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PORSCHE



PORSCHE

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

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September 9



Cover: Nord Stern member Ron Faust's beautiful 'Weissach' is a 1980 Edition made for the US. 200 were in Platinum and 200 were in Metallic Black. They had a standard 3.0 "bullet proof" SC engine so not much power by today's standards.

Photo by Michael Grabner

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

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

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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??!!

Volunteering: The club runs on volunteers! A great way to meet members and get the most out of your membership. Our club exists BECAUSE of members volunteering their time and talents to plan and execute our many different events. With NO paid staff, we depend entirely on volunteers to run OUR club and keep the calendar full of interesting and well planned activities. Whether your interest lies in track events, social activities, technology, touring, tech sessions, car shows or other, we have a place for you and many an opportunity to get involved.

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: NS 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 / MEMBERSHIP: 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 Jeff Eckroth, 1996 993, 2015 GT3, 1992 911 Turbo

Wait . . . There is More!!

Sit back and enjoy this issue of the **Nord Stern** Magazine. The expansive array of photos just scratches the surface of all the fun we have been having this summer. Thank You, Thank You, Thank You to the leaders and volunteers that Make our Club Great!

Get ready for 2024 and join in the fun! We are having a blast and would love to have you jump in and play a role driving Nord Stern forward. Check out page 4 for a listing of our committees and the smiling faces that lead them. This can be you! Send them an email and ask how you can be part of their team. If you are not sure, you can reach out to volunteer@nordstern.org or president@nordstern.org and we will hook you up.



I think we can all agree that 2023 has been a year full of amazing track events, the celebration of the 75th Anniversary of Porsche, Loonacy Weekend, drives, social events, car shows, and so much more. In any other year, we would have raised a glass and 'toasted' a wonderful year of Porsche and People. But this is not a normal year.

Just because the leaves are showing a hint of color doesn't mean our 'season' is over. In some ways, the best is yet to come. Here are a few highlights. For a complete and up to date list check out www.nordstern.org.

Final Fling: September 15-17 @ Brainard International Raceway

Get your last speed fix of the year. Don't miss three incredible days of HPDE (High Performance Driver Education) on the 'Fastest Track in America'.

New to track driving? This is our final PCA certified Drivers Training (DT) program event of the year. Over 2 days, we will teach you how to drive your P-car at speed and learn the critical skills of car control, weight transfer and braking. For more details and to register, you guessed it, go to www.clubregistration.net.

Rennsport Reunion 7: September 28 – October 1 @ Laguna Seca, Monterey, CA. We know many of you will be attending and to make it even more special we will be hosting a Nord Stern Tapas Dinner/Social at our Nord Stern base, the Casa Munras Hotel, the evening of Thursday, September 28. Be sure to reserve the evening for this exclusive Nord Stern gathering featuring amazing food, friends and possibly a few special surprises. Kudos to **Roger Johnson** for his leadership and organization.

Fall Color Tour 2023: Epic Driving is Ahead on October 6 - 8 Expanded for 2023, this year includes a Gala Reception at the historic Kitchi Gammi Club, followed by a full day of driving on scenic and winding roads in northern Wisconsin,

Continued on page 32

Advertiser Directory 2023

Auto Edge	BC
Car Biz: Diamond Interiors, Trackside Tire, Luis Fraguada, Gates General Contractors	9
C-Aire Compressors	15
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2023 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

Okay, all your Nord Stern members here is another issue just PACKED with photos from several of this summer's events. They are all a 'wow' and truly if a 'picture could paint a thousand words' I'd not have room to document all the action! Check it out: from drives, the three-day Loonacy weekend that included a number of 'things to do' beyond just track action, to a Porsche Jr's take on the BIR action, to some upcoming events, Porsche volunteering in the community, to more JDC 75th photos (and no, the year isn't over yet - see Jeff's column and/or check the website calendar for details and links to our online registration site).

Congratulations to long term Nord Stern member, **Dave Weisel**, for 60 years of membership in PCA! He was recognized this month in Pano (although they misspelled his last name) The same column also mentions two other "classic" Nord Sterners, **John Bierbaum** and **Sam Mancino**. Both were instrumental in the 1976 Porsche Parade at Brainerd. Sam has moved to California, but John is still around. Next on this list is **Ron Faust** who joined in 1972. Editor's note: Gotta love the loyalty so many Porsche owners have for the marque.

Since I don't have a 'Clubtalk Talks' column this month, just wanted to share out some kudos that recently were shared via the club's listserv (ClubTalk) from Steve Thompson on the recent Ciao Bella Drive August 12th: *"Thanks to Theo, Nick, Misty, April and Michelle (and anyone I've missed) for a marvelous drive and gathering Saturday. Good food, good wine, great cars, and wonderful people. Perfect! Oh, and a special shout out to the weather committee!"*

And another recent kudos from new member Perri Hite, *"Membership is going very well. We're a little frustrated as we haven't been able to make it out to any events yet. We have lots of weddings this summer. But, yes, we are very stoked! The level of organization this club has is outstanding with all of the events and socials. Its amazing how organized everything is. We wish we had joined sooner. But we're happy we're here now."*



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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 for membership instructions.

2. Second, join Nord Stern

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

3. To RENEW an existing Nord Stern membership

- Visit www.nordstern.org to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).

- Or, send your check, payable to Nord Stern, to Todd via snail mail address below.

