



Nord Stern Region PCA

April 2024



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PORSCHE

A P R I L

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

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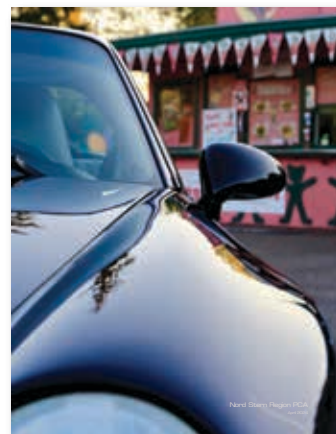
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Cover:

Photo by Michael Grabner, 2017

Is it summer yet??!

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

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

Permission is given to chartered regions of PCA to reprint articles in their newsletters only if credit is given to the author and Nord Stern. Please contact editor for that permission.

Nord Stern membership is \$30 per calendar year. Nord Stern subscription for non-PCA members is \$40 per calendar year. Life members \$20 donation appreciated to defray costs.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.





































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PLEASE NOTE: All photographs submitted and published in the Nord Stern newsletter remain the property of the photographer and are subject to any and all copyright requirements. All photos are printed here with permission of said photographer.

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>

2024 Nord Stern Officers and Committee Chairs

President Tom Karn		president@nordstern.org	Driver Training Ben Rogers, Scott Brown Matt Smith, Tylar Twite	 	dt@nordstern.org
Vice-President Steve Albers		vicepresident@nordstern.org	Drives (@nordstern.org) Jason Barney, Chuck Barr Rich Rolf, Nick Severson	  	
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Treasurer Scott Brown		treasurer@nordstern.org	Insurance Jeff Carlson		insurance@nordstern.org
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Board of Directors Jeff Eckroth Steve Kemp John Velure	  	board@nordstern.org	Safety Nathan Reader Paul Thai		safety@nordstern.org
Club Race Loonacy WKND Events open		loonacy@nordstern.org	Social Michelle Weber-Eckroth		social@nordstern.org
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DE Registrar Andy Barker Dave Anderson	 	registrar@nordstern.org	Volunteers Jim Southwell		volunteer@nordstern.org
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Addresses available upon request for chairperson/s or Board members, email:
editor@nordstern.org

WELCOME . . . New (and Returning!) Nord Stern Members

We hope to see you at upcoming events!

Jacques Boudreau

Milton, WI

Brian Dingmann

Becker, MN

2005 Boxster S

Douglas Dye

River Falls, WI

2008 Cayman

Allen Kreemer

Chanhassen, MN

2006 911 Carrera S

Ray Osowski

Zimmerman, MN

2006 911 Carrera

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 Birthday Nord Stern! On March 28th, Nord Stern celebrated its 65th anniversary. We are fortunate to belong to a group with a rich history and abundant fun traditions. Many members have been part of the Club for decades. They bring an incredible depth of knowledge regarding the Porsche marque and entertaining stories of the Club's past. Of course one of these long-standing members is **Roger Johnson**, who as our Historic Archivist has worked diligently for several years chronicling the Nord Stern tale. His articles can be found on the Club's website at nordstern.org/chronicles. Visit the site often as Roger is always working on a new article and there is enough content there to occupy you for hours – over 55 posts to date! Thank you Roger!

So what was the vision of Nord Stern's founding members when they petitioned PCA for a Charter in 1959? Did they ever imagine the Club would be so robust 65 years later? What is it that pulls us together and makes us want to enjoy our passion collectively? There are many answers to these questions. Without a doubt, one is that being together as a group helps us *dream* a little better. This became more apparent to me recently as I experienced the Porsche Track Experience in Birmingham, then moved on to The Brumos Collection, Werks Reunion and Concours event on Amelia Island. Surrounded by friends and fellow Nord Stern members, these events made some *dreams* a reality, and

fostered even more. Experiencing the excellence of new Porsche 911 GTS's at one of the nicest motorsport facilities in the world . . . Check—*Dream* come true! Immersing myself in an iconic segment of Porsche racing history at Brumos . . . Check—Escape from reality! Wandering the show fields of Werks Reunion and Amelia . . . Check—Incredible beauty and *dreaming* of chasing that next Porsche purchase or drive! The *dream* happens because groups of passionate people come together.

Come together with great Nord Stern members and do a little *dreaming* at our upcoming events. Whether you've already registered to join us at the track for the first time this year, still thinking about it, or just want a refresher, learn more at "Track Prep: What you need to know" hosted by **Werks Automotive** on April 6th. Our Driver Training and Driver Education Chairs will be there to explain what driving on the track is all about and to answer your questions. Our first track event, **First Fling**, is coming up soon at Brainerd International Raceway on April 27th & 28th. Register now at clubregistration.net.

Our Second **New Member event** of the year is on April 13th at **Auto Edge**. Come and hang out with your fellow members! All members are invited! Get to know our hosts and what they can do for you. Auto Edge has been a big supporter of Nord Stern for many years, so let's

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2024 Advertising Rates

Ad frequency x12

Full pg.	\$120, per month
1/2 pg.	\$85, per month
1/4 pg.	\$65, per month
1/8 pg.	\$55, per month
Inside Covers	\$130, per month (N/A)
Back cover	\$130, per month (N/A)
Business Card	\$55, per month

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 full color. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated

* 12 month pre-payment required for ad insertion, billed yearly



It's that time again for a few musings to fill up this column which comes around every so quickly each month. And I confess there are months when it's 'easy' to think and ponder my words and many a month when I have no idea what to write. I much prefer tweaking layouts on a page, or manipulating images (horrors of horrors that I might photoshop something that is questionable - I actually am pretty sympathetic concerning the recent controversy for Kate Middleton's photo that she admits to editing a bit) although anything I may do to a photograph isn't going to cause any International rumors. Kind of made me laugh but at the same time all I could think about is how hard it would be to be in the spotlight all the time. Not my up of tea, pardon the pun.

More than anything this month, there are again some lovely event photos from several of our recent tech sessions and I have always believed that photos are absolutely worth way more than some contrived wording describing or promoting one of our events. I know for me when we first joined the club (and hadn't a clue what in the world we were doing this for other than I knew the goal was to drive our P-car on the track at Brainerd - and yes, we were/are in the track junkie bunch) that seeing photos from a social outing made that light bulb go off. Oh, this is about having fun and doing things with a bunch of people who love their cars, enjoy driving them, working on them, showing them off, talking about them. All that good stuff and to boot, they were also

interesting, fun, fellow travelers on this road and journey we call 'life.' And for sure our involvement in the club over the years has been a BIG part of what has made our life pretty interesting and fun. I cannot imagine not ever having been in this club! As the unofficial motto say, it's the people.

Now how I got from not knowing what to write about to the above philosophical reminiscing, I have no idea!

But the gist is, join us, get active, get out and drive and participate in this club and you'll never regret the time, energy, or effort!

See you at the next event.



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 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:

\$30 per year (helps defray monthly newsletter costs!)

