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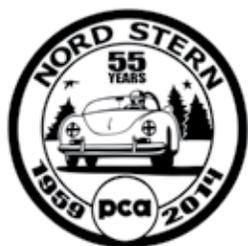
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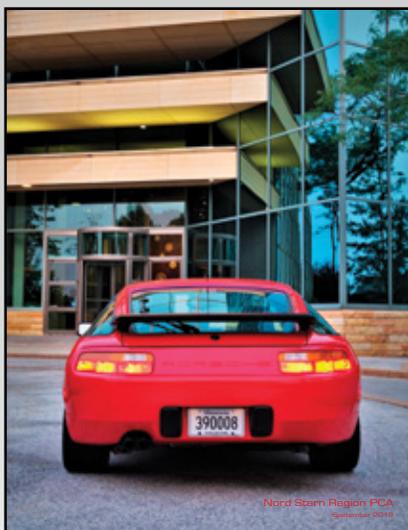
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Online issues, past and present are available in pdf format at <http://www.nordstern.org>



Cover:

Photo by Kim Crumb

Kim's Award-winning 1989 928 GT - the Preservation Award winner at this summer's recent Porsche Parade held at Lake of the Ozarks

Location: Minnesota Center in Edina

Nord Stern Region PCA
September 2018

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

1. First, **JOIN** Porsche Club of America (PCA). Please visit www.pca.org for membership instructions.

2. Next, join Nord Stern

- Visit www.nordstern.org and pay dues via Paypal (<http://usa35.noip>) hotlink is on the Join/Renew page.
- Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
- Your membership information with PCA will be available for the club's records.

3. To **RENEW** an existing Nord Stern membership visit www.nordstern.org and pay via PayPal (link is in instructions on how to Join/Renew or use: <http://usa35.noip.me>). Or, you may send your check, payable to Nord Stern, to Jeff via snail mail address below.

Or, call Ed directly and leave your name, address and both home and work phone numbers with any questions!

*Address Changes:
Please send Ed any address changes or updates via email or just give him a call!*

Ed Vazquez

email: edmn911@aol.com or
612.720.0760 (cell)

Mail renewal checks to:

Jeff Bluhm

9145 Breckenridge Lane
Eden Prairie, MN 55347

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

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

**Check your mailing label
for your expiration date**

**Contact Ed with any membership
inquiries or updates**

2018 Nord Stern Officers and Committee Chairs

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Lara Dant 2645 Lyndale Ave S Minneapolis, MN 55408		Kim Fritze	
Vice President	vicepresident@nordstern.org	Insurance	insurance@nordstern.org
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		Randy Walker 715.441.6084	
DE Registrar	registrar@nordstern.org	Track Relations - BIR and RA	trackrelations@nordstern.org
Dave Anderson		Jim Bahner	
Driver Training	dt@nordstern.org	Webmaster	webmaster@nordstern.org
Jim Bahner			
Fall Color Tour	fallcolor@nordstern.org	Zone 10 Rep: Julie Bailey	
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Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 612.845.4509, or email: editor@nordstern.org

Welkommen . . . Welkommen . . . Welkommen

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Robert Cutshall

Eden Prairie, MN
2010 911 Carrera 4S

Ed Rho

Rochester, MN
Cobalt Black 2008 911 Turbo
Cabriolet

Alex Sweeney

Hudson, WI
Silver 2000 Boxster

So, Just What Do We Do In Nord Stern??!

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

ClubTalk: E-mail listserv for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Also for last minute breaking news on upcoming events and activities. Subscribe at <http://listserv.nordstern.org/mailman/listinfo/clubtalk>, or any account edits, updates.

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity. Note: Nord Stern conducts an 'All Porsche Show' at which cars are 'shown' but not judged.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requirement 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 is required. Performance enhancements are frequently made (but not required!).

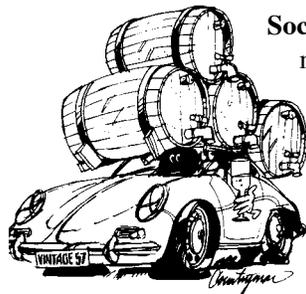
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted 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 required.

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



The Prez Sez . . .

by Lara Dant
'87 Zermatt Silver 924S
'83 Schieferblau Metallic
928 S



Summer has flown by way too fast once again this year, but I'm not going to lament its passing too much. To be honest, I love fall driving a million times more than summer driving. Summer driving is too hot, too sunny, and way too much road construction. By fall, everything seems to have mellowed out a bit. The cooler temperatures make a drive with the windows down pleasant. We don't end up stuck to our car seats. The construction is still there, but it seems less frustrating than it did a few months ago. Plus some of my favorite events of the year are still ahead of us! We still have autocross, a fall color tour, Treffen, Oktoberfest, and the Bark & Beer tour in Rochester, to look forward to. Don't get those cars ready for winter storage yet!

By the time you read this Ryan and I will be on our way to Banff, Alberta for the 2018 Fall Treffen hosted by the Wild Rose Region. This is the third Treffen we have attended, and they are a blast. We'll be traveling to Banff National Park through the Canadian Rockies I'm expecting it to be an amazing adventure, and hopefully good old Sharkey ('83 928S with 403,000 miles) is up for the challenge! I'll give you a full run down of the trip in next month's column.

New for this year is a trip to the SOUTH shore of Lake Superior. After many years of dedicated service, and many unforgettable sunrise hikes (I've heard anyway; not exactly a morning person), John Dixon has turned over the reins to Jim Holton. This year will be a totally new venue, new drives, new restaurants, but the same fabulous crowd. There are still a few rooms available, so don't miss out on the inaugural South

Shore Fall Color Tour! See page 31 for details, or e-mail fall_color@nordstern.org for more information.

This year's Fall Fling will be a little later than usual, but the weather will still be fabulous. It's your last chance of the year to get on the track, so don't miss it! Friday, October 5th will be the driver's training and advanced lapping. I'm hoping to see lots of new faces in the DT group this fall. You will learn so much about what you and your car can do, even if you decide the track isn't your thing, the investment in this class is totally worth it. If your hesitation to coming to the track is that you won't know anyone or won't be sure what to do, don't worry! You will get a full day with an instructor, and I guarantee you will find people willing to help you out. If you have questions about the class, e-mail Jim Bahner at dt@nordstern.org. Saturday and Sunday will be the driver's education event. Registration is open now at clubregistration.net for both DT and DE. Also for this event, we are still looking for a DE chair. REPEAT, we are still looking for an Event Master for DE! If you are interested, or know someone that might be, please let me know. We really need to fill this chair in order to continue to have safe and successful events.

After our summer break, our monthly business meetings will be starting again on Tuesday, September 11. Our first meeting this fall will be at Rare Steak and Sushi, which is located in the Lifetime Fitness in Eden Prairie. Social hours starts at 6, and the meeting starts at 7. All members are welcomed, and encouraged, to attend. I hope to see you at an event soon!

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Raymond Autobody	24

2017 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	N/A - \$85 plus color charge
Back cover	N/A	N/A	N/A - \$83 plus color charge
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high

1/2 page: 7.5" wide by 5.25" high

1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high

1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high

Back Cover: 8.5" by 7"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.

6 month pre-payment required for ad insertion, billed yearly

Once again I have left this column to the very last so am presented with this big, blank space of white that ‘begs’ to be filled. But wait, all the design guidelines DO talk about not being afraid of white space; it’s your ‘friend’ so we hear! Well, that may be so but a white space THIS big just doesn’t cut it for Nord Stern.

With that said, this issue focuses on two stories, one from long-time member, Kim Crumb, who attended his 31st Porsche Parade event and 29th year of being a Concours Judge. This year was a special one for Kim and you can ‘read all about it’ further into the issue.

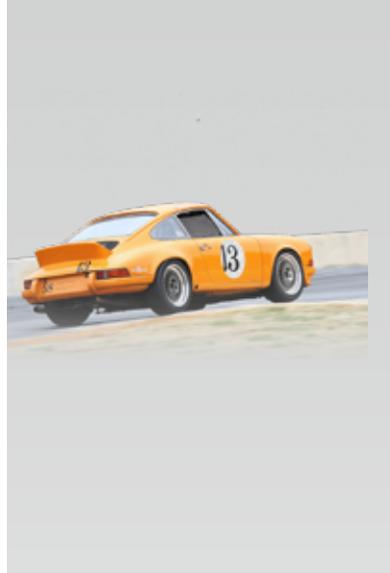
Then we have our ‘world is Dave now’ saga that finds our displaced Nord Stern member Dave Roberts on yet another bucket list adventure. Dave is retired in North Carolina but his passion for Porsches and his passion for racing was truly fanned here in Minnesota and up at BIR! We love that he keeps his connections here so up to date. This issue features the first installment of his story from Pike’s Peak. And as always, it has drama, fun, and plenty of action.

My thanks to both of them for being willing to take the time to write and contribute their stories. I personally have always felt that it’s the ‘stories’ in our lives that provide the ‘life’ in our lives!

Speaking of which, my fabulous colleague, Ron Faust who continues to comb through past issues of Nord Stern providing us a glimpse of the ‘way things were back then’ has found some of his own old photos and I’d like to include a few of those here along with his comments. He has more and I’m encouraging him to add digitally preserving those wonderful Kodachrome moments as a truly ‘necessary project’ in the world of Ron’s leisure time!

“I was digging around in my old slide boxes and found these two from ’74 and ’73 in addition to a few others. We had just moved to Rochester. I heard there was some kind of a race in Elkhart Lake and my pregnant wife and I went over to see what was happening. I don’t know if I even knew about the 917/30 at the time, but I would never forget it again. I shot the old slides with my slide holding adapter. The Kodachrome color is incredible, even 45 years later”

From
the
Editor . . .



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BJ Peterson
Nord Stern Member
bjp@burschtravel.com

by Christie Boeder, '73 911



SEPTEMBER

2018

- 3 Rochester Labor Day Picnic and BBQ**
Location: Brian and Gina O’Neil’s home
Questions: Jeff Boehm, jeffandbj@gmail.com
- 11 Nord Stern Monthly Business Meetings (2nd Tuesday this month only)**
Time: Social 6:00 p.m., Meeting 7 p.m.
Location: Lifetime Fitness in Eden Prairie
- 15 2018 Oktoberfest**
Location: Automotorplex in Medina,
Details TBA
- 12-16 PCA’s Treffen Banff (Alberta, Canada) pca.org**
- 28-30 Nord Stern Fall Color Tour - Duluth**
Headquarters: Pier B - See page 31 for DETAILS

OCTOBER

2018

- 2 Nord Stern Monthly Business Meetings (1st Tuesday)**
Time: Social 6:00 p.m., Meeting 7 p.m.
Location: Lifetime Fitness in Eden Prairie
- 5 Nord Stern Fall Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jim Bahner, Registration:
clubregistration.net
- 6-7 Nord Stern Fall Fling Driver Ed**
Brainerd International Raceway
Eventmaster: TBA, Registration:
clubregistration.net
- 14 Bark & Beer Tour**
Questions: Jeff Boehm, jeffandbj@gmail.com
See Ad in newsletter for detail

NOVEMBER

2018

- 6 Nord Stern Monthly Business Meetings (1st Tuesday)**
Time: Social 6:00 p.m., Meeting 7 p.m.
Location: Lifetime Fitness in Eden Prairie

DECEMBER

2018

- 4 Nord Stern Monthly Business Meetings (1st Tuesday)**
Time: Social 6:00 p.m., Meeting 7 p.m.
Location: Lifetime Fitness in Eden Prairie

Car Events of Interest

Not organized by Nord Stern or PCA:

“THIRD THURSDAYS” OF EACH MONTH

Informal ‘Post-Work’ Social, 5:30 p.m. at

Utepils Brewing

25 Thomas Ave No.

Mpls, 55405

utepilsbrewing.com

Site of the old Glenwood Englewood Water Co. on near
Further Performance Motors (Nord Stern Advertiser!)