Address Changes:

Please send any address changes or updates via email membership@nordstern.org

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Scott Brown

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for your expiration date

SEPTEMBER**2023**

- 5 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka (101 & Mtka Blvd)
RSVP via president@nordstern.org - all are welcome
- 9 Nord Stern Drives #4 Fall Autotour and Brunch**
Meet@Porsche of Minneapolis 9 AM
Destination: Jordan Supper Club & Tap Room
www.clubregistration.net
- 10 Porsche of St Paul Auto Fair**
10 - 2 pm
- 15-17 Nord Stern Final Fling Driver Training & Driver Ed @ BIR**
www.clubregistration.net
- 23 Nord Stern Social - Apple Picking and Pizza**
The Arbor at Young Acres, Prescott, WI
11 a.m. - 3 p.m. \$30 pp
www.clubregistration.net
- 27- Rennsport Reunion 7**
Oct 2 Location: Laguna Seca, CA

OCTOBER**2023**

- 3 Nord Stern Business Meeting ***
Location The Exchange, 500 5th Ave NW, New Brighton,
RSVP to president@nordstern.org - all are welcome
- 6-8 Nord Stern 2023 Fall Color Tour - NOTE DATE**
HQ will again be Pier B, Duluth, MN
Friday Welcome Party @ The Kitchie Gummi Club!
Touring in Wisconsin, Lunch, Paddock Pizza Party back
in Duluth. Register: www.registration.net
- 11 Porsche Minneapolis Classic Dealer Launch**
5:30 - 7 p.m.
- 14 Nord Stern Checkered Flag Party**
Location: Buck Hill
Time: Noon - 4 p.m.

NOVEMBER**2023**

- 7 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka (101 & Mtka Blvd)
RSVP via president@nordstern.org - all are welcome

DECEMBER**2023**

- 5 Nord Stern Business Meeting ***
Location: TBA
RSVP to president@nordstern.org - all are welcome
- * Business Meetings are open to all Nord Stern members and we welcome all to join in and enjoy some refreshments and hear what's on tap, note that this year 2023 they are held the FIRST TUESDAY of the Month, contact the president for locations if not noted.*

LOCAL CAR EVENTS, OF INTEREST

These events are NOT organized, nor sponsored by Nord Stern or PCA, but club members are cordially invited

• MN CARS AND COFFEE •

First Saturday of the month, May - October

• OCTAINE AND CAFFEINE

2nd Saturday of the month Medina Autoplex, April - October

• CARS AND CAVES •

Last Saturday at the Chanhassen Autoplex • 8 a.m. - Noon

***Please note: Nord Stern sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. All other events of potential interest to club members may be added, upon request and dependent on space availability, to this calendar as a courtesy to the organizer, or organizing entity, and at the discretion of the editor.*











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JDC 75th Porsche Anniversary Event - A few more memories

photos by Michael Grabner





**NORD
STERN**

2023 SEASON OF SPEED

DATE	EVENT	TRACK (TYPE)
4/22-23	FIRST FLING	BIR (DE + DT)
5/20-21	SPRING FLING	BIR (DE + DT)
6/19-20	CHEESE FLING	ROAD AMERICA (DE)
7/14-16	LOONACY WEEKEND	BIR (CLUB RACE + DE)
9/15-17	LAST FLING	BIR (DE + DT)



How do you use your Porsche? Garage queen, daily driver, track car? Some combination of the three? I had the opportunity to meet a fellow member at Community Emergency Assistance Programs (CEAP) in Brooklyn Center recently, and see how his car is used.

Tom Huber, of Plymouth, is on his second 911. A little over seven years ago, he took a demo drive in a Porsche offered by Village Chevrolet in Wayzata. He was very impressed with the car, and did some research on other such cars available. This brought him to the site of Isringhausen Imports, and a 2007 Carrera S on offer. Tom bought the car, but soon started a search



for a 997 GTS (above), a search that would last nearly seven years. Tom joined PCA in 2017 and Nord Stern in 2019. A suitable car showed up at Porsche of Wichita this past February, and a deal was made.



Tom uses his Meteor Gray coupe for pleasure driving, some track time (DT and DE), and sporadic volunteer work, when his Audi A3 is unavailable. It was because of his volunteer work that I met Tom. I arrived at CEAP one day to find Tom loading insulated bags of individual meals into the ‘frunk’ of his gorgeous GTS. “Meals on Wheels” took on an added dimension when I saw this!

Tom has been volunteering



with Meals on Wheels for twenty years now, starting in Wayzata, moving to Methodist Hospital, Crystal Community Center, and now CEAP. Admittedly, he usually has the A3, but the GTS does get put into service. His daughter has presented him with a custom-made key fob for the A3, engraved with “Not a 911” just to keep the cars straight, and maybe adjust his driving tempo. He enjoys the “doer” aspect of MoW, being able to help clients on a face to face basis, sometimes the only outside contact his clients may have all day. Tom mentions the effects of Covid, income disparity, and food insecurity in the community as some of his motivation for volunteering for Meals on Wheels.

Volunteering goes further with Tom, as he was active at our recent Loonacy Weekend, covering the Barista slot at the Porsche Minneapolis/St. Paul tent, picking up lunches for corner workers, and helping with event tear-down on Sunday, making

him one of the last members to leave BIR. It’s just this type of can-will-do spirit that allows Nord Stern to flourish and our members to enjoy so many events.

Tom, thanks for all you do in the community, and for Nord Stern!





