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Cover:

From the Garage/Man Cave of Ron Faust's is one of Michael Jekot's painted Porsche hoods - an excellent use of medium for Mike's artistic sensibilities.

Subject is the 1977 Porsche 935-2.0 Coupe 'Baby' currently residing in the Porsche Museum

Photo by Ron Faust



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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Please contact staff for any event coverage you may need;
e-mail address: editor@nordstern.org
Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>

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Shawn Brovold

Edina, MN

Michael Vaniperen

Marshall, MN

2002 911 Carrera

John Warford

Bismarck, ND

2022 Cayenne

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 Tom Karn, White 2020 Porsche GT4

Happy New Year Nord Stern! After an amazing 2023, the calendar has flipped and another year of wonderful times with our Porsche friends has begun. We owe so much to the team that made 2023 possible. Thanks to **Jeff Eckroth, Tom Sabow** and **Scott Brown** for their leadership on the Executive Committee. The Board provided so much guidance and wisdom—thanks to **John Velure, Steve Kemp**, and especially **Chip Smith** as he retires from the Board. Of course it's the Committee Chairs that really make things happen. We had a wonderful group of dedicated, hardworking enthusiasts that created an epic lineup of events. Some of our Committee Chairs are stepping aside after many years of dedicated service. Thanks to **April Barker, Jim Bahner, Theo Martianos**, and **Hal Voges** for their tremendous contributions.

Fortunately, several members have stepped up to take on new roles in our club for 2024. **Steve Albers** will be our Vice President and leaves the Membership Committee in great shape; **Carolyn "Speedy" Veno** will take the reins of that group with the assistance of **Michael Steinberg** and **Amanda Zander**. Three of our most avid "Drives" participants from last year (**Rich Rolfs, Jason Barney** and **Chuck Barr**) will be leading those adventures with **Nick Severson**.

Drivers Training now has twice the expertise with **Matt Smith** and **Tylar Twite** joining **Ben Rogers** and **Scott Brown**. Our Social team will continue to be led by **Michelle**

Weber-Eckroth, and she will need co-chairs to help with the details of the fun-filled gatherings. Please let her know which event you'd like to plan! **Stan Lim** is joining Roger Johnson to plan informative Tech Sessions. **Jim Southwell**, always helping when needed, will join **Phil Saari** to put on the All Porsche Show. Jim will also be coordinating volunteers, so contact him at volunteer@nordstern.org to find out what you can do to help! **Steve Kemp** is our new Zone 10 representative, joining a long list of Nord Stern members who help on the national stage. This brings new opportunities to collaborate with our neighboring regions.

We are lucky to have continuity in several essential areas of our operations. Our events cannot happen without the stalwart efforts of our Registrars/IT gurus, **Dave Anderson** and **Andy Barker**, and our DE Chair, **John Blackburn**. They do so much in the background and we owe them huge thanks! **Jim** and **Cid Holton, Jeff Eckroth** and **Michelle Weber-Eckroth** will again lead one of our spectacular signature events—The Fall Colors Tour. **Jeff Carlson, Nathan Reader** and **Paul Thai** also fulfill crucial roles—it's great knowing these guys always have the Insurance and Safety issues taken care of. **Misty Martianos** and **Judi Sievers** keep our Social Media informative, engaging and fun. **John Velure** and **Kim Fritze** spend an incredible amount of time ensuring our Club Race goes off without a hitch. **Andy Golfis** keeps us abreast of all things Autocross

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Advertiser Directory 2023

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Ad frequency x12

Full pg. \$120

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It's with a very heavy heart that I'd like to let the Nord Stern community know that long-time member, 356 aficionado, artist extraordinaire, great human being, **Michael (Mike) Jekot** passed away Monday, December 11th.

Mike was a very gifted artist; we first met him at a 356 Porsche Holiday gathering held in Duluth years ago and I had the pleasure of coercing him into creating poster art for various Nord Stern events that I could run in the newsletter - especially our All Porsche Show. His work never disappointed. He had such a neat style that captured a moment, the movement, the essence of motorsports. Porsches, in particular.

As his obituary says "And although he was skilled in depicting most subject matter, he focused on one thing more often than not: the art of the automobile... even more specifically, the Porsche."

We count ourselves fortunate to own an original work of our '73 Signal Orange 911 on a burst of purple blue color. It hangs in a special place in our house!

A few years ago we organized a Nord Stern drive from just north of Stillwater, MN to Balsam Lake where Mike and wife Jean's small Art Gallery and home were located. It was great fun, with Mike and Jean welcoming club members with much warmth and hospitality.

And yes, Mike painted a number of old Porsche hoods often as contributions to our long-running charitable Auctions during a number of Loonacy race weekends. (Watch for your January Nord Stern newsletter for one very special one in particular).

Clubtalk Talk . . .

Sorry to hear this. Really enjoyed him and his art. One of a few works attached, Phil Debruzzi



He will be missed! In addition to being a really nice guy, he was a talented artist. I have 6 of his pieces hanging in my man cave above the garage.

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Continued on page 9

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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 Scott via snail mail address - available upon request

Address Changes:

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

Mail renewal checks to:

Scott Brown - call for address-

Reminder: Annual Dues are:

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Nord Stern membership Options:

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* Check your mailing label for your expiration date

2024 Calendar . . . Get Around with Nord Stern

JANUARY

2024

- 2 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka (101 & Mtka Blvd)
RSVP to president@nordstern.org - all are welcome
- 13 NORD STERN GREEN FLAG PARTY 2024**
Location: Green Acres Event Center in Eden Prairie
Registration on clubregistration.net
Details TBA - watch your PCA news blasts, too

FEBRUARY

2024

- 6 Nord Stern Business Meeting ***
Location The Exchange, 500 5th Ave NW, New Brighton,
RSVP to president@nordstern.org - all are welcome

MARCH

2024

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

APRIL

2024

- 2 Nord Stern Business Meeting ***
Location The Exchange, 500 5th Ave NW, New Brighton,
RSVP to president@nordstern.org - all are welcome

MAY

2024

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

JUNE

2024

- 29 Nord Stern Annual All Porsche Show - TENTATIVE**
Roseville Central Park, 10 am to 1 pm
NOTE: This is a Saturday date this year, to be confirmed
by the Roseville Rosefest's Committee.

** 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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From the Editor . . .

continued from page 7

We also connected on a Porsche level. He bought my 2000 Silver Boxster after I bought my 2006 Speed Yellow Boxster S. Then I had him do a painting of both Boxsters side by side. He also did a painting of my 2002 Seal Grey Carrera.

Mike should also be remembered as donating his talents to Nord Stern with a piece of his work used for posters for the annual Concours. I think he did our posters from 2006-2009 or 2010.

I will miss him, — Dale Trippler
R.I.P. Michael, you will be missed!

— Ron and Michele Johnson

Mike lived at the other end of the block from me when we lived in SW Minneapolis. He painted a handsome portrait of the 1972 911S that I owned at the time. I wonder if someone in the club owns that painting. The

car was silver but he chose yellow for the painting. It looked great!

We're all lucky to have known him!

— John Blackburn

Oddly enough, I found John's painting hanging above my desk!



— Michael John

Michelle and I were fortunate enough to meet and spend time with Michael. Unfortunately, it was near the end... He was sweet, passionate, and totally engaged.

We are now the caretakers of a painting he created for himself that hung on his mantle for almost four decades. Every time I look at it I think about him. It's amazing how Art



communicates in a way nothing else can.

Rest in Peace Michael

— Michelle and Jeff Eckroth

Winter Storage of Your Porsche – A Tale of many opinions and many similar processes!

