for those new to PCA Sim Racing
- The Summer Fun League, administered by our friends on the West Coast
- The Arrive & Drive League, a more casual series utilizing both traditional and not-so-traditional racing circuits.

Information on all these Leagues, as well as anything concerning PCA Sim Racing can be found on our website: <https://pcasimracing.com>. There is an entire section devoted to those who have no prior experience or understanding of



2022 Team Racing Series events mimic world endurance events running as long as 6 hours

what is required to get involved in what is one of the most challenging, fun, and rewarding of all the activities that PCA offers for its members. There is also a [Contact Us page](#) on the website to ask us any questions that you have after reviewing the material available. We are looking forward to doing whatever we can to have you join us at PCA Sim Racing!



Club: Garrett Taylor, Kansas City Region



Challenge: Mark LaCombe, Pacific Northwest Region



Sport: Jake Geiger, Pacific Northwest Region



Pro: Christopher Paiz, Lone Star Region

# CHANHASSEN *AutoPlex*

**JULY 30, 2022 8AM - NOON**

Chanhasseen Autoplex, 1730 Motorplex Court, Chanhasseen, MN 55317

**Cars and Caves** is a last Saturday of the month car show running from April through September.

**Cars:** This show features exotic, classic, custom, and collector cars. You know, the type that you don't see in the parking lots.

**Nord Stern:** The July event is featuring the Nord Stern Porsche club. There will be special parking, on a limited basis, for collectable Porsches. There will also be garage open houses that feature Porsche collections, race cars, and memorabilia.

1730 Motorplex  
be hosting an  
coffee, treats,  
for Nord Stern  
for the Porsche  
courtyard.

**Garages:** Yes,  
but check out  
Chanhasseen  
around the  
car caves. These  
amazing car  
collections.  
garages are  
the owner's  
and are open for



Court, Unit 9 will  
open house with  
and door prizes  
members. Just look  
flag hanging in the

the cars are cool,  
the garages!  
AutoPlex is known  
country for their  
garages feature  
and automobilia  
Many of the  
themed to reflect  
specific interests  
viewing.

**Free:** There is no cost to bring your car or family. All shows benefit a charity group. These groups may ask for a donation, but the donation is not required. 100% of all funds raised go to the charity. The July event is hosting Special Olympics of Minnesota.

**Family Friendly:** Bring the spouse and the kids. If your family hasn't enjoyed some other car shows where you had to drag them along, this is the car show for you. The air-conditioned club house is a good place to get out of the sun, rest your feet, or use clean indoor plumbing. The garage owners are friendly, often handing out stickers or inviting the little ones to get their picture taken in a car.

## WIZARDS

*Make it Shine!*

Note:

Porsche (Nord Stern Members)

20% discount code for orders Still Available for product purchased directly from their website.

Wizards Products.com

## Twin Cities & Area Events/Autocross Calendar

DATE	EVENT	SPONSOR	LOCATION
July 17th	MOWOG 5	MAC	DCTC
<b>July 24th@</b>	<b>SCCA LOL SOLO #4</b>	<b>SCCLAC</b>	<b>WINONA</b>
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
<b>Sep 11th @</b>	<b>SUPERSUNDAY AUTOX II</b>	<b>COM</b>	<b>DCTC</b>
<b>Sep 24th @ (Sat)</b>	<b>AUTOCROSS</b>	<b>CVSCC</b>	<b>CHIPPEWA FALLS</b>
Sep 25th	SCCA LOL OCTOBERFEST SOLO #6	SCCLAC	WEST SALEM
Oct 1st (Sat)	MOWOG 9	MAC	DCTC
<b>Oct 2nd@</b>	<b>MOWOG 10</b>	<b>MAC</b>	<b>DCTC</b>

### @ & 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](http://www.corvettesofmn.com)--CONTACT: WALLY MAHLUM 952-431-0630

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

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

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

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

SCM = SUBURBAN CORVETTES of MN--[www.suburbancorvettesofminnesota.com](http://www.suburbancorvettesofminnesota.com)--CONTACT: SHAWN HANNA 763-425-6550