MN CARS AND COFFEE - See Ad

CARS AND CAVES - LAST Saturday of the Month

A monthly car show and garage open house held at the
Chanhassen Autoplex from 8 a.m. - Noon

April 28, May 26, June 30, July 28,
August 25, September 29.

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

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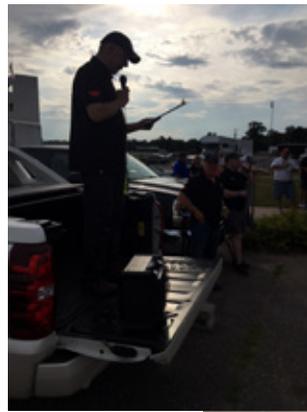
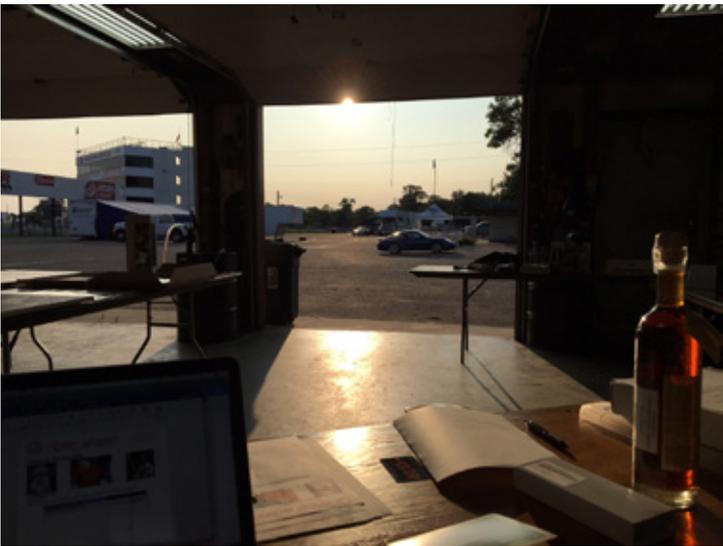
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Restore | Create | Renovate

Just A Few Photos from our recent Club Race and Auction

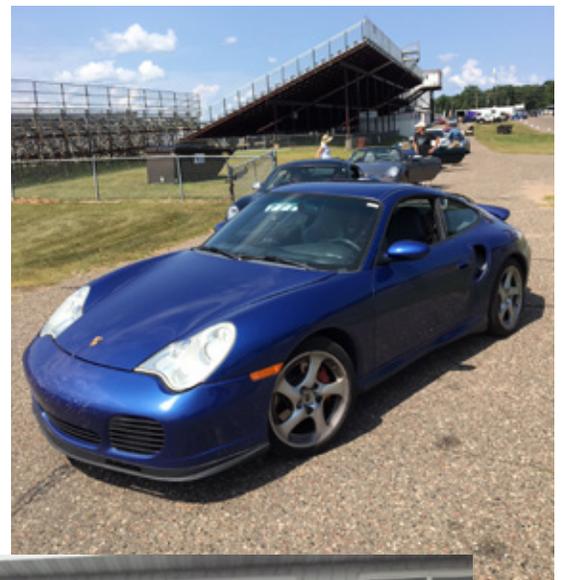
by Mark Kreisch



Above, Auctioneer Bruce Boeder
Left, the sunlight streams in as Charity Chair Mark works away
Below, checking out the offerings!



Left: a few appropriate stickers on DE'ing Porsche



Below: Attendees outside this year's Auction space Saturday afternoon



Are you a compulsive reader of on-line car-related material? Yeah, me too. And one that really gets my attention is Automotive News.

Familiar with it? You should be, because Automotive News is the must-read trade bible of the automobile industry. It's owned by Crain Communications. So is AutoWeek. Which is why a lot of content that's enthusiast-related flows from the former to the latter.

But not everything makes it. Not by a long shot.

I don't actually subscribe to the trade book. I don't have an organization behind me that will pick up the steep annual fee and write it off as a cost of doing business. However, I do get their daily e-briefings, because those are free. And, with that, I do get updates on new material from the editors. Like a trade e-spin-off called "SHIFT Magazine," which arrived recently. The irony is not lost on me, especially, on this the 70th anniversary of our favorite marque. I think you should take notice.

On the cover of this first issue is an illustration of what looks like King Kong, wrapped around the Empire State Building. A propeller-headed tech nerd with a power pack strapped to his back is shown trying to shoot down the big ape. There's a caption which says, "Dinosaurs and disrupters — who will rule the new automotive age?"

Yes, folks, this is what it's come to. A spin-off of what's required reading for anyone who makes their living conceiving, building or selling vehicles . . . on dinosaurs and disrupters.

In her introduction to the new venture, editor Sharon Silke Carty writes, "The process of evolution and extinction is exciting and scary and destructive and full of winners and losers . . . We are focusing on changes in the traditional auto industry. The changes that will mean the transformation of carmakers into transportation providers."

Sharon goes on, "Do we know exactly where the industry is headed? No. But we will provide information that will help business leaders from start-ups to conventional corporations navigate these turbulent and exciting times. And we hope to see many of you fly."

Yeah, I know. When an automotive trade icon takes aim at the disruption of its industry, it's real. It's very real.

Let's take a look at the table of contents, shall we.

There's "New Motor City?" which is, "A map of automotive-related companies in Silicon Valley." I

click through to this story and learn, "What do you get when automakers, chip makers and start-ups try to disrupt the way we move from A to B? At least, 105 companies with offices in Silicon Valley, all working on transportation issues. Traditional automakers, chip makers, search engine developers and tiny little start-ups dot this map."

And, by the way, No. 78 on this list is Porsche Digital.

Then there's, "Trend Spotting: How to tell the difference between a trend and a fad." Let me quote from the story. "If automakers don't want to go the way of the dinosaurs, they will need to identify and capitalize on trends in transportation, technology and retail"

"But figuring out which changes are trends worth following, and which shifts are mere fads, can be expensive and time consuming. So how can companies figure it out without wasting resources? Experts say the industry needs to focus on parallel industries, tracking human behavior and investing in the change."

A sidebar under the headline "Short Shelf Life: Trends That Didn't Last," lists a few - built-in child seats, automatic seat belts, car phones and consumer GPS units.

I particularly like another story, "5 Steps to Becoming a Disrupter." What are they? In order, SHIFT touts:

1. Ditch the boss;
2. Do first, ask questions later;
3. Focus on imperfect projects;
4. Drag the rest of the company along; and . . .
5. Embrace failure.

And finally, the magazine concludes with, "Last Mile: Inside Automakers Creativity Engines." What I found interesting about this piece is that they looked at some of the thousands of patents that have been filed in recent months . . . because they point to "what the industry is brainstorming for the future of transportation."

SHIFT called out a few of the juicy ones.

"X-Ray Vision for DIY Mechanics." This is a bit of hyperbole. The patent is actually for use of augmented reality, but that makes a lot of sense. And please take note. It was filed by Amazon.

"Infotainment for the Blind." Another logical move, especially for self-driving vehicles. It was filed

It's Beauty that Killed the Beast . . .

by Danielle Badler

*courtesy High Gear, August 2018
Rocky Mountain Region of PCA
Newsletter*

*"The process of evolution
and extinction is exciting
and scary and destructive
and full of winners and
losers . . ."*

Continued on page 27



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The 2018 Porsche Parade is my 31st Porsche Parade, and maybe you've read some of my previous Nord Stern stories about our club's premier annual event? This one will be different as it's also "The Return of the 928GT."

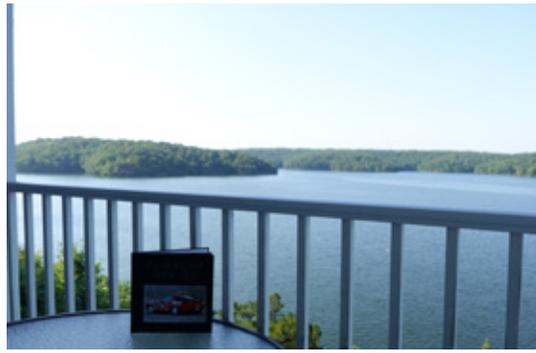
I won't go through the whole saga, but our 928GT had done over 150 events and had earned 25 Regional Series or National Championships . . . and needed significant work. Betty and I had gotten married driving out-to-the-aisle in it, so there was little chance of me doing anything other than returning it to concours condition. When Betty passed away, her loving advice to me was: "do the events we would have done, be with friends." The Porsche Parade was her absolute favorite, so it was high on that list of "events we would have done." What shop would understand the unique-and-extensive Porsche history



and my eccentricity about the GT? That would be FURTHER Performance in Minneapolis. They even "got" my take-it-further edict . . . that the GT would be doing both the Preservation Concours and then the Speed Event Autocross.

Ultimately this lead to one other choice . . . the GT had been driven to all those events - to seven previous Porsche Parades, for example. But? This one time, to preserve all of our work, we'd trailer it the 550 miles to Lake of the Ozarks. It's Saturday, July 7th., and we're headed to Parade. Nord Stern member Paul Cole joined in. He was driving "GRWHITE," an '85 928S. (photo right) We unload the car in the Concours prep area in the early evening and check into the WorldMark condo, expansive digs with a fabulous view. (photo above right) Looking at the registrations, there would be 14 cars from Nord Stern at Parade this year.

Sunday it's final prep day, and the whole team jumps in. Matt Henderson and A.J. who are at their first Parade, plus Paul and yours truly. TEAMWORK, call us the "four musketeers." We're going over everything:



windows, waxing, multifiber cloths in full sturm-and-drang mode. (photo: Matt & A.J.Concours Prep,



by Parade official photographer) Later we take a break and get our registration, and then I go to the Concour Judge's meeting. Knowing that we will be placed on the Concours Lawn (the 9th Fairway) just before 6 am, we finish our final prep just before dusk.

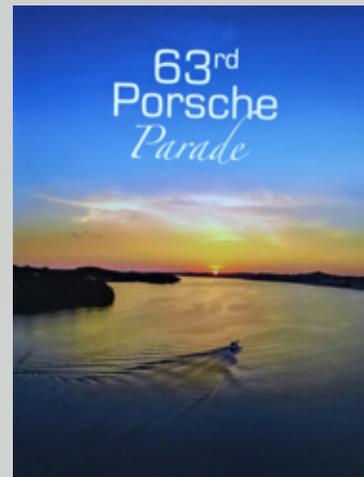
The Preservation Class of the Concours is uniquely difficult. Your car must have at least 70% of all the original sheet metal and paint and 75% or

Continued on page 33



The 63rd Porsche Parade . . .

or, The Return of the 928 GT



Photos and text by Kim Crumb,

ClubTalk
 'Challenge'
 The BEST
 part of
 your
 garage and
 One of the
 Worst

Right, Lon Tusler gets a second shot at submitting his 'Best Garage' with the recent acquisition of 'Georgia' that can now call Rennenhaus home. Standard model. 2 cylinder, 25HP, air cooled, diesel, 5 speed trans (perhaps we can call this one a 'mid-engine' model!

