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Metallic 2017 911 4S

Photographed by Josh Hway of  
Dynamic Motorwerks



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

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

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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>).
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13591 Pineview Lane N  
Dayton, MN 55327

Reminder: Annual Dues are:  
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Nord Stern membership Options:  
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## 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

**H**ello Nord Stern members. I thought this last month might be less busy than the previous few, but that turned out not to be true. I was able to head over to the IMSA weekend at Road America in early August and it was a great experience. I had never been there as a spectator and now understand why racing fans love it so much there. The Porsche Carrera Cup and IMSA Sports car teams are very open to fans and I was able to talk to a lot of drivers, owners, and mechanics. Thanks to local teams 311RS Motorsports and JDC Miller MotorSports for their hospitality and Roger Johnson introducing me to some interesting characters in the paddock. It was fun to talk Nord Stern's own Pat Kelly at the pit wall after his LMP2 qualification. I plan on going again next year and maybe we can organize a Nord Stern group if there is interest. JDC

Miller will be the first customer team racing the new Porsche 963 which would be cool to see in person at the track!



Kathryn and I went on the Chankaska Winery Walk and Wine Tasting Tour and saw a lot of members we had not met before. What a cool venue and event organized by Toni LaRose! I

did like their wines a lot, and I don't usually enjoy Midwest wines very much. As I wrote in the email I sent before the event, Chankaska is using hybrid grapes developed at the U of MN that took old world grapes and

then adapted them for cold climates. Seems to work!

Well, I did miss the Star Prairie Drive on Aug 20 as I was sick. Looks like everyone has fun on this 2nd year for this drive. Thanks to Theo Martinanos and Nick Severson for organizing this drive again and Porsche St. Paul for hosting the drive gathering place. I will have to shoot for the 3rd annual event next year.

As you get this Newsletter, we will probably be completing the Overland Epic drive on September 10 with the lucky few that got into this event. This is our first off road event for our more than capable Porsche SUVs and we will be treading lightly on some cool Carlos Avery Wildlife roads that are open only this time of year. Based on interest, we will plan future off roading events that may take us farther from home and pavement. If you have an SUV and your idea of car detailing features a power washer, this might be for you.

Or as you get this, we could be packing up to head back to Brainerd International Raceway for Final Fling on Sept 16 – 18. We are back on the long track at BIR and have our last novice school of 2022, so come join us! Our Driver Training program at the track will help you learn how to better drive your high-performance car wherever you take it: the track, the backroads, or safely negotiating the many challenges of normal public roads.

*Continued on page 14*

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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



I admit to being fresh out of 'thoughts' for the column and will be resorting to incorporating some basic information for an event that looks like a winner for us all!

My excuse is that with working in the field of education, this truly is the crunch time of 'back-to-school' craziness at the junior high where I support the technology and teacher integration of that technology. While I love facilitating and helping our staff utilize their devices efficiently and effectively, it is a busy time of the school year. And being pulled in many directions is the name of the game. But I will admit there's tremendous satisfaction when I can solve problems and find ways for a teacher or staff 'to do this or that.' It's the truly the 'why' of why I work where I do!

It's all about following your 'passion' and with that also underpinning the world of Porsche and the Porsche Clubs, I'd say that defines the 'why' of Nord Stern and why its volunteers do what they do - organize and execute the various activities, events, and programming we are so famous for. And with that, here's a bit more detail on the upcoming 'Checkered Flat' party (now, isn't that a great

name for an event for the club - see full page ad elsewhere in the newsletter). So get this on your calendar:

### Nord Stern Checkered Flag Party 2022

*Join us for the Nord Stern Checkered Flag party as we wrap up and celebrate an amazing year together. Saturday, October 15th, 12-3 pm at Surly Brewery in MPLS. Exclusive to this event will be secured, reserved parking in Surly's fenced off overflow parking lot for the first 50 Nord Stern members cars. We are looking forward to seeing you at Surly's family friendly Outdoor Beer Garden Tent. Oktoberfest style with food (Surly's food truck), music, a few featured Porsches on display, outdoor games, fantastic beer and meeting up with new and old friends to swap stories and remember the fun we have had!*

*\$30 per member includes food and dessert. Beer and other Non- Alcoholic beverages extra. Space is limited so register today! Clubregistration.net.*



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**SEPTEMBER****2022**

- 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>
- 12 Nord Stern Monthly Business Meeting**  
Location: Exchange Food and Drink  
500 5th Ave. NW, New Brighton, 55112  
Social time: 5:30 p.m. Separate checks, choose from 8-10 entrees, Meeting about 6:30 p.m.
- 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: Spasso's  
17523 Minnetonka Blvd, Minnetonka, 55305  
Website: <https://www.spassomn.com/>  
Time: 6:00 p.m. Social, 6:30 p.m. Meeting
- 15 Nord Stern Checkered Flag Party 2022 \***  
Location: Surly Brewing Company  
Time: 12 - 3 p.m Registration  
@ clubregistration.net

**NOVEMBER****2022**

- 14 Nord Stern Monthly Business Meeting**  
Location: Exchange Food and Drink  
500 5th Ave. NW, New Brighton, 55112  
Social time: 5:30 p.m. Separate checks,  
choose from 8-10 entrees,  
Meeting about 6:30 p.m.

**DECEMBER****2022**

- 12 Nord Stern Business Mtg \***  
Location: Spasso's  
17523 Minnetonka Blvd, Minnetonka, 55305  
Website: <https://www.spassomn.com/>  
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.*



My other choice for a cover photo of Jason Harens' gorgeous 2017 911 4S, professionally staged and photographed by the very talented Josh Hway of Dynamic Performance





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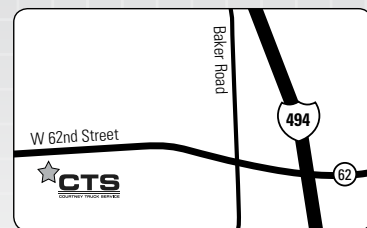
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### All Porsche Show

Thanks to **Phil Saari** and **Hal Voges** and their small army of volunteers for their efforts in putting on the All Porsche Show, 2022. I think it was a great success, more cars than I've ever seen there, and some very interesting ones too.

Also thanks to **Rick Moe**, **Russ Hagen**, and **Roger Johnson** for arranging the appearance of an RS60 to highlight the design influence of the Boxster line, the featured car of the event.

Well done, all!

—Jim Southwell

As usual, Phil and Hal put on a great event. Thanks to everyone who brought out their cool cars. Heck, we even attracted one of those Italian cars.

Great show!

—John Velure

Thanks to Phil, Hal, and all the volunteers that made this such a fun event on Sunday. It was great to see everyone enjoying their cars on such a beautiful day.