Nord Stern membership Options:

\$30 per year, or
\$80 for three years

- * Check your mailing label for your expiration date

2024 Calendar . . . Get Around with Nord Stern

APRIL

2024

- 2 Nord Stern Business Meeting ***
Location: The Exchange, 500 5th Ave NW, New Brighton,
RSVP to president@nordstern.org - all are welcome
- 6 Nord Stern Track Prep: What you Need to Know**
Werks Automotive, 14205 W. 62nd St, Eden Prairie
Time and details TBA
- 13 Nord Stern Membership Social - Auto Edge**
Location: Auto Edge, 900 Wildwood Rd., Mahtomedi
10 a.m. to 1 p.m. Food • Prizes • Guest Speaker • CARS
- 17 Nord Stern Porsches and Pints**
Location: Boom Island Brewery, 5959 Baker Rd,
Minnetonka from 5 - 8 p.m.
Food Truck will be onsite
Register at clubregistration.net
- 27-28 Nord Stern First Fling @ BIR**
Driver Ed/Driver Training - Long Track
Registration will be at clubregistration.net

MAY

2024

- 4 Nord Stern Midwest Clear Bra**
Note: Tentative Tech Session
- 7 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka (101 & Mtka Blvd
RSVP to president@nordstern.org - all are welcome

JUNE

2024

- 12 Nord Stern Roll'um at Lawn Bowling**
Location: Brookview Gold & Lawn Bowling
Time: 5:30 - 7:30 p.m.
Cost: \$15 for bowling, food/beverage ala carte
Registration at clubregistration.net
- 17-18 Nord Stern Cheese Fling @ Road America**
Driver Ed only - Elkhart Lake, WI
Registration will be at clubregistration.net
- 29 Nord Stern Annual All Porsche Show**
Roseville Central Park, 10 am to 1 pm
NOTE: This is a Saturday date this year

JULY

2024

- 12-14 Nord Stern Loonacy DE & Club Race @ BIR**
BIR Long and Short tracks
Registration will be at clubregistration.net

SEPTEMBER

2024

- 14-15 Nord Stern Driver Training @ BIR**
Driver Training will be Saturday/Sunday
Registration will be at clubregistration.net
- 14-15 Nord Stern Final Fling @ BIR**
Two Day Driver Ed BIR Long Track
Registration will be at clubregistration.net
- 21 Apple Picking with Nord Stern - 2nd Annual**
The Arbor at Young Acres, Prescott, WI
11 a.m. to 3 p.m. \$30 per person includes pizza,
farm activities, LOTS of fun

OCTOBER

2024

- 12 Checkered Flag Party**
Location: Buck Hill Party Room
Time: Noon - 4 p.m.
Details/Cost TBA

JANUARY

2025

- 11 2025 Green Flag Party**
Location/Time/Cost: To Be Announced
Save the Date

** 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 2024 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

• CAFFEINE and OCTANE

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.*



TRACKSIDE TIRE

Paul and Lynn Beyl
612 309-3165

WWW.TRACKSIDETIRE.COM



Upcoming Events - Get these on your Calendar

**AUTO EDGE
NEW MEMBER SOCIAL**



900 Wildwood Dr.
Mahomet, IL

SATURDAY, APRIL 13
10 a.m. - 1 p.m.
Presentations • Lunch • Door Prizes
www.nordstern.org/calendar
no registration needed

**PORSCHE
& PINTS**

Wednesday | April 17th
5 - 8 p.m.
Social @ Boom Island Brewery

- Outdoor Patio, Indoor tables
- Non Alcoholic options
- Food truck
- Don't Miss the Fun

BOOM ISLAND

BOOM ISLAND BREWERY
2880 BAKER RD. MINNETONKA
Register @ clubregistration.net

Nord Stern Region of PCA

**ALL
PORSCHE
SHOW**




Saturday, June 29
10 am to 1 pm
Park opens 9 am

All Porsche Models Welcome!

www.nordstern.org/calendar
Cars • Tin Fish food truck • Vendors
register at clubregistration.net

**12
June**
5:30 to
7:30 p.m.

Let's Roll'um!
Lawn Bowling
with Nord Stern
clubregistration.net



details @ nordstern.org/calendar
\$15 pp • payable at Brookview • Food & Beverages ala carte



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Print Labs Tech Session - Creativity abounds

photos by Michael Steinberg

Nord Stern members attending last month's tech session on graphics and automotive wraps at Print Labs were treated to quite the show. Far right is organizer and Tech/Shop liaison extraordinaire, Roger Johnson, enjoying some morning joe and appropriate yumminess. Big thanks go out to Roger and PrintLabs for a fascinating demonstration.

Photo right - AND they sure knew how to welcome members with our own logo leading the way! Well done and so fun to see the logo in this format.





Members gather round to hear how graphics are generated and applied. And of course there are numerous surfaces that can be altered to the owner's specs. A number of examples were on hand as well as some of the 'tools of the trade.'



Prez Sez . . .

continued from page 6

support them. See some cool cars! Get your questions answered by Board and Committee members and decide how you want to participate in the club. Information on Tech Sessions, Drives, Driver Training/Education, Socials, and Volunteering will all be covered. We also welcome your ideas for new events. Lunch will be provided (it's always amazing!), and some nice door prizes will be given too.

Don't miss one of our most attended social events! The 5th Annual **Porsches and Pints** is returning to **Boom Island Brewery** in Minnetonka on Wednesday, April 17th from 5 to 8 p.m. A food truck will be onsite.

Pizza, soda, and water are also available inside. Please register on clubregistration.net just so our hosts have a headcount. Kick back and enjoy your favorite pint while you admire the stunning Porsches corralled together.

The Nord Stern Social Team, headed by **Michelle Weber-Eckroth**, has a new event planned this year: **Lawn Bowling at Brookview Golf Course** in Golden Valley on June 12th from 5:30 to 7:30 p.m! This is sure to be relaxing (or not!) and fun (definitely!). Make your team of 8 ahead of time or leave it to fate! Please see clubregistration.net for more details and to register. If you have ideas for a social event and want to plan one with Michelle's help,

contact her at social@nordstern.org.

Back to the topic of admiring the beauty of Porsches parked together, there will be two (2) additional major events providing sparks for your *dreams*. Porsche is the featured marque at the AutoMotorPlex car show in Medina on June 8th. Although this is NOT a Nord Stern event, the Membership team will be there along with plenty of Porsches (over 120 showed up last year!). Of course, the **All Porsche Show**, which is a premier Nord Stern annual event, is always a treat with plenty of eye candy. It will be held on Saturday, June 29th in Roseville.

Get involved! Being around the cars provides the connection, but the people

make the fun durable. **Jim Southwell** is the volunteer coordinator and can be reached at volunteer@nordstern.org. Let Jim know you are willing to step up and help and he'll figure out the where and when!

Please check the many ads in this magazine and support our advertisers! They provide enormous value to all of us.

Dream—together!

Your Prez',

Tom Karn
president@nordstern.org

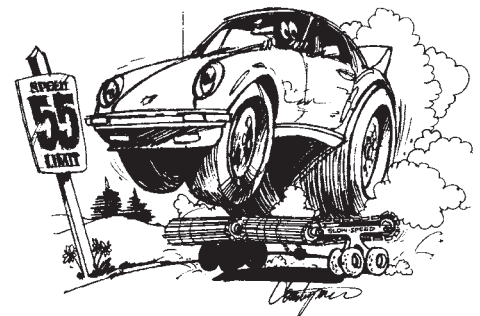
Don't Just Attend Porsche Parade... ...Be a Part of It!



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - it can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). New to Rallying? Parade is a great time to give it a try!



