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**PORSCHE**

## O C T O B E R 2 0 2 2

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

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Cover: Scott and Codie Donahue's gorgeous 2022 Carmine Red Turbo in the garage at Brainerd International Raceway during this year's Last Fling driver ed event

Photographed by Scott Donahue

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.

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

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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

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



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

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

#### Address Changes:

Please send any address changes or updates via [emailmembership@nordstern.org](mailto:emailmembership@nordstern.org)

Mail renewal checks to:  
Todd Smith  
13591 Pineview Lane N  
Dayton, MN 55327

Reminder: Annual Dues are:  
\$30 per year (defrays monthly newsletter costs!)

Nord Stern membership Options:  
\$30 per year, or  
\$80 for three years!

Check your mailing label  
for your expiration date

## 2022 Nord Stern Officers and Committee Chairs

<b>President</b> Steve Kemp 15 N. Mallard Rd North Oaks, MN 55117	<b>president@nordstern.org</b>	<b>Historic Archivist</b> Kim Fritze	<b>archivist@nordstern.org</b>
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<b>Secretary</b> Judi Sievers	<b>secretary@nordstern.org</b>	<b>Membership</b> Jim Southwell, Steve Albers Betsey Porter	<b>membership@nordstern.org</b>
<b>Treasurer</b> Todd Smith 13591 Pineview Ln N Dayton, MN 55327	<b>treasurer@nordstern.org</b>	<b>Met Council</b> Bob Kosky	<b>metcouncil@nordstern.org</b>
<b>All Porsche Show</b> Phil Saari Hal Voges	<b>porscheshow@nordstern.org</b>	<b>Newsletter</b> Christie Boeder	<b>newsletter@nordstern.org</b>
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<b>Autocross</b> Andy Golfis	<b>autocross@nordstern.org</b>	<b>Tours/FCT</b> Michele & Ron Johnson (Fall Color Tour) Greg & Lauri Wagener (Fall Color Tour)	<b>touring@nordstern.org</b>
<b>Board of Directors</b> Roger Johnson Chip Smith John Velure	<b>board@nordstern.org</b>	<b>Safety</b> Open	<b>safety@nordstern.org</b>
<b>Charity Fundraiser</b> Open	<b>charity@nordstern.org</b>	<b>Social</b> Toni LaRose, Michele Eckroth	<b>social@nordstern.org</b>
<b>Club Race</b> John Velure	<b>clubrace@nordstern.org</b>	<b>Social Media</b> Betsey Porter Misty Martianos	<b>socialmedia@nordstern.org</b>
<b>Club Race Registrar</b> Kim Fritze	<b>clubrace@nordstern.org</b>	<b>Tech &amp; Shop Relations</b> Roger Johnson	<b>techsessions@nordstern.org</b>
<b>Driver Education</b> John Blackburn	<b>de@nordstern.org</b>	<b>Track Relations - BIR and RA</b> Jim Bahner	<b>trackrelations@nordstern.org</b>
<b>DE Registrar</b> Andy Barker, Dave Anderson	<b>registrar@nordstern.org</b>	<b>Webmaster</b> sthorne.carguy@gmail.com	<b>webmaster@nordstern.org</b>
<b>Driver Training</b> Ben Rogers and Scott Brown	<b>dt@nordstern.org</b>	<b>Zone 10 Rep: Stan Thorne</b> 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)



**Joseph Beach**  
Deerwood, MN

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Plymouth, MN

**Thomas Tarr**  
Edina, 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!

**H**ello Nord Stern members. So while our event pace has finally slowed down a bit for the year, we did have a few great ones in September.

The Overland Epic was our first off-road drive and was a lot of fun. Thanks to **Theo Martianos** and **Nick Severson** for organizing it! This was the kind of off-road riding where you take your capable vehicle off “exploring” to see new and interesting places that are a bit hard to get to. This area of the Carlos Avery State Wildlife Area is only accessible in the Fall when things are relatively dry. It was interesting to see all the native plants and critters in that huge wetland, forest, and savanna area where people rarely travel and yet is so close to home. If you know of more cool places to explore that require a bit of off-roading, send your ideas to [drives@nordstern.org](mailto:drives@nordstern.org) for next year’s adventure! Of course, Theo and Nick will be planning on-road drives as well and I expect we’ll be returning some favorites from this year again.



A couple weeks ago I did something I should have done a long time ago and acquired a 2016 981 Cayman GT4. I had wanted one of these from the day they came out as I had been trying to make my Boxster into the GT4 that did not exist. With full bucket seats and a manual, the GT4 is not a great commuter car but what a joy to drive! It arrived in

Minnesota just in time to take it up to Final Fling for our last Driver Education event of the year. As anyone will tell you who saw me that weekend, I could NOT stop smiling. As developed as we had the Boxster S, the Cayman GT4 is better in every way at the track. Sometimes you need to just start over. The Boxster S will soon be fully restored as a street car and will take Kathryn and I on lots of fine back roads adventures in the future, including Fall Color Tour coming up quickly.

So, we are done for the year with Driver Education events, but we are already busy planning next year’s activities. Thanks **John Blackburn, Ben Rogers, Judi Sievers**, our great instructor crew, and everyone that volunteers to make these events happen. Due to a member suggestion, we are planning to create gift certificates you can purchase and gift to your favorite Porsche driver for 2023 events. This would be a Christmas gift that will definitely not be returned. Stay tuned for details.

As you read this, we should be soon heading to our Checkered Flag Party at the Surly Brewing Company on October 15. This will be our celebration and thank you for everyone that attended Nord Stern events, or shared your Porsche experiences in Clubtalk, or on Facebook in 2022. We are hoping for one of those beautiful Fall days to enjoy

*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



Fall is upon us, temperatures are moderating, that crisp, clear air speaks to cooler - and truly cold right around the corner - days ahead. Not that means that our Porsche's can't be driven but many will be getting in some last trips, perhaps some fall color runs in nearby states, perhaps just about town. Whatever fits each of our schedules and needs.

Since our Porsche is a track car only, it stays in the same configuration and stays garaged until a track day beckons - which for this P-car will be some vintage racing down south since the car is currently in Florida - on the other side of the state from Hurricane Ian which is threatening as I finish up this issue. Whew. But I have family on the Gulf Coast so I'll be watching and staying in touch for sure. We've 'been there' and seen the destruction strewn by these mega storms. It's unbelievable sometimes. Yet the will and power to 'rebuild' is strong and vegetation does grow back - especially in a state like Florida where the more tropic environment means stuff grows fast. Although not that I'd advocate storms as a landscaping tool at all!

It's been a fun and busy summer in the club and as Steve points out there are still events coming up and planning is underway for the 2023 season already. The Boeders will be up at FCT this coming weekend and are looking forward to those adventures and perhaps enjoying some good fall color, I'll report back on that. We haven't attended a FCT for a bit and we usually didn't miss this annual event so happy to be able to go this year - even though we 'get' to drive an Audi!