A recent thread on our Nord Stern Facebook page, which does include Porsche owners who may not belong to PCA and/or our region but nevertheless bring their questions and expertise when inquiries are made. Like our clubtalk listserv, it's always helpful to gather that knowledge and experiences from those who share in the ownership and pride in our automobiles. In that vein, even though this is 'too late' for this winter season, it's always a topic that comes up regularly in our area as many do not daily drive their Porsches during our winters (although some of us do!). Enjoy the back and forth between many respondents to the initial question by Will Kaye.

Will Kaye: New owner question: Putting the 2001 Boxster S away for the winter. Just had oil changed out, on trickle charger, and pumped up tires.

Is it necessary to have oil changed out in 6 months after sitting in storage and not putting any miles on engine? For those that change oil before winter storage, when are you doing your next oil change? If only driving 5-6,000 miles over the year, is once per year okay?

Theo Martianos: Once a year is fine, also add a bit of STA-BIL to the gas tank, and cardboard under each tire if you have concrete floors.

Will Kaye: Theo Martianos, Yes! Tank is filled with 93 octane. One Porsche mechanic told me fuel stabilizer is not necessary for 4-5 months, another recommended Marvel Mystery Oil in the fuel, so that is what I put in. Tires are at 45 psi with carpet remnants underneath. Was told that any potential for flat spots will "drive out" in the Spring. The German auto shop put a next service due sticker on for 5-25-24. When I asked what service, the response was oil change. They recommend twice a year based on 5k miles and/or 6 months. First, I heard of storing car with a fresh oil change, then having it changed again in the Spring, after putting on 0 to a few hundred miles . . .

Jon Beatty: Will Kaye, I agree with the Porsche mechanic that fuel stabilizer is not needed if you are talking about less than 6 months. Gas has a shelf life of 2 years, but the ridiculous part is ethanol gas has a shelf life of weeks, at best. Get non oxy gas and you are good to go. If you have to

use oxy gas, put in the stabilizer.

There is no reason to change your oil after storing a car with fresh oil.

Oil changes are subject to opinions, and I have mine. Modern oils easily go for 5-8k miles or more regardless of the cars age. Higher mileage might dictate more frequent oil changes but not consistent in my opinion. I change my oil at 6-8k miles and my 911 has 121k miles. It is good to over inflate the tires by 10 PSI or so to avoid that flat spot from long term storage. Just remember to lower those pressures when you take the car out of storage. It is normal to have some vibrations from tire storage, but it should subside in just a few miles, assuming you get up to highway speeds. I get some minor vibrations after not driving the car for a few days, but they dissipate with a bit of highway driving. YMMV

Paul Fearnside: Did you fill your gas tank to minimize water condensation in the tank? Plus, that gas needs to be alcohol free for winter storage. The alcohol attracts water which then settles to the bottom of the tank causing internal corrosion. And as Theo states, add Sta-Bil to the gas.

Bob Walden: Putting my '73 to sleep for the winter. Any suggestion for an old 911? I have read some not good things about Sta-Bil. Good for an older 911?

Recommend to start a couple times this winter? Anticipating no snow or cold weather this year.

Cameron Parkhurst: Bob Walden, No need to start.

Tom Ingebrigtsen: Bob Walden, sea foam will stabilize the fuel and is safe for old carb and CIS fuel systems.

Oil change seems totally unnecessary. Can also stabilize the gas for several years and treat moisture with Sea Foam.

Jeff Boehm: I would always dump the Stabil or Seafoam in the gas tank when I was filling it up with no-ox 93 and then the drive home would thoroughly mix it and run it through the injectors.

Richard Ness: On old cars that don't have the evaporative emissions systems of newer cars, changing oil in the spring is a good idea. Water (atmospheric since old Porsche's are not water cooled) can wind up in the oil system. If you are going to start a car in winter storage make sure to get the oil

hot enough to boil off any water.

On a car with the battery up front I'd pop the hood, so you are sure to have battery access in case it dies. Disconnect the frunk light.

If the car is stored inside, I'd also open the side windows just a crack.

If there is any chance of mice or other critters in your storage area, consider putting out a mouse repellent. Mice love the plant-based insulation on new cars wiring!

Heit Bill: Place dryer sheets, moth balls, and/or Irish Spring soap in and around the car - mice allegedly hate the smell. And then there's this....

Checklist for Storing Your Porsche

- Clean your garage and get it ready to store your car.
 - Pro Tip: place poly sheeting on the floor to protect the undercarriage.
- Thoroughly clean your Porsche inside and out, including the wheels.
 - Pro Tip: rub a coat of petroleum jelly on the wheels for protection, remember to clean it off in the Spring.
- Condition the rubber and plastic exterior items for protection.
- Change the oil and oil filter.
- Top off the different fluids, use proper anti-freeze.
- Water-cooled cars need about 50% strength coolant.
- Double check the tire pressure and over-inflate by about 8 to 10 psi.
- Fill the gas tank with premium gas to prevent condensation and reduce airspace.
- Porsche recommends placing carpet squares under the tires.
- Porsche recommends using SEAFOAM and STA-BIL for the fuel additive/stabilizer.
- Close all air vents and place supplies to repel rodents.
- Cover the exhaust pipe.
- Keep out moisture by placing desiccant silica gel packs in your Porsche.
- Don't use the parking brake, use wood or wheel chalk to block the wheels.
- Connect the battery to a battery maintainer on pulse maintaining mode so it can charge via the cigarette lighter.
- Place something (cloth, cardboard, etc.) between the wiper blades and windshield.
- Roll the windows down by about 10mm to relieve pressure and prevent condensation.
- Put a container of baking soda on the vehicle floor to keep your Porsche smelling fresh.
- Use a good car cover - an outside one for outside storage and an indoor one for indoor storage.
- Only start it again when it is time to take it out of storage in the spring.



Mark Simpson: Heit Bill, Mice will use dryer sheets for nests, and chew on Irish Spring. Two days of airing out in the Spring will get rid of moth ball odor. You can also use Fresh Cab, which is nontoxic and smells like pine. Mice can't stand it. Get it at Fleet Farm. Put some in your trunk, too.

Heit Bill: Mark Simpson, You have to change the dryer sheets once/year. It's worked for me. Mice chew through pine to get into a building and don't seem to mind it at all. Panorama contributor and Porsche expert **Pedro Bonilla** has recommended moth balls and cedar chips. I had heard

about mice eating dryer sheets from somebody's cousin's friend's neighbor and have to laugh.

Brandon Walzer: Don't bother changing oil in fall/winter. Change first startup in spring. Over inflate, trickle, dryer sheets in engine bay, inside car and in tail pipes and wrap plastic bags around tailpipes. Then you're good to go.

Jon Beatty: Brandon Walzer, I completely disagree with your oil change advice. Oil becomes acidic in a running engine. Leaving that in a stored engine is asking for trouble. Plus, it is cheap insurance to make sure the engine is protected while sleeping. The rest

Jeff Boehm: Judi Sievers, I stored mine on dollies when I lived in Minnesota also.

Jan Jorgensen: I change mine in spring

Todd Bjerknes: Lots of different opinions. So, here's my 2 cents.

- Fill with non oxy fuel add a can of Sea-Foam or product, drive 10 to 15 miles.
- Change oil, it becomes acidic.
- Double tire pressure, prevents flat spots.
- Park on squares of sport court tiles, keeps salt & chemicals off of tires from daily driver.
- Put one packet of Mouse Magic in front & rear trunks, 2 in passenger compartment, mice hate peppermint.
- Hang a Damp Rid pouch from the inside rearview mirror, keeps interior dry.
- Plug in battery tender.
- Hope for an EARLY SPRING

Misty Menagerie: Todd Bjerknes, I am so hoping for an early spring and a mild winter!