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



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NORD STERN REGION OF PCA

BECOME A VOLUNTEER



**VOLUNTEERS
NEEDED**

JOIN US



Raise Your Hand! Events always
need 'extra hands'! Connect
with your community of fellow
Porsche owners.
www.nordstern.org

VOLUNTEER@NORDSTERN.ORG



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.

March 5th Nord Stern Business Meeting Minutes

by Tom Sabow, Secretary

Attendees

- Tom Karn, Steve Albers, Jeff Carlson, Steve Herron, Sharon Herron, Carolyn Veno, Jim Southwell, Kim Fritze, Roger Johnson, Amanda Zander, Michael Steinberg, Ben Johnson, Chuck Barr, Tom Karn, Michelle Weber-Eckroth, Andy Barker, Judy Sievers, Scott Quick, Mary Quick, Mike Mady, John Blackburn, John Velure, Andy Golfis, Scott Brown, Todd Smith

Meeting was Called to Order at 6:31 p.m.

President, Tom Karn

- Porsche Track Experience/Amelia Island/Werks Reunion
- PCA Board Meeting (3/4/2024)
 - Surplus Region Refund--\$4/primary member
 - Panorama Magazine expensive
 - Membership numbers increasing
 - Dues increasing to \$56/yr/member (last increase was 2011)
 - Region Refund increasing to \$18.87/member
- Zone Meeting in Des Moines this weekend
- I have reached out to neighboring regions and Mid-Ohio to encourage track attendance at our events
- Nord Stern turns 65 y.o. at the end of this month!

Vice President, Steve Albers

- no report

Treasurer, Scott Brown:

- 2nd deposit for Brainerd in Feb; 2nd to come in March
- \$21K deposited to Club Reg
- Encourage you to register early for track events!
- Advertising revenue – good. Reached out to all advertisers for an advertiser spotlight
- Ad logos to driver training signs and event signs

Secretary, Tom Sabow

- No report

Board of Directors, Steve Kemp, John Velure, Jeff Eckroth

- no report

Advertising, Mollie Nygaard

- no report

All Porsche Show, Phil Saari and Hal Voges

- Event date is set: Saturday, June 29
- St. Jude will be participating
- There will be link on ClubReg for donations
- Membership will have a tent there and will man it
- For Sale corral and Vendor corral
- Tin Fish food truck will be returning

Autocross, Andy Golfis

- Keep getting the word out through magazine; Makes it easier
- Andy Barker endorsement of the experience down in Alabama
 - Positive and great value intro to club
 - Rally style competition an attractive format

Club Race/Loonacy, John Velure

- weekend of July 12
- Chair and Co Chairs filled
- Last year was so much better we'll rinse and repeat
- Raise capital from sponsors – Dealerships have committed
- The drive from Porsche Minneapolis a benefit
- Partner with Jim Southwell for volunteers; Need more
- Volunteer sign up tool will be used – need 25 volunteers
- Steve Albers taking on the Loonacy side

Roger Johnson

- JDC filled up quickly
- New Cayenne presentation at Porsche Minneapolis is Saturday, March 9th. 830 a.m. – good start time, announce 10 a.m. end
- Carsmotology is postponed (probably won't happen)
- Midwest Clear Bra is enthusiastic and good to go for May 6th Tech

Driver Education, John Blackburn

PAYING TOO MUCH FOR YOUR OFFICE LEASE OR WAREHOUSE RENT?

HOW DO YOU KNOW?

David Buyse - President/Broker

(612) 849-3343

TheTenantsEdge.com



**CORPORATE
TENANT
ADVISORS**

- Events are all set
- Christie and Misty – note track dates need help promoting!
- Spoke with Audi and BMW to promote our events within their clubs
- Quattrotober FEST TBD?
- BMW track event planned in late May in Brainerd (a little cheaper than our event – seeking to cross promote (Christie and Misty to help guide social media)
- May 18th and 19th (John Velure)
- Finalizing first timer event with Werks – April 6th
- Blackburn having a coffee with Chad Granger (mobile tire support) to discuss participating in the Loonacy or other track events to support and brand

Drivers Training, Ben Rogers, Scott Brown

- Prepping for sessions
- Send TY's to all Instructors

- Dakota County is getting repaved this year
- National has a rebate school for DCTC rental up to \$2K
- Always looking for Instructors!
- Focusing on racing dynamics and distractions

Historic Archivist, Roger Johnson

- 936 article – got a ton of clicks and interest

Insurance, Jeff Carlson

- Set for insurance on all events through June

Membership, Michael Steinberg, Carolyn Veno, Amanda Zander

- 631 paid members - 3 were new
- 82 life members
- 6 comp members
- 719 total
- Membership renewals are upcoming
- Discussed a dedicated Nord Stern phone number

- Auto Edge Membership Social - April 13

- Imola Membership Social - March 23

Magazine, Christie Boeder

- Submit content/photos for inclusion

Registrar, Dave Anderson, Andy Barker

- 2024 events are on Club Reg
- Track pricing is single pay pricing for the whole weekend

Safety Chair; Nathan Reader, Paul Thai

- No Report

Shop & Tech Relations, Roger Johnson

- No Report

Social, Michelle Weber-Eckroth

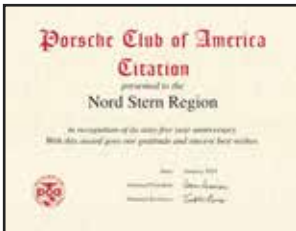
- March 13 is Bald Man Brewery – need to reg! Scott and Mary Quick Leads
- Porches and Pints – Boom Island April 17th Reg is live!
- Lawn Bowling at Brookview Golf in Golden Valley capacity 64 pp \$15 reg; Organize team of 8 or show up and

Continued on page 17

Out and About with Nord Sterners

Far right, top to bottom:
Photos by Steve Kemp
of his newer garage
configuration. Amazing
how organized one can
be with a lift and multiple
'toys'! Driving season is
certainly just around the
corner and many Porsches
are undoubtedly eager to
'hit the road' or
'hit the track!'

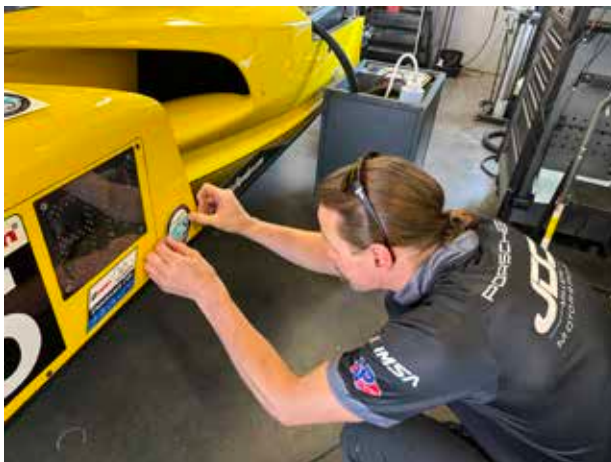
Right, top:
At the recent PCA
Presidents meeting in Des
Moines, Tom Karn 2024
Nord Stern President
with Nord Stern member



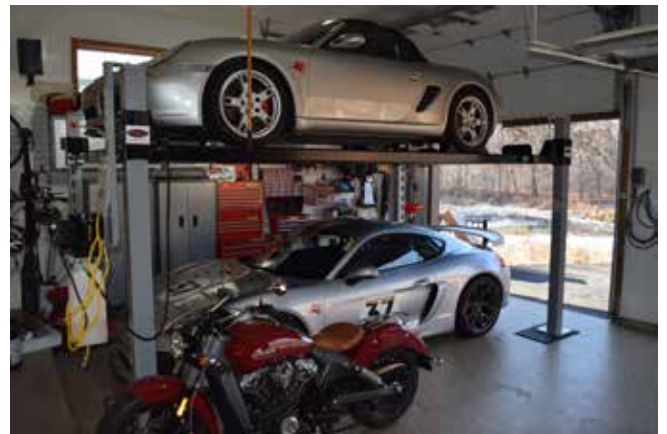
Steve Kemp,
Zone 10 Rep,
and past Nord
Stern president
presenting
documentation
of our club's 65th
Anniversary!