Thanks to all the members who contributed their photos and recaps of events which I feature in this issue, this truly is what I feel the newsletter does best. Document our activities and showcase the events with photos and commentary serves as some of the best PR in my humble opinion. I remember when we first joined this club all I knew is that my husband wanted to drive on the track and that was what the club was supposedly 'all about' but then I'd see the monthly newsletter in the mail and noticed all those photos from social events with a heck of a lot of smiling people; it just dawned on me, oh, this is all about having fun attending various events. And not just driving fast on the track (although that was fun, too!).

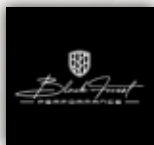
And I'd like to just end my ramblings with a shout out to one of our newer advertisers, LeMettry's.

Member Chris Goggin had this to say about his recent experience at their shop:

*Big shout to Brandon Mehdizadeh and the team at LaMettry's. They handled removing 16-year-old PPF like masters, and gave my 911 a brand new full front (mirrors, hips, door cups, and headlights) cover. All set for the next 16.*



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**OCTOBER**

2022

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**

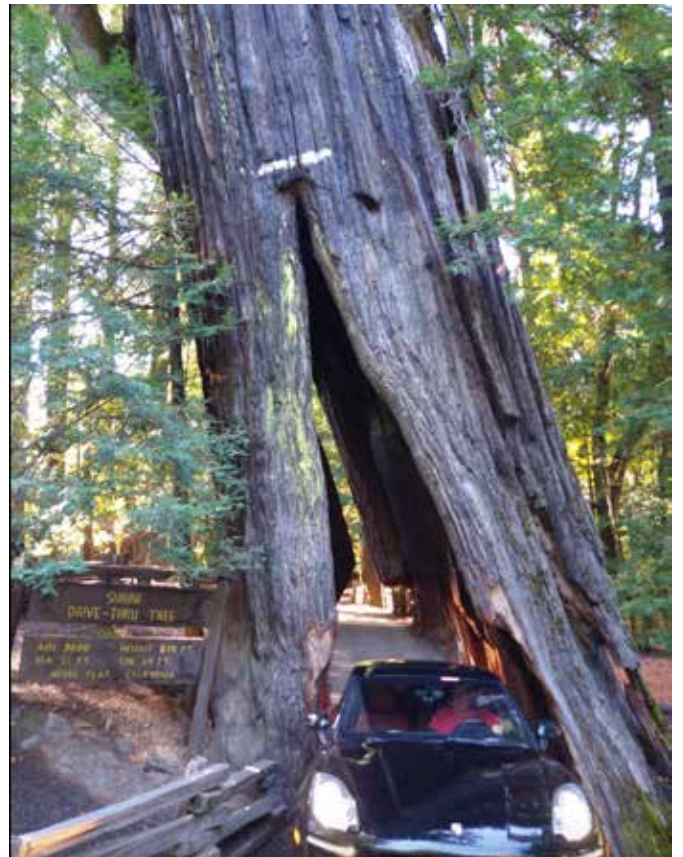
2nd Saturday of the month, April - October

**• CARS AND CAVES •**

Last Saturday event at the Chanhasseen 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.*



**Out and About with Nord Stern!**

*photo courtesy of Lara Dant*

**L**ara Dant with Ryan Dustin McGee at Shrine Drive-Thru Tree in Myers Flat, CA. Having a good time driving their Macan in some rather 'different' places.





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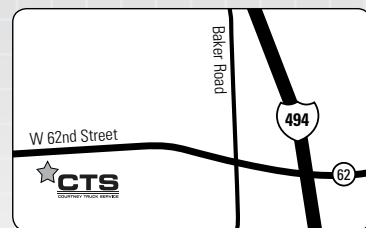
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The Meeting was called to order by President Steve Kemp.

Attendees: Steve Kemp, Jeff Eckroth, Todd Smith, Judi Sievers, April Barker, Toni Eckroth, Roger Johnson, John Blackburn, Ben Rogers, Jim Southwell, Betsy Porter

• Guests: Karen Carson

**President - Steve Kemp**

• No report.

**Vice President - Jeff Eckroth**

• Working on next year's calendar; review this year's events. Monday, October 10th, planning meeting.

**Treasurer - Todd Smith**

• Track events close to breaking even for all events.

**Secretary - Judi Sievers**

• No report.

**Advertising - Molly Nygaard**

• No report.

**All Porsche Show - Phil Saari and Hal Voges**

• No report.

**Autocross - Andy Golfis**

• No report.

**Board of Directors - Roger Johnson, John Velure, Chip Smith**

• No report.

**Charity - open position**

• No report.

**Club Race - John Velure**

• No report.

**Dealerships - Roger Johnson**

• No report. Will meet for next year's planning events

**Driver Education - John Blackburn**

• All set for the upcoming DE at BIR. Approximately 80 entries.

**Drivers' Training - Ben Rogers and Scott Brown**

• All set for the upcoming DT at BIR, Saturday/Sunday. Will use BIR Driver's Meeting Room by short track for classroom sessions. Approximately 10 entries, open for 5 more.

**Historic Archivist - Roger Johnson**

• No report.


**Insurance - Jeff Carlson**

• No report.

Continued on page 12



Note:  
Porsche (Nord Stern Members)  
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Wizards Products.com




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## Business Meeting . . .

*continued from page 11*

### Membership - **Betsey Porter, Jim Southwell, Steve Albers**

- New members to date: 117 Primary members: 558
- Life members: 110 (20+ years)

### Newsletter - **Christie Boeder**

- September newsletter uploaded to website. Working on October newsletter.
- Photos from events are requested as are any Porsche photos members are willing to share with readers.

### Registrar - **Dave Anderson and Andy Barker**

- No report.

### (Acting) Safety Chair - **Steve Kemp**

- No report.

### Shop & Tech Relations - **Roger Johnson**

- No report.

### Social - **Michelle Eckroth**

- “Checkered Flag Party” Saturday, October 15, Surly Brewing Company, 12-3 pm beer garden, \$30, food truck/3 choices /cash bar. Registration at clubregistration.net
- “Green Flag Party” Saturday, January 14, Green Acres Event Center, Guest Speaker: Chris Runge

### Social Media - **Misty Martianos and Betsey Porter**

- Promoting events on Facebook.

### Touring, Rallies, Drives - **Ron/Michele Johnson, Theo Martianos, Nick Severson**

- “Fall Color Tour” September 30-October 2, Duluth. 29 registered. Successful summer all day drives.
- First off-road tour last weekend. Fun, scenic adventure.

