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January 2019





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Cover:

Photo by
Michael
Grabner

Captured one
snowy winter
'morn is his
current daily
driver, 1988
NA 944

TABLE OF CONTENTS

Departments

- 4 2018 Nord Stern Officers and Committee Chairs
- 5 Welkommen . . . Welkommen . . . Welkommen
- 5 So, Just What Do We Do In Nord Stern??!
- 6 The Prez Sez . . .
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 11 Another Year, Another . . . What?
- 24 PCA's Zone 10 Directory
- 26 Book Reviews for Porscheophiles
- 35 Classifieds

Features

- 13 Rennsport Reunion VI 2018
- 13 Is It Safe? Gotta Love the Internet
- 13 Some Sunday Porsche Funtime
- 14 ClubTalk 'Challenge' The BEST part of your garage and One of the Worst
- 15 Brainerd International Raceway
- 20 Where In The World Is Carmen San Diego (aka Dave)?
- 21 Lunch With Larry . . .
- 22 Awesome Mileage!
- 37 December 2018 Business Meeting Minutes . . .

Upcoming Events

- 8 2018 Calendar . . .Get Around with Nord Stern
- 27 2019 Porsche Parade - July 21-27

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**

2019 Nord Stern Officers and Committee Chairs

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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!



Todd Dyste

Edina MN
2002 Graphite Grey 911 Turbo

Dan Goedken

Minnetonka, MN
2017 White Cayman

Jason Harens

Otsego, MN
2016 Panamera GTS

Lars Naslund

Woodbury, MN
911 Coupe

Charles E. Pitschka

Hopkins, MN
2018 Rhodium Metallic Silver
Macan S

It's been asked: Why Pay Dues to Nord Stern addition to the yearly PCA dues??!!

Answer: Support the local Region of PCA and its activities!

- Receive our awarding winning monthly magazine
- Cool t-shirts, etc

How do I join Nord Stern?

- Go here: <http://paypal.nordstern.org/membership.html> (see pg 5)

What does membership cost:

- \$30 per year, \$80 for 3 years

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-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America, for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

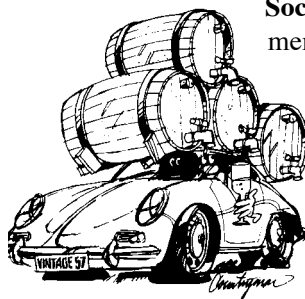
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

Editor's note: In lieu of a column this month from our incoming president, here are some interesting statistics from years past. To right were the 1993 BIR track records. There are many familiar names, still active today; while some now have moved and active in other region Porsche clubs, some no longer with us.

The lap times are fun to check out now that there are no chicanes, tire technology is vastly improved, hp increased, track setup ever more sophisticated. I don't believe I have access anymore to what each class represented - which would also be quite interesting and instructive. Below: some other fun trivia!

*Roger Johnson,
2018 President Nominee*

1993 BIR TRACK RECORDS

Open Track

Class	Driver	Model	Time
1M	Tom Solstad	'73 914 2.0	2:11.392
2M	Jim Bryant	'83 944	2:01.587
2W	Bobbi Miller	'87 924 S	2:05.838
3M	Jeff Halling	'79 928	2:01.061
3W	JoAnn Greenwell	'82 928	2:13.180
4M	Ron Smith	'86 944 Turbo	1:56.633
4W	Sheri Studanski	'86 944 Turbo	2:07.000
5M	Rick Sojkowski	'89 944 Turbo	1:55.267
6M	Mike Niemeyer	'70 914-6	2:06.920
7M	Dave Weisel	'72 911 T	2:06.443
8M	Guy Reeder	'80 911 SC	2:00.462
8W	Martha Reeder	'80 911 SC	2:06.919
9M	Roger Johnson	'86 911 Carrera	1:57.456
9W	Carolyn Luehmann	'74 911 S 2.7	2:11.121
10M	Tim Watson	'90 911 Carrera 4	1:56.658
10W	Wendy Pilhofer	'90 911 Carrera 2	2:05.653
M1M	Bill Siggelkow	'62 356 B	2:11.421
M2M	Jim Arhart	'72 911	2:06.602
M3M	Bob Johnson	'73 911 E	1:52.574
Open	Steve Watson	'86 911 Turbo	1:48.790

B.I.R. TRIVIA

Looking for that "Classic" 90 degree right hand corner that all the expert drivers use to explain how to drive fast? Well, keep lookkng...because you won't find it at B.I.R.!