Right, middle
Not to be outdone
at our recent Bald
Man Brewery
social, are our
very own Nord
Sterners Andy
Golfis, Tom Karn and Jim
Southwell.
Definitely a
'themed' event.



Bottom right,
as Roger
Johnson
quipped from
this image in
late January:
*Get ready Nord
Stern, you are
going for a 24
hour 200 mph
ride!*



Meeting Minutes . . .

continued from page 15

hope! June 12th 5:30 p.m. Food/Beverage extra

- October 12 is date for Checkered Flag party @ Buck Hill

Social Media, Misty Martianos, Christie Boeder, Judi Sievers

- Please continue to submit content, photos, etc.
- Drone Tours not allowed on our socials per PCA

Touring, Rallies, Drives, Jason Barney, Chuck Barr, Rich Rolf, Nick Severson


- Dealers on board for drive up to Loonacy
- Good contact with the venues to date
- Want to coordinate timing with the Henderson drive (goes on all summer)

Volunteers, Jim Southwell

- No report

Adjourned @ 7:31 p.m.

Respectfully submitted by Steve Albers, Vice President,
on behalf of Tom Sabow



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MAKING THE POSSIBLE, POSSIBLE

Thanks to Ryan Perera at JDC-Miller Motorsports for putting on not one but three presentations on the crazy amount of tech in the Porsche 963. Ryan was good enough to put on a third session to accommodate everyone who was on the waitlist. A few fun facts (of hundreds!):

There 6 controllers in this car.

48 sensors depending on how you count them. My personal favorite measures tire temp inside the tire!

There was 13GB of data stored from the Rolex 24.

IMSA knows how much torque is going to each rear axle in real-time during the race as well as how much energy is being used.

I am very confident this is the first session like this ever done on the 963

maybe in the world.

Very cool, Ryan, thank you.

– Roger Johnson

This tech session was fabulous! It was great to get up close to the car and actually see many of the components, sensors and systems this electronic marvel contains! And many Thanks to Ryan for dedicating his time this weekend to give us an overview of this incredibly complex race car. Thanks to Roger and JDC too for making this happen.

– Keith Fritze



JDC Event and Nord Stern Facebook Kudos

courtesy Nord Stern Region of PCA Facebook



Great event! Thanks for all the coordination on the 3rd session!

– Nik Feist

Thanks for adding a third session. I appreciate the time the team took to host us.

– Eric Fortin

This event was very cool. Learned a lot about the car. Thanks for putting this on!

– Hank McCarthy

Great event. Thanks

– Stan Lim

Ryan Perera and Roger Johnson and JDC: Didn't realize (not even close) the amount of tech and brain power needed to run and analyze these amazing cars. Good luck at the next race

Great session! Learned a lot! Thanks, Ryan and Roger Johnson!

– Judi Sievers

Way cool that he added a third session. Thanks, too, to Ryan Perera for taking time out of your week end to do this.

– Misty Menagerie



What Talent there is in Nord Stern!

The picture to the left of Nord Stern member Chip Smith's 'Red Baron' was originally taken by Lee Jacobson and digitally edited by Nord Stern Bret Bailey (car #82).

Chip has a framed print of the image - what a great memento of one of Nord Stern's most iconic Driver Ed/Club Racing Porsches!

Editor's Note: Your Nord Stern staff is excited to continue our new initiative introducing our readers and members to our advertisers. Just WHO are the businesses and individuals you see in the newsletter? *That was exactly what we wanted to know!* Next up, that Steve guy!

Our next profile focuses on **STEVE ALBERS, REAL ESTATE AGENT WITH RE/MAX RESULTS**, who joined Nord Stern in 2019 and became an advertiser last year. Steve also serves as 2024 vice president, prior volunteering includes work on the Membership team:

Passionate in business and a passionate Porsche owner – a perfect combination!

Since 2007 I have been helping families buy and sell residential real estate. More importantly, my goal has also been to help families negotiate complex life decisions.

In 2005, after college and chasing promotions around the country, I made my way back to Minnesota. Having purchased investment properties in years past, I decided to acquire my Real Estate License. Coincidentally this was the same year I acquired my first Porsche - a Black (Schwarz) 986. I loved that car!

But, just over two years later the real estate market crashed. Worst yet, the 986 was no more (that's a separate story). Having never been a realtor experiencing the ups/downs of the real estate market, I didn't miss a beat. A case of ignorance is bliss. As agents chose to leave the industry by the thousands, and with a nod to businessman Daymond

John's inspirational motivation, I kept my focus following up every lead and working hard serving the few clients I had. It wasn't until 8 years later, 2015, I acquired my next Porsche.

A Mercedes dealer in a town located approximately two hours west of Atlanta, GA had taken in a 2013 Boxster S. It only had 4K miles. I called the dealer, asked a few questions and within 12 hours my plane touched down in "Hotlanta." The dealer sent a driver, John, to greet me. John was a retired junior

exec who drove cars for the dealership and worked as a beverage cart "dude" at the local golf club. As I listened to John, I thought to myself driving nice cars and free golf sounded like a pretty sweet retirement!

The drive back to Minnesota was extraordinary. I kept thinking why did I wait so long to do this? As it turned out the demise of that first Porsche, the 986, occurred while stopped at a crosswalk in Mound, MN. The driver behind was distracted and never saw me. As the dust settled, the back bumper hardly had a scratch. However, after being thrown into the truck ahead of me the hood now resembled a crushed can of soda. Everyone was okay. But the 986 had met its end.

The spring of 2023 marked another milestone in my Porsche adventures. I flew out to Portland, Oregon with my brother to procure a 981.1 Cayman GT4. I started it up. Owe, that sound! My brother and I looked like two teenagers about to skip school. I proceeded to adjust the seats, mirrors, donned my super cool sunglasses, put the car into reverse AND . . . stalled the car. We both started laughing as I reached back to put my seatbelt on. Okay, back in business!

We "slowly" ventured home to Minnesota, stopping for a beer and a bite in Hood River, Oregon, the windsurfing capital of the world. As we made our way east, winding through the White Bird, we stumbled upon Mount Hood, a resort town on the western edge of Valley County, Idaho. Arriving in the cloak of darkness we woke to a breathtaking view of Payette Lake. We strolled along the water to find some breakfast. When we arrived, this friendly ole guy struck up a conversation. As we explained the purpose of our travels, and without saying a word, he pointed out the window of the cafe. Our eyes shifted, I turned back to him, eyes wide and jaw dropped. He was smiling ear to ear. Resting near the curb was his original, mint condition, black 1978 911 SC. It's chance encounters like these that give meaning to and shape our journey through life. Porsche has helped shape mine!