### Track Relations - **Jim Bahner**

- Kemp received information from BIR (to all clubs) regarding costs for next

year’s events. Will meet with BIR on September 16, for preliminary information/planning for next year.

### Webmaster - **Dave Anderson and Christie Boeder**

- No report.

### OLD BUSINESS

- Rennsport Reunion 7, scheduled for September 2023: 42 hotel rooms reservations have been requested by members, actual event tickets just went on sale (as of 9/23).

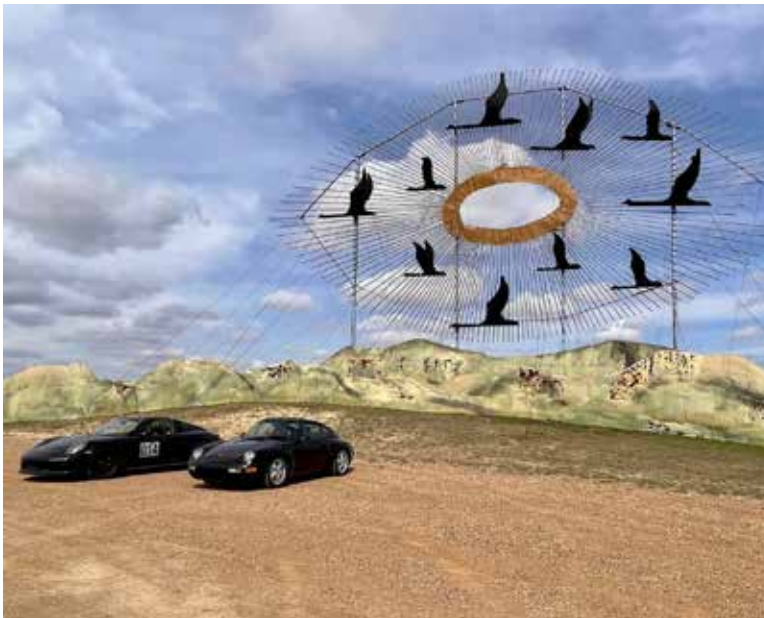
### NEW BUSINESS

- None.

### Next Meeting:

- Monday, October 10th
- Spasso’s in Minnetonka, info online at clubregistration.net

Respectfully submitted,  
Judy Sievers, Secretary



A few Images from South Dakota with the Run for the Hills

*photos courtesy Andy Barker, more photos on page 18 and 19*

# NORD STERN

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

### Join • or Renew • Your Nord Stern Membership

Membership dues are \$30 per calendar year ~ or \$80 for three years.

Includes a mailed copy of the monthly newsletter, discounts for various club activities such as socials, tours, Driver Training and Driver Education track events and more!

Membership fees support all of Nord Stern's great events!

Just visit [www.nordstern.org](http://www.nordstern.org) and click on membership

**2021 NON-RENEWING MEMBERS**

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Prez Sez . . .

*continued from page 6*

some food, drink, cars, and friendship together.

We had a quite the response to the opportunity to secure hotel space for Rennsport Reunion 7 which will be held at the end of September 2023. We were hoping for 25 room commitments and got 41! **Roger Johnson**, with Registrars **Dave Anderson** and **Andy Barker** figured out how to make this work for our club members. They only made it look easy. It wasn't. If you missed out on this, we will be re-opening registration for a wait list. Undoubtedly some members will have to change plans, and some rooms may open up. If you do go, we will be organizing some Nord Stern activities at Rennsport you can participate in regardless of whether you took advantage of the room opportunity.

2022 Nord Stern Vice President **Jeff Eckroth** has already started working with

our committee chairs on planning an exciting calendar of events for 2023. Jeff and I have learned a lot over the past year and have done a lot of listening to members, so it looks like a great plan so far. But if you have ideas for events we have not heard about, or you are interested in

volunteering to help organize events, please contact Jeff at [vicepresident@nordstern.org](mailto:vicepresident@nordstern.org)!

Everything we do is driven by volunteers, so we really appreciate everyone pitching in to help. Maybe 2023 is your year to give back some time to the club and help move it forward!

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



Above, from the recent 'Run for the Hills' event over in South Dakota (A Dakota PCA event that draws several Nord Stern members participation) is a bit hit as it's all about driving some exciting, fun, interesting roads in the company of fellow Porschephiles. This year, Andy and April Barker, Michelle and Jeff Eckroth (L to R) are obviously having a wonderful time.

Selfie photo by Andy B!

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**FIFTY 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.*

**D**uck 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 from May 1972 onwards and were joined by production staff.

**Surprising succes**

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 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,



by Bruce Boeder,  
1973 911  
photos by Christie  
Boeder



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 × 15 wheels with 185/70 VR-15 tyres could be found at the front, 7 J × 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 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





# Dakota Region's Run for the Hills 2022 . . .

*photos/text by April Barker, Attendees: Kim and Keith Fritze, Mary Driscoll, Dave Anderson, Jeff and Michelle Eckroth, April and Andy Barker*

Thank you to the Dakota Region of PCA for hosting such an amazing event!! Andy and I met the Eckroth's in ND for one night and then traveled on together to SD. The Northern and Southern routes were stunning! We drove our Porsches through beautiful hills, tight winding roads, next to gorgeous scenery and wildlife ("fluffy cows"). We drove through Custer State Park, tight tunnels and arches that gave us a clear view of Mount Rushmore. It was epic! I had a permanent smile while driving our car on nature's racetrack. We are grateful to have spent time making memories with NS friends as well as getting to know the welcoming people of the Dakota Region of PCA.











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

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.

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.



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Recreational / Residential

# Street Fight: Porsche 718 Cayman T versus 718 Cayman GT4

Text and photos by Tom Neel, courtesy PCA.org

Sigmund Freud, in his approach to the aspects of adult personality development, theorized, in part, identification, or “the id,” as part of the human pleasure principle. Enter two all-black Porsches. Both lightly optioned towards sport, both spirited street tools, yet both emotionally separated by spec and price. I theorize those specs and prices often become the “make it or break it” factor in our ability to identify ourselves. To want can be to want even more than one might need. Especially when need is not at all relevant here.

Per *Science Direct*: Freudian Theory postulates that adult personality is made up of three aspects: (1) the id, operating on the pleasure principle generally within the unconscious; (2) the ego, operating on the reality principle within the conscious realm; and (3) the superego, operating on the morality principle at all levels of consciousness.



Well then, short of the new, rarer-than-hen’s-teeth 2022 718 Cayman GT4 RS, these two Caymans represent the widest span within the model’s range, while in this case notably looking quite close to each other. In one corner we have the 2022 718 Cayman T, which is basically a base Cayman with a treatment of GTS trim sport options, versus a 2021 718 Cayman GT4, a street-legal trackday car developed by Porsche’s GT Department in Weissach. At first glance, one might not understand the comparison. A double take at the specs might reveal it as an unfair fight. Indeed, both are fair assumptions. But choices and decisions like this present themselves all the time in the life of a Porsche purchaser. *This or that!* It’s easy to get drawn into the deeper end of the pool, soon treading water or having more want than one needs.