AND NOW FOR THE 'OFFICIAL' ADVICE ACCORDING TO PCA.ORG'S WEBSITE:

Winter is fast approaching and I'm seeing more and more posts on social media where people are driving their Porsche "one last time" before they store it away until the spring. Here's a guideline on how to properly store your Porsche for longer than a few weeks.

Fill your tank with fuel and use a fuel stabilizer. Preferably one that will stabilize the ethanol in your fuel. Remember to drive your car around for at least 15 minutes after you've added the stabilizer so it can mix with the fuel properly. You can buy fuel stabilizer online or in any auto parts store or department store with an auto parts section. Wash, and detail your car. You don't want any dirt, bird droppings, errant leaves, or other things sticking to the paint for an extended period. This also means

of this post I agree with.

Dave Dawkins: Additionally, I plug the tailpipe with steel wool and overinflate tires. Oil change every fall regardless of miles driven. Dryer sheets, Grandpa Gus, peppermint oil, cedar scented moth balls.

Judi Sievers: Thank you to all for the great information! I really appreciate it! I now have my car on dollies after having the tires (prior car) sit on cardboard/rug remnants and then got flat spots. But that was in Arizona and I'm sure the climate has a lot to do with that. Now I live in Minnesota.

Continued on page 12

Storage . . .

continued from page 11

cleaning the inside of the car. I caution against steam cleaning carpets or upholstery before you store the car unless you give the moisture plenty of time to dry. Trapped moisture in the interior will inevitably lead to a mold problem. You want to be greeted to a nice, clean car in the spring and not a mold problem. PCA did a Tech Tactics Live episode just on washing your Porsche.

Cover the exhaust pipes to prevent rodents from nesting inside your exhaust system. It's also a good idea to block off any inlets to your airbox as this is also a favorite spot for rodents to build a nest. What to use? Steel wool, rags with mothballs, or dryer sheets are well known barriers that mice are not fond of. I would not recommend using mothballs inside of the car.

Cover your car. For cars being stored indoors, this will not only keep dust off the car but protect the paint from being nicked. For cars being stored outside, remember to lock your doors, roll your windows up, and close sunroofs. Also, use a cover specifically made for outdoors. This means a multi-layer cover. It will also benefit you to have a custom cover for your model.

Change your oil and top off your fluids. This means checking and topping off your coolant. If you have a fluid leak that you are putting off until the spring, remember to use a tarp underneath it or, if indoors, a piece of cardboard or something that will prevent your floor from being stained.

Put your battery on a maintainer. Porsche sells its own brand or you can buy a CTEK or Battery Tender, which are both highly rated. There are a lot of complicated electronics in newer Porsches, and maintaining the charge on the battery will just make your life easier in the spring. I prefer not to disconnect the battery. In the old days when there wasn't much around electronics, disconnecting was okay. Today, going the battery maintainer route is the way to go. If you are storing it outside and have no way to use a battery

maintainer, then it's recommended you disconnect and remove the battery.

Mouse-proof your area. If you have a rodent problem, use mousetraps, but only outside of the car. You don't want to find out what a dead mouse smells after a long winter. You'll want to discourage mice from choosing your car as a winter hideaway. Of course, this is a struggle older than the car itself. If you Google "how to keep rodents away from your car in storage" you'll see a long list of products for sale or home brew remedies that may or may not work. I always do periodic checks on my cars to look for telltale signs that a rodent is making itself a home. If your car is clean, then it's easy to spot debris used to make a nest. You do not want these rodents to discover how tasty the wiring is in your car.

Remember to over inflate your tires but not beyond the tire manufacturer's recommendations. Put a note in your car to remind yourself to bleed the air out when you bring it out of hibernation. I try to move my car by hand whenever it sits for more than a few weeks to reduce flat spotting. For those with Taycans, do everything listed above but except for filling it with fuel and covering exhausts. However, along that same way of thinking, do give the car a full charge. Remember, the battery maintainer is for the 12-volt battery, which every EV uses.

Clean the front bumper area of any leaves or debris. By cleaning, I mean a deep cleaning. Yes, that entails taking the bumper off. PCA did a video on how to do this for 986 Boxsters. The same effectively applies to modern Porsches as well. Mind you, even if you have radiator guards, debris will find its way into and behind the radiators. Over time, it will absorb moisture and begin to corrode the expensive cooling and air conditioning parts.

WHAT NOT TO DO DURING LONG TERM STORAGE?

Do not let it idle to warmup. It may seem a good idea to get the "juices" flowing

throughout the car, but it's going to induce condensation and moisture since idling is not same as driving it.

When storing it outside, do not use a cheap or ill-fitting car cover. Any loose material will probably damage the paint whenever it gets windy.

Do not park it on grass or dirt. Basically, any place that will not let moisture evaporate will increase the chances of rust especially in suspension components.

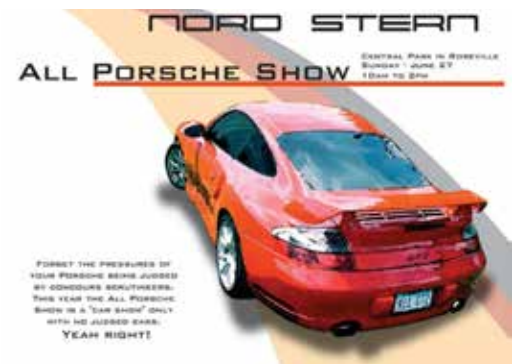
Do not use the hand brake. If you are parking it on an incline and are worried about the car rolling, just use a wheel chock.

From the Editor . . .

continued from page 9

Mike prepared this poster for an All Porsche Show using a photo of my previous 2004 911 GT2.

– Luis H. Fraguada, Sr.



I have a David Hobbs autographed print and my 82 race car water color above my desk.

I bought my race car commission at a club race auction. His artwork raised a great deal of money for charity.

– Bret Bailey



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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.

December 5th Nord Stern Business Meeting Minutes

by Tom Sabow, Secretary

Attendees:

- Carolyn Veno, Jim Southwell, Scott Brown, Andy Golfis, Judie Sievers, Chip Smith, Roger Johnson, Amanda Zander, Rich Rolfs, Mary Rolfs, Jeff Carlson, Michael Steinberg, Mike Anderson, Chris O'Connell, Chuck Barr, Tom Karn, Andy Barker, Todd Smith, John Blackburn, Ben Rogers, Jason Barney, Chuck Barr, Gary Amendola, Todd Smith, Steve Kemp, John Velure, Matt Smith, Tylar Twite, Steve Albers, Stan Lim

Call to Order:

- 6:33 pm

NEW BUSINESS:

- N/A

President: Jeff Eckroth

- Represented by Tom Karn
- Special Thanks to Chip Smith for your leadership on the Executive Team BOD, and all you've done in previous years.
- Special thanks to ALL the Chairs and Volunteers

Vice President: Tom Karn

- Steve Kemp our new Zone 10 Rep!
- Presented calendar with known and tentative dates for 2024 events

Treasurer: Scott Brown

- 2021 and 2022 990's filed
- RR7 refunds have been made
- Cash balance, month end 58K
- Track - need to discuss deposit schedule

Secretary: Tom Sabow

- No report

Board of Directors, Steve Kemp, John Velure, Chip Smith

- No Report

Advertising: Mollie Nygaard

- Magazine Advertising rates have been increased and invoiced to the advertisers
- Advertisers can post on social media per newly approved policy

All Porsche Show, Phil Saari and Hal Voges

- Saturday June 29th (penciled in)

Autocross: Andy Golfis

- Local Autocross still up and running

Club Race/Loonacy: John Velure, Steve Kemp

- Still looking for a Loonacy Chair – Responsibility to Coordinate all of the leads who take part over the weekend. Run the budget for the weekend.
- Club Race date is being held; application is due in the first couple of weeks Jan 2024; Need to determine pricing
- John V. working on chairs, tents, and tables with three potential vendors