Today, I'm proud to be one of the top Realtors in Minnesota.





Our team is well-known as excellent negotiators, mad marketers, and inspired philanthropists. Our commitment to providing concierge-level service is unwavering.

In my free time, I enjoy traveling to obscure world destinations which I call "Walkabouts," a lazy round of golf, a good glass of wine with family and

friends, and hanging out with my dog, Max. And, of course, driving my Porsche!



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<http://register.pca.org>

Questions or Inquiries
John VeLure or Kim Fritz
clubrace@nordstern.org, 952-240-6023

Look at it this way. I watched all ten episodes of “Drive to Survive,” season six, so you don’t have to. You can thank me now, or thank me later.

Going in, the most salient question in my mind was, how the hell do they make what was a total romp by Max Verstappen and Red Bull into a compelling narrative. And the answer is, they didn’t.

For the reason why, let me just point out that Max was never interviewed, not once. Nor even Checo Perez. All you see or hear of Max is a few snippets, at driver gatherings. That’s it. And not even a glimpse of Helmut Marko. Nor Adrian Newey. Oh, you have Christian Horner, dishing pithy comments on his competitors, throughout. You know, how it’s a cutthroat sport, how you have to produce or you’re out, and so on, and so forth. We even eavesdrop on Horner at home, with Father Christmas greeting his kids, and the horses the Horners breed and race. And that was, shall we say, nice.

But, like, anything on Max and Red Bull’s domination? I’ll save you the trouble. There’s nothing. Until when, and I’m not kidding, near the very end of the final episode, Horner suddenly delivers a soliloquy on how Max won 19 races. “It’s outstanding, probably something I’ll never see again in my lifetime, in any of our lifetimes.”

And that’s it. How? Why? If season six was all you watched on the 2023 F1 season, you’ll never know in your lifetime, either.

I don’t get it. Someone please explain to me why, when faced with a boring, predictable, all-conquering, take-no-prisoners season, the producers ignored the dominant team until the 11th hour, how they shed no light on just how Red Bull does it, on what it actually takes.

Instead, we’re treated to the drama of backmarker teams, of Haas and Williams and Alpine and Alphatauri, doing their best to score points and move to the midfield, of McLaren and Mercedes doing their best to score points and move to the front, of Ferrari trying to be at the front. Some made it, some didn’t. And, again, that’s also nice.

It gets worse. No coverage of Austin, at all. Nor Brazil. A lot of fireworks, literally, in Las Vegas. This year’s narrative technique was to focus each episode on the challenge that team principals and drivers were facing, around a particular race weekend, mostly in no particular order. For example, we dive into Alpine. We watch Esteban Ocon and Pierre Gasley fighting with each other. We see Otmar Szafnauer explain that he can “manage tricky drivers.” We see him summarily fired, mid-season.

We see the triumphant return of Daniel Ricciardo to Alphatauri, only to see him crash and injure his hand. We watch Lawrence Stroll strut his stuff as he promotes his son Lance, and promises to compete for podiums and wins with Aston Martin. At one point, Stroll figuratively waves his checkbook over the team.

Haven’t we seen this show before? More than once? Ok, here I go again ... how about something, anything, on the mechanics? On their lives, what they’re paid? On just how to drive an F1 car? On how realistic an F1 simulator is? On the powertrains? On just what they’re talking about, when they talk about upgrades to the cars? On just what exactly goes on, during the course of a race weekend? On how the flying circus actually gets everything from track to track? On the performance envelope of a current F1 car?

And this list is just off the top of my head.

I must say, on “Drive,” you do hear a lot more of the radio chatter between team and driver than you hear on the F1 telecasts we get, live, from the UK. I got a kick out of the phrase “opportunity to overtake.” Duh. That’s exactly what several team radio operators say (they never do identify who’s doing the talking to the driver ...) when it’s clearly obvious that the driver can pass, if he can just do it.

And then there’s “push.” Perhaps the most used word each year in the series. And this year is no exception. I’ll save you the trouble, I counted how often it was used in season six. Wanna guess? And the answer is, 53 times. As if it was that simple.

I don’t think I’m giving anything away by telling you how “Drive” season six ends. I think I’m doing you a favor. After Horner’s out-of-the-blue praise of Max’s season, they cut to Guenther Steiner. He had been shown, repeatedly, heading to a private room to “call Gene,” to give Gene Hass, team owner, the bad news.

Steiner’s final comment; “We finished last. It was a xxxxxxxx catastrophe.” They fade to black, and up on the screen comes a title slide reading “Guenther’s contract was not renewed for next year.”

As I write this, Red Bull has continued to run away from the field, finishing one, two in both of the first two races of the 2024 season. Off-track, they’re in chaos. Horner’s embroiled in what sounds like a political blood bath on steroids. And, meanwhile, Lewis has announced he’s going to Ferrari after next season. How will “Drive” cover all this? Maybe I’ll watch to see what they do. Maybe I won’t.

WELCOME TO THE



2024 SEASON OF SPEED



BIR DONNYBROOK



BIR COMPETITION



ROAD AMERICA

DATE	EVENT	TRACK (EVENT TYPE)
4/27-28	FIRST FLING	BIR (DE + DT)
6/17-18	CHEESE FLING	ROAD AMERICA (DE)
7/12-14	LOONACY WEEKEND	BIR (CLUB RACE + DE)
9/14-15	LAST FLING	BIR (DE + DT)

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Twin Cities and Area Events - Autocross Calendar 2024

<i>DATE</i>	<i>EVENT</i>	<i>SPONSOR</i>	<i>LOCATION</i>
April 21st	Novice School #1	MAC	DCTC
April 27th	MOWOG #1	MAC	Canterbury Park
April 28th	MOWOG #2	MAC	Canterbury Park
May 5th	Autocross	CVSCC	Northern Wis State Fairgrounds
May 12th			MOTHER'S DAY
May 19th	MOWOG #3	MAC	DCTC
May 25th-27th			MEMORIAL DAY WEEKEND
June 2nd	Novice School #2		DCTC
June 8th (Sat)	MOWOG #4	MAC	MINN STATE FAIRGROUNDS
June 9th	MOWOG #5	MAC	MINN STATE FAIRGROUNDS
June 16th			FATHER'S DAY
June 23rd	Supersunday Autocross	COM	DCTC
June 30th	Practice #2	MAC	DCTC
July 4th (Thurs)			INDEPENDENCE DAY
July 7th			
July 13th (Sat)	MOWOG #6	MAC	MINN STATE FAIRGROUNDS
July 14rd	MOWOG #7	MAC	MINN STATE FAIRGROUNDS
July 27th (Sat)			
July 28th			
Aug 4th	Members Only Standing Start Event	MAC	DCTC
Aug 10th			
Aug 18th	Supersunday AutoX II	COM	DCTC
Aug 24th (Sat)	Practice #3	MAC	DCTC
Aug 25th	MOWOG #8	MAC	DCTC
Aug 31st-Sep 2nd			LABOR DAY WEEKEND
Aug 31st-Sep 6th	SCCA Solo Nationals	SCCA	Lincoln Airpark
Sep 8th	AUTOCROSS	CVSCC	Northern Wis State Fairgrounds
Sep 17th			DCTC REPAVING
Sep 24th			DCTC REPAVING
Sep 25th			DCTC REPAVING
Oct 1st			DCTC REPAVING
Oct 6th	MOWOG #9	MAC	Canterbury Park
Oct 15th			DCTC REPAVING
Oct 22nd			DCTC REPAVING