- Lon Tusler, courtesy Clubtalk

And per Dave Roberts: Lon, that is really cool. Guards red with Bahamas yellow wheels. A true Porsche.



BelowIf anybody needs Christmas dishware sets, I have two unopened boxes left over from the garage sale I hosted for my parents in the spring, in the back on the left.

- Rich Iwen

Started by Todd Smith, a pictorial 'challenge' to post a photo of the 'best' part of your garage and/or the 'worst' part of your garage. So your editor decided that this was entertaining enough to see that I'd like to run a series of the submissions - and the fun comments. If any one who participated would prefer their submission NOT be included please email me directly at editor@nordstern.org



Right: What is not to like about this garage?! Looks like he has a lot of bases covered.

-Chip Smith



Driver Ed versus Club Racing versus Driving BOTH

Editor's note: Every so often, there's a clubtalk thread that gets pretty interesting, or pretty funny, very informative, and/or brings out the varied opinions of members this recent one on starting Track driving seemed worth of publication:

I'd like to start doing DE next year, when I retire. And was looking for advice on what car to get.

I've been looking at a '99 Boxster with a factory hard top that I was going to buy and slowly convert to a Spec Boxster, as time and money permit. I'm a fairly good mechanic and I think I could do most of the work myself. But looking through some forums I'm wondering if that's the best way for a newbie to go. Any advice would be welcome. Should I buy the Boxster or look for a car that is track ready?

– Al Pokorny

Anyone who has gone down the path of "build a race car" will likely tell you to buy a well sorted car. BTDT and, IMHO, that is sound advice. Plus, you get to start learning the car straight away and not dealing with the "latest mod I made" shakedown.

Just my 2c but you can buy a track car for a lot less than you can build one. Just make sure to get the requisite PPI from a reputable and knowledgeable source and hit the track running! Oh, and the best money you can spend is on the driver, as anyone whose been down the slippery slope will tell you.

– Jon Beatty

Al, You're heading down the "slope" pretty quickly. A "Spec Boxster" is a race car. Most DE people are running street cars. Have you visited a PCA DE? If not, I suggest attending one to get the full flavor of the event. Perhaps you're intent on racing, too.

It can be fun and satisfying to build your own car. Jon is right in that getting a car that's already modified is almost surely a more time- and cost-effective approach.

– Glen Larson

You can also begin your training in October of this year in any street car you have now. Check out the Nord Stern Website for more information.

As long time slope bottom dweller, I have both built and bought. While bought can have some risk, it a much faster way to get where you're going to go anyway.

– Lon Tusler

My advice to people always is to buy a Porsche that someone has lavished tons of money on it, converting it to a track/race car, rather than doing it yourself. Generally you can buy one already done for 1/3 or less than what was spent on it

However, if you want to experience the build and have some mechanical ability, than build the car

With that said, come up to the track and do a few DEs in your current car to figure out what you really want to do before jumping off the "build a race car" cliff

– Bruce A. Boeder

Hi Al, Welcome to the DE world. In answer to your question, I think it depends on your goals. If you actually want to race wheel-to-wheel, then the track-prepped car (whether it be a Boxster, 944, or otherwise at that price point) is probably best. If your goal, rather, is to compete with yourself, try to improve your driving and lap times, and talk trash with your buddies who also drive on the track, then a street legal car is completely adequate.

Personally, I started DEs 6 years ago with a '99 Boxster, and have improved my lap times again and again with each event and each track I experience. I'm not a super-competitive guy (other than the bragging rights whenever I pass a 911 or Cayman) and that completely suits my needs - I'm not particularly interested in actual racing. Only now am I thinking of upgrading the car to a Cayman or 911 to keep getting faster around the track.

Part of the beauty of a street legal car like my Boxster is that I can drive it to the track, thrash it around the track all weekend, and then drive it home. No need for a tow vehicle, trailer, etc.

With all that said, if you actually want to *race*, then by all means go for it! I would suggest (as others have on this thread already) is to experience a DT/DE first, and then see how hard that first hit off the Track Pipe hits you.

– Cheers, Jason Brown

Not to disagree with those advocating jumping straight to a track car I would advocate for the go slower approach. Of course, this depends on your track experience and your expectations for tracking the car. And what is meant by a "track" car. Most people start out DE in essentially a street car. After an event or two, they decide whether they like it and plan to continue then upgrade to more aggressive

Continued on page 30

Where We Were –

Where We Are –

Celebrating 55+ Years of Nord Stern



Here's another issue with a **Kim Crumb** travelog—how does he remember so many details about his road trips? A Sponsor Showcase article features Auto Edge, Ltd—how does **Bob Viau** remember so many details about our engines?! The Club Race in September is organized much differently than now.

– Ron Faust

September 1994

- Front cover by **Jim Benson**: Four 911's coming going up the straight at Road America. Rear Cover: **Kim Crumb**
- **President Rick Sojkowski** has noticed a deterioration in the application and adherence to track event policies and procedures. Without getting specific, he says that as attendance exceeds 100 cars the rules are necessary to achieve a safe and well run event.
- **Kim Crumb** contributes another 3 page article on the 11th consecutive PCA Parade he attended, this time at Lake Placid in 1994 (in this issue, see this year's Parade report from Kim's now 31st Parade!). He takes his patented route around Wisconsin and Chicago: I-35 to Iowa, then I-380 to Iowa City, then I-80 east. He gets by with only a warning ticket in Indiana for 72 in a 55. Remember when our geniuses in Congress thought the answer to the fuel crisis was a 55 mph speed limit instead

of improving automotive technology?

- Not forgetting any details of the trip, **Mr. GoFast** did a 1:16.1 lap at the autocross, 4 seconds faster than the competition. Kim also picks up art, tech quiz, concour, and autocross awards. A PCA Parade veteran, this year he won a first in Preservation Class Concour with his (vintage)1989 928GT.
- Scott Kuhne and Ray and Shirley Bentdahl are listed as new members.
- **Mark Gohlke** of Maverick Region explains in one page how to repair alternator bearings fo 1970-74 914's. Sounds like you can do it.
- In his sponsor showcase **Mike Selner** honors Auto Edge Ltd. He says it was already 22 years old in 1994. So the

Porsche Factory trained and a Registered Master Technician.

- The Club Race/Autocross/Social is scheduled for September 23-24 at Craguns. Lodging is \$335 per couple for the three nights; \$410 for a Lake View Main Lodge room. Organizers **Doug Arndt, Phil Saari, Chad Person**, give a long list of activities including golf, tennis, guided fishing, concours, a tour of the lake, and child care (wouldn't that be something). Saturday night dinner is included for guests at Craguns but \$22 per person for others.

• The Marketplatz includes:

- 1987 911 Carrera Coupe in blue metallic and black with only 7300 mi for \$30,000
- 1980 SC Targa in white/white, mint for

\$17,000

- 1964 356C Coupe #130175 in guards red/tan for \$16,900

- 1970 914 in orange for \$4,650

1984 928S for \$13,000

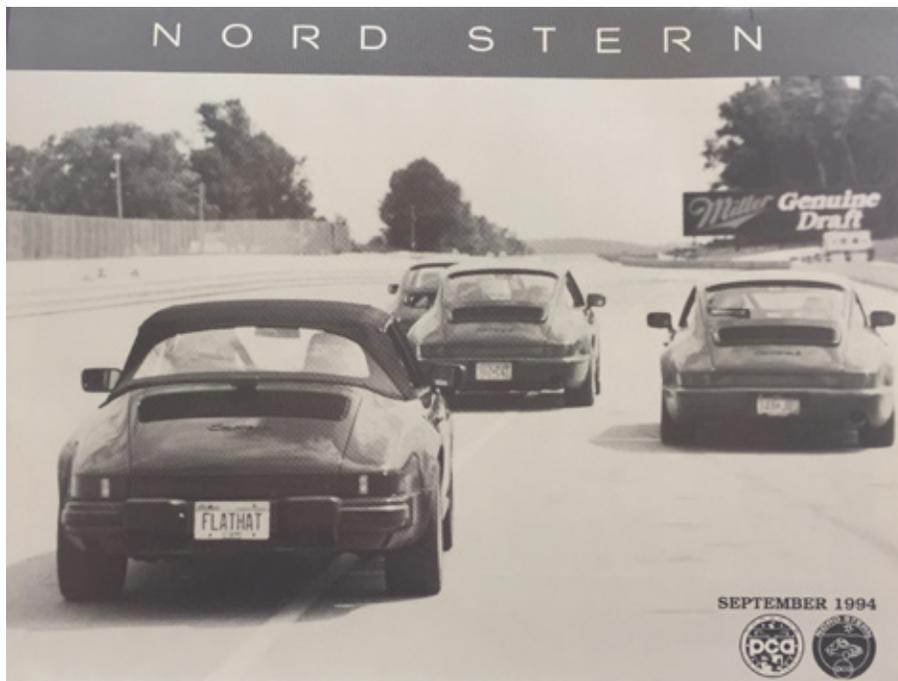
- 1961 190SL Mercedes, 4 speed, restored with "never no rust" for \$24,900

• 4 sets of Fuchs:

1 mounted and balanced, two sets new in boxes, but one set from **Roger Johnson** are 7x16 and 9x16's with new

BFG tires for \$1950. The 9x16's still fetch a premium while the 7x16's run about \$200 each.

Above, Front Cover September 1994 4 911's head up the straightaway at Road America



shop is now 46 years old! Mike gave a long list of high tech equipment available at the time to four technicians and two service advisors/managers with 9 to 38 years experience. Owner **Bob Viau** came from Maplewood; he is a

Right: I just LOVE this ad from the storied Johnson Autosport shop! It says it all . . .

Below, our ad for the 1994 Club Race at BIR which was, I believe, the 2nd CR event Nord Stern organized and held. I remember it well! The dinner at Cragun's was a true 'thanksgiving' feast. Cost the club some money as we were young, not quite as savvy, and didn't ask enough questions of the catering staff (been long enough now that we can admit this faux pas without too many repercussions!) And as Ron points out in his column, we've fine-tuned and figured out this event now and focus on the racing, the DE time and the charitable aspect; truly the important things for a car club to offer it's members attendees. It's about the people after all, and Nord Stern's CR truly is known as very fun, very well-run and good value - by both the racers, their crews, the club racing national staff and those who just come to watch!



LAP TIME 01:48:2 BIR FIRST FLING
Normally Aspirated
BFG T-A Tires

ANY QUESTIONS?!