Driver Education: John Blackburn

- Meeting with BIR postponed
- BIR proposing another 25% cost increase over 2023
- We have been given tentative dates
- Spoke with Audi, BMW on a Zoom regarding BIR price increases for their clubs
- Discussed joint promotion w/ other clubs

Driver Training: Ben Rogers, Scott Brown

- Matt Smith & Tylar Twite introduced themselves as new Driver Training co-chairs

Historic Archivist: Roger Johnson

- Exciting historical connections with Nord Stern and Peter Schutz to be discussed more at Green Flag Gala

Insurance: Jeff Carlson

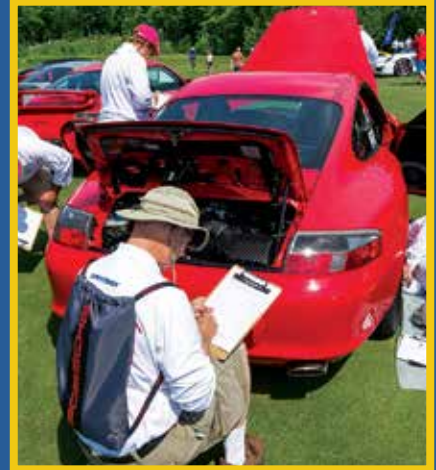
- We are all set for the green flag gala January 13, and I will secure certificates of insurance for upcoming events as dates become certain.

Membership: Steve Albers, Michael Steinberg, Carolyn Veno

- YTD Numbers:
- Paid = 616, which includes 5 new members for November.
- Comp = 11
- Life = 101
- Total = 728
- New Members YTD = 103

Continued on page 16

Don't Just Attend Porsche Parade... ...Be a Part of It!



Phase 1 Registration Opens Wednesday, 1/31/24 at 12:00 pm ET



June 9-15, 2024
Birmingham Convention Center
Birmingham, Alabama
www.porscheparade.org

December Meeting Minutes . . .

continued from page 14

- Dec, 5, 2023 Wrap up meeting w/ team and Jim Southwell took place
- Jim Southwell, will introduce Amanda to Auto Edge for 2024 Event(s) and assist her in introductions for 2024 Membership events
- Call campaign to 2023 New Members 1st and 2nd week of January
- Informal conversational phone survey followed by formal written survey
- Carolyn will work with Dave Anderson to assess New Member attrition rate following their first year. – 3 years back
- Consolidating Membership supplies to Tom Karn's Barn will provide inventory list.
- Should consider investing in centralized storage unit

Magazine: Christie Boeder

- Membership Co Chair, Carolyn Veno, auditing Life Members and will coordinate with Christie to remove those who are deceased from future Magazine send
- Christie always looking for good content
- Magazine submissions must be in by the 15th of prior month
- Once website behind pay wall, will consider opt-in or opt-out for hard copy of magazine

Registrar, Dave Anderson and Andy Barker

- Badges selling well. Can purchase multiple badges
- Discussed upgrading Store host page at \$12 per month
- John Blackburn suggested more detailed analysis of how the expanded

options impact Registrar teams' time

Safety Chair, Nathan Reader, Paul Thai

- No Report

Shop & Tech Relations, Roger Johnson (Co-Chair 2024 - Stan Lim)

- Carsmotology scheduled for 2/3/2024
- Discussed tech sessions at Midwest Clearbra, DentWerks, Print Labs, JDC, Dealership
- Discussed member 911 restomod tech session
- May be able to get Michelin rep combined with another session
- Wiha Tools sponsors JDC - cool website - considering an add to sell coupons
- Road America 2-4th in August bandwidth to host Nord Stern Event
- Daytona Jan 23rd - There are hospitality opportunities - \$700 for weekend Suite in tower w/ F&B



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Happy New Year
Welcome to 2024

DAVID BUYSE (612) 849-3343

Social: Michelle Weber-Eckroth & April Barker

- Michelle seeking Event Chairs/Event Masters
- Green Flag Party - encourage registration!
- 18 Registered to date
- Jeff Carlson encouraged BOD and Chairs to lead by example and get registered

Social Media: Misty Martianos, Christie Boeder, Judi Sievers

- Steve Kemp and committee developed 'Policy and Procedures' for advertisers to post on Social Media. Suggested keep to once per month.
- Also ok to post events that do not interfere with Nord Stern events with prior approval

Drives: Theo Martianos, Nick Severson (2024 Drives co-chairs: Nick Severson, Chuck Barr, Rich Rolf, Jason Barney)

- Rich did some background work on attendance

- JDC most popular event with 86 total people registered
- #2 Vino in the Valley
- Fall Color Tour 46 cars
- Jim suggested moving drives up to earlier in the year - somewhere around first week of May 21st for Arboretum Driving Event
- Jason Barney suggestion - Classic Car Roll-In in Henderson, Tuesdays

Track Relations: Jim Bahner

- Eliminating this position and rolling into Driver Ed and Executive Committee

Volunteers: Jim Southwell

- Need Volunteers for All Porsche Show
- Need Volunteers for Loonacy
- Please direct inquiries to Volunteers Page on website <https://website.nordstern.org/volunteer-new/>

Webmaster: Dave Anderson and Christie Boeder:

- Using down time to look at website as a

tool moving in future. Set up for future transition when necessary.

- Andy and Dave - assessing findings, costs,
- Jason proposed hosting website
- Store - Absolutely possible to sell digital goods
- upgrade to sell more than 5 products is \$12 per month
- Magazine will be member paying access with teaser access and suggestion to sign up

Zone 10 Rep: Steve Kemp

- President's meeting is March 9th and 10th, 2024 Des Moines Iowa
- Suggesting a shared website between regions so we know where all of the track events are - Collaborate


Meeting was Adjourned @8:03 pm

Respectfully submitted,

Steve Albers, Membership Chair

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A Kind of Barn Find ~ A Porsche Story

Sandy and I have known Dorothy Thomas since the early 1980's when both of our daughters were in the same pre-school in Long Beach, California. We bonded immediately.

Since I owned a 1969 911S Targa and she owned a 1963 356B Sunroof coupe, our conversations usually centered around Porsches, when we got together. In 1966, when Dorothy was 26 years old, working for IBM in Los Angeles, CA she bought her 1963 356B Sunroof Coupe for \$2600. It was her daily driver from Long Beach to Los Angeles. Originally it was Oslo Blue with Dove Grey interior. She had it painted brown with brown interior in the 70's, when earth-tones were the rage, then orange in the early 80's. When her two girls got too big for the rear seats and other family requirements around 1989 or 90, she drove it into her garage and parked it for almost 30 years, until late 2019.



Photo Above was taken in April 2015 which started this process.

In April 2015, I helped her pull it out of the garage and discussed the possibility of restoring it back to original. It was something she had been considering for a long time but did not know where to start. Her idea was to take it to the \$225 Earl Scheib paint shop and have it painted again. It was a couple years of discussion to convince her what really needed to be done.

In late 2018 I told her I would manage her restoration. Finally, we started the mechanical cleanup to get it running. Remember, she just drove it into the garage and parked without any storage preparation. The gas tank needed to be purged and cleaned, the brake system needed to be bled and new lines, the battery and cables replaced, new tires and wheels and the carburetors rebuilt. We had it towed to my local mechanic who got it running and safe to drive.

I submitted a request from PCNA for a Certificate of Authenticity to confirm the Oslo Blue color code of 6203 and the Dove Grey leatherette/code D. With this knowledge we dropped it off with Andy Torres at S&W Garage, a Long Beach paint shop in 2019. It was stripped down to the metal, repairing the dents and minor rust.