The RS60 was such a treat to see, thanks to all that made that happen.

And lastly, thanks to Jim and his helper crew for making the Porsche Juniors area work so well. My future pit crew loved it!

—Stephen Kemp

### Nord Stern Drive #3 - Star Prairie Run

Dear Porsche Carousel Team,

Thank you so much for graciously hosting us today. It was a wonderful event and your continued partnership is valued.

Regards,

—Theo Martinanos

It is always our pleasure to host the club. We enjoy seeing all the cool cars and hanging out with the club members. Porsche enthusiasts are the Best!

—Christopher Peterson, Porsche St. Paul

Yay! I am glad to hear it was a success. We appreciate the amazing relationship with Porsche club and members.

—Kaylee Jackley, Porsche St. Paul

# WIZARDS

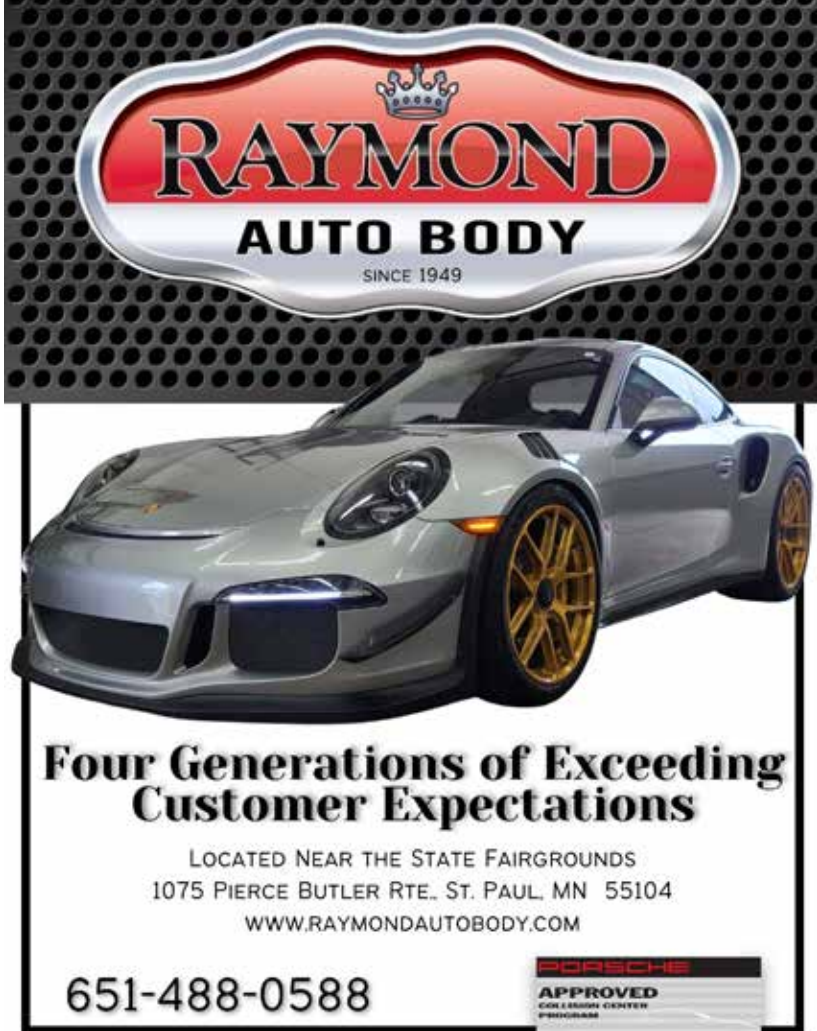
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# A Farewell to One of the Best . . .

by Teresa Vicker,  
Nord Stern October 2000

*Editor's note: I really wanted to include this article Ron Faust scanned and shared with me as he was working his way through the October 2000 issue. I remember it well and it's so poignant to re-read this heartfelt testimonial to that Nord Stern spirit and culture that exists to this day, and is recognizable in many members.*

*I also would be hugely remiss if I didn't recognize the author, Teresa, who also is no longer with us as 'One of the Great Ones' who many of us dearly miss to this day. Thank you, Teresa, for all YOU did too, for the club, for the many causes you worked so hard for, and for being such a fun and inspirational friend to many.*

Nord Stern has lost one of its best driving instructors, and a very dear friend. Paul Binek, a member since forever, has passed away. He leaves a hole that can't be filled.

Paul, and a cadre of others including Denny Guntzel, Roger Johnson, Bob Johnson, and Corey Johnson, were considered driving gods by us new members. Paul and Denny, in particular, were quite the pair. They had the fastest 9 I Is and drove them with a skill that was sheer joy to see. Watching Denny and Paul drag racing down the straight was great fun - eventmasters screaming about 'following too close!' notwithstanding. They'd spend all winter tweaking their cars, trying to get a half second off their times. That first event would roll around and off they'd go - a blur of bright blue and bright yellow 911 s. The end of the day would find them laughing and teasing each other about this little trick, or that tiny modification. Paul was exactly the kind of guy you wanted to run with - an honest, straightforward competitor with a great sense of humor who would share all his knowledge because it was more fun that way.

Paul was always there to help instructing at every school, running events, offering help to newcomers. He was famous for his toolbox. No matter what broke on a 911, no matter how obscure the part or how weird the fastener or how bizarre the hose, Paul always seemed to have a replacement; and he was the first to jump in and get his hands dirty, helping to get a competitor back on the track. He had an absolutely uncanny ability to listen to an engine and diagnose a potential problem. He always used to say that it was only because he'd had every problem you could have with a 911 so it was no big deal. Then, he'd grin that big, wide grin of his, and offer to help.

There has never been an instructor like Paul, and most likely, never will be. Back in the 'olden days,' Nord Stern ran BIR with TWO chicanes, set up at the end of the main straight and between turns 1 and 2. Picture running down the straight, at full-tilt boogie. Just after you've hit your top speed, you had to brake hard, down-shift to 2nd or 3rd, depending on skill and car, and scoot through the right-left-right chicane. It added an element of excitement to an already exciting track, and sorely tested the skill of all of us drivers.

In those days, I was driving an '84 944, purchased shiny-red new and by far the coolest, most expensive car I had ever owned. (Let me put this in perspective: my only previous new car purchase was a Mazda GLC Hatch-back!) That summer, I approached BIR with mixed emotions - excited about driving this very fun, very cool car on the track and nervous about harming it in any way.