Raise Your Hand and BE a Nord Stern Volunteer

- Nord Stern is a club, a club made up of members who share a passion, an interest, a desire to delve ever deeper, in our case, into the Big Wide World of Porsche!
- 32 members signed up to volunteer at Loonacy Weekend, and filled some 65 volunteer slots using our new Volunteer signup page: <https://website.nordstern.org/volunteer-new/>. All had a chance to contribute, meet other fellow members, and share their Porsche stories. How about you?
- Take a look and see where **YOU** can take that little leap and be a part of the big picture in Nord Stern!
- Remember - The club needs those helping hands all year round.

All Porsche Show - Another great show of P cars





This year's All Porsche Show in Roseville at the Dale Street Central Park brought out a plethora of gorgeous Porsches of many different years, models, paint color. 'Twas a tad wet early in the day, but that didn't deter many who brought their beloved cars out for a bit of 'show and tell.'

Kudos to organizers Phil Saari and Hal Voges who once again organized and coordinated the volunteers and work needed to execute such a huge gathering of Porsches.

Attendees register online and the modest \$20 fee per car benefits Courage Kenny, as it has over the past many years.

This year featured 924/928/944/968's. Food truck was on hand, along with Chris Runge's fabulous hand-made creation. And how fun to have a lime green 928 on hand.

Oh, what a Weekend it Was: Loonacy 2023 Broke some Records



Above left, Carolyn Veno (aka Speedy) and Michael Steinberg's beautiful track 911

Left, A well-organized volunteer system! 65 positions were filled with many capable and enthusiastic club members: It's truly the people who make our programs so outstanding!

Right: National Club Race Staff: Dan Thompson, Lori Schultz, Tim Smith, with Steve Kemp



Below: Nice T-shirt!
Below left, Driver's meeting





Above left Bret Bailey, Car #82 and next is Laura Catania and below her one of the food trucks! Left, great signage with Steve Kemp and Jim Southwell. Above, Gayle Southwell and Carolyn Veno and to the right is Jarvis Yanke





A few more of Michael Steinberg's shots from the Loonacy weekend: a lot of smiles on a lot of faces! Serious FOOD, big tents, appropriate liquids (both for people and for cars!), race cars, cool drivers, cool Porsche stuff. And a lot of blue skies.

Lots of folks put in a lot of hours to wrangle together all the elements to the weekend long track and social events. Kudos to all. It was one for the record books.

2023 Loonacy Weekend Kudos

Hi all, I was up at BIR for part of the race day and had a blast all around Nick (Severson), great route for the group drive up, and I rolled 100k miles while “spiritedly” driving on some of the country roads - so naturally had to celebrate with parade laps (first track driving experience). What. A. Total. Hoot.

Watched some racing, chatted with some folks, had a great lunch - great time all around. Slippery slope to first or last fling? Yes please.

Thanks to all the people who make this club happen.

-Rich Iwen, 1995 C4

September Social

Apple Picking and Pizza

The Arbor at Young Acres- Prescott WI.

Saturday, September 23, 2023

11 a.m.- 3 p.m.

\$30 per person for pizza and U-pick 1/4 peck of apples.

Includes farm activities and festivities such as tractor ride, tree maze and much more.



Checkered Flag Social

Buck Hill- Burnsville

Saturday October 14, 2023

12 p.m. - 4 p.m.


More details to follow

.....



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The Drive and Return to Vino in the Valley





Note the sparkling blue skies, the wispy clouds, the vibrant and verdant greenery in the photos from the recent drive and social ‘Vino in the Valley.’ The reports are that it was a fabulous trip, a wonderful time at the winery, and that the owner is quite the character! The club has included this particular venue many times over the year and it never disappoints.

Photos below and immediately to the right are courtesy Theo Martianos, one of the organizer extraordinaire who put these drives together for club members - be sure to thank he, Misty Martinanos, and Nick Severson for their organizational expertise.

According to one attendee, the owner is himself quite the entertainer: “He had us all singing and he gave out four bottles of wine as prizes: three bottles for the worst singers and one for the best. All the while he was trying to auction off one of our cars for his employees, LOL!” Oh such fun.



Porsche 917 – development, technology and racing in 1969

Top of the range, with lightweight construction and 12-cylinder engine

In 1968 Porsche develops the new 917 model Group 4 sports car for the 5-litre class in just a few months and under enormous time constraints

For the 1968 race season, the new CSI (Commission Sportive International) regulations stipulate a maximum engine displacement of three litres for sports car prototypes such as the newly constructed Porsche 908, and at the same time, a maximum displacement of five litres is specified for the Group 4 sports car category. This new 5-litre limit initially comes with a minimum manufacturing requirement of 50 vehicles – though this is later reduced to 25.

By now the Porsche motorsport development department under Ferdinand Piëch has full confidence that the 908 is the right race car to win the World Sports Car Championship and the much-coveted overall win at 24 hours of Le Mans. However, the new rules are expected to result in many more Group 4 sports cars appearing on the grid in the near future, compromising the strategy favoured by Porsche up to this point.

Hans Mezger constructs the 912 model 12-cylinder race engine

Specifying a 12-cylinder engine as a requirement, Ferdinand Piëch entrusts Chief Engineer Hans Mezger with the project of constructing a new 5-litre sports car, and by spring 1968 the car starts to take shape. With a V configuration and a 180-degree bank angle, the new 12-cylinder engine breaks the mould of the Porsche boxer, as the V-12 design features a shorter overall length and reduced friction from fewer main crankshaft bearings. Using components from the 3-litre 908 engine (pistons, cylinder, valves), Hans Mezger develops the 12-cylinder engine with 4,494 cc displacement.