SCCLAC = SPORTS CAR CLUB of LACROSSE--[www.scclac.org](http://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 FAIRGROUNDS, 225 EDWARD ST., 54729

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

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

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



# Where We Were . . . 60+ Years!

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

## August 2000

The front cover of Nord Stern for August of 2000 featured a photo of **Lori and Lon Tusler's** 356 C coupe at the German CarFest, where it won the People's Choice award. The photo was taken by **Jill Daneu**. The back cover was a demonstration of the emerging practice of photo editing using digital tools. An unknown member's teenage son had illustrated his father (?) attacking the waterfront of a large city, presumably New York. The photo was copyrighted by Michael McGrath.

Editor supreme Christie Boeder reported on the results of the 1999 newsletter contest, which judged all club newsletters across the country. Editor Christie did not receive a first-place award in 1999, which was somewhat surprising; however, Nord Stern's monthly did finish fifth, which was not bad. The judges' commentary was interesting, helpful, and insightful. They suggested that Nord Stern members might be better served if the newsletter provided more detail regarding feedback on recent events. Christie also noted that the judges wanted her to editorialize more about Porsche topics and issues more than is typically done in our newsletter. She suggested that she might lean upon husband Bruce to help in that regard, as he always had opinions on everything. Overall, Christie reminded all that the newsletter is put together every month by a group of dedicated volunteers who work hard and do their best to report accurately.

**President Jon Beatty** was silent for the month of August, as nothing arrived from him in time for publication. The August edition instead had a solid article from Susie Ley

of the Mid-Ohio Region offering tips on photographing cars with skill. The piece had many references to lenses and film, which we never see these days in articles about photography.

Sandy Seckman, the chair of the 2000 GPR Club Race committee,

offered his thanks for Nord Stern's recent hosting of the fantastic club race event. Sandy noted that all enjoyed the event from start to finish and particularly thanked **Roger Johnson** for doing a great job with registration. Sandy also challenged Nord Stern to register more numbers of its drivers for the next GPR club race. **Jon Beatty** sent a note thanking **Don Erickson** and **Brad Hepp** for putting together the recent midweek event at the BIR. As Jon noted, if you did not make it, you missed some serious track time. Christie noted that the midweek results were found a few pages further into the August newsletter. She also announced that, for the first time, Nord Stern was available online. Christie reminded all that readers could view the publication without ads and in full color! (still true to this day . . .!)

Len VanderJagt of the Motor Stadt Region provided a very basic, yet amusing, piece describing what to do with your hands when you are driving fast. For example, by turning the wheel too rapidly,

Len noted that you could be reenacting the "seizure scene from the Helen Keller story" by transferring weight back and forth and waiting for the car to roll over. Turning the steering wheel smoothly was suggested as an alternative. Len also suggested that drivers avoid turning the wheel too much and/or too soon, resulting in an early apex situation. Len commented that, if you turn the steering wheel twice in the same direction, you have almost certainly made this error. Finally, the author suggested that, on the track, you should place your hands in a nine and three position and never let go of the wheel. As Christie noted, parts of this article reiterated many basic aspects of Nord Stern's highly regarded driver training.

**Jill Daneu** provided page after page of the recent German CarFest event. Of interest to many was a 1958 Lloyd Alexander Combi. Never seen one of those before myself.

Paul Lighthill of the Riverside Region concluded his multi-part saga detailing the pre-purchase inspection of Porsches. The final segment of the lengthy article focused primarily upon mechanical inspection by a professional retained by a prospective purchaser. The piece offered a checklist for the professional Porsche mechanic and detailed many points that

... "It is better to go into a turn slow and come out fast, than go into a turn fast and come out dead." ...