I struggled with those ratsin' fratsin' chicanes that first event. I just couldn't get the rhythm. I couldn't do it right. Paul saw me struggling and offered to sit in the right seat. We did a couple of laps and Paul, with his calm, quiet voice, offered a pointer here and a tip there. It still wasn't sinking in - his 'aim this way and flick the steering wheel' advice just wasn't connecting. Finally he said work the pedals, I'll steer. We came screammg down the next straight, Teresa



Photo above by Jill Daneu: Paul and his grin, at a Fall Color Tour

in her new car, right foot to the floor.

Approaching the chicanes, Paul takes control of the steering wheel and tells me when to brake, and when to down-shift. My hands are in the air as I watch, in total amazement as he 'aims and flicks' my new car, exiting the chicane at higher rpms than I'd ever seen before. I'll never forget him looking over at me, saying "See?" and grinning that great, big wide grin of his. I'd never, to this day, do this with anyone but Paul, an instructor and a friend who deserved my absolute trust, who inspired and encouraged me at every step of the way.

I'm not doing justice to this terrific guy. I'm going to miss him. I'll miss his sense of humor. I'll miss those unbelievably analytical conversations about the nuances of tire pressure. I'll miss having a beer with Paul and talking brake pad compounds, camber and toe settings, and apexes. I'll miss hearing about how you heat cycle tires on the street without getting nailed with a speeding ticket. I'll especially miss that big, wide, ear to ear grin.



# NORD STERN

## How to renew . . . or join the club

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First Saturday of the Month  
May - October  
8am - 11am

Prez Sez . . .

*continued from page 6*

At the end of Sept, Kathryn and I will join the Fall Color Tour, Sept 30 – Oct 2. We have wanted to do this tour for years, and this is our year to do it! The tour starts in Duluth and will take a journey through northern Wisconsin in the height of Fall beauty. The Friday night welcome dinner will be at the historic Kitchi Gammi Club in Duluth and lunch Saturday will be at the Garmisch Resort on Lake Namakagon. As of now, the tour is still open for more cars so sign up if this is your year for this classic Nord Stern tour. We are also looking for volunteers to help with the drive, so please contact Michele & Ron Johnson at [fct@nordstern.org](mailto:fct@nordstern.org) if you are interested.

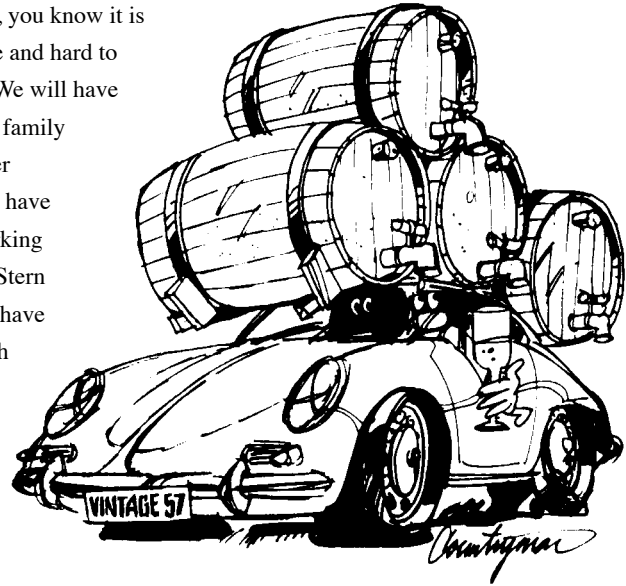
This year, we are going to do something different for our year-end party. Instead of waiting until December when we are all

busy and our cars are put away (or running snow tires), we are going to celebrate together on Oct 15 at our first Checkered Flag Party! It will be held at the Surly Brewing Company which of course was Minnesota's FIRST taproom. If you have never been to Surly, this will be a great way to see what all the talk has been about.

If you do go to Surly, you know it is usually packed inside and hard to find a place to park. We will have a private event at the family friendly Outdoor Beer Garden Tent and will have secured, reserved parking for the first 50 Nord Stern members cars. We'll have Oktoberfest style with food, music, and a few featured Porsches

on display. So come out and have some fantastic beer, give your car that one last outing in 2022, and celebrate another fantastic year together with new and old friend in your club.

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



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**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



I've always wanted to visit Le Mans for a race. And, since my undergraduate major was Modern European History, with a focus on World War II and the immediate pre-war era, a visit to the Normandy DDay beaches, was also of high interest. And, finally this June, Christie and I were able to make a trip to France for both.

Every two years, Peter Auto, a French organizer of events for classic vintage cars, holds an event at Le Mans called the Le Mans Classic. The event is open for race cars that were eligible to race in the 24 Hours of Le Mans from 1923 to 1982, with preference given to cars that actually raced in the 24 hours. With the variety and history of the cars entered in the Le Mans Classic, this event actually held more interest for me than the "real" 24 Hours of Le Mans.

In the fall of 2018, Tom McGlynn, a long-time Nord Stern member and racer in PCA Club Racing and various vintage groups, purchased a 1976 Porsche 934 race car. His reason for purchasing the car was to gain entry to the Le Mans Classic. The car has a very interesting history. It was first raced in the 24 Hours in 1976, entered by Kremer Racing, sponsored by Elf - the French gasoline company - with a star driver line up of Bob Wollek, Didier Pironi, and Marie-Claude Beaumont, (a very well-known French woman racer at the time). It finished 19th. Two years later it was entered and sponsored by Jagermeister, but didn't finish. It was subsequently sold to Jack Refenning of the 901 Shop out of Stuart, Florida and campaigned in IMSA.

When Tom (below, in character!) purchased the 934, it was running Jagermeister livery but he decided to restore it to Elf Livery.



Subsequently, in late 2019, Tom told me that he had gained entry to the Classic Le Mans for the event run the following July. When Christie heard this, she said "We are going

(perhaps prompted by my suggestion - editor's note, ah yeah, this was totally a Boeder thing)". So the search for housing in Le Mans started.

Le Mans is a city of 150,000 but it triples or more in population for the 24 Hours. Although the Classic attendance had been smaller, over the years it has become a large event, drawing cars, drivers, and vintage race fans from all over the world and is actually approaching the "real" event in terms of attendance. I went online in early 2020 and started searching for hotel rooms, VRBOs, and AirBNB's. I found either high prices or surprisingly affordable AirBNB options . . . which I was immediately suspicious of as I couldn't figure out how close those options were to the actual race track.

I'd read about various tours from Great Britain to auto events on the Continent and started looking into those. And then I stumbled on a website called "Steve Austin's Great Vacations" which stated he'd been in the business for 44 years, hosting tours to all kinds of wonderful auto related events. And most importantly, Steve advertised a 7 day tour which included the Classic Le Mans plus 2 plus days in Normandy touring the DDay beaches.

I told Christie about the option to go on that tour. She agreed it made sense and accordingly, in February of 2020 we registered for the tour and fully paid for it, plus purchased plane tickets to Paris. And then . . . the world shut down with Covid.