Turn	Degrees
1	67-1/2
2	77-1/4
3	125-1/4
4	111-1/4
5	85-1/2
6	97
7	36-1/4
8	64-1/2
9	65-3/4
10	118-3/4

Advertiser Directory

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Bursch Travel	7
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Higgins Insurance, Performance Auto & Audio, Tom McGlynn - Lakes Sotheby's, Trackside Tire, Luis Fraguada, Gates General Contractors, David Schaal, RSR	9
Cathy Perinovic, Linden Hills Realty	30
Collision Center, Inc.	27
Courtney Truck Service	24
Dan Perinovic, State Farm Insurance	31
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Imola Motorsports	IC
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Porsche of Minneapolis	IC
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Raymond Autobody	24

2019 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

I have to say that this issue, while it's incredibly late I have to plead the holidays and too many family responsibilities taking up free time I use for the newsletter. An age-old story but particularly true this year with a new granddaughter in the mix now.

This issue does have a couple of longer articles and one is an interview with Larry Skoglund, a very active Nord Sterner back in the 70s. And he also was prez of Nord Stern, in 1976 in fact. Gordon Maltby, long-time editor of the Registry 356 newsletter sent it over after he published his recent interview with Larry in a summer issue of the 356 newsletter. I had recently received an email from Gordon, offering the article as he figured it would be of interest to our readers. And boy, is that an understatement. I know there are current members who knew Larry when he was more active in the club plus it just is so interesting to hear 'other stories' of Porsche peeps. In fact, I mentioned the upcoming article to Ron Faust, who contributes the material for the 'Where We Were' columns each month. And here's what he said, verbatim:

Do I remember Larry Skoglund!!! In 1977 my 2nd 911 was on order and I was petrified that the '70 911T wouldn't get sold first.

Our first home in Rochester (MN) had ONLY a two-car garage and I was scared of the prospect of owning two 911's with only a two-car garage—ha.

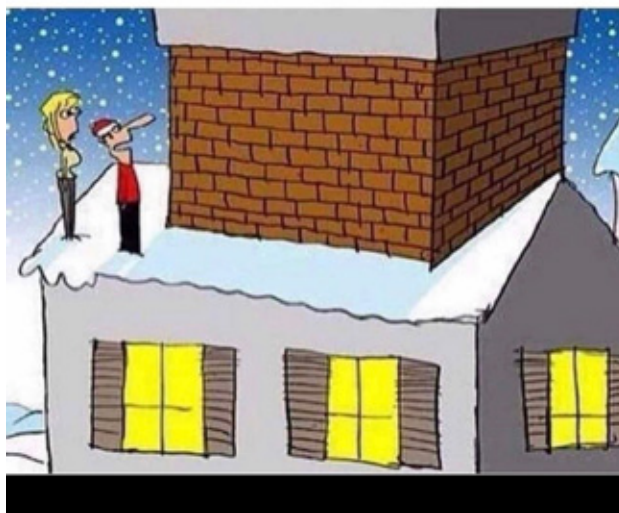
I had met Larry several times through my early Nord Stern club activities, mostly Concours events and the 1976 Parade (which was held in Brainerd, MN). Larry called me one day and said "Ron, I know your car and I've got a friend looking for a Porsche. Your's

will be perfect for him." Sold, without any haggling on a first test drive. Larry also tweaked a few mechanical issues in our 356 in 1984 before I took it home. Plus he showed me what I think was a 4-cam Carrera in his barn at one event in Victoria.

As always, it's a small world when it comes to Porsches and those who love them, work on them and drive them! What a cool sidebar to Gordon's interview. Be sure to check it out. Also, lots of events are now in the calendar. All that good stuff so start saving those dates.

And this cartoon just was too fun to pass up although I wish I had it for the December issue!

"I built a bigger chimney. That way Santa wouldn't have a problem getting a race car down it."



From
the
Editor . . .

by Christie Boeder, '73 911



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2019 Calendar . . .Get Around with Nord Stern

JANUARY

- 7 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting
- 12 60th Anniversary Gala and Party**
\$70 per person, registration @clubregistration.net
Location: American Swedish Institute
Complete with Holiday Decor in the Mansion!