The trick here is understanding that no matter the financial limitations, or lack thereof, a street fight has its own limitations. Let’s be clear, every Porsche can



handle a track day, yet even with its sport cars very few are built solely as track-only weaponry. So, Porsche hierarchy within any model range is often a sliding scale of its street to track prowess — ultimate usability on one end, ultimate

Continued on page 36

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The advertisement features a red Porsche Cayman T driving on a track, viewed from a top-down perspective. The car has a white number '9' on its rear and 'FOYT' on the rear window. The background is blurred to suggest motion.



# Last Fling at BIR 2022 . . . Beautiful weather, Plenty of track time

By Rumi Faizer, commenting on this year's Last Fling participation:

Fantastic weekend at Brainerd. What a great group! First time up with my first ever Porsche. Yes . . . You were all correct: this car is damned amazing! I was honestly quite apprehensive that someone with my limited skills, and with only a history and comfort with AWD front-engine cars could safely push and explore a rear-engined machine.

Had fantastic guidance from Jeff, Caz, and Nathan. Thank you, thank you!!! Fastest I've ever gone in a car in my life and I was at the wheel - how awesome is that? So glad I'm part of this club. I hope Porsche recognizes that this club accepting enthusiasts with non-Porsches is how you get more enthusiasts into Porsches! (editor's note: Agreed!)



Top two photos: Track action (love the rubber laid down from spinouts exiting turn 10) bottom photo from inside one of the garages - watch for next month's issue for more photos of the above Panamera Turbo S on track!

Top two photos courtesy Rumi - Commaraderie at the track and great action shot of Rumi's 911 (photo by Scott Donahue) and last shot is Jim Arhart's 1972 911 also shot by Scott Donahue



With the Club Race almost upon us, I thought I would share a couple of what I think are the most memorable Club Race trophies. Nord Stern started off with special trophies for the first three years with the woolen hats I'm sure you have seen. That was when PCA was discouraging trophies in Club Racing so it was great fun to do something tongue-in-cheek. Later trophies became part of the program though I think it's fair to say things got a bit out of control for a time. Somewhere I have the Club Racing version of the Stanley Cup that I won for dominating my two car class.

Part of the marketing of "The Loonacy" was to have interesting trophies. Something memorable not just massive. Here are two of my absolute favorites – mostly for the creativity involved.

2004 featured an actual working aluminum race jack (above). Northern Tool sold this line of jacks and had these



mini version. I bought all they had locally and had them ship some more in. I wish I could remember the cost, but it wasn't a big number. The red jack shown here sat on my desk for a number of years and I spent hours on conference calls jacking it up and letting it down.

Carmichael Lynch came up with my second favorite. I think it speaks for itself in Porsche coolness. PCA used a version



of this trophy to give to those who brought very special cars for their display at Rennsport Reunion III which was at Daytona.

Trophies died an ignominious death because the serious



racers didn't really care and they were tremendously challenging to manage. Also few racers wanted to stay around for an awards ceremony. For several years we gave out bottles of Smoking Loon wine which was most appropriate.



# DE'ing at RA Labor Day Weekend 2022

Photos and recap courtesy April Barker



An amazing weekend with awesome track time, wonderful people and great memories made. Thanks to the Chicago Region for being such great hosts! There were a few women on the track this weekend. Love to see that! We can't wait for Nord Stern's last track event of the season at BIR 9/16-18 2022. Final Fling. Looking forward to sharing our stories and closing out the season with our MN crew!! (photos, top, charging up to Turn 6, Andy all belted in, a gorgeous 356, Andy and April helmeted, and the Gear!)





# Twin Cities & Area Events/Autocross Calendar

DATE	EVENT	SPONSOR	LOCATION
Oct 1st (Sat)	MOWOG 9	MAC	DCTC
Oct 2nd@	MOWOG 10	MAC	DCTC

See you next year??!!

## @ & 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

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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

## November 2000

The front cover of Nord Stern for November of 2000 contained one of the most iconic pictures ever seen in the Club's newsletter. The photo from 1972 depicted a classic 1970 911 T in Signal Orange. The photo and the vehicle both belonged to **Ron Faust** who was camping in the California redwoods at the time. The trees surrounding the 911 T were (and presumably still are) huge, dwarfing the vehicle. The back cover of that issue contained a photo of **Jim Thole** and **Jon Beatty** dressed up as helmeted-race car drivers at a showing of the film LeMans at the Centennial theater, photo by **Jim Holton**.

President **Jon Beatty** reported on the Club's Last Fling DT/DE enjoyed a nearly perfect weekend with warm sun and mild breezes. Jon noted a big thank you to **Nick Cirillo** and **Eric Johnson**, as well as all the instructors who made the school run like clockwork. Registrar **Mark Skweres** was also part of this magic as he contributed to the event's success with his flexible approach to last minute registrations. Event masters **Dave Anderson** and **Rod Osgood** showed their management skills when a mishap

occurred on the track, and everybody looked to the Club's leadership for calm decisions.

**Marsha Drake**, the well-known author of the Porsche Personality column focused in November on our own, long-time club member **Ron Faust**.

The November newsletter also contained a fascinating article on the NHRA at BIR, by **Ron Faust**. In text and with plenty of photos, Ron described the experience of watching top fuel dragsters on

our familiar track, which was radically different from the track time experienced by Club members. Twenty years ago, the dragsters ran from 0 to 60 mph in less than one second. He also reminded readers that, in somewhat less than five seconds, each race is typically over; with, by that time, the dragsters a quarter of a mile down the track, parachutes flying, and engines shut down. In addition to a very different style of racing, NHRA National fans bring a different flavor to the event, with plenty of socializing. The infield was typically filled with campers, old school buses, and Winnebago's that had seen their better day. Plenty of parts tools and the like were also offered for sale between Turns 9 and 10. The Nationals provide serious revenue for the track ownership, which is vital to Nord Stern's continuing ability to use BIR at a reasonable cost.

In our November issue, scenes from the DE at Road America in August of 2000 were provided by a variety of photographers, including **Lee Jacobsohn** and **Ron Johnson**. A good time was had by all.