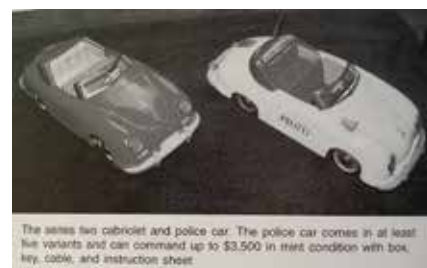
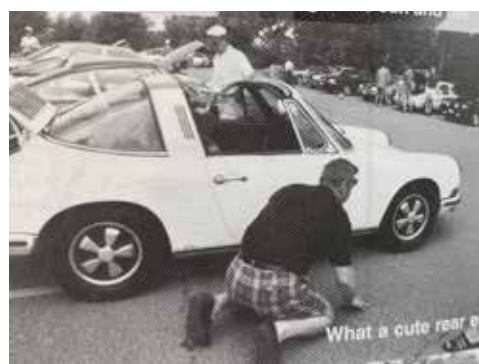
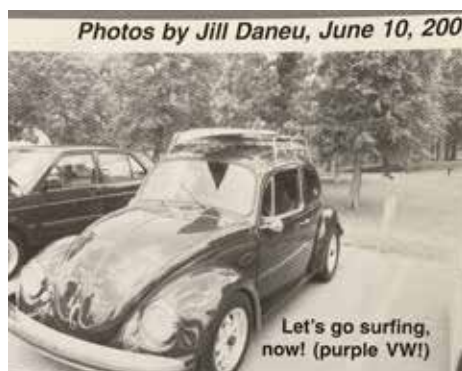
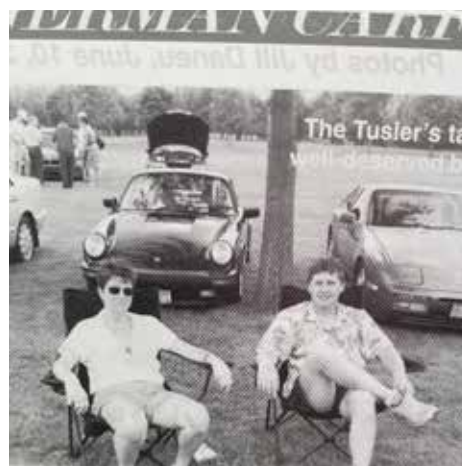
The Tusler's 356C Coupe at the German CarFest which won the People's Choice Award. Photo by Jill Daneu

might discourage potential buyers. Paul urged those considering a purchase to persevere and find that perfect, older Porsche.

Prescott Kelly of the Connecticut Valley Region provided an interesting piece relating to the Distler tin Porsche toys which existed during the 1950s and 1960s. These collectibles continue to attract interest even today and are still of interest. Distlers were toys, but not models. They were battery-powered and had two forward speeds, plus a reverse mode. Current prices vary widely; twenty years ago, you could expect to pay several thousand dollars for one of these cars. I have no idea what they would bring today.

Marketplatz from 20 Years Ago (Things continued to be slow in the marketplace back in August of 2000; not much for sale.)

- 1986 911 Carrera coupe, Guards red with black interior. Only 49,000 miles. Full-service history available from Nürburgring since 1988. No accidents, summer street use only and always garaged. \$22,000. Call Nick Summers.
- 1992 968 coupe. Black with black interior, 68,000 miles with completed Porsche maintenance book. 6 speed, with limited slip differential. Alpine CD player. Car is in mint condition and well cared for. \$18,995 or best offer. Call Ron Johnson.
- 1985 911 Carrera. Metallic bronze with brown interior, 64,000 miles. Upgraded suspension, including turbo tie rods and a tower brace. Lowered, with front oil cooler and spoiler; car never heats up. A great Drivers' Ed car or perhaps a daily driver. \$18,000. Called Steve Scherf.



# Let the Sunshine In

by Danielle Badler,  
courtesy PCA Newsletter Editor's Facebook Page, July 2022

We're into summer car show season now. That time of year when all those rolling objects of desire seem to emerge out of rabbit holes to meet, at least for a day, the warmth of the sun and our admiring eyeballs.