Johnson Autosport
Porsche Supertuning & Competition Preparation
605 E. 110th Street • Northfield, Minnesota 55057 • 800-432-8867 • 507-663-1210 • fax 507-663-1829

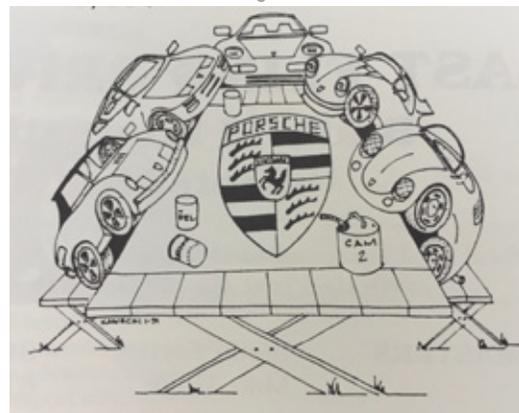
Join Nord Stern Region of

Porsche Club of America

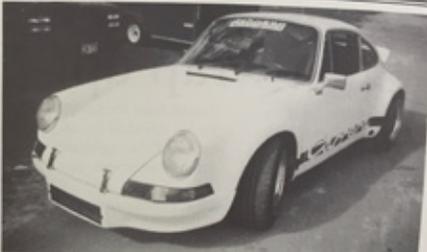
GT Racing
BRainerd INTERNATIONAL RACEWAY
FALL 19 FLING 94

September 22 - 25
Brainerd

Featuring Second Annual **CLUB RACE**
A complete "Weekend at the Lake!"
Golf, Tennis, Fishing, Fall Colors,
Swimming, Children's activities
Plus Concours



TJR
COLLISION CENTER



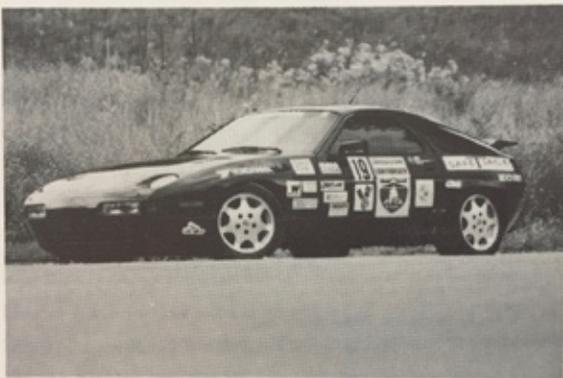
1973 911 RSR JIM LADWIG, CHICAGO

WE OFFER A WIDE RANGE OF BODY AND PAINT SERVICES RANGING FROM COLLISION REPAIR TO CUSTOM APPLICATIONS AND ARE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE.

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1659 WHITE BRIDGE ROAD N.E. ROCHESTER MN 55906

10 SEPTEMBER 1994



K: I just finished the One Lap Of America event, I'm on my way to the National Porsche Parade, it's a busy

Above: Tod Hoeft at TJR in Oronoco used to paint most of the cars that Bob Johnson would build or repair. His shop looked like another farm shed on a country highway in Oronoco.

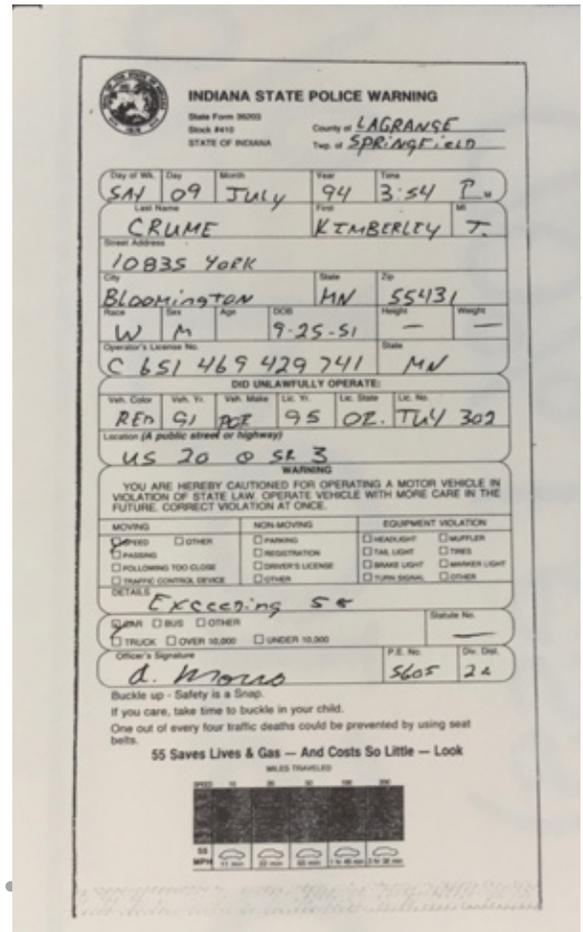
Right, Kim Crumb's 928GT; the very Porsche featured in this issue's Porsche Parade story detailing and highlighting Kim's adventures attending his 31st Parade!

The Scans Continue . . .

Right: Hank Godfredson, Nord Stern member since 1962, started a company that supplied all kinds of fiberglass goodies for Porsches. GT Racing is still in business, now owned by Hank's son. They are actually headquartered now in Denver. And continue to be a Club Racing national sponsor



Right, Kim, Kim, Kim, say it ain't so - although I can imagine it was (and is!) impossible for the vast majority of us to stay at 55 m.p.h. which driving our Porsches.



2018 Brainerd Club Race Cup results:

Courtesy Julie Bailey, Zone 10 Rep

Congratulations Nord Stern Club Racers:

- GTC4 - Mike Courtney, Nord Stern, 1st Place, Sprint 2 (Photo: Right)
- GTC3 - Clint Sawinski, Nord Stern, 1st Place, Sprint (Photo: Far Right, on the right)
- GTC3 - Tom McGlynn, Nord Stern 2nd Place, Sprint (Photo, Far right, on the left)

Editor's Note: Judging by the smiles, I'd say these Nord Sterners had great races!



2

2



On April 2, 2018, this article written by Richard Pardon appeared in the Porsche Club of America's weekly e-Brake newsletter:

"Porsche revealed today it will be creating a one-make class specifically for variants of the Cayman GT4 Clubsport at this year's Pikes Peak International Hillclimb. If you're planning on entering your GT4—sorry, this class is invite-only.

Eligible cars for the time attack division class included the normal GT4 Clubsport, the IMSA-spec GS class Clubsport, and the international-spec Clubsport MR. There are eight spots available, and chances are that if you haven't received an invite, you won't be filling one of them.

Porsche Motorsport North America will provide on-site race support throughout the weekend, while Yokohama will be present to supply tire technical support. Eight-time Pikes Peak winner Jeff Zwart will be on-hand as a driver coach for class participants. Romain Dumas, driver of Volkswagen's new all-electric prototype hillclimb car, will also be present to help out drivers—though we assume he'll be busy focusing on his own drive most of the weekend."

With a nearly new Clubsport sitting in CRP Racing's shop in Harrisburg, NC, I decided to seek an invitation. My Clubsport is the car I drove in the 2016 Trophy East Series, that Cody Ellsworth and Alex Lloyd raced in the 2017 Pirelli World Challenge races at Austin Texas and Sonoma California, that Ray Evernham and I shared at the Classic 24 Hours at Daytona and Thomas Randle drove in the 2017 Classic 12 Hours of Sebring. Since the Pikes Peak Hillclimb would be a battle of like cars, it seemed a natural to put Mike Skeen in the driver's seat if I could get an invitation. Mike drove the Hawk Nissan GTR up the mountain for us in 2014, finishing 5th overall, winning the class and Rookie of the Year honors. A logical fit if there ever was one.

Looking for people "in the know," I reached out to Ray Evernham. Ray was going to Pikes Peak with his 1936 Chevy, which is a 1936 in shape only. Ray asked Det Cullen, his Director of Marketing, to contact PPIHC's Director of Competition to see if there was a way to get the Cayman and Mike into the hill climb. The Director of Competition said he would love to have Mike back, but entry would be dependent upon Registration.

Next, I contacted Tim Cindric to see if he had any ideas. Tim suggested I contact the CEO of Porsche Motorsports North America. I e-mailed PMNA's CEO asking if my GT4CS could be included in the GT4



class and Andrea Linden, of PMNA, responded immediately. She said the field of eight was filled but they would welcome a 9th car if the Pikes Peak International Hillclimb governing body would accept an additional car in the class. I knew we were in trouble, because registration ends in January and the selection Committee goes through the rigorous process to select the number and quality of cars. They can't select too many cars because of the time limit they face on race day. They must have the cars and motorcycles up the mountain, back down, all the spectators out of the venue and the park cleaned at the end of race day so it will be ready for the general public on Monday morning. As feared, our application was rejected. Both Andrea and Det had done what they could, so I put racing at Pikes Peak in 2018 out of mind.

With Pikes Peak crossed off the list, I focused on the other races that were on my schedule. First was the Indy 500 Legend Days where I would drive my 1978 Lightning Indy car at the Speedway the week leading up to the 500 followed two weeks later by the Brickyard Invitational Pro-Am race where I would be racing my 1969 Camaro with Ron Fellows. Next was the Classic 24 Hours of Le Mans in the 1975 winning Porsche 911RSR followed by my favorite event of the year, The Hawk at Road America. Okay, so it's no longer called The Hawk. It is now the Weathertech International Challenge with Brian Redman Presented by Hawk, but The Hawk sounds much better than the WICBRPH.

While getting ready for Indy, on May 9th I received an e-mail from Andrea asking if I was still interested in attending the Hillclimb. They were looking for a replacement for one of the registered drivers who couldn't attend due to a health issue. I immediately contacted Mike Skeen to see if his schedule was still open. When Mike said yes, I told Andrea that we would love to come. That started the process for the Team DeVilbiss/Hawk GT4 Clubsport to run the 96th running of the Race to the Clouds, the (PPIHC) Pikes Peak International Hill Climb.

Continued on page 23

Where In
The World Is
Carmen San
Diego (aka
Dave)?

... Or, the
Further
Adventures
of Dave

June 18-24,
2018

by Dave Roberts

"... I reached out to Ray Evernham. Ray was going to Pikes Peak this year with his 1936 Chevy, which is a 1936 in shape only. ..."

1st Annual South Shore Fall Color Tour - September 28-30, 2018

by Jim Holton

Come enjoy the fall colors as we motor along the South Shore of Lake Superior en-route to Bayfield WI and Madeline Island.

We'll drive WI Hwy 13, with wonderful twists and turns along with great views of the lake.

Fall Color Tour HQ- Pier B Resort Hotel in Duluth MN.

Gather Friday evening harbor side for the Welcome Party. The party will be located next to our Porsche Corral (parking).

Pier B (picture above!) is the ideal spot to host our event. The resort offers a number of amenities including a pool, hot tub, fitness room, fire pits, bikes, paddleboards, kayaks and a boat launch and 21 slip marina.

Details: Book now at Pier B resort

40 Rooms available Friday 9/28 and Saturday 9/29. If you want to arrive Thursday 9/27, we have 10 rooms available. 218-481-8888 - USE PROMO CODE: 44323. If you are planning on dining at Silos/Pier B Saturday night, make your reservations when you book, www.pierbresort.com.