Special design features of the new dry-sump-lubricated race engine include the lightweight magnesium housing and central power take-off that drives the overhead camshafts over each cylinder bank using gears. Like all Porsche engines up to that point, it is air-cooled and features a horizontally mounted cooling fan. Fuel is regulated by mechanical induction tube injection using a

Bosch injector pump for a 12-cylinder V engine. The 912 engine designation comes from more recent Porsche race car nomenclature, whereby the number of cylinders in that particular car's engine is also included, i.e. 904, 906 and 908; however, the vehicle as a whole with 5-speed transmission, is given the 917 designation.

Learning from the 908 to construct the 917

The 908 sports car prototype is given a powerful lightweight construction to keep to the 800 kg minimum weight requirement, and it becomes the blueprint for the new Porsche 917. As such, the 917 features a lightweight aluminium tube frame chassis that weighs only 45 kilogrammes. Shifting the cockpit and driver's seat further forward means that the 908 wheelbase is kept at 2,300 mm, despite the considerably longer 12-cylinder engine. As with the 908, the outer skin of the 917 is also constructed from fibreglass laminate and firmly bonded to the aluminium frame in the front and roof sections, and along the door and window frames.

Since its inception, Hans Mezger's layout for the 917 has been intended as a basic version with an optional long-tail section to be mounted separately; the rear extension (long-tail) – which is included in the homologation specifications and used for the high-speed stretches at Le Mans – can easily be detached for use on other tracks, transforming the 917 into a short-tail version.

Aerodynamic development of the 917 in wind tunnels

With technical specifications as the starting point, the body is developed in the Porsche design department. A plasticine model of the car is first created at 1:5 scale, shortly followed by a 1:1 model. This full-scale model is used for testing in wind tunnels at the Research Institute of Automotive Engineering and Vehicle Engines (Forschungsinstitut für Kraftfahrzeugwesen und Fahrzeugmotoren an der Universität Stuttgart – FKFS) at the University of Stuttgart. Additional support for testing the aerodynamic development of the 917 comes from Charles Deutsch and his Paris-based research institute SERA (Société d'études et de réalisations automobiles).

Finally the body design is drawn up with two adjustable side-mounted air flaps included in the rear and in the front

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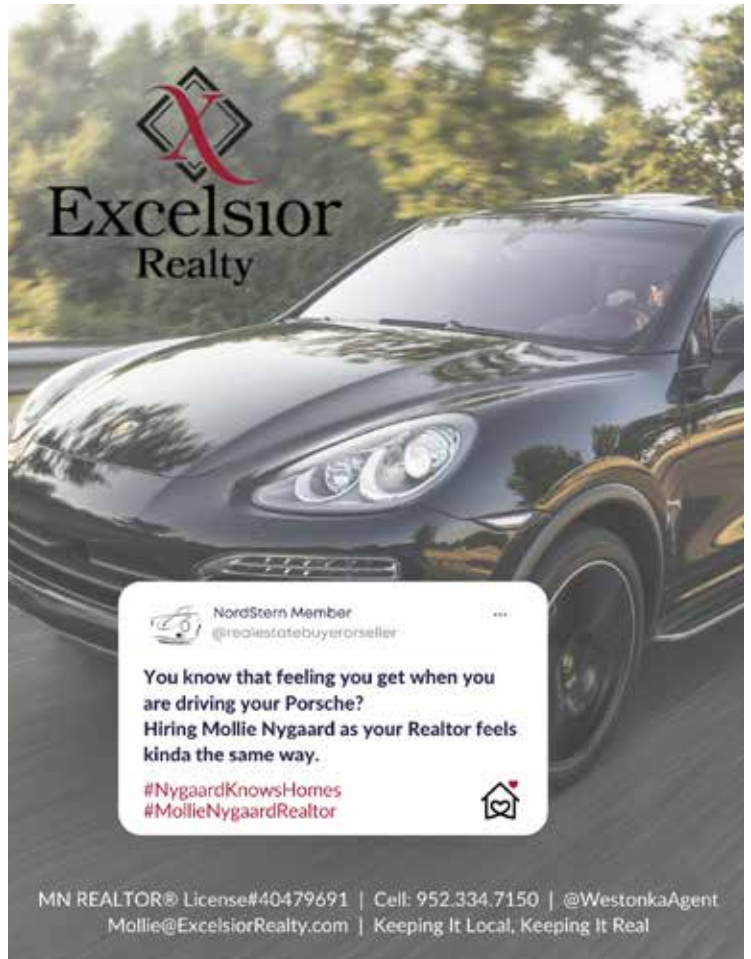
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Hi, I'm Jarvis Yanke, a Porsche Junior member, and here's how I liked the Loonacy Weekend. So the first thing I did there was Sim Racing which was really fun. Then I had a ton of chips, and then it was Happy Hour.

The next day was the main day we were at Brainerd because it was the day with the most activity - with a race and all that. Then the third day was the final day when I took all the



Number 077



Brand New Racing Car with Huge Wing



pictures. That day I got to ride in the pace car (Jarvis and the Pace car above). Then I went to my Grandma's house.



Mountainneering Cayenne

The Track from The Tower



Vern and Peter

To wrap it up it was a great time with all the cool cars and fun people.