I wander the fields, ogling the moving works of art. And, often, my thoughts turn to, when it comes to car collecting, what would I do? If I had virtually unlimited funds to play with?

Sure, I could make a list of my favorites. I could even compare my choices with fellow wannabe collectors, and argue over what should be included, and what shouldn't. I could concentrate on race cars, or Porsche's, or Porsche race cars. Whatever I want. After all, it's my money, and the rest be damned. Right?

I like Jay Leno's line, "I'm doing what you would do, if you were me." And "This is what you do, if you have more money than brains."

Uh, I wish it was that simple. Take Ralph Lauren. I have a bit of an affinity for Ralph. He grew up in The Bronx, a son of immigrants from Eastern Europe, like both my parents. Ralph's birth name is Ralph Lifshitz. He started by designing and selling men's ties, deliberately wider than the style at the time. They were a hit. And the rest is history.

Autoweek profiled Ralph a few years ago, and recently re-ran the piece. They talked with him, and toured part of his collection, sequestered in a nondescript warehouse, somewhere in upper Westchester County, NY, probably not far from his compound in Bedford.

The gist is that Ralph doesn't like to get his hands dirty. He has a team to do that for him. And that squalid barn belies what lies inside, where each moving jewel is perched on a low platform against a stark white background.

Each gem, we learn, is road-registered and just begging to start up for a spin. Ralph is a driver. And he has at his disposal a . . . Okay, let's do the Porsche's first, an RSK, a 550 Spyder, a Carrera GT and two, that's right, two 918 Spyders. Although I believe there are a 930 Turbo and at least one Ruf as well.

Jaguars. A D-Type that ran at Le Mans, an XKSS, an XK120. A Blower Bentley that also ran at Le Mans. Two

Mercedes-Benz 300SLs, a Gullwing and a Roadster. The "Count Trossi" SSK. McLaren's . . . an F1 LM, another F1, a P1.

According to the article, the cars get shipped around the country as the Lauren family follows the seasons to their various abodes. There's the house in Montauk – a friend tells me that, in years past, Ralph would drive something from the collection to dinner at the East Hampton edition of The Palm on Sunday nights. Apparently, it became a tradition.

Ralph also has a ranch outside Montrose, CO. I know, I passed it once, on a bus from Telluride to the Montrose airport, when the ski resort's airport got fogged in. We rounded a corner and there it was, the most perfect fence I had ever seen. And it went on, and on, and on, until we got to the timber-arched entrance to the Double RL Ranch. That's what it said. Then the fence went on and on, again. (your editor and her husband have also driven by the 'perfect fence that never ended!')

According to Autoweek, Ralph really likes to exercise his collection on the roads around the ranch. Okay, let's pause again, on that sentence. Ponder the idea of tootling along, rounding a corner in southwest Colorado, and just like that, his 918 rips by and disappears, that fast, with nothing left but the exhaust music.

Ralph's number one priority, says Autoweek, is the car must be beautiful. Well, yeah. Second, he says, "It has to have the engineering to back up its looks . . . I saw them as moving art. I saw it long before most people did." And racing provenance doesn't hurt.

And those collectors, looking for financial return? "That's a different guy," Ralph says. "That's not the guy that loves cars – that's an investor."

Ralph doesn't like the color red on cars. Except . . . yeah, well, you know what's coming. A 250 GTO, a 250 Testa Rossa, a 250 GT Spyder California, a 250 LM, a 275 GTS/4 NART Spyder. There are more red cars in the collection. I'm just running out of space.

And out of breath. What's my favorite? Please. What's the collection worth? Double please. What a collection. What a life. Ralph wins. Wins what you ask? I don't know. All I do know is the summer sun is shining. On him.



We've all heard about ceramic brakes, but what exactly is ceramic and why are they so expensive? Are they really worth the price? Are they really that much better?

We'll try to answer each one of these questions that people always wonder about.

Generally when people talk about ceramic brakes they are referring to ceramic brake pads. I make the notation because there are also ceramic rotors (discs) both of which we'll look at I detail.