Peter Auto canceled the July 2020 Classic Le Mans, along with all of their other events in 2020, and posted that they would hold a rescheduled Classic in July 2021. Delta refunded our plane tickets since they'd canceled our flights. But I didn't hear anything from Steve Austin. Finally, I emailed Steve in early May of 2020, asking if our payment was simply "gone." As a small tour company (Steve and one assistant), I expected that might be the case. But he replied "No, I've been busy re-booking hotels and tour bus and other items for the rescheduled Classic in 2021, do you want to roll your payment over to that." Of course, I quickly replied "YES!"

And then the pandemic continued. In early 2021 Peter Auto announced that they were postponing all of their events until 2022, including the Classic Le Mans now scheduled for the last weekend in June of 2022. Shortly thereafter, Steve Austin sent out an email to his tour group asking if we all wanted to roll over our payment to 2022. And once again Christie and I agreed.

I checked with Tom McGlynn and he said he was going to race in the Classic, co- driving the 934 with Brady



## Adventures . . .

*continued from page 17*

Refenning of the 901 Shop. They were going to air freight the car to France and a good sized contingent of mechanics and various hangers on were going with them.



As the spring rolled on, slowly travel restrictions were opening in France and also in the USA. By the time we actually left for France there wasn't a requirement for testing, so long as travelers were fully vaccinated, as Christie and I are.

Our tour was scheduled to leave Charles De Gaulle Airport in Paris at Noon on Monday, June 27th. We decided to leave for Paris on Saturday, the 25th, just in case, and stay a night in Paris. We landed in Paris, checked into the hotel and then walked, and walked, and walked, stopping occasionally to sample wonderful food. We'd seen TV coverage of the fire at Notre Dame Cathedral and also



watched several shows about the progress being made on the rebuilding. We'd been in Paris in February 2012 and had been in Notre Dame. We were interested in the progress of the restoration, and accordingly, walked around the Cathedral. It is now wrapped in scaffolding and thronged with construction workers. Macron has promised that the restoration will be done for the opening of the Olympics in 2024. Let's hope he is right.

We returned to CDG Monday AM, and met Steve Austin and our tour group. There were three other couples and four single guys, including Steve, plus a wonderful Italian bus driver named Fabio (and his lovely girl friend). A full sized motor coach was our ride for the week. Fabio amazed me every day with how he wheeled that big coach down narrow streets and around many a sharp corner. The French countryside does not boast very many wide, two-lane roadways, let alone four lanes! And hedge rows? Ah, you can touch them out the windows.



Narrow says it all, but oh so beautiful.

We went from Paris directly to our hotel for three nights in Normandy, the Mecure Omaha Beach, a golf resort located near



Omaha Beach. Dinner that night was at the resort, and as all meals on the tour, was

just wonderful. Other than two lunches on the trip, all meals were included in the cost of the trip, including wine. The next day we met Christophe Rault, our French tour guide with Normandy Landing beaches American sector tour (normandy-guide.com). Christophe has been guiding guests for 30 plus years. He's fluent in French, English, Italian and German. To say he's obsessed with DDay is to put it mildly, but that's what we were there for.



First stop was Saint-Mere-Eglise, a village at key cross roads and the target of the 82nd Airborne in the first parachute drop shortly after



midnight on June 6, 1944. Then on to Pointe du Hoc, the location of the landing of the 2nd Ranger Battalion with their instructions to take out the 155 mm cannons located at the top of the cliff. Then on to Utah Beach, back to the Mecure Resort and dinner at a wonderful little café in Port en Bessin. The next day a full day at Omaha Beach plus a visit to the Omaha Beach Museum, and late afternoon, a trip to the American Cemetery above Omaha Beach for the flag lowering ceremony. All very sobering and moving. Christie and I agree that we need to go back

*Continued on page 20*

*NORD STERN SEPTEMBER 2022*





## DRIVER ED DRIVER TRAINING

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- Final Fling  
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**NORD STERN**  
**2022 BIR TRACK SCHEDULE**  
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**NOW**

## LeMans . . .

*continued from page 18*

to Normandy to visit Sword, Juno, and Gold Beaches (the British and Canadian beaches)



plus spend more time in Normandy.

The next morning, we were off to Le Mans, but first a visit to Bayeux, to visit the Bayeux Tapestry Museum, a UNESCO "Memory of the World," which contains a 70 meter (230 feet!) long tapestry created in 1068. The tapestry pictorially tells the story of William the Conqueror's invasion of England in 1066, since most of the population at that time was illiterate.



And then one last WWII museum, at the Falaise Pocket (or Gap), overlooking what is sometimes called the Alley of Death (pic above - this pastoral scene barely hints at the carnage of the war), as it was that for many German soldiers (as well as Allied soldiers). A very nice small museum, although by then I was getting antsy to get to Le Mans.

We had lunch in a small village on the way to Le Mans. No one spoke English in the little café. Unfortunately, none of us on the tour spoke French (Fabio and his girlfriend were having lunch elsewhere). We struggled a bit ordering lunch but when the Quiche Lorraine arrived, it was wonderful. I had woken up the night before with a fever, sore throat and cough . . . I of course feared I'd

contracted Covid . . . we had sat in the far back of the tour bus, just in case, with the others on the tour at the very front. Before lunch I wandered into a local Pharmacie . . . where of course no one spoke English and I don't speak French but they did understand "Covid!" They handed me a quick test kit and shooed me out of the Pharmacie and onto the tour bus. Fifteen minutes later the test came back negative, which I announced to our gathered tour group in the café . . . they all cheered . . . as I'm sure they worried that if had Covid, it would probably mean they did also and how/where would we quarantine?!

We drove by the City of Le Mans and then continued on into the Loire Valley and to the City of

Tours (photo below of Tours City Center in blue/yellow for Ukraine), where we checked into Oceania L'Univers Tours



(right), another first class hotel. Off to dinner and then Friday morning, onto the bus and an hour ride to Le Mans, for practice and support races.

The good news is we had parking privileges in a close in lot. Steve handed out our credentials. A small round metal medallion with a QR Code on the back and the Word "Privilege" below Classic Le Mans on the front, with a string attached to hang it from. Steve told us to NOT TO LOSE THEM as they gave us full access everywhere and

were quite expensive. Included was access to the "Escape Privilege" pavilion on the front straight, between the start/finish line and the Dunlop Bridge (photo below - our view from the porch/deck of the pavilion).



Entering the pavilion we were greeted as if we were long lost relatives.