FEBRUARY

- 4 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting
- 23 JDC-Miller Motorsports Tech Sessions**
Tech Session, Time TBA
See the operations of a high level professional racing team

MARCH

- 4 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting
- 9 U.S. Bank Stadium Tour**
10 a.m. Details and Registration TBA

APRIL

- 1 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting
- 3 - 6 PCA's Treffen Santa Barbara**
- 13 Membership Social & Tech Session:**
Location: Auto Edge
Time: 10:00 a.m - Coffee and registration
10:30 -11:30 a.m. Club Info: What events we do
When do we do these events, How YOU can join us
11:30- 12 p.m.- Pizza Lunch
12:30 - 2:30 Auto Edge Tech
- 14 All Membership Social & Tech Session- Rochester, MN**
Location: Werkstatt 533
Time: 12:00 noon
- 27 Nord Stern First Fling Driver Training**
- 28-29 Nord Stern First Fling Driver Education**

MAY

- 6 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting

JUNE

- 10-11 Nord Stern Driver Ed @ Road America**
- 30 Nord Stern All Porsche Show**

2019 JULY

- 21-28 PCA Porsche Parade Boca Raton, FL**
- 26-28 Nord Stern Club Race and Driver Ed**

AUGUST

- 10 Vino in the Valley Drive**

SEPTEMBER

- 2 Rochester Labor Day BBQ**
- 9 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting

OCTOBER

- 4 Nord Stern Last Fling Driver Training**
- 5-6 Nord Stern Last Fling Driver Ed**
- 7 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting

- 13 Beer and Bark Drive**

NOVEMBER

- 4 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting

DECEMBER

- 2 Nord Stern Business Mtg**
Location: Grizzly's in Plymouth
6:30 p.m. Social, 7 p.m. Meeting

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

Grizzly's (Look for the Porsche Flag)

220 Carlson Pkwy N

Plymouth, MN 55447 (763) 476-1011

<http://grizzlysgrill.com/locations/plymouth-mn/menus/>

MN CARS AND COFFEE - See Ad
(1st Saturday of the month, April - Oct)

CARS AND CAVES - LAST Saturday of the Month
(April - Oct)

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

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

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NORD STERN 60TH ANNIVERSARY GALA

SATURDAY • JANUARY • 12 • 2019
American Swedish Institute • 2600 Park Ave S • Mpls

Cost: \$70 per person, register online at clubregistration.net

Time: 6 p.m. • cocktail hour in the mansion • cash bar • tour the decorated holiday rooms

Program & Dinner: 7 p.m. • the larson room • music by Steven C

Dinner: includes baby spinach salad, candied walnuts, goat cheese crumbles, sliced strawberries, berry vinaigrette

Options: • pork tenderloin with tart cherry demi-glace, boursin whipped potatoes, roasted butternut squash, or

• seared salmon, root vegetable puree, asparagus, apple slaw, or

• butternut squash ravioli with wild mushroom ragout

Dessert array of miniatures: cardamom bread pudding squares, caramel drizzle • triple berry cobbler, creme fraiche • chocolate mousse, raspberries

That's what I've been trying to figure out. Just exactly where have we been, us gear-heads, and just exactly where are we going?

To that end, I've been sifting through "stuff." I've been ripping, printing and copying everything that has come across my desk and piqued my interest. All with an eye toward trying to identify slants, angles and trends that may, that just may, have something to do with what we can expect in the coming year.

Is my stuff leading me down the right track? I haven't a clue. As they say, time alone will tell. But that's never stopped me before, and it won't stop me now. And, hey, you dear reader can play too. I mean, what have we got to lose? Who ever looks back, at year end, to see if we've been right? Right?

So here goes. At least four automotive trends that keep floating up in my treasured, virtual crystal ball.

The continued slide in sales of passenger cars vs light trucks/SUVs.

I recently happened across year to date data for sales here in Colorado. Through September 2018, sales of passenger cars were down 14.7%. Sales of light trucks in the same time frame were up 4.9%.

That translates to a market share for non luxury SUVs of 45%. Versus 42% last year. For what it's worth, sales in the same time frame of luxury and sports cars was ... drum roll ... unchanged year over year, at 4%.

I don't get it. I mean, really, we all do know that traditional station wagons actually provide more interior space than comparable SUVs. And better handling. Four-wheel-drive? Offered on both. Fuel economy? The nod goes to the car. Commanding high-riding view in all directions? The SUV wins. As if it matters. When you've got lane departure alerts, lane change alerts, parking assist and so on and so forth. The nanny state controls your driving today, regardless what you're driving, or how high you're sitting in the saddle.

How did this happen? I mean, really. I feel like I woke up and, lo and behold, SUVs were everywhere. Right, Porsche? And let's not even begin to get into their profitability. Although that might, just might, be a key to their proliferation. Just saying.

The rich get richer.

Yeah, I know you know this. But it's still fun to periodically bring it back to earth. Exhibit A is prices for attending Pebble this coming August. Are you sitting down? Good.