Costs

Rooms: Classic View Rooms - \$199/night + taxes & resort fees

Harbor View Rooms- \$229/night + taxes & resort fees

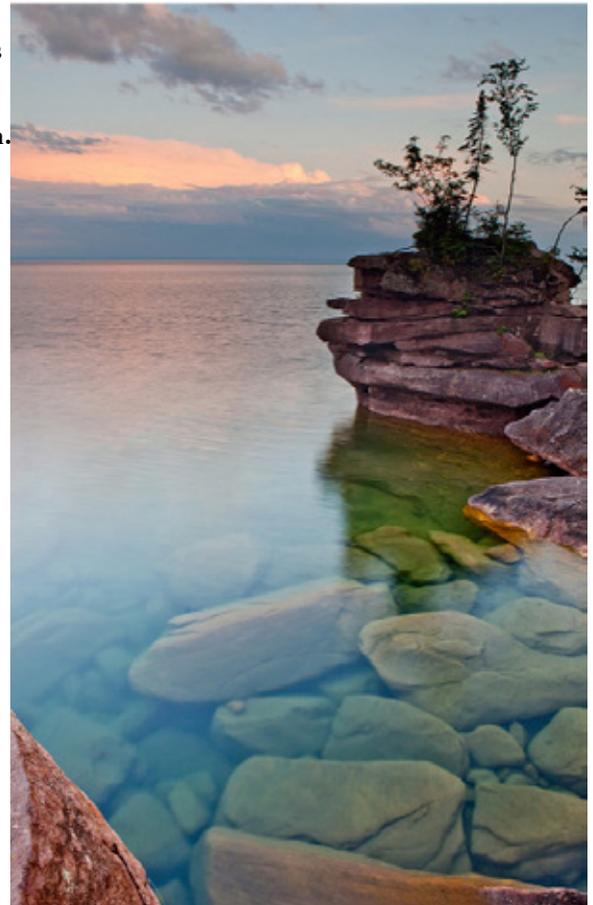
Welcome party: Appetizers & Cash bar; approx. \$25/couple.

Ferry: \$24 RT/car + \$13 RT/per person. One P-car and 2 passengers=\$50 RT

Lunch:

Estimate \$18-20/PP but TBD at this point.

Email Jim at fallcolor@nordstern.org with questions and to let him know you're attending!



A Long, Long Time Ago . . .

A long time ago . . . in a factory far, far away . . . there was a sports car manufacturer that would only put flat-6 engines in their hand-built cars; and those cars dominated everywhere, especially on the tracks.

This phenomenon became known as the **Porsche Menace**.

Eventually other manufacturers tried their hand at competing with them and set out to beat them, and sometimes they did.

This era we now know as the **Attack of the Clones**.

But Porsche pressed on and even with their smaller engines placed in the most unusual location (behind the rear axle) they kept winning and winning and winning. They won every type of race, including the big 3: The 12 Hours of Sebring, The 24 Hours of Daytona and The 24 Hours of Le Mans.

This was the **Revenge of the Six**.

(BTW: Do you know why it's only 12 hours at Sebring but 24 at Daytona and Le Mans? - It's because there ain't a racecar or a driver that can last 13 at Sebring!)

And then the company struggled through the 80s and early 90s and almost went broke, but for . . .

A New Hope.

During this period the water-cooled engines were introduced and cars were now built by C3PO and R2D2 instead of manually as before. The Factory became more efficient and more factories were built.

This was a happy time at Porsche since their cars

The Empire Strikes Back . . .

. . . and environmental regulations became more and more stringent.

The Republic and the Trade Federation required higher and higher efficiencies and Porsche complied by making their flat-6 engines produce almost no pollution and even made electric and hybrid cars, and that was fine for a while.

Porsche even orchestrated the **Return of the Jedi** by bringing back the Porsche Family into management with Jedi Ferdinand Piëch, grandson of the Jedi Master himself, Ferdinand Porsche.

But those in the Death Star: Darth Vader and The Emperor specifically, mandated that they should double their miles-per-gallon in the next 10 years!

That basically started the demise of Porsche's long-lived normally aspirated flat-6.

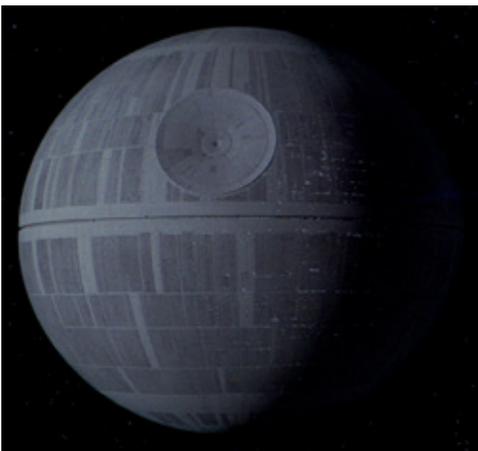
Porsche decided that The Force was not strong and announced that for the year 2017 all Boxsters and Caymans (with very unique exceptions) would now be equipped with flat-4 engines which were to be turbo charged to offer more Force. Eventually the announcement was also made to include the iconic 911 as well. With the exception of the super-performance models, such as the GT4, Spyder, GT3 and such they will all be powered by turbo charged flat-4s. **The Force Awakens!**

After all this saga, the only thing I can say now is . . . may the fours be with you!

Happy Porsch'ing,
Pedro

by Pedro Bonilla

courtesy pedrosgarage.com



became very popular and the company became very profitable. They were building larger and larger and more powerful flat-6 engines 2.5L, 2.7L, 2.9L, 3.2L, 3.4L, 3.6L, 3.8L and 4.0L, and then . . .

2018 Waumandee Hill Climb!

The hillclimb is open to any vehicle that is at least 30 years old. This year that means 1988 or older.

This is a full weekend of fun events in Alma and Waumandee, Wisconsin, starting on Friday, September 21st with the hillclimb scheduled for Saturday, September 22nd (rain date Sunday the 23rd).

Flier with registration info here: <http://www.mnhealey.com/mnhealey/events/Waumandee2018.jpg> (right)

A list of area lodging recommendations will be sent to each registered driver. Staying overnight is not required, but highly recommended.

Please note that the price of the awards banquet dinner has been cut in half. Now only \$10 per person! Same excellent broasted chicken with all the trimmings. We are planning to return to the 2.3-mile course on Blank Hill Road this year, depending on conditions. Won't

know for sure until the end of August. Video of the Blank Hill Road course here: <https://youtu.be/qailiTjt7mo>. Please join us on the hill in September!

The Minnesota Austin-Healey Club Invites You

September 21-23, 2018

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1988 and older



2.3 miles

18 turns

430-foot ascent

Agenda for the weekend in Alma and Waumandee:

- ▶ *Friday evening:* Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and **free beer!**
- ▶ *Saturday all day:* Hillclimb with mandatory drivers meeting at 8:30AM (rain date Sunday)
- ▶ *Saturday evening:* Awards banquet dinner set in beautiful downtown Waumandee
- ▶ *Sunday morning:* Tour of a private car museum with gorgeous 1930s Franklins

Corner workers needed: Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

Advance registration required: Deadline Sept 19 or sellout. \$75 per driver. \$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106 Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver Name (as you would like it to appear on your nametag)	Waumandee 2018
	\$75 / \$60
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
___ Award banquet dinner(s) at \$10 each = _____ Overnight vehicle parking/camping in paddock \$20 _____ Total payment \$ _____	



Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.





Questions? Call Tom Hazen at 612-237-1883 or email myliberty@comcast.net

Yours in Speed, - Tom Hazen, Driving Events Director, Minnesota Austin-Healey Club

Where in the World . . .

continued from page 19

I am somewhat familiar with Colorado Springs and Pikes Peak. I have been at, or at least by, Pikes Peak at least six times in my lifetime. The first time I saw the mountain was in the Summer of 1958. I was 10 years



old and my Aunt and Uncle invited me to accompany them on a trip to Colorado Springs to spend a week on a dude ranch. It was a working ranch on 10,000 acres of pristine mountain land in the shadow of Pikes Peak. We were to sleep in a bunkhouse, eat with the ranch hands, be assigned our own horse and have the run of 10,000 acres of breath-taking, both physically and metaphorically, Rocky Mountain terrain. Since most of my vacation memories involve a car, the curse of being a gearhead, I remember driving out with my uncle in his brand new 1958 two-door Ford Fairlane 500 with a canvas water bag hanging in front of the grille. At that time, I had no idea there was a race to the top of Pikes Peak every summer and had been since 1916.

That was the first trip, but three other trips come to mind involving a visit or a drive by the 14,000-ft peak. In 1966 when my good friend Leonard Roesner and I were taking the scenic route from Chicagoland to Southern California in a 1965 Plymouth Satellite; in 1989 when Susan, the kids and I drove from Kansas City in the ugliest golden brown 1987 Pontiac Bonneville ever built to spend 5 days visiting the Colorado Springs' tourist sites; and in 2014, two months before the 92nd running of the Race to the Clouds when Mike Skeen, Nick Short and I flew out in a Lear 45. 2014 was the year we entered our

World Challenge Nissan GTR and before we committed resources to a 2,000-mile trip from Charlotte with crew, driver and car, we wanted to see what we were facing. Thankfully we did go because the team won the class and were 5th overall with a race time of 9 minutes, 53 seconds. I missed that race because Nick Short and I were in England participating in another hillclimb. That one involved me driving my 1978 Lightning Indy car up the driveway at Lord March's house during the Goodwood Festival of Speed. Now 60 years since my first trip, I was headed back to Pikes Peak with a factory-built Porsche race car to compete in a race that only about 100 individuals are invited to participate in annually.

As we began to prepare for Pikes Peak, I decided it was time to upgrade my GT4 Clubsport from Trophy East specs to MR (Manthey-Racing) European specs. I contacted Porsche Motorsports to source the MR components, which include a larger rear wing, carbon fiber doors, carbon front bumper, carbon rear bumper and carbon hood. When all of the parts were in Charlotte, the CRP crew began converting the car. When the conversion was complete, we had taken slightly more than 100 pounds of weight out of the car. We knew we would be running against MR spec'd cars so making our car 100 pounds lighter would hopefully make us competitive. When going up the mountain, 100 pounds is . . . well, 100 pounds. Lighter is better, especially in a hillclimb that spans 12.42 miles and 5,000 ft of elevation change.

On Thursday morning June 14th, Matt Raymond loaded the car, tools and spare parts into the trailer, hooked the Dodge Ram dually to it and departed for Colorado Springs. Tech Inspection and Registration take place on the Sunday and Monday before the race and Matt wanted to ensure that he would be there for both events. He was driving the Ram alone across more than half of the US and wanted to guard against any mechanical issues that could surface with the truck or trailer. Enjoying a trouble-free trip, he arrived on Saturday morning.

Mike flew out Sunday morning and met Matt at the Marriott Hotel, our home for

race week. Because I was racing at Indy, I wasn't scheduled to arrive until late Monday evening. On Monday morning, the guys registered, then put the car through tech inspection at PPIHC's Headquarters Hotel. Once tech was complete, they headed to Porsche of Colorado Springs which would be the base of operations for the eight GT4 Clubsport's participating in the race. Porsche Motorsports North America was also based at the dealership during race week.

Porsche of Colorado Springs is a large dealer with a high degree of interest in motorsports. They occupy three buildings: the main building housing their new car showroom along with the service and parts departments; a showroom for a variety of used cars from early 356's to 918's; and a motorsport building with a large service bay.

Once all of the Clubsport's had arrived at Porsche Colorado Springs, PMNA plugged their computer into each car to ensure that everyone was using the same version of engine software. They also introduced the teams to the Yokohama tire and the Mobil 1 reps, both sponsors of the event.

The American Airlines regional jet I was flying on from Dallas to Colorado Springs landed at approximately 8:30 pm Monday evening. As I was waiting at baggage claim for my bag, I got a text from Mike telling me that we were practicing on the middle section of the track tomorrow morning. The plan was to meet in the hotel lobby at 3:15 am. The reason for the early start is because Pikes Peak is a National Park and park opens to the public at 9:00 am each morning. Because the park remains open during race week, race cars have to be finished with practice, loaded back into their trailers and headed down the mountain when the park opens.