SCCA TRACK NIGHT IN AMERICA @ DCTC:

PCA DRIVER EDUCATION at BIR:

SCM PRACTICE DAYS/LAPPING at BIR:

SCM CAR SHOWS

SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: RYAN THOMPSON 763-229-0939

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887"

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

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--CONTACT: SCOTT HEGSTRAND 612-619-8615

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CHIPPEWA FALLS = NORTHERN WISCONSIN FAIRGROUNDS, 225 EDWARD ST., 54729

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

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

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

The New Cayenne at Porsche Minneapolis

photos by Michael Steinberg



Porsche Minneapolis opened their doors early on a Saturday morning for a tech session for Nord Stern members at which the new Cayenne model and its features was the center of attention. As event organizer Roger Johnson stated: *Great turnout for the New Cayenne Tech at Porsche Minneapolis. Jeremy Lavander did a great job filling us in on all the new features. This is a major update. The engines are amazing. I learned a lot. Thanks to Jeremy, Allie, and the rest of the PM Team for hosting us.*



Lori Schutz Visits a few of Minnesota's Porsche 'Gems'

photos by Scott Brown



As a part of this year's past Green Flag Party held in January and featured a slide show and talk by Lori Schutz whose father was president and CEO of Porsche between 1981 and 1987 (a time in which the company greatly expanded sales), Roger Johnson organized a few extra curricular activities before the dinner.

Lori and company dropped in to visit JDC Motorsports as the team was preparing for their journey to the 24 Hours of Daytona. Next up was a stop at Russ Hagen's Toy Box where she was able to sit with Russ in several of his spectacular P-cars including the RS60. Lori was genuinely impressed with collection, to say the least.

Photo right: Tom Karn, Steve Albers, Jim Southwell, Roger Johnson, Jeff Eckroth at JDC Motorsports



Yes, Porsche rankings 'surprise'

submitted by Kim Crumb

There was the original Porsche ethos. It was in the devastation after WWII, and some very determined people set out to build a practical sportscar. Something with good fuel economy for the performance, and also be very reliable.

That car was the 356. Is that Porsche ethos still around? There is some evidence. J.D.Power has picked the '21 Porsche Cayman as the most dependable of all cars! (for 2024.) Here's their total chart (editor's note: screenshot is a bit fuzzy).

It's the most dependable of the luxury cars then, too, of course. How many think of a Porsche as such a practical choice, in terms of dependability and fuel economy? That would be the 718.

J.D. Power 2024 U.S. Vehicle Dependability StudySM

Most Dependable Model

Porsche 718

Top Three Models per Segment

Car Segments

Compact Car

Highest Ranked: Toyota Corolla
Honda Civic
Toyota Prius

Compact Premium Car

Highest Ranked: Lexus IS
BMW 4 Series
BMW 3 Series

Midsize Car

Highest Ranked: Toyota Camry
Chevrolet Malibu
Hyundai Sonata

Midsize Premium Car*

Highest Ranked: Lexus ES

Premium Sporty Car*

Highest Ranked: Porsche 718
Chevrolet Corvette

*No other model in this segment performs at or above segment average

Models must have sufficient sample to be considered for the most dependable model award. Models are considered from all segments regardless of segment eligibility.

There must be at least three models with 80% of market sales or four models with 67% of the market sales in any given award segment for an award to be presented. In the Small Car, Small Premium Car, Upper Midsize Premium Car, Large Car, Large Premium Car, Large Premium SUV, Midsize Sporty Car, and Compact Sporty Car segments, these criteria were not met, thus no awards have been issued.

Source: J.D. Power 2024 U.S. Vehicle Dependability StudySM

Charts and graphs extracted from this press release for use by the media must be accompanied by a statement identifying J.D. Power as the publisher and the study from which it originated as the source. Rankings are based on numerical scores, and not necessarily on statistical significance. No advertising or other promotional use can be made of the information in this release or J.D. Power survey results without the express prior written consent of J.D. Power.

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Tree Mazes | Farm action

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New Pirelli Sotto Zero winter tires with new FlowOne wheels and mounting hardware. Purchased for my Porsche 997. for my Fronts - 235/35 R19; Rears - 295/30 R19. Mounted, balanced and marked for each corner. New this past Fall. \$2,700. Phil Saari. ps356er@yahoo.com or text 651.260.5665.

1988 944 Turbo S

- 56 K miles
- Bilstein coil overs
- KMR camber Plates
- Sparco seats + Harnesses
- Safety devices: Roll cage
- Weltmister seat Braces
- Front oil cooler
- Fab car A arms
- Borla stainless exhaust
- Fresh Paint 2018/ no track time since
- Extra set pf 18 " wheels

- AC runs cool
- New rotors + pads
- Only driven at DE's



Asking \$28,500, Tom, 612.751.3221 MN.



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. 952.292.6349.

Cayman/Boxster Turbo Twist Wheels

18" - 8" Front - 9" Rear with new tires. Front 225/40/18; R e a r 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.

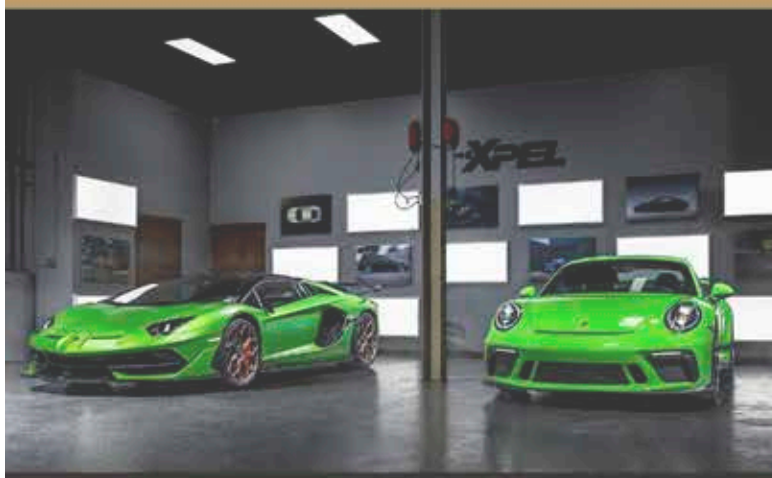




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The Photographer photographed!