Good German primer was applied and cured then it was painted Oslo Blue. Next stop was to Garden Grove shop of K & H European Upholstery for a new Dove Grey interior and headliner in January 2020.



With the interior done, it was back to the paint shop to finish the trim, lights and glass. COVID delayed the 356 in the paint shop for over a year. By 2021, Andy admitted they didn't have the expertise to handle the window, trim installation and electrical issues, so I had it towed to Lomita 911 Service in Lomita, CA to finish. Each May I left for the six months of summer and fall to our lake home in WI, which slowed the whole restoration project down. Now it's late 2021 and progress stopped when I get a message from the Lomita shop that their 356 expert had passed away, so come get the car. They agreed to hold onto the 356 until I could find a shop willing to take it and finish it. Last May 2022, I was fortunate that Tom Scott, who manages McKenna's BMW & Porsche collection

in Irvine, CA agreed to take on the project. Tom is a certified Porsche mechanic who owned Collin's Upholstery in Paramount for 25 years before retiring and taking over McKenna's collection. Tom is very meticulous and knowledgeable with 356s and 911s. He got everything back together, the factory sunroof working, cleaned up, detailed and powder coated the engine compartment, rebuilt the carburetors, fixed the electrical wiring and fully serviced all of the other 356's systems.

We picked up the 356 on Saturday, December 1, 2023 and I drove it with Dorothy back to Long Beach via Pacific Coast Highway. Dorothy is 83 years old and I will be giving both Dorothy and her daughter, Katy driving lessons over next couple weeks. For the time being, this beautiful example of a 356B is going to be stored at her daughter's home and driven on sunny Southern California days down PCH and to Cars and Coffees and all the many other excuses to drive it.

Ready for many more years of driving enjoyment!

Marty Noonan

PCA #1991039092

Nord Stern/Grand Prix Regions



Right:

Ready for many
more years of driving
enjoyment!



Your Club at Work - Monthly Business Meetings

photos by Christie Boeder



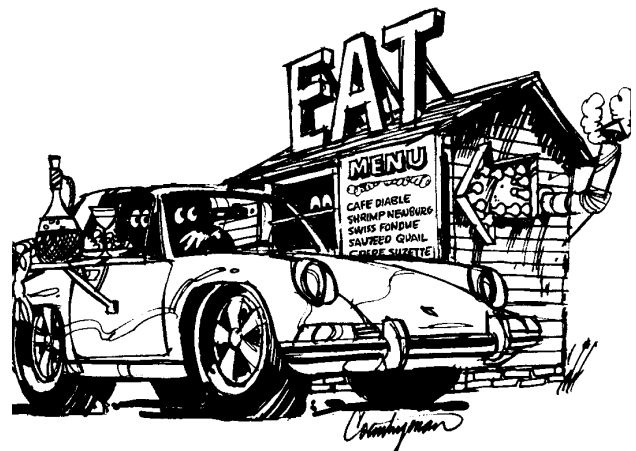
Did you know? ALL members are more than welcome at any of the monthly business meetings held at a rotation of metro restaurants (currently Spasso's in Minnetonka and The Exchange in New Brighton - note the attempt to span our large metro area).

Come learn how the club manages its resources, organizes, and debates activities, ideas and the general business needed to keep this very vital car club operating at the high level it does.

Check the calendar in the newsletter and online for details and feel free to RSVP to president@nordstern.org - having a rough count helps our restaurants prepare.

And truly, we do have fun, not just one the track, on drives or at a social gathering!

Above: Out and about with fellow Nord Stern club members, volunteers, officers at a recent business meeting held at Spasso's. Always good food, drinks and most importantly, opportunities to connect and chat with other Porsche passionate peeps.



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2024




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- Affiliates, Juniors, significant others, duplicates, go to <https://website.nordstern.org/store/>

The Best, the Worst and Everything in Between

by Danielle Badler, Rocky Mountain Region, January 2024

What is it, about this time of year, that drives people to make lists? The best, the worst, the fill in the blank? The urge runs rampant as we begin another circle of the Sun, especially when it comes to looking forward, looking back, looking at all things automotive.

There's a word for it, listification. It may or may not be in the dictionary. But it's real. Really real. It's the art, the drive, the mania, simply to make lists. Ten best, ten worst, anything on anything. What I want to know is why . . . Just what is it in our psyche that drives us to quantify our views, hierarchically. Especially when most (all?) of those views are driven by subjective judgement based on our own likes, dislikes, prejudices and passions.

Oh sure, we can create parameters, we can create priority qualifications for our lists. But that doesn't make the output necessarily right, in any purely objective manner. What we choose as guidelines are subjective, in and of themselves, by definition.

Remember, there's the question of who's deciding, what's their cred in making those lists, what do they know that we don't know, what do we admire in what they do know.

I don't claim to have the answers. But I do know that this list-making is getting whackier and whackier as time goes on.

Take one I just came across from Popular Mechanics, which, I must admit, I didn't know still existed. Maybe that's why they made the list. It's titled "This is Our Definitive List of the 103 Coolest Cars of All Time." That's exactly the title. Why 103? I have no idea, and they don't say. What's "cool?" Again, they don't say. Their only requirement is that at least one fully drivable version had to be made.

I'll cut to the chase; no. 103 is the Ferrari 250 GTO. Duh. But it gets a little weird when you count back from there. No. 102 is the Alfa Romeo 33 Stradale. And it's followed by, in order, the Jaguar XJ13, the Ferrari 330 P4, the E-Type Jag, the Porsche 550, the '63-'67 Corvette, the Miura, the Ferrari Dino and the Mercedes-Benz 300SL Gullwing. That's the top 10.

Yes, the Aston-Martin DB5 is also on the list, as is the AC Cobra and the Porsche Carrera GT and 918, and the 288GTO, and the McLaren F1.

Fine, I wouldn't dare argue with that. But the list also includes the VW Karmann Ghia, the Triumph Spitfire, the Hudson Hornet and the DeLorean DMC-12. Yeah, I know. No Porsche 904, no 917, no 962, no Blower Bentley, no Mercer Raceabout, no . . . Okay, I'll stop.

Get my point? What is the point? What is the point of compiling this list? And why am I critiquing it? I just don't know.

Here's another popular and time-worn subject. The best drivers of all time. To answer that question, the British magazine Autosport asked 217 former F1 drivers to vote. And here's the top ten, in rising order; Gilles Villeneuve, Alonzo, Moss, Lauda, Stewart, Clark, Prost, Fangio, Schumacher and, drum roll, Senna. No Verstappen, no Hamilton, but then again, I couldn't find a date for the on-line posting.

What does it mean? Other than the fact that six have passed on to that straightaway in the sky, three in racing accidents? Don't ask me.

Although I did find an article on the site "GP Fans" that quotes the wee Scot as saying the three best drivers of all time are, in ascending order, Senna, Clark and Fangio.

To quote Stewart, "Juan Manuel Fangio, in my mind, is the greatest driver that ever lived . . . These people only raced maybe sometimes six or eight or nine races a year in Formula 1. They were driving sports cars, GT cars etcetera."