Practice for race week is held on Tuesday, Wednesday and Thursday with Friday as an optional practice day. The track is divided into three sections, creatively called the bottom, middle and top sections. Each day starts earlier than any other race I have participated in perhaps other than Baja, but Baja was late not early. We pre-ran and

Continued on page 19

PCA's Zone 10 Directory

Regional Clubs

Central Iowa: <http://cia.pca.org/>

Ozark Lakes: www.pca.vintageeuro.com

Dakotas: www.dakotapca.org

Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

Schönesland: www.schonesland.org

Kansas City: www.kcrpca.org

St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

One Stop "Shopping"

Nord Stern's Website will have up to date information on event scheduling, locations, activities, dates and times as well as contact info. Questions, email editor@nordstern.org

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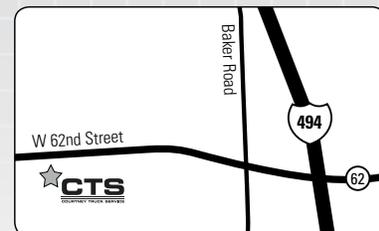
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The MBCA-MNMB and NORD STERN PORSCHE CLUB would like to invite you:
Sunday, November 11, 2018

2 p.m. performance of: Lend me a Tenor

Old Log Theatre Presents: Lend Me a Tenor

VIP Info:

- **Time:** Lunch Begins at 12 p.m.; Performance starts at 2 p.m.
- **Cost:** \$57.07 @ (Includes tax/tip)
- **Where:** Old Log Theatre, 5185 Meadville St, Excelsior, MN 55331
- **RSVP:** Call Mauren Kvam directly at 952.474.0861 and say you are with the Mercedes-Benz Club of America or the Porsche Club
- **Please Note:** Reservations need to be submitted before November 6!

This Tony Award winning madcap screwball comedy, set in 1934, will keep you laughing all night long! The most inventive, original farce in a long time Saunders, the general manager of the Cleveland Grand Opera Company, is set to welcome world famous Tito Morelli, the greatest tenor of his era, to appear for one night only as Otello. The star arrives late, and following a series of hilarious mishaps, is given a double dose of tranquilizers and passes out. Saunders convinces his assistant Max to put on Morelli's costume and fool the audience into believing they are seeing the star. Max succeeds, but Morelli comes to and puts on his other costume ready to perform. Hilarity ensues!

Individual guests have a choice of one of four lunch entrees:

1. Braised Boneless Short Rib, potatoes, seasonal vegetable, gravy
 2. Seared Pork Chop, potatoes, seasonal vegetables, bacon port demi-glaze
 3. Dill Roasted Tilapia, potatoes, seasonal vegetables, with lemon
 4. Angel Hair Pasta with Garden Marinara
- (All include bread service, dessert, and coffee)



The Old Log Theatre Accepts all major credit cards.

There are 30 total spots available, so please contact Mauren at the Old Log Theatre SOON to reserve your spot!

Again, Reservations need to be submitted before November 6!

You can also then pick out your meal selection at time of payment.

Call Mauren Kvam directly at: 952.474.0861

Rochester Labor Day **PORSCHE** Picnic

Looking for a great way to start the fall season?
Then join us Monday, September 3rd 2018

This is a BYOB event!

Location: Brian and
Gina O'Neill's home
(See Address Below)

Bring Your Own
Beer & Brats!!
(Grills Provided)

Starts: 1pm

Ends: 4pm (Or Later)



Please **RSVP** by Aug 30th



Brian and Gina O'Neill's home
4400 Rossi Court NW Rochester, MN 55901
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Beauty . . .

continued from page 11

by Ford Global Technologies. Then there's "Kick Back and Relax in Your Robotaxi." This is actually for configurable seating - turning four-seater cars into two-seaters by turning the front seats into footrests. It was filed by Waymo.

Conclusions? I'll tell you what I'm doing. I'm fastening my non-automatic seatbelts and renewing my free on-line daily update. And I'm hereby making a recommendation for a headline in an upcoming issue of SHIFT. It's the subtitle to the film, "Dr. Strangelove."

"How I learned to stop worrying and love the bomb."

TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2018

DATE	EVENT	SPONSOR	LOCATION
Sept 9th @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 22nd	AUTOCROSS MOWOG #6	MAC	DCTC
Oct 13th	AUTOCROSS - MOWOG #7	MAC	CANTERBURY PARK
Oct 14th @	AUTOCROSS - MOWOG #8	MAC	CANTERBURY PARK
Oct 20th	AUTOCROSS - MOWOG #9	MAC	CANTERBURY PARK

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

Check the Met Council Website @ met-council.org for updates SCCA Track Nights @ DCTC: MAY 15; JUNE 6; JULY 10, AUG 3”
PCA Driver Education at BIR: APRIL 27-29; JULY 27-29; OCTOBER 5-7, SCM Practice Days/Lapping at BIR: JUNE 11 & SEPTEMBER 17

SCM Car Shows - “Plastic Fantastic”: MAY 20; “Cars Under the Stars”, VILLAGE CHEVROLET: AUG 11”

SCCA Racing Events @ BIR: TCRC: Check out their Facebook site (listed below) for dates & times of Ralleys

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

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvscc.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 612-308-6913



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Photo by Peter Lapinski

Where in the World . . .

continued from page 23

raced through the night at Baja. I always like getting to the track early, but never as early as I would over the next six days. The higher the section you are practicing on, the earlier you start up the mountain. Early start times don't insure full practice sessions. You are at the mercy of the weather. It gets colder the higher you go and frequently there is fog or cloud cover in the morning hours. The race begins at 9,300 feet above sea level and ends at 14,115 feet. It is a run of 12.42 miles circumventing 156 turns. I compared it to three laps at Road America which is slightly longer than 12 miles but Peter Cunningham, a fellow World Challenge competitor, reminded me that you drive through 42 turns at Road America during those three laps while at Pikes Peak you drive through 156 turns. Each of those 42 turns at Road America has a run-off area. Not so at Pikes Peak. If you make a mistake below the tree line, you are in the trees or on top of boulders. Above the tree line, you may be on boulders, but more likely you will be off track headed downhill the fast way. There aren't many guardrails at Pikes Peak. This is not a place for the meek.

At 3:15 am Tuesday morning Mike, Matt and I meet in the Marriott lobby. The Dodge dually pulling our trailer loaded with race car, tools and extra gear was in the hotel's parking lot. In my rental car, I followed Matt and Mike to Colorado Springs Porsche, left the car in the dealership's parking lot and prepared for the ride to Glen Cove, which is the paddock area for the middle section. It was a perfect June morning, 65 degrees with clear skies in Colorado Springs.

In the Porsche Colorado Springs parking lot, the other teams were preparing to depart for the mountain as well. In addition to our Team Hawk/DeVilbiss GT4, there were two Porsche Colorado Springs sponsored GT4 Clubsports driven by Travis Pastrana and JR Hildebrand. Travis is well-known, especially for his TV show Nitro Circus and most recently his successful motorcycle jumps in Las Vegas. JR is an Indy car

driver who led the Indy 500 in his rookie year right up to the last turn of the last lap where he brushed the wall, damaged his race car and finished second. I was at that race and remember cheering for him to win as a rookie. There was another two-car team, this one Canadian with GT4's driven by Nick Kwan and Thomas Collinwood. Team Reardon was supporting three cars with Till Bechtolsheimer, from the United Kingdom, an IMSA driver; Alexander Marmureanu, a heart surgeon from LA; and CJ Wilson, the former Texas Rangers and Anaheim Angels pitcher. In addition to the 8 GT4 teams, there was a GT3R driven by David Donohue which is also sponsored by Colorado Springs Porsche. David was racing in the Time Attack 1 class. It was a terrific mix of very good drivers and personalities, all of which got along well during the week.

We arrived at Glen Cove around 4:30 am ready for our middle section practice session. Within 10 minutes of arriving, the car was unloaded and we were awaiting the green flag. As we sat there, PMNA asked if they could use our trailer as the place to serve breakfast to the teams. Not exactly Breakfast at Tiffany's, but our trailer has bright interior lights, counters and room for all team members. The trailer eventually became party central as everyone congregated there the remainder of the week and on race day. As the sky was starting to brighten on the eastern horizon, the driver's met with race officials for the day's instructions. After a

short driver's meeting, everyone awaited the all clear horn to signal the beginning of practice.

At 6:30 am, the track opened and cars began making runs up the mountain to Devil's Playground which was the paddock area for tomorrow's practice. At the same time our practice began, a third of the entrants were making their practice runs on the lower section and a third on the upper section. Weather was a bit sketchy in the middle section with dense fog moving in and out. The officials told the runners that just beyond the first turn the weather cleared as they climbed the mountain. As the cars would head off into the fog, we would lose sight of them before the first turn but we could hear their engines as they climbed the mountain. Cars would leave the starting line every 3 to 5 minutes unless there was a problem on track. Once all of the cars finished their run, they would come back down the mountain as a group and get back into line for another run. Jeff Zwart, a multiple time Champion at Pikes Peak and a recent inductee into the Pikes Peak Hall of Fame, was with our group the entire week, providing advice to the rookies and veterans alike. Jeff was an excellent resource not only for the drivers but also the crews. He would suggest practice strategies that had served him well the years he raced Pikes Peak. Mike completed three runs before the horn blew ending the session. He was second fastest, just a few seconds behind Travis Pastrana. Directly behind

Mike was JR Hildebrand. This set the tempo for the remainder of the week. It was going to be a three-way race on Sunday. Part Two: Next Month!



Clubtalk . . .

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brakes and tires. Upgrading suspension is next if not already done on a street car. At this point you still have a very streetable track/DE car. If you are only going to be a casual DE-er you still have a car that is very streetable for PCA social events or you can even easily sell the car at this point. On the other hand, if you now are convinced that the track is for you and are even looking to perhaps even move up to Club Racing, you can easily sell your car and buy a race car or complete the conversion to a full race car which would include race seats, harnesses, full cage and a bunch of other stuff if you are also going Club Racing. If you start out this way you have pretty much a track only car which if we are all honest is not that much fun on the street and is harder to sell. So I would recommend to go with a street car or a streetable/DE car but stop short of buying a full race car.

– Nick Cirillo

As others have suggested, you need to determine what it is you want to do, DE for fun or DE to learn to drive better or DE to prep for actual racing. As I fell off the cliff years ago I tend to think of buying a “race” car but you can certainly find track prepped but street legal cars for sale that would fill the bill. Ask the group if you are considering this as you will get a plethora of opinions to sort out. Starting out with a streetable ride, with the potential of converting it to a “race car” makes some sense, especially if you are new to track driving and not certain where you might want to go.

Like others have said, if you have a solid car mechanically, come up to a DE and take the school in that car or just come up and experience a track day. I assume we still have the “taste of the track” program so, if it still exists, take advantage of it and go for a ride. Any car you bring does have to have an inspection, primarily for safety reasons, but it is an excellent way to decide if driving on a track is what you want to do. Trust me, if you like it you will make the decision quickly as to where you want to go.

Whatever you decide, get involved. This is a great group of people who will be more than willing to share opinions on what to do and help you on your journey. Your problem will be how to filter those opinions. A good problem I might add.

Wish I could attend the Fall Fling but, unfortunately, I’ve deserted to the south. I know for a fact I’ve left a lot of opinionated people behind that will be more than helpful with making your decision.