photo by Tom Karn


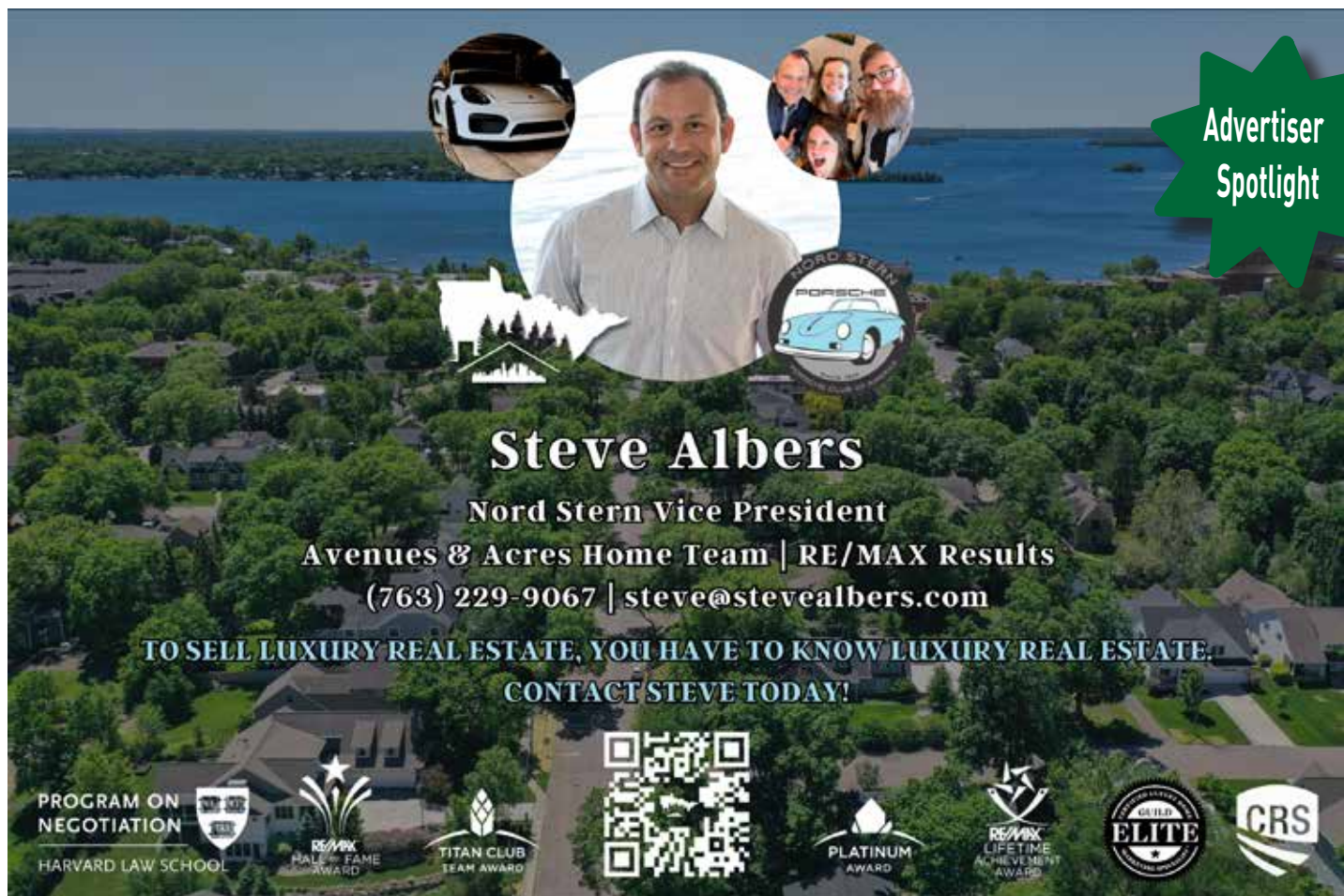
While Michael Steinberg is usually behind the camera, at the JDC shop he did get to spend time soaking up the marvel of a Porsche 963.










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1960 TO 1968: THE MAGIC NUMBER 9 APPEARS



718 – 904 – 908: Successes with the 718, class wins through muscle power, enter the 911 – and breaking the 200 km/h barrier

In the lead-up to Le Mans 1960, the new 718 RS 60 Spyder has already proven its worth as a winner, notching up outright wins in Sebring and at the Targa Florio. Compared to its predecessor, the RS 60 has once again received a suspension make-over, features modified aerodynamics, a rear axle with coil springs and the now mandatory luggage compartment behind the engine. Otherwise, the tubular frame made of seamless steel tubing and the proven four-cylinder racing engine remain unchanged. Only one of the three works-entered RS 60 racers sees the flag, albeit with Edgar Barth and Wolfgang Seidel scoring eleventh overall and second in their class. Ahead of the Spyder in tenth place overall, a Porsche decked out in rare bodywork darts over the finish line: it is a 356 B 1600 GS Carrera GTL Abarth. The body of this lightweight version of the 356 B is built in an arrangement with Carlo Abarth at Zagato. The 1600 GS weighs 100 kilos less than the 356 B. Sharing the cockpit are Herbert Linge and Heini Walter, who also win the sports class – as the Abarth is not yet homologated to contest the GT category.

The 718 RS 61 lines up on the grid in 1961 with the biggest and most powerful engine in the fledgling history of Porsche at Le Mans. Masten Gregory and Bob Holbert win their class with 1,966 cc and around 185 hp (136 kW) ahead of Edgar Barth and Hans Herrmann in the 718 RS 61 “Le Mans Coupé”, featuring a roof and a 1.6-litre engine. This unit delivers 160 hp (118 kW), which correlates to an impressive per litre power output of 100 hp (74 kW). Also tackling the race is Dan Gurney who Porsche has contracted for Formula 1. The American helms an RS 61 with his

Formula 1 colleague Jo Bonnier, but drops out with engine failure on Sunday afternoon. The RS 61 is the further modified version of the RS 60 with an extra 100 millimetres added to the wheelbase to now measure 2,200 mm and a new rear axle with double wishbones. Herbert Linge and Ben Pon secure a class win amongst the GT race cars in the 356 B 1600 GS Carrera GTL Abarth.

Claiming third place at the Targa Florio, the RS 62 or 718/8 featuring the newly-developed eight-cylinder engine from the 771 type, underlines its potential in 1962, but is not sanctioned by the organisers Automobile Club de l'Ouest (ACO) to start at Le Mans. Fielding three 356 B 1600 GS Carrera GTL Abarth, Porsche still has an iron in the fire of the GT class. Edgar Barth and Hans Herrmann promptly win their category and rank seventh overall. Robert Buchet and Heinz Schiller finish in twelfth place, the third Porsche driven by Ben Pon and Graf de Beaufort retires after 35 laps.

The 718 W RS Spyder shines in 1963, scoring eighth in the overall classification and victory in the two-litre class. Sharing the cockpit of the 670 kilogram Spyder, which reaches a top speed of 280 km/h with its 210 hp (154 kW) eight-cylinder power unit, are Edgar Barth and Herbert Linge. This success, however, did not come about without a little persuasion. After sustaining a puncture, Edgar Barth climbs out of the car 200 metres away from the pit lane and uses muscle power to push the car back to the pit lane entrance. Only there are the mechanics permitted to administer first aid. Specially for the new GT World Championship, Porsche has designed the 356 B Carrera GS/GT which will go down in history as the ‘Dreikantschaber’. Heinz Schiller and Ben Pon as well as Gerhard Koch and Carel Godin de Beaufort are sidelined with their 180 hp race cars on Saturday evening after engine failures.