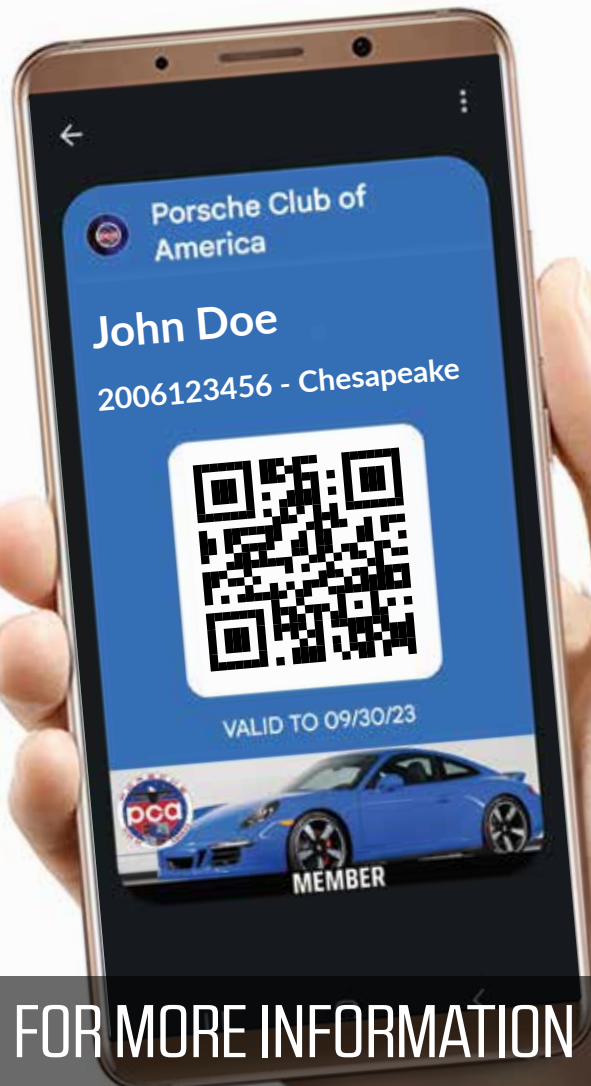
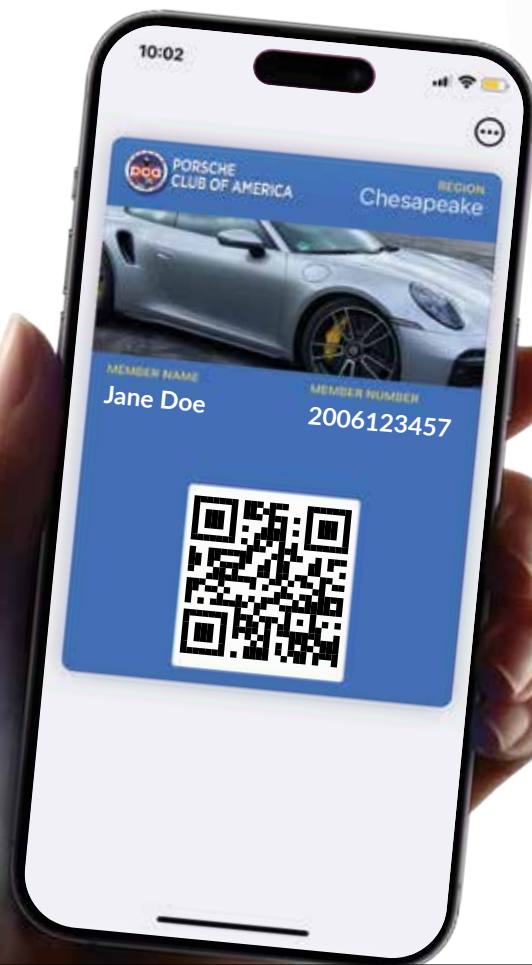
You can comment here . . . Or not. But that's the point, isn't it. There is no point, no resolution. What about Hamilton? What about Verstappen? What about competing in other forms of racing? Any other form of racing? Let's discuss. Ad nauseum.

Not me. I've had enough, and I'm bucking the trend. I'm not giving in. One thing I do know is that I will NOT create a year-end list of the best of anything, past, present or future. From here on out, I'm taking it as it comes. So there.

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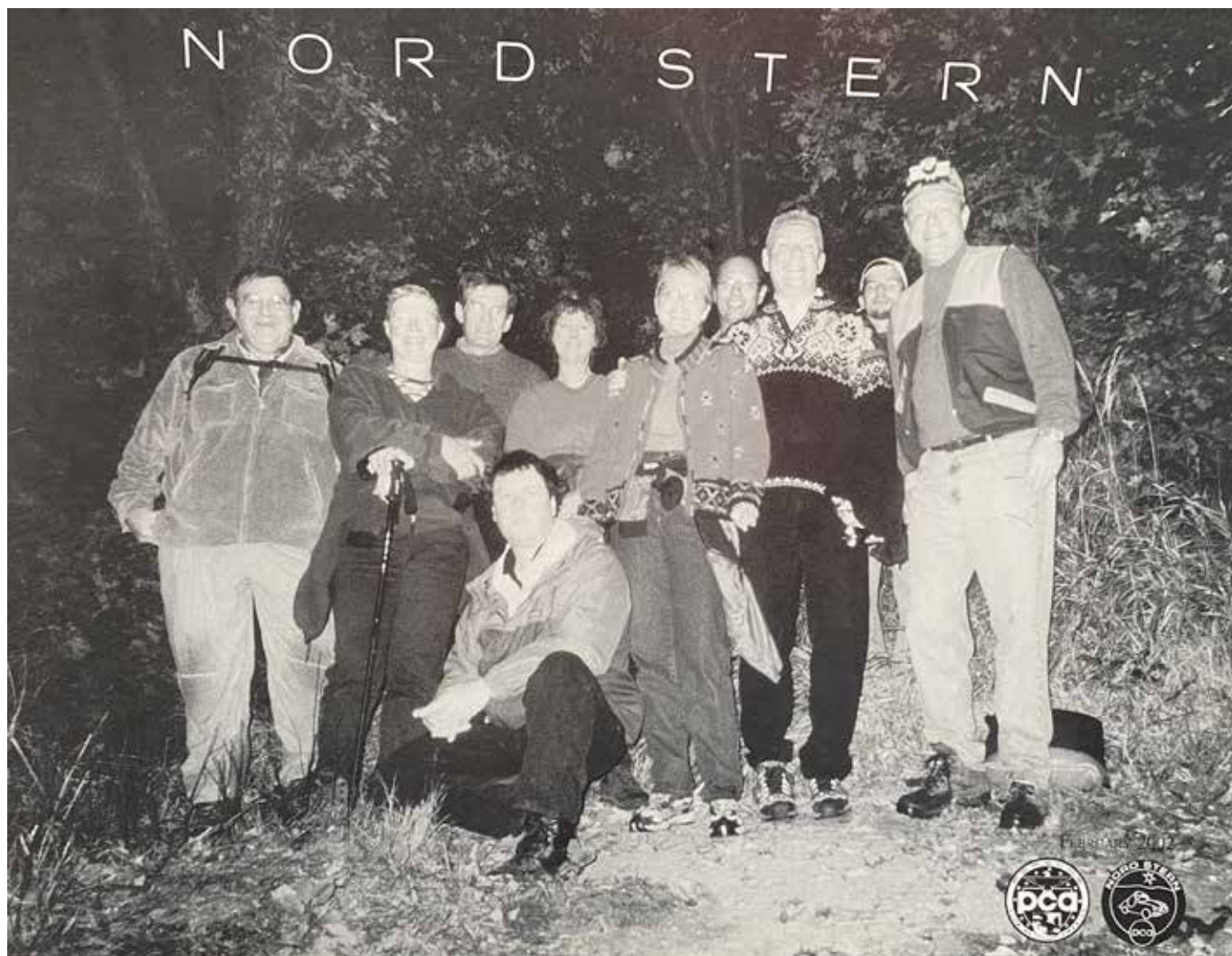
PCA members can now opt in to the digital membership card, available for Apple and Android digital wallets. It's easy and quick to download! Once in your wallet, your card is easily accessible when you need it.



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Where We Were . . . 60+ Years!