DE Cars on the Grid

Jeff Eckroth's car with grandpa Jim's old #



84 Pulling in to the Garage



continued from page 22

respectively – these feature on both the short-tail and long-tail versions. The flaps operate using kinematics based on the left and right wheel suspension: if the vehicle experiences downward force, the flaps are level; if downward force is reduced and potentially creates lift, the flaps tilt upwards to generate downward force.

Lightweight chassis and high-performance brakes

The 917 chassis features double wishbone suspension, bringing the advantages of reduced weight and broad scope to configure the wheel kinematics, as freely rotatable uniball joints offer a multitude of options for adjustment in this area. In order to maintain minimal sideways tilt and maximum wheel surface contact with the track, anti-roll bars are built into the front and rear axles; these are connected to the wheel knuckles with joint rods, and enable greater alignment of the chassis through adjustment of the lever arms' length. The 15-inch wheels are also made from the same lightweight cast magnesium alloy as the knuckles. The titanium wheel hubs fit each wheel using a central lock with large lightweight metal alloy wheel nuts, and have arisen from the ongoing pursuit of lightweight construction and reduced unsprung weight; the tapered coil springs for the four gas-filled shock absorbers are also made from titanium.

The braking system on the 917, which is designed to be a right-hand-drive model, has also been completely overhauled, with three-part, four-piston brake calipers at its heart. The mid-section, which contains the brake discs and is bolted to the knuckles, is also made from titanium, while both cylinder bridges on the outside house two brake pistons each, and are made from a cast aluminium alloy. The 917 features two separate brake circuits, each with a master cylinder; a rocker switch between the two enables the brake balance between the front and rear axle to be finely adjusted. Internally vented cast iron brake discs are designed

for top braking performance and durability. The aluminium brake disc chamber allows for lightweight construction and lowest possible rotating weight, with the brake discs attached to it using machined grooves, a mounting ring and 12 screws; this design has the benefit of drastically reducing the risk of cracks forming, through the use of one-piece cast iron brake discs.



Race against time in Stuttgart-Zuffenhausen

From the outset, Ferdinand Piëch is set on exhibiting the Porsche 917 at the Geneva Motor Show in March 1969, leaving precious little time for preparation as work to construct the 25 units required by homologation rules begins in December 1968. To meet the target, 13 working groups are formed, with a total of 45 race mechanics assembling the vehicle in the testing and racing department at plant 1 in Stuttgart-Zuffenhausen, as 10 other mechanics take care of component pre-assembly. While the engine, transmission and chassis are constructed in Stuttgart-Zuffenhausen, the aluminium frame goes into production at Baur assembly works in Stuttgart, and the plastic bodywork is manufactured at Waggonfabrik Rastatt.

By now, the first of Hans Mezger's 12-cylinder engines constructed from prototype components has completed testing and delivered 542 PS on its first run – a great initial result for the 4.5-litre engine,

which goes on to achieve approximately 580 PS in April 1969.

With just over two months to go before the car is unveiled in Geneva, all the mechanics are frantically working, virtually around the clock, to meet the deadline – stopping only briefly for Christmas. Baur delivers the first aluminium frame to Waggonfabrik Rastatt at the end of 1969; then finally, on 1 March,

the frame body for the first Porsche 917 with chassis number 001 arrives at Stuttgart-Zuffenhausen for final assembly. The 917-001 is completed on 10 March 1969, the night before it is transported to Geneva.

The new 917 is exhibited at the Geneva Motor Show (pic above)

The clock strikes 3 on the afternoon of 12 March 1969, and the whole world's media are gathered at Porsche KG's trade fair stand, drawn by the buzz that followed the sports car manufacturer's announcement on 3 March: "A new sports car with designation 917 is currently in production at the Porsche works in Zuffenhausen. This spectacular model will be unveiled to the public at the Geneva Motor Show. The Geneva Salon de l'Auto takes place from 13 to 23 March, and the Porsche 917 will be exhibited on the official press day on 12 March." The announcement wins worldwide coverage for Porsche, and generates high expectations among industry figures and racing fans alike.

Continued on page 27

Where We Were . . . 60+ Years!

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

Our editor has been thinking that my incredibly faithful and dependable 'Up North' duo of Ron and Kevin could use a 'break in the action' as it was time - after more years than I can remember - to put the *Where We Were* feature on the back shelf. While I know I have loved seeing photos from years past, especially those which highlight many of the years when the Boeders were particularly active at BIR and in various committee positions along with Bruce as a past president.

Now that we are 'old' I note that nostalgia has become more of a 'thing' for us! And then there's the fun of marveling at 'how young we looked.' With that in mind and that now the past issues are available as pdf downloads from our Nord Stern website from 2000 to today, it seems it was time to sunset this monthly column. Change is good as the saying goes!

But in looking at the October 2001 issue, it brought back memories. My column, for example, was written a week after 9/11 and I still can see myself and feel the overwhelming feelings that many felt after the attack that day of September 11, 2001. Seared in my memory perhaps isn't an overstatement. So I downloaded the issue and here are just a couple of 'interesting/funny' pieces I pulled out.

Two pages feature that year's Club Race weekend fun (some things don't change!) and photos from the Chicago Historics - now know as the Weathertech International Challenge with Brian Redman.



CBIR Club Race '01

... photos by Jill Daneu

photos by Jill Daneu



16

JUNE 2001

Dave Ingraham and Lee Jacobsohn's Most Excellent Adventure: 2001 Chicago Historics at Road America, photos by Lee Jacobsohn



Left: Detail of Holbert Porsche 962 with the driver's names for the 24 hour of Daytona.