The lower floor was a large dining room with white table cloth tables, large closed circuit TV screens showing activities on track and floor to ceiling windows looking out at the track. That would be the location for three-course meals at lunch and dinner, with wine, of course. Upstairs was a large open viewing area with a bar in the center serving wine, champagne, beer, soft drinks and espresso all day (and we assume all night) plus fabulous snacks. (photo right, table set for lunch, fresh floral everywhere!)



The paddock was a bit chaotic. But that was to be expected with over 700 cars entered in 10 race groups, over 1,000 drivers, and assorted other designated parking areas for various car clubs. The good news was Plateau 6 (Group 6) was very close by and that was the race Group Tom's 934 was in. The cars entered in the Classic Le



Mans were grouped into Plateaus by eras, with Plateau 1 being 1923 to WW II, and Plateau 6 being the most recent cars, up to 1983. There were also separate groups for Porsches, Jaguars, Le Mans Legends, and Group C cars. Plus a separate “Little



Le Mans” for small gasoline powered cars for little kids which actually raced up the front straight and down into Tertre Rouge corner and then exiting there. We were able to locate McGlynn’s 934 but didn’t connect with Tom and the 901 Shop group until later in the day. They didn’t have much track time but even a 50 minute practice meant about 8 laps, with a stop for a driver change. And their first practice session had cars stopped or off track, resulting in yellow flags and slow zones, until the last lap so only Tom got a full green flag lap.

The Circuit de Sarthe, aka Le Mans race track, is 13.629 kilometers/8.46 miles long. In other words, more than twice as long as Road America. But unlike Road America, the track doesn’t double back on itself but rather is a long oblong shape. Without a doubt, it just is huge. We wandered a bit in the paddocks and watched for hours from the upper viewing level of the Escape Privilege Pavillion . . . fueled by unlimited espressos (photo below), nibbles, and amazing three-course lunches. Did we mention all the French bread? And the butter? It was France at its finest.



Good thing we were walking a lot.

Dinner the first night was at Auberge des Hunaudieres, a legendary restaurant which is part way down the Mulsanne straight. I was looking forward to dinner there (our



table, photo below) as I’d read about the cars flying by on the Mulsanne at night, literally within feet of the restaurant. Unfortunately, part of the Mercedes race car

that got airborne and flew over the fencing into the woods during the race in 1999 ended up in the parking lot of the restaurant. Accordingly, the fences were raised along the Mulsanne straight. And, to make it worse, those fences alongside the restaurant were covered with cloth, preventing viewing directly from the restaurant.

However, one could walk out into the parking lot and view cars coming from Tertre Rouge, and the second floor of the restaurant had no furniture in the rooms and several of those rooms had windows, which were open and gave great viewing being above the top of the fencing. While we were there the Group C cars were practicing. One had to look up track or down track while leaning out the windows as the cars were going by so fast that they were just a blur looking directly out. Ah . . . another great experience!

Tom and Brady’s next practice was at 10 PM and then they practiced again at 2 AM. We were on our way back to Tours during the

*Continued on page 31*

# DYNAMIC PHOTOWERKS

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# Chankaska Winery Touring & Tasting . . . So interesting, So yummy

*photos by April Barker*



A picture DEFINITELY paints a thousand words! Lots to learn, taste, and enjoy.





The weather was perfect and there was plenty of coffee and breakfast treats for the Nord Stern members at the Cars and Caves Event Featuring Nord Stern on July 30th at the Chanhassen AutoPlex. Classic 356's, 911's and a 928, along with many other beautiful Porsches, filled much of the courtyard and other show car parking areas.

It was great to catch up with many long-time Nord Stern members, as well as meeting several other members for the first time. **Jim Southwell** and some helpers manned the Nord Stern tent and were able to sign up new members on the spot, provide club information, manage some door prizes, and hand out some old Club Race posters! I talked to one young boy who was thrilled to be given a poster from a couple of years ago and then sit in my race car which was featured in his poster along with several other cars.





# A Pictorial 'Fix It'

by Merrill Aldrich, courtesy Facebook, Nord Stern Region of PCA,

Editor's Note: A fun, but informative post by Nord Stern member Merrill Aldrich on Facebook just needed to be shared more widely. Here is his commentary and accompanying photos, enjoy. *"I dared the infamous YouTube®™ © Auto Repair this afternoon. Hilde developed the dreaded Shakey Steering Wheel Syndrome that I learned is a thing with late 911's. There was a plastic bushing between the steering shaft and bearing where it goes through the dash. After 30+ years and 130,000 miles it had disintegrated, leaving play in the steering wheel. Not dangerous, but super annoying. This car also had the turn signal cancelling doodad/prong installed on the wrong side of the steering wheel, which we just lived with - but it's embarrassing to drive along in an attention grabbing car with your blinker left on. So that was an obvious "while you're in there" fix." Credit goes to Porsche 911 Loose Steering Wheel Fix! 1974-1989 911, Truly Motors on YouTube*



Right, First disconnect the battery . . .

Far right: Then remove the horn button



Left, then remove the steering wheel

Right, Make Jesus Take the Wheel joke

Far right, Pick out nasty bits of plastic



Above, Farewell old bushing we hardly new ye'

Left to right,

1. Remove this thing by force
2. Install new unreasonably expensive Porsche® metal replacement by basically jamming it in there
3. Wrestle the Allen screws loose on the wheel itself and rotate the barrel 180° for the turn signal prong. Put it all back together. Torque the steering wheel nut to 40 ft lb. Test drive and discover the wheel is one notch out of straight, natch. Remove the horn button and wheel and rotate one notch. Reassemble and test drive again, done.





# Twin Cities & Area Events/Autocross Calendar

DATE	EVENT	SPONSOR	LOCATION
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.cvsc.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 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

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# Where We Were . . . 60+ Years!

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

## October 2000

The front cover of Nord Stern for October of 2000 featured a photo of **Mary and Bob Lunde's** new striking yellow Boxster S at the Brainerd international Raceway. Mary and Bob had drawn the tough duty of driving the official pace car for the Club Race in 2000 a few months ago. The photo was taken by Club legend **Ron Faust**, who likewise drove a yellow Boxster S before moving onto a chalk-colored 911-50. The back cover contained a photo of a Formula One type-racer pulled over by an officer for an unspecified violation. There was significant speculation that it was Club member **Nick Cirillo** operating the offending vehicle, in a no-doubt reckless manner. The photo was provided by **Joel Pfister**.

Editor Christie Boeder introduced newsletter readers to **Marsha and Mike Drake**, new members of the Club. At a recent new member social, Marsha indicated her interest in writing and that was all that Christie needed to hear. Marsha authored a great piece on weddings, sports cars, and silver anniversaries but more about that later. Christie also noted that four articles written by Club members appeared in the October edition of Nord Stern. Again, Christie urged those with any interest in writing to submit stories for publication in the Club's newsletter.