Newsletter Covers and tidbits; scanned by Ron Faust, 1980 Weissach 911 SC, 50th Anniversary 911, 356



Front Cover - The hardy band of early morning hikers from this past fall's North Shore Fall Color Tour. Bob and Mary Lunde, Mark and Kendra Schwabel, Christie Boeder, Jim Fease, Bruce Boeder, nice young guy, John Dixon with Scott Mayer kneeling. Used self-timer on Bob Lunde's camera. Yes, it was dark!

Prez Sez . . .

continued from page 6

and **Mollie Nygaard** is the vital link to our wonderful group of advertisers. And finally, producing one of the most valuable benefits of Nord Stern membership, is **Christie Boeder**. She has tirelessly worked, month after month without rest, for 29 years, to produce this wonderful, award-winning magazine for our club. THANK YOU!

I am so excited to work with this fantastic team. There is much enthusiasm as all the committees plan the year. The fresh faces are brainstorming new ideas while the

club veterans steady the course, provide the guidance and ensure all of our favorite events happen. 2023 was a year like none other, but 2024 is shaping up to be a blast! Don't miss out--visit www.nordstern.org or www.clubregistration.net, Facebook, and Instagram frequently to look for upcoming events.

The first event of the year is the **Green Flag Gala Saturday, January 13th** at the Green Acres Event Center in Eden Prairie. You do not want to miss this! There will be great food, great friends, a live auction and a wonderful speaker. **Lori Schutz** will

be speaking about her father's time as the Porsche CEO in the '80s. She is an engaging speaker with vast knowledge of all things Porsche.

So as we kick off this New Year, I hope you can find plenty of Minnesota-winter ways to enjoy your Porsche passion. Nord Stern will do its best to help with that! Most importantly, I hope that your Porsche enjoyment involves the camaraderie of friends, both old and new. Best to all of you in 2024!

— Tom Karn

NORD STERN INVITES YOU TO:

2024 Green Flag Gala

January 13, 2024

**Green Acres Event Center
14150 Eden Prairie Trail
Eden Prairie, MN**

5:00 PM

Guest Speaker: Lori Schutz

RSVP: [CLUBREGISTRATION.NET](https://clubregistration.net)

Nord Stern History Post 54 - 1976 Porsche Parade, Minnesota

Submitted by Roger Johnson; Photos from Leonard Turner, Larry Skoglund, and Roger Johnson



In 1976 the Nord Stern Region endeavored to take on the most ambitious project in the Region's history – hosting the 1976 Porsche Parade. The Region had less than 100 members at the time. The site would be Madden's Resort on Gull Lake near Brainerd with the autocross at Brainerd International Raceway. Late August in Minnesota lake country and typical great

Nord Stern organization left participants considering it to be the best Parade yet a favorite for many years.



For decades this was the only group Dutch Madden ever let park on his golf course. The concours featured two 904s, a 906, a 910, a 917 in Gulf livery, and a handful of the just introduced 924s.



Honored guests included Manfred Jantke who then was the Director of Sport and Public Relations at Porsche AG. He brought along his special guests, Jackie Ickx, who had won the 24 Hours of Le Mans only a few weeks before as well as the 936/76 he used to win the race. Just days before coming to Brainerd, Ickx, and the 936 had won the World Sportscar Championship race at Mosport and were well on their way to the 1976 WSC championship.

The event was covered in the October 1976 issue of Panorama with Jantke and the 936 on the cover.





Cars lined up to do their Autocross timed runs in the BIR paddock. The third car in this photo is the Zimmer rebodied 910. Watch for an upcoming Chronicles on this unique car and its special Nord Stern story.



Love the early 917s with the spare tire on the back and you can also see in this photo that the driver is offset to the right to make room for a tiny passenger seat. Ironical that race cars in 1970 had a spare tire and 50 years later street cars don't.



Duncan Powers had the best time of the event in his 908. Powers was a regular at the top of Parade autocross timesheets over many years. Seen here beginning his run on the dragstrip staging road which is still just outside turn 10. For decades Nord Stern did timed runs in his manner. Probably a good subject for a future post.



Chick and Sandy Misura (above) of I believe, Rocky Mountain Region, receive the Ferry Porsche Region of the Year award from Jackie Ickx and Ed Peter. Peter was the longtime Sales Manager at Porsche AG and a friend of PCA. The award returned to Minnesota in 2008 when Nord Stern was Region of the Year for 2007. In the '70s I had a pair of those pants!

21st Porsche Parade Committee	
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*Note by John Bierbaum: That was such great fun. Put Nord Stern and BIR on the map for years. I was treasurer, but my greatest contribution was authorizing purchase of additional kegs before the liquor store closed.
(editor's note: a true Nord Sterner!)*

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 15th of the month prior to publication date: editor@nordstern.org.

Michelin Pilot Alpine Tires (snow)



2 Front 255/40/20; 2 Rear 285/35/20, As New, 350-400 miles only, set of 4 \$1,000, Billy G. 952.282.6349.

Cayman/Boxster Turbo Twist Wheels

18" - 8" Front - 9" Rear with new tires. Front 225/40/18; Rear 255/40/18, Set of 4 - \$400, Billy G. 952.292.6349



2011 Cabriolet



With 13,000 miles. No wing or perforated fenders, just a beautiful, classic guards red with full tan leather and PDK. Just serviced by Porsche St. Paul. California car; we moved here 7 years ago, and the car is perfect. MSRP was \$109,585. Call or text Glen, 408-781-0089, or email: Glen@picture-factory.com Price \$65,500.

1988 911 Carrera Cabriolet

Beautiful, unique granite-green metallic finish. Strong engine, lots of torque. No oil leaks! Sound G-50 5-speed transmission. No synchro issues. Fuchs forged alloy wheels. Cab is tight against rain. Killer sound system! Tonneau and car cover included. 133,000-plus kilometers on the odometer. Condition 3 by PCA standards. I'd prefer to sell my Porsche to someone within the local Nord Stern community, if possible. No "flippers" please. \$55 K. I prefer text, but am



also available by email. Frank Thayer, 651.260.2570; fwthayer@gmail.com.

Winter wheels and tires

Plus compact wheel, tire for 997 & 996; alloy spare wheel, tire, jack, & storage bag. (Used with 2010 997.2)



Pirelli Sottozero Winter Series III, 265x40x18R V, used 1 winter, 7 mm tread depth. 235x40x18R V used 2 winters, 5 mm tread depth

"Sport Edition Cup 4" alloy Porsche replica wheels. 2@ 18x8 and 2@ 18x10 (Dusty, but have very few minor marks).



17" compact alloy wheel, with unused collapsible tire (185x60x17 Vredstein) with zippered heavy nylon bag and unused jack and metal wheel chock/wedge.

Contact Jim Brown with reasonable offers: brown014@umn.edu or 612.616.8524.

For Sale



Colgan bra front: 65.73 911, 912, \$125 and for '68 912 brake line kit, New from Stoddard, \$95. Gary Greiner, 218.348.1849, email: gtgreiner@gmail.com. Superior, Wisconsin.



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Is it 'real' or is it Memorex?

Okay, who remembers those commercials?! But seriously, photo above and below both feature a certain white 911 Carrera at 2023's First Fling - that perhaps could also have been dubbed 'Snow Fling'.

Submitted by photographer Michael Steinberg are these two scenes which at first glance don't raise an eyebrow - until one looks a



tad closer. This editor loves the way he sites his subject, chooses the angles so well and 'accurately' that it takes a second glance to question what your eye is seeing. Is it real, or is it Memorex?!

I'll let each reader make up their own mind. However, that black flag at the 'black flag station' does seem to be a bit too stiff. And the original ad campaign back in the early 80's was 'Is it Live, or is it Memorex?' has been here tweaked a bit for our purposes. Thank you, Michael, for some photos and your great sense of humor.