– Jon Beatty

Al, Jon told me the same thing 16 years ago, but I caught a disease at the track. To try and cure it I spent a few dollars along the way but the infection spread throughout my body. And, oh yea, my garage. Like Jon, I deserted MN, but 11 years ago to try and get away from Jon but he followed me. The ringing in my ears is Jon telling me to decide what I want to do when I get to the track.

Seriously, the people in Nord Stern are great. Even though I left MN I kept my Porsche Club membership there. As Jon said, they will help you anyway they can!

Buy a track car! You won’t regret it, maybe!

– Dave Roberts

P.S. Jon is absolutely correct. As one who has

built five race cars, it is cheaper to buy a car ready to go.

If you think you may race, narrow down the race class of your choice and then buy the best car for the class you choose.

There are some great de cars that are not optimal for racing.

A car that is half set up for track and half set up for street is not good on either track or street.

– Bret Bailey

Al, There is DE and then there is DE.

My 2cts: I have driven DE in my street Porsche. My 1985, 1991, 2007, and now 2017 Macan GTS.

For all practical purposes, a stock Porsche can give you all the DE thrill you want . The cost will be tire and brake replacement sooner than expected (provided you know how to shift). PDK=NO Problems!

There are plenty of stock Porsches that you can drive DE affordably.

Drive up to the track, and Drive Home, clean off the bugs and drive it to work the next day. I don’t think a weekend at B.I.R. is anymore strenuous to a Porsche than it’s German relative that goes zipping down the AutoBahn for weekend trips.

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If you decide to do the strictly track car route, then I suggest you call Dan at AutoEdge, Mike Courtney or other shops that do modifications and see if someone in the club is selling his track car. Maybe you want to put up an ad in Pano or Nord Stern? Maybe you can find the ultimate DE package: Car, Trailer and Truck to haul all in one!

What I mean, it is better to buy something local that has a history than buying an unknown car and find out that what you bought isn't what you thought you bought!

– Ed Vazquez

Advertiser Kudos: Raymond

I was rear ended in my A5 last Thursday and am looking for some advice on a repair shop. Only the TPO bumper appears to be damaged.

– Steve Meydell

Hi Steve,

Sorry for this inconvenience. The good news you weren't injured and it wasn't your Porsche.

I am a huge fan of Raymond's for my personal and company cars. Plus they are Porsche and I believe Audi certified, they are advertisers and supporters of Nord Stern, and they donated a cool auction item to our auction!

– Thanks, Keith Jones

Raymond is a certified Audi repair. Ask for Jake Erickson and let him know you are a Nord Stern member. He will treat you right.

– Phil Saari

I vote for Raymond's too. They have worked on both my Cayman S and our MB E350.

– Dale Trippler

Start 'Em Young

by Merrill Aldrich

Great weekend in Elkhart Lake, camping inside the Carousel at Road America. We got Pat Long and Christina Nielsen's autographs and then they ran what looked like a perfect race in the #58 911, from pole to the win in GTD. Such a spectacular place for

it to come together at last! (There were some prototype cars and stuff too. Tougher weekend for the factory 911s but MAN what a sound those cars make.)

My son, Will, is in love with Canada Corner. We forgive him for rooting for the Corvettes :-)

P.S. Editor's note: I can picture the picture we ran last year of Will and Merrill at the JDC tech session organized by Roger Johnson. I loved that photo, too, and this one is just great!



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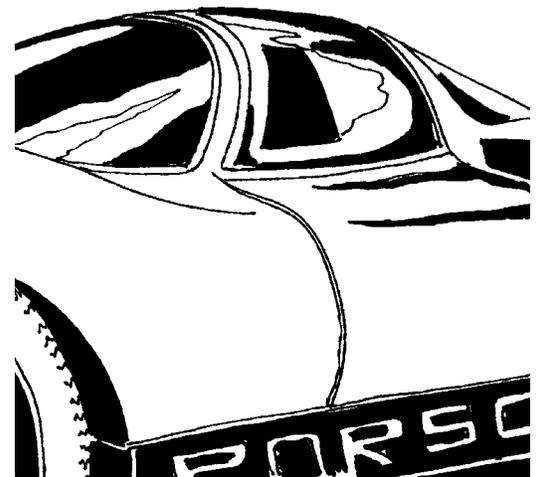
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Don Sid

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2016 Porsche Cayman GT4

2690 miles. Leather interior, fire extinguisher, Carbon Seats, Sport Chrono and Track Precision app, Porsche Car Cover. Excellent condition. I purchased it new from local dealer with 56 miles on it. GT Silver. Asking \$94,000. Please e-mail Brent at brent0110@rocketmail.com if interested.



1991 C2 Cabrio

42,500 mi, limited edition Amethyst paint. Professionally maintained and lightly driven. A true joy to drive and admire. Chanhassen, MN. Mark, mspmadz@me.com

1984 Porsche 944 Coupe

\$15,500. Black exterior, tan leather interior. Rare: only 42K miles. Stored all winters. Maintained by Autoedge. Good shape, runs great. Driven only 12K miles in last 18 years. Bill, Cell 612.889.1732, or belancy@silgancontainers.com.

Wanted To Buy

One Michelin Pilot Sport Cup 1, 225/40/18. Have one? If so, let me know: Tony@Carideogroup.com or 612-964-6441, text or call.

1999 Porsche 911 (996)

Red with black interior and has 56,000 miles and I've owned it for 10 years. Stored indoors, no body work, and clean as a whistle. Asking \$21,000, Roger 612.720.1776, Rstrauman@aol.com.

Track Wheels for 944

Porsche Design 90 7-spoke Style, two - 16 x 8 and two - 16 x 9. Very good condition, a little cleanup needed. Currently have old track rubber mounted. Asking \$450. Dave Galey: djgaley@yahoo.com

Silver 2008 Cayman S

Prepared for Club Racing H Class or use in DE. Built and serviced by Auto Edge. Purchased used in June of 2009 with 8,537 original miles. Currently has less than 15,000 miles. Auto Edge converted it to a Class H club race car in July of 2009. Full build sheet available. Comes with 2 sets of track wheels and most of the original stock parts. Asking \$46,000. Contact Scott Anderst at 651.261.0831 or email: scott.anderst@gmail.com

1992 968 Race Car For Sale

Prepared for Club Racing E Class or for DE. Logbook, serviced by Auto Edge, many service records available. Many upgrades and new parts. Full build sheet available. Comes with 3 sets of wheels. Ready to race or DE. Paint could use some attention. \$24K or

B/O. Can store until spring/First Fling. Runs 1:53's at BIR. Call Paul Ingebrigtsen at 651.503.5403 with any questions or e-mail: pingebriigtsen@hotmail.

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Cayman GTB1 For Sale

\$90,000, Built and Campaigned by Auto Edge. Chassis started life as a 2008 Cayman Base and was converted to 2010 Cayman S specs: MA1 3.4L DFI engine, 6 speed manual, OS Giken LSD, All Electrical Components. Remote canister Coil-Over Struts, fully solid and adjustable control arms and sway bars, wheel stud conversion, 6 piston front brake calipers and 4 piston rears, Engine replaced this season with used 9,600miles 2012 3.4L DFI, Full race exhaust, Auto Edge Air intake, and custom ECU tune, 3rd radiator with top vent, lightweight flywheel, A/C delete, Full Roll cage, Side windows and locks retained, Cayman Interseries front splitter and rear wing, Data logger w/ 2 camera system, Cool shirt, Wired for driver com radio, and much more. Comes with 2 sets of Forgeline ZX3R wheels. More photos or information available upon request: Bob Viau Jr 651.777-6924, AutoEdge@AutoEdgeMN.com



Above: Kim's 928 GT on display in the lobby along with the other Overall Winners! Rare company indeed, Congratulations, Kim

Parade . . .

continued from page 13

more of the carpets and interior just to be eligible for this class. It recognizes that cars are truly “only original once,” and it’s emphasis is just that: preserved original. Even with the 25 Championships, every body panel, paint, all carpeting and leather seating, etc. are absolutely original in the GT. Every effort has been made to keep it original (so no aftermarket parts.) Well I did have Koni shocks and Pagid pads . . . there is an exception for “service items.” So we’re in PS07F, which is the class for all the “transaxle” cars. If you don’t like originality as your own criteria, your car would likely do better in one of the other groups: Preparation (criteria: cleanliness and condition) or Restoration (you better repaint, replat, etc. everything!)

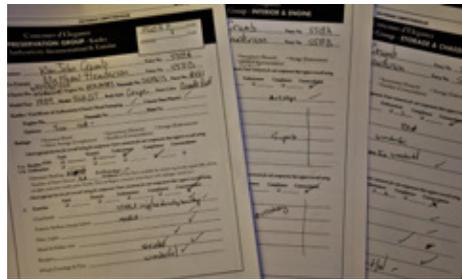
I’ll be judging the engine compartments of the “Transaxle” Preparation Class 924/944/968 & 928 cars. When the time comes, our team will take a break while I show my GT to a different set of Judges doing the Preservation Class. It was 90-some degrees and quite humid...and climbing, as the morning hours went by.

It’s time. There’s a panel of three Judges for the GT. This is the class where they judge everything together and consult with each other. They are not each “area specific.” They check the Porsche Certificate of Authenticity (you must have that or the original window sticker) to confirm what was original-to-be-preserved. Even the brake calipers and wheels are original, with numbers matching everything. I have Porsche-approved “N0”



Pirelli Trofeo R tires, in the original 225 F/245 R 16” sizes, preserving Porsche-original handling and design. I’ve also used the factory photo of the engine to prepare the engine in the GT. When I open the hood, one of the Judges looks at that photo, and then the GT, and says “your engine could have been the factory photo. (photo below left)

They ask me to take out all the factory tools and more, and they discuss between themselves. They also ask questions; this is interactive, not passive. The Time Limit is called, and they “adjourn” to write their comments on the Judging forms (photo below), and then later they rank order the competitors. I go back and complete my



own Judging assignment, and then we await to hear the results; there is that tension of anticipation in the air.

They post the results . . . we’ve won PS07F! And? As a Class Winner we will be judged a second time. A second judging team will now go over just the Class Winners from classes PS01F through PS07F - essentially 50 years of all the Porsche models - from the 356 through the 993 and determine an overall winner: the Grand Preservation Group Champion. I figure the 928 has more parts in just the engine compartment alone than any early Porsche has in the whole car! When I walk the field and checkout the other Class

Winners, I’m thinking? “We’re not out-of-the-running” despite having the highest total number of parts that must be correct. Meanwhile Nord Sterners **Kelly Manley** and **Kelly Klemz** earn First Place in their Group 1 Preparation Concours Class with

their 1973 914.

The few of us getting this 2nd Judging are allowed 10 minutes of “light prep” and then the 2nd Judging Team goes through the whole procedure again. Six areas: COA/ Window Sticker, Utilization, Exterior, Interior, Engine and Storage Compartment. (photos of Concours Judges 2018 by Matt Henderson) One Judge asks “how” I prepared



some engine fasteners in a certain way, with a bit of admiration. I tell him, “I’ll tell you after the Judging is over.” They won’t be posting these overall group results. These big awards are announced at the Concours Banquet the next evening.

By now it’s late afternoon, and I head to the Art Show for the artist’s reception, which is the preview event of this part of the PARADE. I only make the last 10 minutes. Being that late, I missed the awards presentation, but they do give me my 2nd

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

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Parade . . .