Twenty (20) new members were welcomed into the Club in October.

**President Jon Beatty** thanked **Bill Groschen** for his work as the event master of the autocross recently held at the Saint Cloud Highway Safety Center. Also, Jon offered his thanks to **Dean Podevels** for managing portions of the event, which was a great success. Jon reminded all that he fastest cars running in this event took a full minute and twenty seconds to complete one pass on the track. Jon also noted that, as this had been the Club's first visit to St. Cloud in years, it was good that Nord Stern operated a safe event and left the facility in

tip top shape. Jon also reminded members that the annual Porsche Parade of 2001 was going to be held in nearby Milwaukee, with perhaps a side visit to Road America in the offing. **Bruce Boeder** accepted Jon's invitation to step up to the plate and chair the parade's Club Race event for the coming year. Finally, Jon indicated that **Ed Tripet** was already busily preparing for the Club's annual fall awards dinner. Jon noted that this had been one incredibly busy year for all.

Somber Letters to the Editor were sent by Christie Boeder, **Chip Smith, Jill** and **Fred Daneu** and **Bruce Boeder** regarding the untimely death of long-time Club member **Paul Binek**. **Teresa Vickery** next proceeded to write a multi-page farewell to Paul (reprinted on page 12).

New member **Marsha Drake** authored a fine piece tying wedding anniversaries directly to sports cars. Marsha provided a bit of a detailed explanation of her 25 year marriage to Mike and carefully illustrated how the success of their marriage was related to quality automobiles. In a sidebar, Marsha also described how she and Mike selected their 1985 911 Targa (white/navy blue) which served as the couples' anniversary ride between the Minneapolis area to southern Wisconsin, where the Drakes met years ago. The couple made a series of intermediate stops on the trip, each of which was detailed over several pages. Marcia promised that this was only the first of many of her columns destined for the Nord Stern newsletter. Marsha intended to focus her efforts on Nord Stern people and their cars, what Marsha called the Porsche personality.

**David Arundel** provided all with an 8-page (yes, eight page) description of the PCA Gingerman Club Race held in July of 2000. The race occurred at Gingerman, an eight-turn, 2.2 mile track located 9 miles east of South Haven, Michigan. For those who do not know Michigan geography, the area is no more than a couple of hours east of Chicago and populated by many Chicagoans on the weekends. In plenty of detail, Dave first described the trip ("setting the stage") from Minnesota through Wisconsin into Illinois and then finally into Indiana and Michigan. Dave did not seem impressed with the Illinois Toll Way system, which attempted to provide a quick and smooth bypass of the Chicago area. Arundel noted a number of Nord Sterners in attendance, including **Bob Johnson, Bob Viau, Lee**



Cover September 2000 Nord Stern

**Jacobsohn, Bill Berard, Rew Johnson, Bob Viau, Jr., Nick Summers, Jim Bryant, Henry Rogers** and, making a triumphant return, **John Rebane**. Dave also provided plenty of pictures of cars in action, cars parked in the paddock and cars being repaired. Club members performed well during the race itself and drove safely back to Minnesota on the 4th of July, stopping to purchase fireworks at various spots off the Indiana Tollway.

**Vic Lee** next provided several pages of solid black and white photographs of Club members racing at Blackhawk Farms (editor's note: the photos WERE in color but these issues were printed in B/W back in the day!)

**Bobby Piper** authored a well-intended article revisiting the C4 truck (a 1982 Blazer in Porsche livery) which he had driven from a race in mid-Ohio a year ago. Faithful Nord Stern readers may recall Bobby's amusing side trip into a less than ideal neighborhood in Gary, Indiana. After a bit of work, Bobby was eventually able to sell the legendary truck for \$4,000.

**Ray Newman**, the chair of 2000 Club Race at BIR offered thanks to everyone in the Club for making the event such a huge success. Nord Stern was over to raise over \$38,000 for the Courage Center in the Club's first effort at raising money for charities. Ray particularly thanked **Bobby Piper** and U.S. Bank, Piper Jaffray leading all in contributions. Ray had to conclude that Nord Stern was one of the best Clubs in the nation.

Marketplatz from 20 Years Ago

- 1973 911T coupe, 76,000 miles, white on black, Recaro seats with sheepskins. Full S trim, including dealer optional wheels with chrome license brackets, S instruments, etc. Sony cassette and original Blaupunkt radio. 2.4 liter engine with pop off valves, chain tension regards, turbo valve covers and fresh oil return tubes. Vehicle has heater boxes in good condition and stainless brake lines. Very solid and in good condition. Always garners great compliments, but could use a little TLC. \$10,000. Call Robert Schuelke.
- 356A Speedster # 82569. Red with a tan top and tan interior. Older instrument

instrumentation, no rust and generally in fine shape. New master cylinder, breakerless instrument ignition, like new tires. \$41,500. Call Charles Lloyd.

- 1992 C 2. Mint green, 27,000 miles, no paint work nor track time. Excellent condition with all original equipment. \$32,000. Call Mike Lynch.
- 1985 911 Carrera Coupe. 65,000 actual miles, red over black. Polished Fuchs, CD, new clutch. Vehicle never raced. Excellent condition. \$19,500. Call Todd.





## Gingerman on Review ... photos by Dave Arundel



an anniversary trip in a sports car sounded... When we got had a 1972 red convertible TR-6 (i.e., The Honeymoon) really liked. Being newly married and poor, though, we haven't had a sports car since then. Careers and houses time and money. (Can anyone relate with that? Add kids; wedding anniversary approaching, there seemed no bet-ge in something we both love - sports cars. natively searching for the 25th Wedding Anniversary Sports