Right, Pete "Pistons" Cogsworth. Life long friend and mechanic of Jim Hall's. Often credited with dreaming up the idea of the Chaparral 2J fan car.



Below, right: Dave Ingraham enjoying the drive to Road America in a Porsche 993



Above, In addition to the race cars, many of the wealthy car owners bring along their other toys. In this case it looks like the owner took liberty with modifying the body work during the restoration.

continued from page 25

The key information for the new Group 4 sports car makes for impressive reading: 520 PS at 8,000 rpm with a maximum torque of 46 mkp (451 Nm) – all at a selling price of DM 140,000 ex-works. In fact, these performance specifications do not reflect the actual performance of the 4.5-litre engine at this time; the figures are calculated on the basis of the 916 model six-cylinder test engine, which has delivered 260 PS with a 2.25-litre displacement.

Final Zuffenhausen sprint to homologation

Following the successful unveiling of the Porsche 917, work in Stuttgart-Zuffenhausen continues, as 24 more vehicles must be completed to meet homologation requirements. The 917 is accepted for technical inspection on 20 March 1969 and the day finally arrives on 21 April 1969: the English FIA delegate, Dean Delamont, and the German ONS representative, Herbert Schmitz, arrive at plant 1 in Stuttgart-Zuffenhausen to examine the 25 regulation-compliant roadworthy units – replicas of the “White Giant” (the name given to the 917 at Porsche). The next day, the Porsche press department declares: “The Porsche 917 is homologated as a sports car from 1 May 1969 and is expected to make its début appearance at the 1,000 Kilometres of Spa-Francorchamps on 11 May.”

The first race in Spa and at the Nürburgring

Though the car completes preliminary test runs for the 24 hours of Le Mans on 29 and 30 March, with a few issues being ironed out, Gerhard Mitter is forced to abandon the car’s racing début in Spa after the first lap, because of a broken valve spring. In the end, the Nürburgring 1,000 km race on 1 June is the final chance to rehearse for Le Mans. British drivers David Piper and Frank Gardner drive the 917 over the finish line for the first time, taking eighth place to round off a day of excellent results, including a terrific win for the Porsche 908 and eight Porsche vehicles placing in the top ten.

Dominance and drama at Le Mans

With the implementation of several fine tuning

adjustments to the chassis, Porsche competes in the Le Mans race on 14 and 15 June with the usual adjustable rear air flaps, but also with fixed spoiler flaps on the front. Porsche brings a total of four 917 cars to Le Mans: two long-tail versions to be used as works cars, another long-tail version for training, and one more long-tail 917 to be provided to the John Woolfe racing team as a customer.

Four Porsche works cars are out in front when the race starts at 2 p.m. on the Saturday afternoon; leading the pack is the 917 driven by Rolf Stommelen and Kurt Ahrens, closely followed by the second 917 with Vic Elford and Richard Attwood, then a 908 long-tail Spyder with Joseph Siffert and Brian Redman, and a 908 long-tail Coupé driven by Rudi Lins and Willi Kauhsen. The third Porsche 917, driven by John Woolfe and Herbert Linge, starts the race from ninth on the grid, but before the first lap is over it suffers an accident that is fatal for John Woolfe. More than 14 hours in, the 917 with Stommelen and Ahrens retires from the race with a slipping clutch; the 917 driven by Elford and Attwood is still on the track and prospects are looking good – after 21 hours, the car is leading by six laps. “The engine was running like clockwork until that point. No problems whatsoever!” Hans Mezger notes, recalling taking his lunch break around this moment. “When I returned to the pit, I could tell straight away by the sound that something wasn’t right,” he says, remembering the moment that the glory-bound 917 is forced to retire from the race with a cracked gearbox. The Porsche team’s second place in the overall standings, with the 908 long-tail Coupé driven by Hans Herrmann and Gerard Larrousse, offers cold comfort. After driving 372 laps, the Porsche works drivers miss out on the eagerly awaited win just 100 metres or so from the finish line.

Building on experiences from Le Mans

Le Mans certainly throws into stark relief those areas of the 917 that still require

improvement. This leads to more extensive testing and test drives being carried out before the last race of the year: the Austrian Grand Prix in Zeltweg (Styria) on 10 August. A scheme to improve driving stability, instigated by race engineer Peter Falk, is one of the first steps to be tested in the car on the South Loop of the Nürburgring. Further tests are later conducted on the skid pad in Weissach and in Hockenheim. Adjustments to the aluminium frame and modifications to the body are intended to enhance the driving characteristics of the 917.

The first 917 win at the last race in Zeltweg

Porsche sends five cars out to race on the fully rebuilt track in Zeltweg: two 908 long-tail Spyderys; one 908 short-tail Spyder (customer commission); and two 917 short-tails driven by Joseph Siffert with Kurt Ahrens, and Brian Redman with Richard Attwood. The official opening of the Österreichring eventually turns out to be a big day for Porsche and the indefatigable 917 team, as Siffert and Ahrens successfully secure the coveted first place slot after 170 laps, followed by the other 917 which takes second place on the podium. The first win for the 917, at the last race of the year, is a glorious conclusion to a season marked by extensive testing and development work. Zeltweg is seen as precursor to further intensive development work and an unprecedented series of successes – the pinnacle, of course, being the first overall win for Porsche at the 1970 24 hours of Le Mans. (1970 917 KH pic below)

<https://presskit.porsche.de/museum/en/2019/topic/anniversaries/porsche-celebrates-50-years-of-the-917/porsche-917-development-technology-and-racing-in-1969.html>



Out and About with Nord Sterners ... Porsche Museum in Stuttgart

photos by Chad Person

I had no idea we were all represented in the museum, and bam!!! Great emotion when I spotted this in the Porsche Museum (Chad says he jammed a lot during 24 hours in Stuttgart.)