### Ceramic Brake Pads

Ceramic brake pads are manufactured from material very similar to the one used when making pottery and plates. The material used for the brakes is much denser and durable but it also incorporates fine copper fibers mixed in with the material. These fibers help to increase friction (better braking) and also increase heat conductivity (cooler brakes).

Ceramic brake pads were developed in the 1980s and have been increasing in popularity ever since their introduction.

Compared to standard brake pads, ceramic pads are much quieter, giving off very little sound when the brakes are applied. They are also quite clean, meaning that there is much less brake dust and they also work better in a wider range of climatic conditions than standard pads.

They are more expensive than the metallic or asbestos-type pads and much less conductive than

metallic pads allowing for heat to be transferred into the rest of the braking system.



Standard Brake Pads (organic)

Ceramic pads are not recommended for extreme cold weather and they're intended to be used with standard cast iron rotors.

Ceramic is very heat-resistant, up to 1,000°C (1,832°F), therefore ceramic composite brake discs last up to 60 times longer than standard cast iron discs. Ceramic composite means that the ceramic material, silicone, is combined with carbon fibers for strength. In Porsche-speak they are called PCCB (Porsche Ceramic Composite Brakes).

The extremely complex manufacturing process begins by mixing a heat-moldable resin powder with finely chopped pieces of raw carbon fiber. This mixture is poured into an aluminum mold with the shape of the disc brake, filling it half way. Aluminum spikes (cores) are then fitted through the disc. These will form the ventilation channel once

*Continued on page 33*



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## Ceramic . . .

*continued from page 29*

removed after the molding is completed. The mold gets another pour of the composite to fill it completely.

Once filled, the mold gets a lid while it moves into a press that will put 20,000 Kg (45,000 lb) of pressure while heating the mold and its contents to 200°C (392°F). This compacts the carbon fiber and transforms the resin powder into plastic. Then it's time to cool down. Once the mold is completely cool it is opened and the disc is extracted. A computer-guided laser corrects any rough areas and makes ventilation holes on the disc (equivalent to cross drilling in cast iron discs). Now the disc goes back into an oven that gradually, throughout the course of two days, heats it to 1,000°C (1,832°F). This produces a chemical change that transforms the plastic into carbon. The disc then goes into a crucible (high heat resistant container). It is suspended from the bottom of the crucible by five mounts. A ceramic material (fine silicone powder) is poured into the center opening of the disc. The crucible and its contents then moves into another oven which gradually raises the temperature to 1,700°C (3,092°F) throughout 24 hours. This melts the silicone. Then it applies a low suction that draws the now melted silicone into the disc ring. This creates an extremely hard, new material, called silicone carbide. Once cooled, another laser-guided machine bores the mounting holes. The disc then gets submerged into a special protective paint that shields the carbon from contacting oxygen (anti-oxidation treatment) which significantly extends the life of the brake disc.

The paint is dried in an oven then the disc is cleaned and polished. Finally a computer carefully inspects the disc taking thousands of micron-level photos which are analyzed for imperfections. The last step is affixing the bell, the centerpiece that mounts to the wheel carrier.

The bell is made from aluminum or steel and is bolted onto the disc via the mounting holes previously bored into it.



PCCB conversion to iron rotors

Because of their better stopping power and longer life than cast-iron rotors, Porsche had initially recommended PCCBs for track use. When first introduced, we were told that the high price (\$9,000 option on the Carrera S) was justifiable because the discs would virtually last for the life of the car, but people would wear them out after a few hard track days. What happened is that ceramic discs can degrade if you're hard on the brakes in a track environment which allows for very little cool down time. So now, the consensus is that ceramic brakes are simply

too expensive to replace when they wear out so most track junkies who had opted for PCCBs have replaced the discs with cast-iron discs.



So, what then are ceramic brakes good for?

They are perfect for people who don't like cleaning their wheels. PCCBs drastically reduce the build-up of brake dust.