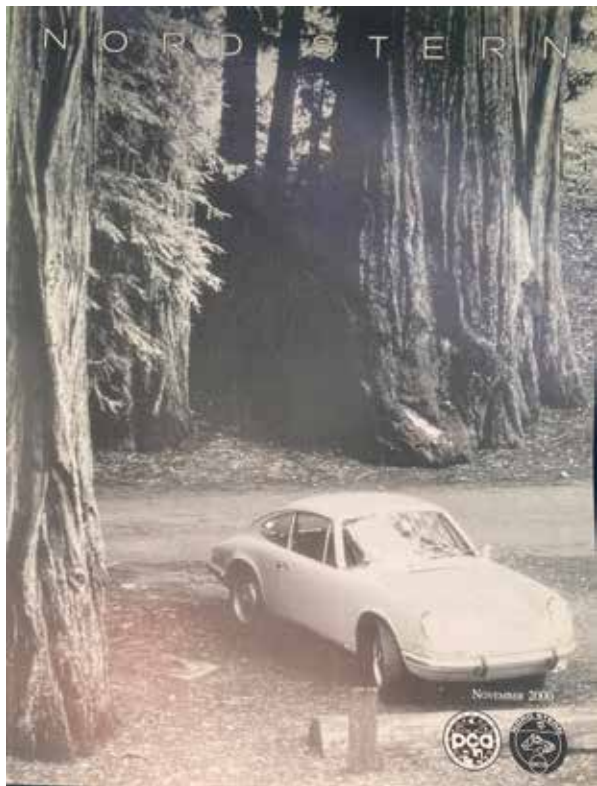
**Dave Thompson** next provided a detailed photographic review of the fall rally held September 2000. Eventmasters were **John VeLure**, **Dan Tokheim**, and **Chris Weber**.

**Marsha Drake**, assisted by **Mitch Berry**, also provided a detailed description of the Afton Concourse d'Elegance 2000. Marsha provided four plus pages "detailing" (no pun intended) the event and preparation for success in a concourse. Of course, judging is always somewhat subjective, but Marsha noted how careful the judges were in being fair to all.

Prescott Kelly of the Connecticut Valley Region authored an excellent summary of Porsche factory racing victory posters. Prescott included a historic perspective on the use of these marketing tool posters and the value those posters had attained in recent years. The factory issued over 300 commemorative posters, and many are sought after even today. A number of Nord Sterners continue to acquire factory posters for their collections.

Marketplatz from 20 Years Ago (Quiet in November 2000)

- 1973 911 T coupe. 76,000 miles, white on black, Recaro seats with sheepskins. Full "S" trim, with original Blaupunkt radio. Heater box is in good

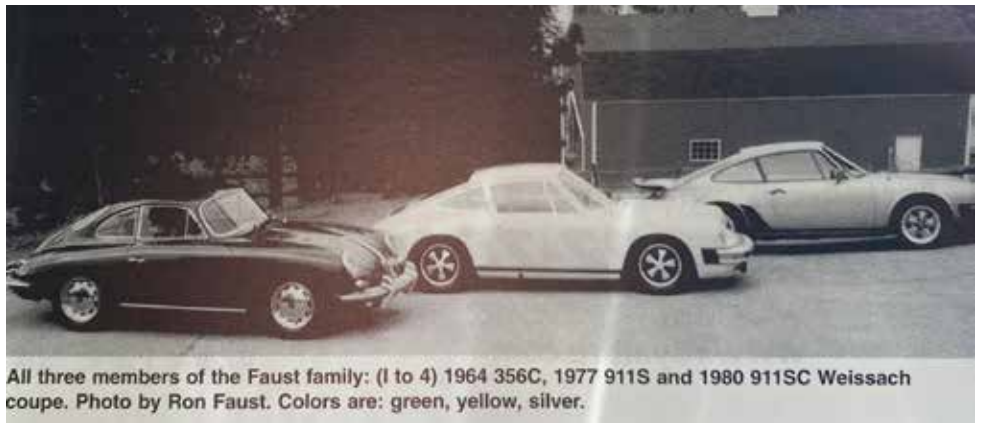


Ron Faust's 1970 (Signal Orange) 911T camping in the California redwoods, 1972. Photo by Ron Faust.



condition, stainless brake lines likewise. Owned since 1981. Very solid and in good condition. \$10,000. Call Robert Schuelke.

- 356A Speedster. Red with a tan top and tan interior. Older restoration, no rust, in very nice shape. New master cylinder, breakerless ignition, tires and new carbs. \$41,500. Call Charles Lloyd.
- Befitting the end of the racing season, plenty of rims, wheels, alloys and tires were also listed for sale. Apparently, members did not want these items cluttering their garages until the spring of 2001.



All three members of the Faust family: (l to r) 1964 356C, 1977 911S and 1980 911SC Weissach coupe. Photo by Ron Faust. Colors are: green, yellow, silver.

Wish these old scans were in color but color was rare in the newsletter 'back then' due to cost. Ron still owns the 356 and the Weissach! His other P-car is one of the 911 50th Editions. Ron is one of those true Porschephiles to this day and each Porsche is lovingly maintained and driven. As one of my longest running columnist, I am forever grateful for his continued contributions to the club of his time, enthusiasm, and expertise! Thank you, Ron, always.



Autocross, 9/17/00. R, the Irish Green 356C. Both photos by Marsha Drake.

Left, Left bottom, and below: Scenes from the August Driver Ed event over at Road America; these kids sure knew how to entertain themselves!

And 'big kid' Lee Jacobsohn showing off his sense of humor, too. And Maddy Lee in the lower picture is now co-driving with her dad, Vic Lee on track! Full Circle . . .

Right, At the Afton Concours, Pam Viau assists the judges with her '94 968



Ward Stern girls invade Road America! L to R: Elizabeth Johnson, Michelle Smith, Emma Smith, Lindsey Lee, Maddy Lee. Photo by Roger Johnson



Pit transportation - Elizabeth Johnson, photo by Roger Johnson



Roger Johnson, on track at Road America, photo courtesy Roger



A rare sight, Bob Johnson and Mike Hoka relaxing while Bruce Boeder works (on cell phone.) Photo by Roger Johnson



Michael Wachholz and Manfield, who LOVES the yellow Boxster over to his left, photo by Marsha Drake.



Nathan Merz, PCA Technical Committee Valuation expert, hosted a seminar on the Friday of the Porsche Parade during Tech Tactics. The topic was called *The Porsche Market In The Era Of The Online Auction*. It focused on the pros and cons of using an online auction as either a seller or buyer. It was a fulsome hour of information that was chock full of tips. We picked our ten favorite bits from the presentation. Pca.org has the entire show online, fyi. It's worth watching the complete hour as you will find what someone as experienced as Nathan has to say about the new world of buying and selling Porsches.