Editor's choice: JDC 75th Porsche Anniversary images

photos by Michael Grabner





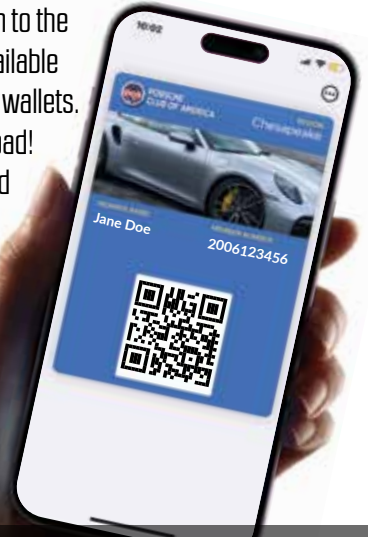
One
More
from the
Ciao
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Drive

photo by Jim Southwell

Left, Brad and Beverly Baron, right is Gayle Southwell and back couple are new members Amanda and Stephen Zander, welcome to Nord Stern!

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1975 914 Porsche For Sale

1975 914 (1.8L.) car. The car is in very good condition (a scratch on the passenger side door) and has 62,000 miles. My Son took the car out this Spring and on the way back home he



encountered shifting problems. He drove it home and we replaced the rear ball cup bushing on the shift rod head. That helped but the shifting is still not perfect. I have owned the car for 20 years and it has always been stored in a garage. Four original wheels are included, (not shown in the photo). A new battery was put in in 2022 and a radio with speakers was added in 2005. The price is \$4,500. Due to the shifting concerns, I recommend a trailer. I live in Eagan, Minnesota and my contact information is Dale Heebl, cjheebl@comcast.net

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Prez Sez . . .

continued from page 6

and wrapping up on Saturday evening with (new) a Paddock Pizza Party. \$40/person registration fee + Saturday lunch @ \$23/person. Event capacity is 75 participants.

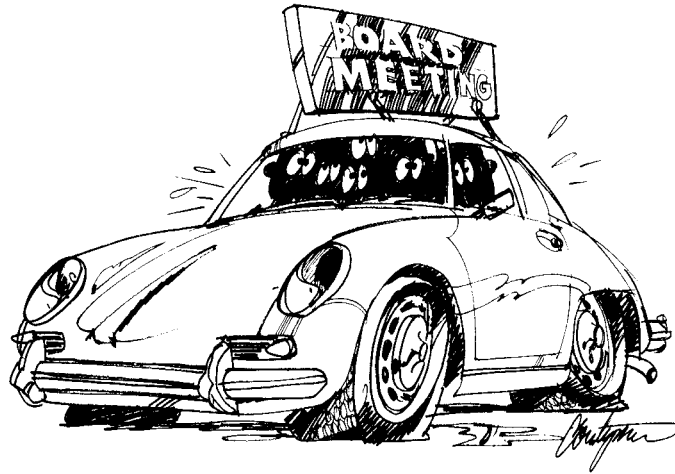
Checkered Flag Party 2023: Saturday, October 14

The Checkered Flag signals the end of the Club's season of events, but the fun isn't over yet! Join us at **Buck Hill in Burnsville on Saturday, October 14** from Noon - 4 p.m. for live music, lawn games, food, beverages, and your favorite stories from this past year. Registration is \$30 per person. This includes lunch and live music. Beverages will be extra. We can't wait to see you there!

As you can see, we are far from finished for 2023. Our Drive Chairs, Theo Martianos and Nick Severson (drives@nordstern.org) and Social Chairs, Michelle Weber-Eckroth and April Barker (social@nordstern.org) have even more in store for us. Please keep your web browser pointed to www.nordstern.org for more detail and www.clubregistration.net to sign up and register for events.

I hope to see you at a Nord Stern event soon and thank you for allowing us to be part of your Porsche Passion.

Your Prez'
Jeff Eckroth



Upcoming Nord Stern Drives - One Left! Saturday, September 9

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www.nordstern.org clubregistration.net

Truly 2023 has been a Spring and Summer in Minnesota where the weather has often been quite cooperative for our rather limited 'driving' season here in the upper Midwest. Your Nord Stern calendar has certainly reflected members underlying interest and passion for getting out, and taking advantage of the roads, the destinations, the sheer fun and joy of putting the foot down on the accelerator and experiencing the great handling capabilities of their cars.

Looking back and seeing all the smiling faces in the sheer plethora of photos and participant numbers from the Drives sure underscores how much Minnesotans like to just 'get out and drive'.

And there are more options coming up - see the list to the left and get signed up! These are always great and end at fun restaurants or wineries. What's NOT to love.

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The Weather Held for Nord Stern's Drive In Movie Night!

photos by Kathleen Smith



It was a fun evening for an outdoor drive-in movie 'experience' in St. Michael where the original Top Gun movie played on the 'big screen' which actually is a building painted white!