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Place in Classic Color Photography for “Silver Spyder Supercar.” I had also entered “LeMans Eyes.” In the old days there was a reflector, a bulb and a lens . . . look at the



headlight for the current racing RSR!

It's Tuesday, and Matt and I are out with Bruce Sweetman doing an extended photo shoot for PANORAMA (photo below) My phone is ringing, I don't recognize the



number. Who is it? The Concours Chairman! He tells me “You've won the Grand Preservation Group Award, and we'd like to display your 928GT at the Concours Banquet tonight.” Of course I say “yes,” and now think of how (ahem) we've been out driving it around! We head back to the Concour prep area and clean off the dust and dirt and redo the carpets and glass, etc.

I'm beaming with pride as we put my '89 928 GT, as the Preservation Group Winner, in the row of five Overall Winning cars. The other four are: a '51 356, the People's Choice; a 904 GTS, the Honorary Judge's Choice; a '53 356, the Restoration Group Winner and a '90 911, the Preparation Group Winner. I hope Nord Stern is proud! (photo page 32) This honor does present a “glitch worth having” though. What is that? The plan had been to put on the set of track wheels-and-tires that afternoon for the Speed Event Autocross that's early the next morning. It would be inappropriate to display the car with this change, so we delay that. I still head to the Speed Event site to walk-the-course, now with less than an hour to spare.

Then? It's quickly back to the condo. I get cleaned up, put on a suit, and I'm at the “Nord Stern” table with Allan and Jennifer Hurd plus Nick and Susan Cirillo for the Concours banquet. A.J. and Matt are at another table. Menu? It's Sherried Braised Beef and Pacific White Fish in Lemon Cream

Sauce. Mark Shevitz, the emcee, is reading off the winners . . . and he takes a little extra time to talk about Betty and the 928GT . . . that she's there as a “co-entrant in spirit.” She would have been so proud. Matt and I do get to hold the huge Preservation Group award for a short time. A permanent plaque, marking this 2018 win, will be put on it for Porsche Perpetuity. Then after the banquet, I must “trade it in” for the individual trophy.

I am still stunned; I never expected this to happen. We get the 928 out of the banquet hall just after 11 pm. We are? The only one of those five displayed cars headed to? The Speed Event.

We're up at oh-dark-thirty early, and I have to be at the Speed Event by 8 a.m. We do the wheel/tire change by dawn's early light. PCA now has a tire rule that says you must have a tire with a 180-or-higher tread-wear rating for the S/Stock and Production Classes (not the Improved or Modified Classes.) While perfect for the Concours and Track, the Pirelli Trofeo R's have a tread-wear rating of 60, so they don't meet this fairly new/revised criteria. Hence, a different set of tires. The SCCA rule is currently for a 200 tread-wear tire so there is a real competition by tire companies to have a tire with great grip and yet have that “200” rating. It is important to note that this is a “self-rating” system; there is no actual third-party (or federal) test. Out of a number of tire brands who have built a product just for this market niche, I opt for a “dark horse” candidate. The 928 was likely a “dark horse” to win the Preservation Group Award? Maybe it's a good omen! The tire I'll use? The Nexen N' Fera SUR4G tire in a 255 width, 17” size.

A technical note: they spray a “release compound” into the mold before a tire is made, and that release agent tends to make a brand-new tire a bit slippery for the first miles. Yes, I have brand-new tires. While I had planned to put them on the day before and drive around and scuff that compound off, the Concours banquet appearance changed that plan. Now I've got the 15 miles between the HQ hotel and the airport autocross site to do some “scuffing.” The “adjusted” plan? I get up to a good speed and go for max braking. This will bed-in the new brake pads and the near-abs-induced-slippage will scuff the tires some. There just isn't time to drive 100 miles or so, like had been originally intended. Cross your fingers . . .

I walked the course one more time, planning for speed. Although I haven't driven the GT in anger for a very long time, I do autocross regularly (I did win the National BMW

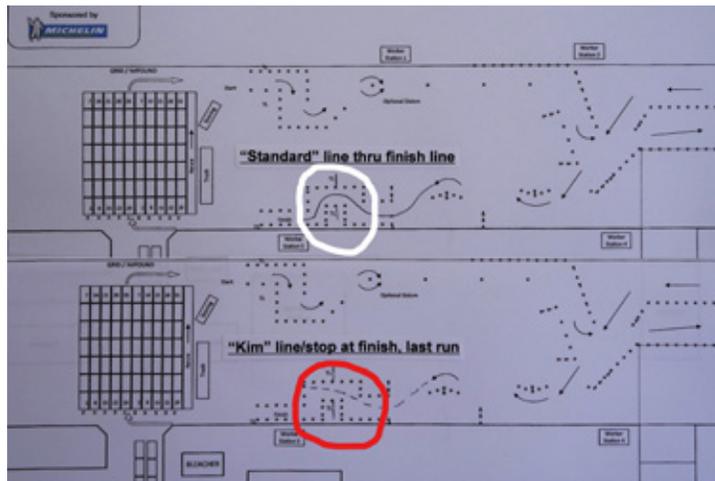
Continued on page 36

Parade . . .

continued from page 35

OktoberFest Championship in both 2016 & 2017, for example, with my '04 330ci.) Still, the rules aren't that favorable. This isn't like the "old days" where I competed only against other 928's. Now it's P04, where it's all of the faster Transaxle Cars. My evaluation? Let's see, the 1989 944 Turbo has: the same brakes as my 928GT, but weighs 500 pounds less. Same size tires, too, but weighs that 500 pounds less. How could we possibly brake or corner as well, with that weight penalty, while having the same-size basic parts? Well, there is acceleration? The comparison of the official factory standing-quarter-mile times are? For my GT: 14.1 seconds. For the 1989 944 Turbo: 13.5 seconds. Ouch, not the best rules break for the 928 when these classes got merged. But you can add "car set-up" and "driver" to the total equation. I'll be relying on those elements.

I'm making the first run; the car is a little tail-happy. Looks like that abbreviated scuffing worked great on the front tires, not-so-much on the rear tires. Oops? "Loose is fast, and on the edge of out-of-control" to quote one famous movie line. There are four runs, I've got to keep moving the lap time down. There is a challenging finish . . . the course design means you must brake before the timing light, not afterwards. I call this a "dive bomb" finish! As I start the final run, I need to find a couple tenths to



pass the current leader. Care to guess what I have in mind? I will brake even later, not even attempting to try and make the left turn that's after the finish line/timing lights. I'll use all the available grip for just one thing: Full Straight-Line Near-ABS braking. If it goes wrong, there will be a lot of cones down, at a two-second time-penalty for each. (Above, Photo of "standard" line and that "Kim" line). I go for it, and when I stop, I can't even see the cones over the hood of the car because they are so close. I'm not even sure I haven't hit one, until the Announcer (National Ex-Prez Manny Alban) says "very impressive, 33 flat" and notes I stopped "inches from the cone wall." I've gained over a half second, winning P04. Yahoo!

That evening I go the Rally Awards Banquet. National Secretary Cindy Jacisin invites me to her table. There is a lively discussion of things Porsche and PCA. They are

announcing the Newsletter Awards. Editor Christie Boeder and NORD STERN earn a podium finish! Nobody else steps forward, so I pick-up the award for Christie.

The schedule has been intense, so on Thursday I take the day mostly "off."

I lounge around the resort and do nearly



Editor's Note: Nord Stern's Newsletter Award - Thank you Kim for a very clever photoshoot AND for 'brining it home' for me!

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Friday morning is the Historic and Technical Quiz. 50 general questions and 25 model-



Heading-for-the-finish, photo by Matt Henderson



specific, plus five tie-breakers. Well, kind of, depending? This is another “classes got merged” situation. So? There are only (6) 928 questions in the whole quiz. “Model Specific” for Class Q07 now means “all transaxle cars.” That makes the definition of “model specific,” ahem, pretty wide for this class. How many parts are used in both a 924 and a 928? Nil. Not to worry, I still pulled out a 2nd Place anyway. Friday night, it’s the Awards Banquet for the Autocross and the Gimmick Rally Awards. Nord Sterner’s **David Kaus** and **Maria Gonzales** take a 2nd Place in that Rally, and I get my Autocross Champion’s Trophy.

It’s Saturday. We go to the Worker Party, an 11:00 am lunch. This is where PCA shows true appreciation for being “Fueled by Volunteers.”

(Above: Volunteers gathered) Over 1,000 worker shifts made this Parade possible. It’s great that there is this event, something tangible, that clearly shows a “not taken for granted” policy. Nord Stern Prez **Lara Dant** wins one of the bigger product prizes - full car window tint.

Although quite hot and humid, it hasn’t rained all week . . . until now. I skip the PARADE OF PORSCHEs, which is a nod to the original Parade. We load up the GT for the trip back to Minnesota. At Tan-Tar-A we celebrate with former Nord Stern members

Bill Caldwell and **Mary Hill**, toasting with that Nectar-of-Victory: Champagne. (photo below) Then it’s off to the Victory Banquet. How could this week have gone by so quickly? I’m thinking of how much I enjoy this comprehensive variety of events, some



of which Nord Stern used to have 20 years ago. The menu for this finale? It’s another great dual-entree meal with Filet Mignon and Seabass. There is a presentation about the 2019 Parade in Boca Raton, FL, the last full week of July. Then they announce the 2020 Parade . . . in La Quinta, CA, the last full week of June at another Waldorf-Astoria property (near Palm Springs.)

As we’re headed home, we “reflect” on what a Porsche week it was! (photo right!) I look at the five

trophies . . . it’s all beginning to sink in.



(below) Rumor has it we could be back in French Lick, IN in 2021. Porsche PARADE, that one week each year where PCA truly is the absolute center of the Porsche Universe; see you there!

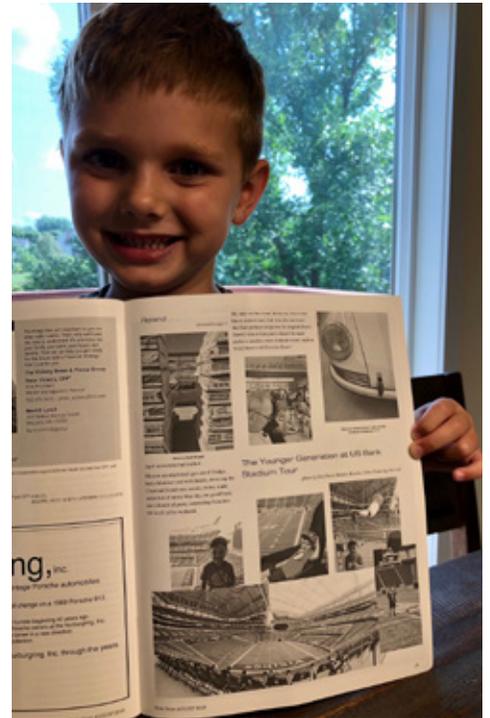
2018 @ KJCrumb



A Few Random Nord Stern Photo Ops

Photos by Brandon Olson

In my humble opinion, these are just some of the BEST photos submitted to the newsletter and I am so happy to publish them. Member Brandon Olson and his son Cason were featured in last month's issue with pictures they took from the US Bank tour. Cason was SO excited to see himself in the newsletter as his dad said he told him, "He actually 'read' it before I got home and lost his mind when he saw his pictures were in the newsletter." I'd say the smile says it all! Another 'start 'em young' photo capturing the wonder and love for the automotive world, Porsche in particular, hopefully.





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