

NORD STERN



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A monthly compendium of lies and grossly inaccurate material

PETER SCHUTZ

VISITS NORD STERN



Peter Sontag, right, introduces Peter Schutz to PCA members at the Gelco Corp. headquarters on April 4. The following are excerpts from Mr. Schutz's comments and answers to member's questions.

by **PETER SONTAG**

On Friday, February 27, 1981, I met Peter Schutz in Stuttgart and found him to be an engaging, fascinating and dynamic person. At the end of our meeting, I invited him to visit with us here at the Nordstern Region.

My primary objective in inviting him was as follows: I wanted to give Peter Schutz an appreciation for the enthusiasm and support that he can expect from the "grass roots." Below is a transcript of his meeting with approximately 50 Porsche enthusiasts in the Gelco Corporation auditorium at Three Gelco Drive, Eden Prairie, Minnesota 55344, on Saturday, April 4, 1981, from 10:00 a.m. until Noon.

Prior to any introductions, Rick LeBurkien showed a multimedia slide presentation of Nordstern's 1980 activities.

PETER SONTAG: Thank you Rick LeBurkien. Outstanding job as usual. My objective in showing this presentation was, Peter (Schutz), for your benefit, to show you what we do on a local level. This is merely one of 110 regions in 11 zones and we wanted to convey the kind of enthusiasm and spirit that exists here.



So what do we have to do to that car? Now there are a couple of other things: that Spartan Interior which, again, seems to be less relevant in Germany. The one point I would like to emphasize is that the 924 is a very successful car. We built 100,000 of them in less than five years. Now the problem is that in the United States the car is not particularly relevant. I can tell you, we are hard at work on that. Not only on what the car does, but on what it costs. I would say within the next 12 months we will have this conversation again about how we are doing because I think you will agree we are doing better. Now I am not telling you what we can do in 12 months, but we are going to solve the problem. But I would say by the 1984 model year, your view on what that basic machine does and is will change dramatically.

More from Peter Schutz next month.

EDITOR'S NOTE

Many thanks to all those people who have helped produce this issue, by means of providing material, ideas, and-or elbow grease. Special thanks to Ross Bartz, Paul Craven, Jack Erwin, Rick Leburkien, Peter Sontag, and Bob Lambert for the use of his 36mm socket.

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FIRST CLASS



JUNE, 1981



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PEOPLE?