1. The cost to enter the online world is much less than opening a brick-and-mortar business. This leads to more competition vying for the opportunity to sell your car. Porsche has even entered the online auction world with Marqued, which is run by Porsche Digital.
2. Bring A Trailer is considered to be the market leader in online auctions. Prior to that, Ebay had the greater share of the market. However, Ebay changed its market strategy and started pandering to dealers while making it more difficult for buyers to leave negative reviews. This led to some buyers having less confidence in Ebay. Additionally, bid sniping, which became synonymous with Ebay, frustrated many buyers. Bring A Trailer created a community and eliminated bid sniping by implementing a system where the bidding ends not at a fixed time but three minutes after a buyer has left a bid.
3. There's a finite amount of true model experts who are commenting online. As more online auctions entered the market, the quality of comments have gone

downhill. The quantity may have remained the same, but the substantive comments to assist the buyer has been downgraded. Remember, you probably don't know who these people are that are commenting on the auction and more importantly, you do not know their credentials to comment on the authenticity of a particular model.

4. If you're thinking of listing your car on an online auction, treat it the same as an in-person auction. Do not assume safety in either live or online auctions.
5. Online auction sites do not do extensive vetting of the car. You are responsible for a PPI and that should be done before the auction is over.
6. Do not assume that because an online auction has greater reach that you will not be able to get a good deal when buying a car. With the influx of so many new auction sites as well as the increase of listings, deals are out there. Don't be surprised to see a car on a lesser known auction site show up again on a better known site. There are dealers that do this all the time.
7. What are the risks of selling online? If you're car does not meet reserve, it can be branded as worth only the amount that auction reached. Also, an online auction simply puts a buyer and seller together. The online auction will take their cut as soon as the auction is over but the burden of collection the funds is up to the buyer. Yes, the auction site can ban the buyer from making future bids. Additionally, don't be surprised if the buyer decides to put stipulations before you receive your payment such as a PPI, wait until they sell their car, wait for money to come in, etc.
8. Nathan has a formula and says that if you follow it 100%, your experience selling it online should be positive.
  - **Photography has to be top notch.** This is the best place to invest in selling your car. If you are inexperienced with photography, hire a pro.
  - **Have the car prepared properly.** Clean it as if you're taking to the car to a Porsche Parade concours. People will examine every photo and photos of an unprepared car can cost you valuable bids.

Continued on page 30



I thought about calling this column “Long May You Run,” or “A Thousand Miles from Nowhere,” or “Somewhere Down the Crazy River.” Because we’re moving on, folks. With a hope and a prayer. Electrons are leading us into the future.

I’ve tried to grapple with the concept, the idea of EVs humming all over the landscape, and enthusiasts, people like you and me, actually jumping on the bandwagon, embracing performance electrons.

The problem, I thought, was just that – how do you jolt yourself upright, when you turn the key or press the button, and all you hear is the whirring of electric motors? In a vehicle that weighs at least 1,000 lbs. more than a version with an ICE would? With concomitant engineering incorporated, in order to begin to approximate the handling prowess of the ICE version? And you’re paying a major premium for all this tech? And you’re still not sure you’ll be able to get enough of a charge, in enough time, to be able to get back home after a long-day’s journey into night?

Well . . . I’m announcing, here and now, I’m bending my view. Don’t get me wrong, I’m not there yet. I’m not going shopping for an EV any time soon. But I have finally seen and driven what I would accept as a way forward, for me at least, one fine day.

What happened was, I recently participated in the annual ride-drive event of the Rocky Mt. Automotive Press Assn (RMAP.) It wasn’t my first time, but it’s been a few years, due to, yes of course, Covid.

And I got to sample a bunch of new offerings from some of the major OEMs. No, not Porsche. They weren’t there. In fact, they’ve never been there. But Genesis was, as was Hyundai, and Kia, and Nissan, and Toyota, and Honda, and Lexus, and Acura, and Jeep. Thank you, all.

For the record, let it be recorded, I actually drove two vehicles equipped with manual transmissions, the new Nissan Z and the new Acura Integra.

But the show-stoppers were the newest EVs. And the one that shook my pre-conceived notions the most was the Genesis GS60. The what? Yes.

Just introduced in the U.S., this past spring and, as of this writing, only available in seven or eight states. It’s sleek, it’s agile, and it’s got some of the coolest tech I’ve ever seen.

Like facial recognition. You stare at the B-pillar and the car recognizes you. Then there’s fingerprint recognition to start. Put the two together, and you literally don’t need a key. And, according to the factory rep, it’s the only vehicle in the world that has facial recognition, at least for now. Zap your friends with that one, folks!

Don’t miss the interior. Sleek, current, but not overdone. The central console floats out from between the seats like a shrunken surfboard. And, on the steering wheel is a button labeled “Boost.” What does it do? Deliver an instant 50 hp, for about 10 seconds, over the stock 429 hp. I’d call it “Press to Pass,” or maybe “Boom.” You’re cruising along, you just press the button and . . . whoa . . . the thing bucks forward.

I had another electric shock from the event that I want to mention as well; the revelation that automotive journalism is self-charging, too. Oh, I kinda knew what’s going on – I watch YouTube car reviews too. But what I wasn’t ready for was the fact that, at least in this crowd, as a written word aficionado, I was in a shrinking minority.

Here’s what happened. The organizers found that they had too few cars for every scribe to drive one to the staging area. So I for one hopped into the Z-car passenger seat for the drive . . . and watched my companion fasten his Go-Pro to

*Continued on page 30*



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## Auctions . . .

*continued from page 28*

- **No low-hanging fruit.** Fix any obvious problems before you list it. Don't wait until someone asks about the defect. Expect to spend a few hundred dollars fixing the 'easy' problems.
- **Know what the hot buttons are for your model.** If you're selling a Porsche where IMS was a concern, have it addressed prior to listing it. If you have a 911SC, you'll be asked if it has the pop off valve. Whatever the weak points about that model are, you will be asked whether they have been addressed or not.
- **Be responsive.** Don't list the car and then go on vacation for ten days. Don't sit on any questions. If you're not sure of the answer, just let them know that you're working on getting the information they want. If you don't, people assume you're hiding something.
- **Be a politician.** Have a thick skin. People will criticize your car. If you don't want to deal with negative comments, hire a professional to handle your car's listing.

Generally, cars will sell for current market-correct prices. Occasionally, a car will sell over market value and become an outlier. This is what most people remember. Research past auctions to see what current market value is when you're bidding.

You may want to think of bringing in a professional to sell your car on an online auction for you when you don't think you'll be able to one hundred percent administer the formula. The professional will take care of the photography, text description, interacting with potential buyers and collecting the funds when the auction ends.

## Change . . .

*continued from page 29*

the windshield and begin a commentary on the vehicle, as we drove.

When my chauffeur found out that I write about Porsches, he turned the camera on me and asked what I thought of our ride. And there I was, on video, praising Nissan for keeping the faith. And the car wasn't bad, either, especially at its price point.

But what struck me at the event was that this type of journalism – what should we call it, electro video? -- was the preferred way for most attendees to communicate with their audiences. Us keyboard pounders were, and are, a shrinking minority.