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Porsche 911 achieves new altitude world record

6,734 metres above sea level (22,093 ft) – no car has ever gone higher. On 2 December 2023, racing driver Romain Dumas set a new world record at the peak of the west ridge of the Ojos del Salado volcano in Chile, piloting a significantly modified Porsche 911 running on eFuels. He was supported by an international team consisting of members from Chile, France, Germany, the United States, Canada, and Switzerland.



The team supporting three-time Le Mans champion Romain Dumas faced extreme conditions. The air at altitude was only about half as dense as at sea level, while temperatures hovered around 20 degrees below freezing.

“I’ll never forget this experience. It was an extraordinary feeling to drive where no car has gone before,” said Romain Dumas shortly after his descent from the volcano. “The 911 managed to go higher than any other earthbound vehicle in history. We reached a point where we were met by the true summit of the west ridge - we could go no higher. So this really was the maximum altitude that can be achieved. A proud moment for the whole team – and we’re grateful for the support and belief of all of our partners, each of whom made this possible.”



Romain Dumas

The expedition using two significantly modified Porsche 911 models was supported by HIF Global, Schaeffler Group, Mobil

1, BFGoodrich and TAG Heuer. These businesses supported the international team of guides, engineers, drivers and mountain climbers with expertise and technology.

“Congratulations to the whole team – a remarkable and inspiring achievement,” said Dr. Frank Walliser, Vice President Complete Vehicle Architecture and Characteristics at Porsche AG. “This project began as a ‘what if’ and I’m so proud to work for a company that really believes in pushing the boundaries and learning by exploring. The two 911 models that were used on this expedition were powered by eFuels, which are produced in the HIF pilot planned “Haru Oni in Punta Arenas, which was initiated by us, and are blended per the currently applicable fuel regulations afterwards.”



“We’re thrilled by this result, and to have been part of this close and passionate team working on such a special project,” said Clara Bowman, COO, HIF Global. “This is an emphatic demonstration of the capability of HIF Global synthetic eFuels, performing in the most extreme and demanding conditions imaginable. To set a new record after so long is an awesome achievement.”

The project marked a return for the car and the team to the Ojos del Salado volcano, having visited in 2022 and just exceeded 6,000 metres on an exploratory run.

By way of context, the peak altitude achieved equates to 1,934 metres (6,345 ft) beyond the summit of Mont Blanc. The previous record, set in 2020, reached 6,694 (21,962 ft) metres.

Background detail: The cars

Two modified Porsche 911 models nicknamed ‘Doris’ and ‘Edith’ took part in the record attempt. The record breaking car was developed by RD Limited in collaboration with Porsche. The record itself was achieved by Dumas in the lighter and more agile ‘Edith’ variant. The extremely off-road capable special conversion is based on the current 911 Carrera 4S. The 443 hp 3.0 liter six cylinder boxer engine (911 Carrera 4S: Fuel consumption* combined

(WLTP) 11.1 – 10.2 l/100 km, CO emissions* combined (WLTP) 253 – 231 g/km) remained in stock form and was paired with the standard seven-speed manual transmission. The car operated with factory filled lubricants from Mobil 1, which enabled the powertrain to operate without issue even in the extremely cold climate. The 911 itself proved to be an excellent basis; through the mix of robust yet lightweight chassis construction, ample power, and the ability to cope well with extremely high altitudes.



The two cars were equipped with carbon fiber seats, and five-point harnesses. Next, portal axles were added to increase ground clearance (now 13.7 inches / 350 mm). The portal axles also had the effect of reducing the gear ratios, allowing for precise, gentle throttle inputs at low speed. In addition, the cars were equipped with special lightweight but extremely tough Aramid fiber underbody protection to allow sliding over rocks.

The lead car received a very special additional piece of technology – steer by wire – developed and provided by Schaeffler Group. The system called Space Drive was capable of meeting the unique and extreme demands of the volcano and the terrain, offering precision and detailed feedback to allow Romain Dumas to place the car precisely where he needed it – often while ascending precarious and near-vertical slopes.



About HIF and eFuels

Both cars were running entirely on HIF eFuels – created in Chile – during their time on the volcano. eFuels are made from water and carbon dioxide using renewable energy, enabling a potential near net CO neutral use of combustion engines, since the CO captured during the production process of eFuels roughly equals the CO emitted during the usage of the car. Porsche has invested in eFuels as part of its ‘double e-path’ to power sports cars past, present, and future: E-mobility and eFuels. The first integrated pilot plant to produce synthetic fuels, “Haru Oni” in Punta Arenas, Chile, started production at the end of 2022.

Reaching the record altitude

Throughout the expedition the project took a cautious, safety-first approach. The team took two weeks to slowly acclimatize to the altitudes, slowly gaining in height day after day. The cars had no such difficulties – the standard systems on the 911 sensed the thinner air and adjusted the fueling accordingly, meaning performance was maximized. The team closely monitored not only their altitude but also their heart rate, sleeping patterns, and calorie burn via Connected smart watches provided by Tag Heuer. This was overseen by two doctors who formed part of the team due to the remoteness of the location and the ever-present risk of altitude sickness and other risks to health brought on by the mix of the thin air and freezing temperatures.



Unlike in 2022, the team encountered relatively little snow at the higher levels of the volcano – but the challenge remained formidable, including finding a path through the boulder fields. The 911 traversed the deep gravel and volcanic ash that forms the slopes, its all-wheel drive system and Warp Connector allowing grip to be maintained.

The push for the summit occurred on Saturday, 2 December with the team setting off at 03:30 local time. At 15:58, the summit and the

Continued on page 34

world record . . .

continued from page 33

end of the journey had been reached.

The team enjoyed the incredible view for a moment, taking a photograph to mark the occasion before carefully starting their descent with the same precision and caution as the ascent – arriving at their base camp over a thousand meters below the summit the following day; weary but proud.

The 911 ‘Edith’ had some new scars and a layer of thick volcanic dust, but was otherwise ready to perform the same feat all over again.

Consumption data 911 Carrera 4S

Fuel consumption / Emissions

WLTP*

Fuel consumption* combined (WLTP) 11.1
– 10.2 l/100 km CO emissions* combined
(WLTP) 253 – 231 g/km



*Further information on the official fuel consumption and the official specific CO emissions of new passenger cars can be found in the “Leitfaden über den Kraftstoffverbrauch, die CO-Emissionen und den Stromverbrauch neuer Personenkraftwagen” (Fuel Consumption,

COEmissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

A real estate advertisement for Steve Albers. The background is an aerial view of a suburban neighborhood with green trees and houses. In the center, there is a large circular portrait of Steve Albers, a man with short hair wearing a light-colored button-down shirt. Above his portrait are two smaller circular images: one showing a family of four and another showing a man standing next to a white car. Below the portrait are two circular logos: one for 'NORD STERN PORSCHE' featuring a blue classic car, and another for 'RE/MAX RESULTS' featuring a house icon. Below these, the text 'Avenues & Acres Home Team' is visible. The main text in the center reads 'Steve Albers' in a large, bold, serif font, followed by 'Nord Stern Membership Chair' in a smaller, bold, serif font. Below that is the phone number '(763) 229-9067' and the email address 'steve@stevealbers.com' in a bold, sans-serif font. At the bottom, a blue banner contains the text 'TO SELL LUXURY REAL ESTATE, YOU HAVE TO KNOW LUXURY REAL ESTATE. CONTACT STEVE TODAY!' in white, bold, sans-serif font. Along the bottom edge, there are several award logos: CLHMS Million Dollar Guild, RE/MAX Hall of Fame Award, Titan Club Team Award, Super Real Estate Agent, Platinum Award, RE/MAX Lifetime Achievement Award, Program on Negotiation Harvard Law School, and a small Harvard Law School crest.



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