1964 marks the first time Porsche race cars line up on the grid sporting the famed number 9 in its model name. The 904 Carrera GTS launches its career on the Circuit des 24 Heures with a quadruple victory in the two-litre class. Entered by Auguste Veuillet, who had claimed the first class win for Porsche back in 1951, Robert Buchet and Guy Ligier bring home victory ahead of Ben Pon and Henk van Zalinge driving for Racing Team Holland. Herbert Müller, later one of Porsche’s most renowned race drivers, tackles Le Mans for the first time in a Porsche and with Claude Sage snatches fourth place in class. The 904 Carrera GTS is the first Porsche to feature a particularly light plastic body that is bonded with a ladder-type frame made of steel – a ground-breaking technological solution. The chassis is twice as rigid as the frame of the 718. Following good Porsche tradition, the lightweight 904 Carrera GTS weighs around

650 kilos. Two different engines contest the long distance classic: the four best-placed Porsche feature a two-litre, four-cylinder unit transplanted from the Carrera 2 that delivers up to 180 hp (132 kW). Edgar Barth/Herbert Linge and Gerhard Mitter/Colin Davis helm the 904/8 cars equipped with 2.0-litre, eight-cylinder engines that are based on the Formula 1 power plant and provide an impressive 260 hp (191 kW). Clutch failure throws both eight-cylinder versions contesting the class for prototypes out of contention.

In 1965 Herbert Linge and Peter Nöcker bring a 904/6 home fourth overall and first amongst the two-litre prototypes. Indeed, this is a salute to the 911, as the mid-engine of the number 32 race car is a 901 type, here delivering around 200 hp (147 kW). Following in fifth place overall and winners of the GT class up to two litres are Gerhard Koch and Anton Fischhaber driving a 904 Carrera GTS. In addition, the GTS wins the energy classification as the most efficient race car.

The 906 – also Carrera 6 – in 1966 is the first fruit of the newly-created “race car design” department. The customer vehicles are powered by a modified 911 engine producing around 220 hp (162 kW). For the factory, the 906 features a type 771 eight-cylinder engine with around 260 hp (191 kW). Initially, the chassis and brakes largely correspond to the 904. Like its predecessor, the weight is somewhere around 650 kilos. Two fuel tanks located left and right of the cockpit replace the tank in the front of the 904 which results in considerably better weight distribution. A long-tail version should help to achieve higher top speeds, but in fact creates dangerous lift. According to the news reports of that time, Herbert Linge spoke in the pits of experiencing wheel spin on the long straights due to the tail becoming so light. Two small spoilers at the rear solve the problem. Jo Siffert and Colin Davis bring the newcomer over the finish line in fourth and win the category for vehicles up to two litres as well as the consumption classification. Rolf Stommelen and Günther Klass conquer the sports car class with the 906 short tail. The first outing of a 911 concludes with a victory in the two-litre GT classification and 14th overall for Jean Kerguen and “Franc” under the entry of Jacques Dewez.

Porsche brings three models to Le Mans in 1967: with the 906, the 910 as its direct much lighter successor, and the 907 as the latest creation from the racing department. The 907 is a perfected 910 whose long tail causes quite a stir and makes drivers break out in a cold sweat – the car is virtually uncontrollable at high speeds on the Mulsanne straight. In time for the race, the aerodynamics are perfectly sorted. Powered by a six-cylinder unit (type 901)

and around 220 horses (162 kW), Jo Siffert and Hans Herrmann sweep to victory in the two-litre class at the wheel of the first Porsche right-hand drive race car. They clinch fifth place in the overall classification and secure the consumption classification as well. Their 907 is the first Porsche that masters the entire distance averaging over 200 km/h (201.273 km/h). Vic Elford and Ben Pon dominate the sports car class in the Carrera 6.

The Manufacturers’ World Championship of 1968 is run for prototypes featuring three-litre engines and sports cars with up to five-litre engines. Specifically for this championship, Porsche develops the 908 equipped with a three-litre eight-cylinder unit. The air-cooled boxer will deliver up to 370 hp (272 kW). The development is done under immense time pressure. Luckily for Porsche, the organisers move the race to 28-29 September due to student unrest. In the bid for overall honours, one thing is certain: there is no remedy against the Ford GT40 with their large-capacity engines. Still, Jo Siffert and Hans Herrmann stake their claim in qualifying and plant their 908 on pole for Porsche for the first time. And Porsche takes home a bountiful collection of trophies from Le Mans: The factory-run 907 driven by Rico Steinemann and Dieter



Spoerry secure second overall and victory in the class up to 2.5 litres. After ten years, Porsche race drivers are back on the podium. Rolf Stommelen and Jochen Neerpasch turn the fastest race lap with the 908 and also secure a spot on the podium: Third overall and victory in the class up to three-litre displacement. The actor and race driver Jean-Pierre Gaba eventually wins the GT class to 2,000 cc with Roger Vanderschrick in the 911 T. Siffert/Herrmann are forced to retire with gearbox maladies. But the direction has been set: Full speed ahead.

Historic Porsche Race Cars - Model Highlights from 1951-1998

courtesy: https://presse.porsche.de/presskits_until_2015/products/2013/lemans/html/en_15172_0.html

The Milestones

Porsche racing cars have been in the starting line-up every year since 1951.

PORSCHE 356 SL COUPÉ



Right from the outset, motor racing was an important factor in the success of the Porsche marque. Aside from the possibility of testing and subsequently perfecting the technology of the sports cars under tough racing conditions, motor sport proved to be the ideal stage to showcase the sporting qualities of Porsche sports cars in front of insiders and fans. It didn't take long for enthusiastic press reports to appear and the Porsche 356 became the secret weapon amongst race drivers. The small German sports car manufacturer attracted attention around the world when, in 1951, the French importer Auguste

Veuillet and his compatriot Edmond Mouche won the hotly-contested 1.1-litre class at the 24 Hours of Le Mans with a works-entered 356 SL. Porsche was the first automobile manufacturer after the war to compete at Le Mans. The 356 SL lived up to its name: The SL designation means "Super Light" and indicates the aerodynamically-optimised aluminium body with covered wheels. The fuel tank under the front hood was increased to 78 litres, making fewer pit stops necessary for the 356 SL. Driving the "aluminium can", as the mechanics lovingly called the race car, was a 46 hp performance-enhanced four-cylinder flat engine. With this, the streamlined Coupé reached a top speed of 160 km/h, which was enough for the Veuillet/Mouche team to average 118.36 km/h, cover 2,840.65 kilometres, and set the class record.

Specs:

Jahr/Year	1951
Motor/Engine	4 Zyl./Cyl. Boxer/Flat
Hubraum/Displacement	1.086 ccm
Leistung/Power	46 PS/hp (34 kW)
Gewicht/Weight	640 kg
Vmax	160 km/h/kph

This series on Legendary race cars will continue in subsequent issues.



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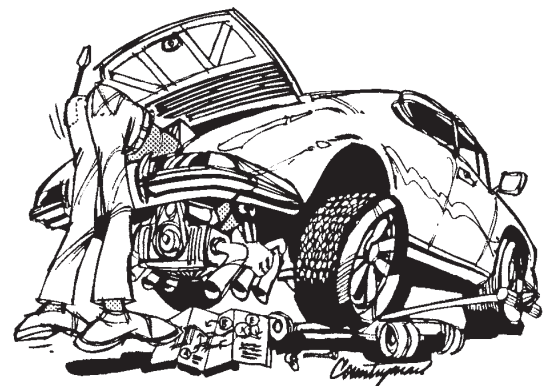
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