Is this good? For us? For news? For an informed public? I don't know. Although I do remember a TV journalist who was asked how they can possibly cover a complex story in a two-minute stand-up TV news segment. Her response? That's the challenge, and that's what makes the challenge rewarding.

I'm not sure I agree. But I'm not sure it matters. To cite Weather Report, I sing the body electric.



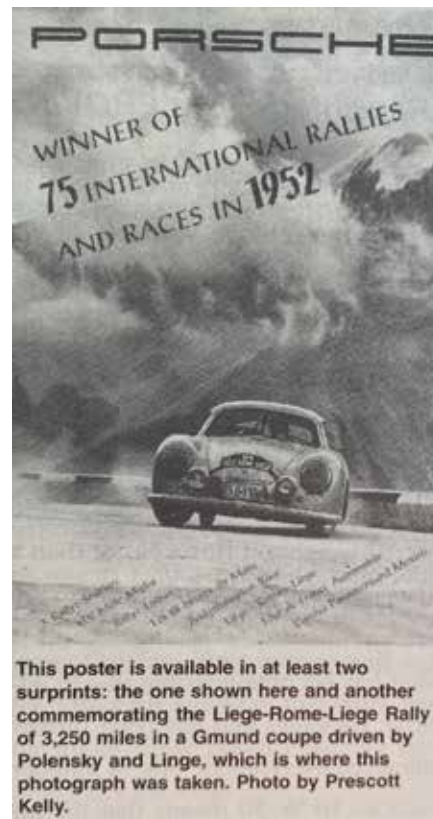
Row of classics in the Early 9-cyl class, photo by Marsha Drake.



President Jon Beatty's RS America. What is it that RS stands for? Real Showy? Radically Showy? Realizing in the Shade? Photo by Marsha Drake.



The number two factory poster references three class wins and one overall victory. It is even more rare than the number one poster, but probably not quite so valuable, although much sought after. Photo by Prescott Kelly.



This poster is available in at least two surprints: the one shown here and another commemorating the Liege-Rome-Liege Rally of 3,250 miles in a Gmund coupe driven by Polensky and Linge, which is where this photograph was taken. Photo by Prescott Kelly.



... the Scans continued

from November 2000 issue

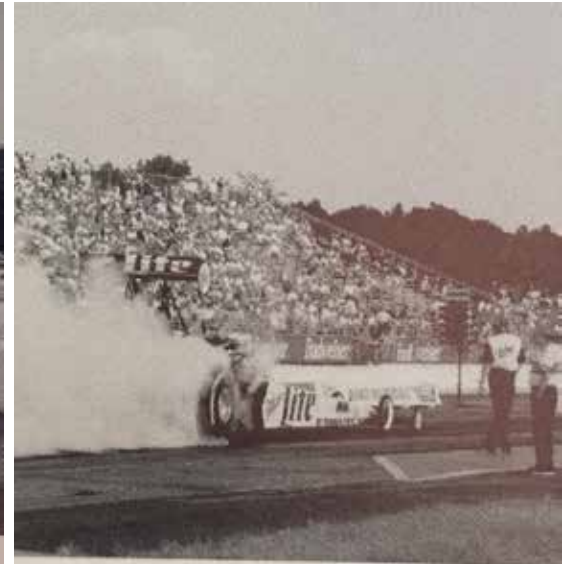
Right: These images are all from the NHRA event at BIR and the captions are worth the republishing, enjoy.

Left, From the August 2000 Afton Concours, again some fun captions

Left below, 3 images of Porsche Posters Prescott Kelly wrote about in the issue.



Top fuel dragster go down the line, the flames are lost in black and white!



And we think 911s go through rear tires too fast!



Party Central on the straightaway!



You can bring your family station wagon to NHRA, but minivans and SUVs



I hate it when my Weissach Coupe lifts like that. down the engines a



acing wheels and Lining up. Definitely not Pine Box Derby cars!

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## 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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## Cayman . . .

*continued from page 21*

performance on the other. The GT4 was developed as a track tool that can easily be driven on the street. The GT4 RS obviously is more track focused and less easily driven on the street. And the T retains more street manners than either GT4, yet it, too, can easily do a track day should you want to. But herein lies the problem. Most Porsches never see the track, and this includes even the most track-able among them. Furthermore, Porsches are designed first for the somewhat limitless German roads. So, while few there will also ever see their top speed, at least all can come close if their owners choose to. Whereas here, for the most part, any listed top speed becomes more of a perceived identity. Dare I say a bragging right.

As for the rest of the specs on these two, here are a few reminders, while noting that both examples used for this comparison are very lightly optioned. Both are manuals, with base seats, etcetera, which keeps the un-level playing field even more level. The one lone stand out option is this GT4 being fitted with an aftermarket exhaust, which I'm convinced is more about decibel level than outright performance. With that said, in the 718 Cayman T, we have a

300-horsepower turbocharged 2.0-liter flat four, with max power at 6,500 rpm and max torque of 280 pound-feet at 1,950 - 4,500 rpm. This propels the 3,064-pounder from 0 to 60 miles per hour in 4.9 seconds, with a top speed of 170 mph. We compare that to The 718 GT4's 414-hp naturally aspirated 4.0-liter flat six, with max power at 7,600 rpm and max torque of 309 lb-ft at 5,000 - 6,800 rpm. The GT4 accelerates its 3,208 pounds from 0 to 60 mph in 4.2 seconds, with a top speed of 189 mph. Dimensions are so similar they are not really worth mentioning, but lateral gs are 1.01 (T) vs



1.10 (GT4). I feel this is a pretty narrow margin considering the improvement that could be made to just upgrading the T's Pirelli P Zero rubber to a softer compound tire like the GT4's Michelin Pilot Sport Cup 2 that is standard equipment on the GT4.

Past tires, other noteworthy specs of downforce, and suspension, again the T and GT4 find themselves in a street fight. So, while the suspension is the most important of them, I contend that these are things that don't truthfully shine until placed in their ultimate track-focused element. I'll admit that a Cayman's full bag of uses could possibly be as a daily driver, spirited street driver, cars and coffee, autocross, and track days. That's a wide range of uses for these two versions of the same model. Let's keep what I'll call the Freud Factor in mind as we move forward. Before I get behind the wheel, let's stop off at the bank first, where unfortunately all Porsche dreams begin.