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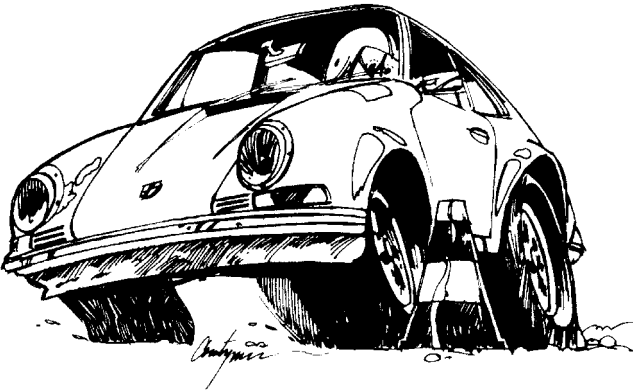
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Sep 17th	<i>SUPERSUNDAY AUTOX II</i>	COM	DCTC
Sep 24th	SCCLAC Championship #6	SCCLAC	La Crosse Fairgrounds Speedway
Oct 8th	MOWOG #9	MAC	DCTC

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Hi. You don't know me. But I've reviewed each of the past four seasons of your series. At this writing, Formula 1 is taking its annual summer break. Which makes it a perfect time to weigh in, on your plans for "Drive to Survive," season five.

Let me start by commending you for, almost single-handedly, putting Formula 1 on the American sports map. That's no small feat – like soccer, Formula 1 has been the next big thing in this country for, like, decades.

I remember the era when I had to wait months for the latest issue of *Road & Track* to arrive, so I could actually read real coverage, from the likes of Henry N. Manney III and then Rob Walker. There was literally no other way to follow the sport – newspapers avoided coverage like the plague. Only one race was actually broadcast, Monaco, on ABC's *Wide World of Sports*. Then came the arrival of live telecasts. Replaced by the live feed from Sky in the UK, along with Formula 1 Grand Prix Sunday. Please pinch me, it's hard to believe.

And now, and now, this year we'll have three races in the US. I meet people who are not motorheads, and they start ruminating about whether Perez will keep his seat at Red Bull. I'm shocked. And very happy. And I owe it all to you, and Netflix.

But, this season, you have a problem. The total dominance of Max Verstappen and Red Bull. Which, in all likelihood, will continue through the season's second half.

Don't just take it from me. Autoweek recently ran a story titled "5 Biggest Disappointments of 2023 Formula 1 Season, So Far." And, number one, is "Not a single close battle up front."

What to do? Here's my plea. Let's move beyond the drama of the drivers. Yes, it's a shame that AlphaTauri summarily dropped Nyck de Vries. And Daniel Ricciardo must be over the moon about getting back in an F1 seat. But, hey, there's a lot more to the sport than the carousel ride the drivers are on. Which makes this year the year to dive in, to expand fan knowledge . . . and appreciation.

Here's how. Start with the cars themselves. After all, I can't think of a sport where the equipment is as important to winning. So, just how do you drive them, what do the teams do? How do you . . . win?

No, wait, how do you even start the cars? I've read that you first need to heat the oil, because of the tolerances. True? If so, how? When? How hot?

And then, how do you actually drive one of these machines, at speed? How do you work the hand clutch? How do you leave the pits? How do you do a standing start? What are your braking points? And, oh by the way, what do all those buttons on the steering wheel, that we see from in-car cameras, actually do?

How about the performance envelope of the cars? How do they compare to Indycars? Sports prototypes?

For what it's worth, the Internet is full of videos purporting to demonstrate the performance differences between, say, a five-year-old F1 car and a Grand Prix motorcycle. I just saw a video of a 2012 Red Bull, ex-Vettel, drag race a 1,914 hp Remac Nevera. The Red Bull lost. By a lot. But that video lives in the nutcase world of on-line reality . . . not Netflix!

And, while we're at it, just what are the team honchos doing, hunched over their monitors on the pit wall? And the mechanics. Who are they? What are their backgrounds? How much do they make? What do they do between tire changes? Back at the factory? Why do they do this seemingly thankless job in the first place?

What would happen if you put every driver in the same car? Who would win? And would that tell us who's fastest?

Statistics. Weight. Power. Power-to-weight. Cornering forces. G's. Compare against Indycar, Sports Prototypes, F2, F3. Fighter planes. And the rulebook. I have a feeling it's as thick as an old-time telephone directory. Remember them? Well, against what are they building these machines? And, how about this? An interview with the genius behind the Red Bull design, Adrian Newey?

In other words, you all have done a fantastic job of putting F1 into the American consciousness. Now, this year, how about taking the sport to the next level? Go behind, really behind, the scenes. Educate us. You may not remember this, but there once was a successful discount clothing store in New York. Syms. Their advertising tag line was "An educated consumer is our best customer."

Oh, and please keep the "we have to push" histrionics to a minimum. Thank you!

It's Not Just For the 'Boys' ...

by Michael Steinberg



Women drivers
at this year's
Loonacy

Weekend up at Brainerd
are, Left to Right (both
shots).

Karen Kahler

Gianna Pietri

Codie Donahue

Maddie Lee

April Barker

Our thanks to
photographer Michael
Steinberg for catching
the true spirit of track
action - it's NOT JUST
THE GUYS!





Out and About with Nord Stern at Road America

by Christie Boeder

Some fun 'artwork' I stumbled on at Road America this summer during the WeatherTech International Challenge with Brian Redman races and below is our Signal Orange '73 911 race car waiting to 'parade' from the track to Elkhart Lake Friday evening - Great fun!








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