The Drakes and the Honeymoon Sports Car, April 1975

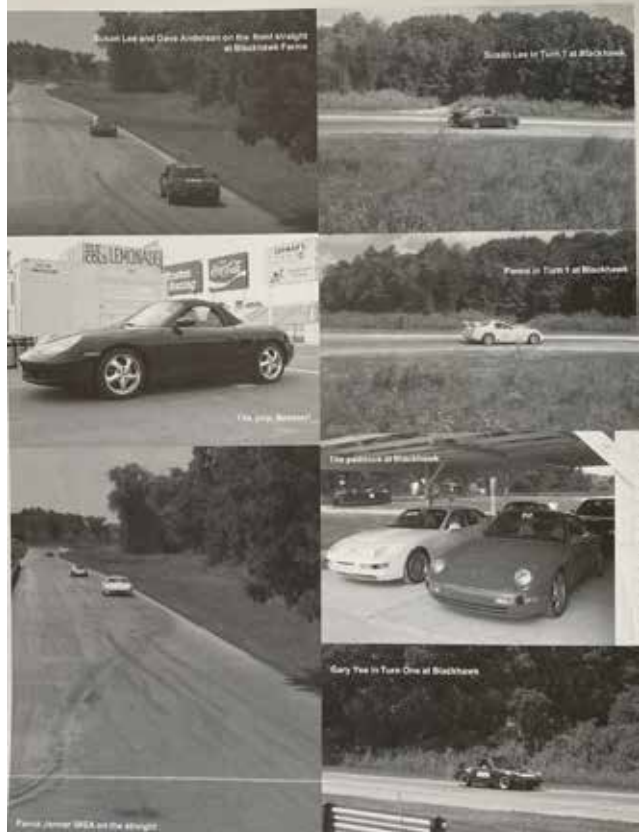


Two fine machines: Porsche and F4 Phantom fighter jet at the 440th Air Force Reserve Base, Milwaukee, WI Photo by Marsha Drake



25th Wedding Anniversary Sports Car, photo by Marsha Drake

## Blackhawk Farms on Review ... photos by Vic Lee



Someone's 'transportation' to Road America for June Sprints, photo by Marsha Drake

The Johnson Autosport clan at the river in South Haven, obviously enjoying a great meal



Cold day at BIR w/Butzi, Mike & Marsha

## the Scans continued

...

various photos from  
Afton Concours,  
Blackhawk Farms,  
Gingerman Club Race

by Bobby Piper



# Faster gear change: The history of PDK ...

by Frieder Pfeiffer, Photos Heiko Simayer, Courtesy, Porsche AG Press Release

Forty years ago, Rainer Wüst was responsible for the development of the Porsche dual-clutch transmission (PDK). The pioneering work was crowned decades later by a project that left its mark on Porsche history.

Rainer Wüst laughs when he's asked about the start of this success story. He raises his hand almost apologetically and says: "Well, the level of respect was high, the task enormous. And me, a young pup. It was stressful too. But at the same time it was an amazing opportunity – and looking back, a really great story." Since 1971, Wüst had worked at Porsche as a transmission test engineer, and 10 years later, not yet 35 years old, he became the Technical Manager responsible for the development of the power-shifting Porsche dual-clutch transmission (PDK).

A good 40 years ago, Rainer Wüst began a journey that today makes travelling easier for millions of drivers.



This was more than four decades ago, and Wüst shakes his head as he recalls the conditions under which a seminal innovation of motorcar development became a reality. "The idea was to combine the best of two worlds – the advantages in the degree of efficiency of a manual transmission and the potential for

performance of full automation, which still had many weaknesses at the time. It was a huge challenge for a small department such as ours. Maybe it was naivety that helped us, but certainly our pragmatism in dealing with the challenges did – as well as our passion for this subject."

## Transmission expertise from Porsche

Porsche had already gained expertise in all things relating to the transmission. The development of the Porsche synchromesh had moved the transmission department forward. Now Wüst had a strong interdisciplinary team at his disposal that was highly motivated to take on the challenge of developing a dual-clutch transmission. They were ready – but was it the right time?



Today, Wüst is clear about the answer. But we'll come to that. Forty years ago, Wüst found old transmission development prototypes from the legendary engineering genius Imre Szodfridt languishing in storage. At the end of the 1960s he had already pitched the idea of a dual-clutch system to the Head of Development at Porsche at the time, Ferdinand Piëch. "Szodfridt was a very clever man, so this preliminary work helped us," Wüst recalls. What didn't help was that, at the start of the 1980s, there were neither powerful control electronics nor vehicle-compatible electrohydraulic valves in series production. "We got the Szodfridt transmission from storage and worked with pneumatic valves, which we converted to work hydraulically. It was complicated pioneering work from the ground up, but the result already had pre-series status," he says.

*Continued on page 30*



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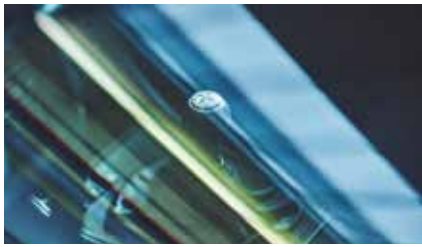
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Shifting back is done towards the front. Jacky Ickx initiated this development because the forces push forward when braking anyway



A rare sight: the PDK display in the cockpit of the 944 Turbo

Wüst is standing beside a 944 Turbo in which the innovative transmission was tested successfully in the 1980s – an historic car with a PDK gear lever in the centre console: in front of it a minus sign to show that you push the lever to shift down, behind it a plus sign to indicate that you pull the lever to shift up. This was all that was necessary for changing gears. It was a spectacular development. Because the gears in the PDK are divided between two sub-transmissions, each with its own clutch and only one of which is ever engaged at any one time, the new gear can already be engaged in the second sub-transmission. Thus, the gear is changed simply by closing the now-active clutch while simultaneously opening the previously active one.



A timeless beautiful rear end - and a transmission that was ahead of its time.

However, for Wüst and his team, the test in the Porsche 944 Turbo was only an intermediate step. His Head of Development at the time, Helmuth Bott, was convinced

that everything that could be tested in motorsport should be tested there.

As a result, they decided to put the capabilities of the newly developed PDK to the test on the racetrack with the 956. The technophile racing drivers immediately recognised the enormous potential of the new development. “We were able to change gears and drive significantly faster without interrupting the engine’s drive,” remembers Hans-Joachim Stuck, who according to



Rainer Wüst's enthusiasm for the development work 40 years ago is still evident today.

Wüst had the idea of putting gearshifters on the steering wheel – a ground-breaking suggestion that later became reality. “Being able to keep my hands on the steering wheel when changing gears at full throttle felt great right from the start,” says Stuck.

### Advantages of the PDK

The advantage of not having to reach for the gear lever during a powerful lateral acceleration when cornering was important, as was being able to drive significantly faster, reaching a higher top speed at the end of the straight due to the uninterrupted power delivery. But the PDK also provided other benefits, too. “Jacky Ickx quickly learned to brake with his left foot when cornering and accelerate with his right to keep the turbo going,” Wüst recalls. “This made him significantly faster coming out of a corner.” It was also no longer possible to miss gears, and the drivers were able to

brake later before corners because the PDK shifted down well.

“But there was still a problem,” notes Wüst. During each shifting process, the PDK gave the racing car a kick forwards. The system’s clutch control wasn’t entirely perfected yet, and the transition between gear ratios was accompanied by a hefty jerk. Wüst and his team used the forces from the gear change to push the car forward every time a gear shift happened. As a result, something that disturbed passengers’ comfort in a series production car translated into a welcome increase in speed in motorsport. “However, these jerks put great stress on the transmission – and the entire driveshaft. On a few occasions, this excess torque sent everything flying around us, and I sat at home in the evenings and nearly gave up on the whole thing,” Wüst remembers.