Let's face it, having enough money to overlook many financially based decisions is as much a luxury as owning a Porsche in the first place. But even base price Porsches are a steep climb for many, and even moderately optioned ones can have the best of us doing what I'll call model hopping. That is to say, does one buy, for example, a nicely optioned base unit or a much more sparingly optioned

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

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S, GTS, or even GT4? These are very personal decisions, all with a measurable Freud Factor, and easier when one has deep pockets. But the person who even chooses a T is hardly making an inexpensive choice. With that choice comes the kind of upgrades which cater to the spirited driver who also wants something a little bit more special. Once again, identity. This includes a Sport Suspension (PASM) lowered by 20 millimeters, Sport Exhaust System, a short throw shifter, 20-inch Carrera S Wheels, Sport Chrono Package, GT Sport Steering Wheel, door pull loops (as found on the GT4), and other T identification badges and such. Compared to the GT4's bag of tricks, that Freud Factor may not be as high, but hey, there's nothing boring about that list.

Again, armed with not only the money but the luck to receive an allocation, the GT4 is a model worth coveting. Anything with a GT badge on it in our days of massive appreciation is even more attractive. This puts some with more than enough to buy at msrp in search of a unicorn, and one that very likely comes with a new unicorn price tag to boot! More on that in a bit. But here is where the rubber meets the road, literally. All of those twisty-filled roads we enjoy here in the good old US of A are littered with 45-mph speed-limit signs. Sure, I know you can find some 50- and 55-mph ones,



too, but let's just say those wanting to avoid the blue light special find 60 mph a safe place to play around, with occasional and momentary blasts beyond. This is the real world of the street. The great equalizer. The place where spec sheets are run through the shredder, and fast cars find themselves going much slower.

Before we dive into the driving comparison, I will qualify myself by saying that I've owned both a lightly optioned 2016 (first generation) GT4 and a 2020 718 Spyder, and have driven the 718 GT4 at the Porsche Experience Center. As for the T, my most similar experience to driving it was time in a 2019 Boxster GTS, with its now-retired 365 hp 2.5-liter turbo flat four. I loved it, so I truthfully did want to see how this somewhat similar T would compare on back roads, where most of us enjoy our Porsches.

Getting behind the wheel of both these Caymans is yet another equalizer, as the GT4 doesn't really tell you that you're in

a GT4. The similarities are just too great, and, may I say, growing dated. Indeed, this is something I've noticed and written about before. When I owned a 2015 Carrera, I was surprised how similar it felt inside to a friend's 2015 Turbo S. Mind you, the two were nearly \$90,000 apart. Option up a base car and the great divide narrows even more. Heck, even the similarities between the view from the seat of my 2017 Macan S and 2020 Spyder were easy to see. They had a \$45,000 spread. The same goes here. The GT4's edge simply cannot be found from the seats of these two. Yes, a peek in the rear-view mirror notes one winged and one wingless, but that's it.

Start the T and you quickly realize T does not particularly stand for tone. But especially with its Sport Exhaust engaged, its turbo four offers a raspiness that, without having the GT4 to compare to, I think would satisfy most for the price differential. Hands on its GT wheel, I once again find

*Continued on page 38*

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*continued from page 37*

similarities, though the GT4's wheel is Alcantara. But the T wheel offers a sport mode switch dial similar to that first found on the 918. The GT4's sport modes are, of course, built in.

On the road, the T gets the pleasurable job done of blissfully tackling turns with a level of precision that, while falling below that of the GT4's, offers a playfulness of movement not found in its racier brother. That is to say it feels a bit more squirrely when pushed, which can equal entertainment, if you know what I mean. I found this trait advantageous on a back road. Still, the GT4's GT3-derived front suspension and significantly updated rear suspension make it more composed. But with its additional wider Cup 2 rubber, it is so under-utilized in a street environment that it can feel underwhelming. It takes real speed to make it dance at the edge of adhesion. It's hard to push it enough to struggle at all here on the street. Sometimes the "nothing phasing it" character of a track tool takes the thrill out of the slower street driving. Such is kind of the case here.

The one surprising place these two cars do feel somewhat the same is in second gear. The GT4 has been chastised for its tall second gear, and while it can be a great disadvantage on the track, on a back road one can choose to use its wide range, as it can easily even blow through highway

speeds before asking for third. The T isn't all that different. Often, I was navigating turns at well over posted limits, still in second, without any or much protest from the torquey little four pot to be shifted into third. Once in third, speeds were easily in the punishable range, proving there's no real 100-hp advantage to be found here. The GT4's HP advantage doesn't really shine until at least 4500 rpm, which is about where the T's energy boost begins to level off.

There is no disputing the difference in sound at any rpm, though. The GT4 wins on rumble. But these are both emissions-friendly engines. The T's turbo flat four was what Porsche engineers originally felt was the best approach to increase power, lower emissions, and maintain fuel economy. Hence the 718's throwback name. The GT4's engine was what journalists and customers pushed Porsche towards. After feeling the wonderfulness of the 9000 rpm raving GT3 power plant, the applauding bleachers screamed for a 4.0-liter six, and they got it, just not that rock of brilliance found in the GT3. The GT4's version is later to get energetic. Alas, in street applications only, one is paying a lot for that soundtrack. Again, like a tire upgrade, this, too, might be somewhat equalized with a new exhaust for the T with a ton of savings.

Frankly, all Porsches are so good these days that all are overly capable of pushing beyond what the street can safely offer. The

718 Cayman T is a very good car, and in the category of want, it's all anyone really needs. It's good looking, it's fun, and it has more than enough DNA to give you a GT-car feeling from the driver's seat. Without any fancy mark ups, it has a base price of \$72,500, which sits a whopping \$34,000 below the \$106,500 msrp base price of the GT4. That's a steal.

So, what might Freud say of our choosing one or the other for the Cayman's wide range of possibly uses? Well, I think he'd say: If you choose the GT4 as a daily driver over the T, that might just be saying look at me. With spirited street driving, the GT4 might be viewed a bit like bringing a gun to a knife fight. And hey, if that's your thing, I get it, but the T more than easily has the street covered. So that brings us to cars and coffee gatherings, for which even Freud would say, anyone who can afford it would be crazy not to choose the GT4's pedigree.

Now as for autocross, boy would I love to see a top-level driver go back-to-back with these two. I would not want to wager which would win. Somehow I feel that the rotational qualities of the T might edge out the GT4's lack of slide at slower speeds. I think the T might be the knife at the gun fight, but it would be more like a scalpel here. Which leaves the track day. If you have the pocket for it and the talent to just plain be fast, Freud is never going to fault bringing along a GT4. But beware of that Freud Factor turning on you, as everyone with a T would love to say they passed the GT4. A talented driver can make seemingly slower things very fast, and I bet the T is a better teacher, too. It will teach the unskilled and reward the novice in ways the GT4 can't.

In the end, analytical theories aside, both of these sports cars are worthy of their Porsche badge. The GT4 is without question an example how far Porsche has been willing to come with the Cayman and we love that about them. But those who find themselves owning base models, even special ones like the T, should revel in how well they shine by comparison. Especially in a street fight.



718 Cayman T (left) and 718 Cayman GT4





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