PCCB discs weigh 50% of their cast-iron counterparts, so there is a great reduction of unsprung weight.

They also look very cool and if not tracked, should last the life of the car.

Happy Porsche'ing,  
Pedro

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## For Sale by Owner

1987 911 Turbo, owned since January 2009. 76,000 miles. Sacrificing for another car project.

Red leather interior, new Bridgestone tires, fresh oil change and good running condition. 76,000 miles. A good value at \$115k. Call me if you have any questions. 701-730-1150 or nealhaaland@gmail.com.



## Porsche 997.2 GT3 Centerlock Set

Fits 2010-2012 GT3's. \$350.00. Contact: Jim Holton, jim@riverwoodtrading.com or 612-868-3336.



## Porsche 997.2 GT3GT3 Centerlock Caps

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## Two sets of OZ Ultraleggera HLT Center Lock wheels FOR SALE. Fitment is 997.2 GT3 vehicles.

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Tire sizes Front 235/35-19 Rear 305/30-19

Set 2: \$1200.00 Matte Graphite Silver

2 19x8.5 wheels-Offset 53 mm

2 19x12 wheels-Offset 63 mm

Tire sizes Front 235/35-19 Rear 305/30-19

Each set is in excellent condition, used about 5 3-4 DE weekends. Additional images upon request. Tires on the wheels are outdated and not usable.

Buyer pays shipping. Contact: Jim Holton, jim@riverwoodtrading.com, 612-868-3336.





# Rennsport Reunion VII will take place in 2023

*courtesy PCNA Public Relations Department, April 15, 2022*

## THE WORLD'S LARGEST PORSCHE FAN GATHERING WILL RETURN FOR THE SEVENTH TIME

Atlanta, Georgia. Porsche Cars North America (PCNA) has confirmed the next Porsche Rennsport Reunion will take place in 2023. For the seventh time, life on the edge will be celebrated - from the boldest and most exciting Porsche cars yet created to the people responsible for designing them, to the drivers who took the cars right to their limits. All will gather for an exhilarating event that promises to celebrate not only Porsche's past and present, but to capture a glimpse into the future, on both the track and on the road. The theme, dates and location of Rennsport VII will be announced in due course.

Conceived by racing great Brian Redman and Porsche Cars North America's longstanding PR General Manager Bob Carlson in 2001, Rennsport was created to celebrate the racing heritage of Porsche. They envisioned an event at which drivers and enthusiasts could gather to celebrate racing and pay tribute to the people and cars that have helped build the Porsche legacy. Since its inaugural event at Lime Rock Park in Connecticut over 20 years ago, Rennsport has continuously grown in appeal, drawing in 80,000 fans over the course of the last event in 2018.

"We're all excited to be able to announce the return of the Rennsport Reunion, which is always a highlight of Porsche motorsports

enthusiasm and heritage" said Kjell Gruner, President and CEO of Porsche Cars North America Inc. "Rennsport Reunion has grown quickly over the years into a truly one-of-a-kind experience of sight, sound and emotions. For a few days, it feels like everyone thrilled by the brand is united in one place, on and off the track, as one Porsche family. We'll announce the date and location soon, but this much I can share already: Our ambition is to make Rennsport Reunion VII the best one yet."



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**Rick Moe**  
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## Auto Edge . . .

*continued from page 22*

food delicacies served buffet style in a heated tent attached to the shop. Porsche Juniors attending had some sweet Lego prizes and chances were good for a win. Grand Prize was a **Weekend Track Getaway for Fall Fling**, to include event registration and two nights at one of the local hotels. Nice!

**Judi Sievers** was the lucky winner. Thank you Auto Edge!

Check [nordstern.org](http://nordstern.org), Facebook, Instagram, the Nord Stern newsletter, your email inbox, and start making plans for all that awaits you from Nord Stern!

Right, MC Jim Southwell



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- Sept 6<sup>th</sup> | Tuesday (day after Labor Day)
- Oct 2<sup>nd</sup> | Sunday



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