They then reduced the inertia of the transmission and got back on track. Stuck tested the new development in the 962, the first racing car with PDK – and in 1986 tasted victory for the first time with Derek Bell in the 360-kilometre race at Monza. The two went on to win the 1986 World Sports-Prototype Championship.



Guaranteed success in the 80s: Shell Dunlop Porsche 962 C with PDK

The PDK was also a success in rallying. The Audi Sport-Quattro S1 with PDK driven by Walter Röhrl took first place in the Semperit-Rallye at the end of 1985, in what was its first outing. Here, the many gear changes made the advantages of being able to shift under full power especially noticeable. However, success in racing didn’t lead to a breakthrough in series production. The time really hadn’t come yet. “We were at least 20 years ahead of our time,” says Wüst. Along with the development of valves and electronics, which were not sufficiently advanced for



series production, the conditions were not in place yet for the deployment of the necessary wet clutch.

### Breakthrough of the PDK

This only changed in the 2000s, when Volkswagen boss Ferdinand Piëch took a greater interest in the PDK and helped it make its breakthrough with the aid of the now-perfected technology. "Piëch never forgot anything," says Wüst, who had informed Piëch about the PDK work two decades earlier, at the start of the 1980s.



PDK symbol on the Shell Dunlop Porsche 962 C:  
"There's a piece of me in there," says Wüst.

In 2008, Porsche introduced the PDK as an optional extra for the 911 series. One year later, PDK was offered as a variant for the standard drive architecture of the Panamera. As such, it became the first Porsche to be fitted with PDK as standard in some models.

A late success for Wüst, who in the meantime had advanced to Chassis Head of Development. "PDK is definitely a highlight of my 38 years at Porsche. There were many lovely projects, and this was one of the loveliest," he says. Standing next to the Shell Dunlop Porsche 962 C, he gets almost a little emotional: "A lot of what you work on ends up in the bin. But this is here to stay, I can feel it. This makes me proud. When I see a car with PDK on the road today, I know: a piece of me is inside that. And this is a wonderful development."

### Adventures . . .

*continued from page 21*

10 PM practice and were well asleep before the 2 AM practice but bright and early on Saturday we were back to the Circuit de Sarthe. At noon, Steve Austin had arranged a tour of the track in French Buses from



the 1950's. We clambered on board and the drivers ground away fighting to find gears in the non synchromesh old gear boxes. We probably only hit 30 MPH but we waved



at the crowds as we flew by. The corner workers were all standing at the side of the track, waving all of their flags as if we'd just won an F1 race. I've viewed many races from Le Mans and have watched the classic Steve McQueen movie a number of times ("Racing is everything, before and after is just waiting") but I didn't realize how steeply the front straight goes up at the end



Above, there were many rather 'unique' motorized, vintage vehicles, cars, buses, bikes, you name it as we often couldn't.

under the Dunlop bridge and how quickly it comes back down to Tertre Rouge. Not as steep as Turn 12 at Road Atlanta, but still steep. The run down the Mulsanne straight was long, particularly in a 1950's bus, and the driver did his best to get through the chicanes on the straight. Through Mulsanne corner and then a surprisingly long run down to Indianapolis, through the Porsche curves and then off the track into the paddock, with all of us wanting another lap.

The Classic Le Mans racing sessions started at 4:30 in the afternoon (16:35 for those of you on 24 time), just after the Little Le Mans ran. Group 6 ran at 6:45 PM . . . while we were enjoying another wonderful meal in the lower level of the pavilion. The closed circuit TV's showed bits of Tom's 934 pounding around, although with more than 65 cars in each group and on an 8 Mile+ track, the coverage was very intermittent. Tom and Brady ran again at 2:15 AM but needless to say, we were back in Tours at our hotel, sound asleep.

Sunday AM we were back in Le Mans, but with traffic and an hour drive, plus even bigger crowds, we only got to the track just as Group 6 was ending their last race session. We were able to talk to Tom, Brady, and the rest of the 901 Shop group and they all agreed that it was the experience of a life time.

And then the final three groups, Groups 1, 2 and 3, the earliest cars, had the traditional standing start with drivers running across track. Final results had Cars numbered 37, the car number assigned to Tom's 934 by the organizers, in third place overall. They had the good fortune to have all five other cars entered from Britain with good drivers and well maintained cars. And then, in the "index of performance" which rewards the car having covered the greatest distance depending on the type of vehicle (Prototype, GT, GTS . . .), its cubic capacity and its age, Cars with Number 37 won! The classification of the teams in the Index of Performance enables a wider variety of cars

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A particularly lovely photo from the Chankaska Winery tasting and tour.

Photo by Jeff Anderson



## 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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## Adventures . . .

*continued from page 31*

to access a potential place on the podium. So Tom and Brady can now say they were winners at Le Mans.

As the day wound down after the racing was over, there was one last experience for us. Shuttling attendees back and forth to



the parking areas were various buses and other vehicles. Included were Citroën 2CVs, driven by the members of the 2CV Club. For those not familiar with those cars, a short history. Originally produced starting in 1948 and built until 1990, they were conceived by the Citroën Vice President as a means of mechanizing French Farmers, who were still using horses to plow fields and take produce to market. Very simple, front wheel drive cars, very loosely sprung, with engines initially producing a stunning 9 HP (at the time VW Beetles were producing 36 HP!). A fixed roll back sun roof resulted in

the nickname of “an umbrella on wheels”.

We jumped into the rear seat of one. It was like riding on your grandmother’s sofa! The owner/driver and us laughed and laughed all the way to the parking lot. A fitting way to end a great event.

The next day Fabio wheeled the bus into the drop off area for Terminal 2 at Charles De Gaulle airport, delivering us well before our return flight. Truly a wonder experience. Peter Auto, the organizing group for the Classic Le Mans, is planning a great event for summer of 2023 to run June 29 - July 3, after the 100th Anniversary Le Mans 24 hour race on June 10-11. Steve Austin is planning to take a group to Normandy and the Classic Le Mans again. Details should be on his web site later this fall. We’d highly recommend going.

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Editor’s note: as with many a vacation we have a LOT of photos but hopefully these few give the reader a bit of a visual of where we went and what we experienced. No reason to bore everyone with too many photos! I’ll just say, it was quite the trip and beyond our expectations.

Photos right, top to bottom: Inside one of the German bunkers on Pointe du Hoc, the coastal village of Port en Bessin, typical Normandy Region landscape - lots of dairy and grain crops.



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