Sports Car Market says this about the 2019 Concours d'Elegance ... you know the one, where they set off confetti guns as the winner rolls up on the platform, which is sited strategically on the 18th fairway, in front of the clubhouse, with dolphins and whales cavorting in the glistening sea in the background ... that one. SCM says general admission tickets will be \$375. "Club d'Elegance" tickets are \$825. For the ultimate Pebble experience, be prepared to fork over \$2,500. That gets you the Patrons Patio at the Winners Circle. Or the Chairman's Hospitality at the Lodge, which will set you back \$3,000. For the day. One day. Order early, they always sell out.

Autonomous delivery.

Oh yeah, autonomous cars are coming. It's only a matter of time ... mostly, I think, the time needed to master the intricacies of liability law, should something go wrong. And that's fine.

But what's actually bucking up to the here and now, right now, is commercial applications. Automotive News reports that, starting this past Dec. 5, Waymo, the "subsidiary spun from Google to handle autonomous driving, intends to offer commercial service with its self-driving Chrysler Pacifica hybrid minivans. The service is called Waymo One."

Think of the service as an autonomous Uber or Lyft. "The minivans can carry up to three adults and one child at a time," says Automotive News. Now, when you couple this effort with the one they launched earlier last year with Walmart, and their partnership with AutoNation and partnership with Avis Budget Group, and entrants in the autonomous truck market, as well as autonomous deliveries and licensing of technology, it all rolls up to a potential company valuation of \$175 billion. So says Morgan Stanley.

Formula 1 will rebuild the sport and grow its fanbase.

Huh? Well, that's what Liberty Media says it plans to do in the new year. I certainly hope so.

You may recall that Liberty Media bought Formula One for \$4.4 billion in January 2017. On an analyst conference call last November, Chase Carey, the leader of the racing business, said 2018 was a "beta project" for its digital offerings. The plan, he outlined, features an "over the top" streaming service. Formula One, he said, "is now the fastest growing sport on social media with 18.1 million followers. That number is up 50 percent from a year

Another Year, Another ... What?

by Danielle Badler

*courtesy Porsche Club Editor's
Facebook Page, December 2018*



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Rennsport Reunion VI 2018

RRVI was an incredible experience last weekend. Anything you could imagine being done to a Porsche was on display. The back parking lot had a line of GT3s, GT2s, and long noses as far as the eye could see (OK, I am exaggerating a little bit), the sheer volume of cars was over the top. The # of specialty builders continues to grow - whether you want a 959 (for a mere \$2 MM) or an 80's 911 wide-body with a TAG motor you can get it. Incredible financial times definitely deliver incredible cars.

In addition to the great cars sitting in the various parking lots at the venue, the racing was reasonably competitive. It was definitely fun to see the older vintage cars mixing it up. I spent time watching the climb up to the Cork Screw and down the CS, as well as many other great vantage points on the track.



The track is great, but the elevation changes make it awesome. If you did not go this year put it on the list for the future. You won't regret it.

John Velure

911's as far as the eye can see. This was the group that was supporting my car and 14 others this past weekend. The spyders, 959 and others are from the collection of the Chairman of the NYSE.

Dave Roberts

Then there was the 959 tent with a dozen or so 959's. Total overload, in a good way. Find a way to attend. As my son said "this ruins car shows."

Mark Kittock



Is It Safe? Gotta

Love the Internet

Per Dave Anderson, webmaster: One thing you can do if you want a quick check on the legitimacy of a link that looks out of the norm is to check it against Google safe browsing server. What you do is copy this link to your browser and add the link you want test. Using this link as an example:

<http://google.com/safebrowsing/diagnostic?site=https://pin.it/jbokginqhyzaty>

Google will let you know if there's been any malware hosted at the questionable link in the past 90 days.

There are other checkers similar to Google's Safe Browsing service:

- <http://google.com/safebrowsing/diagnostic?site> (example shown above)
- <https://safeweb.norton.com/>
- <http://www.unmaskparasites.com/>

Some Sunday

Porsche Funtime

photos below by Brandon Olson with son Cason

Editor's note: I think Cason is my favorite Porsche subject. Such pure joy is hard to beat. Thanks, Brandon for submitting some of my favorite photos (sorry, Michael G, no disrespect intended but am sure you'd agree these are great!)



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

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

Little old school Detroit and new school Stuttgart from the newbies.

—Scott England-Sullivan



Below Right: Best of times: Cayenne and 911 TT in the upstairs garage. (Susan surprised me while I was on a business trip and painted the walls this beautiful color). Everyone love those classic club race posters!

Below: Worst of times: My downstairs garage full of charity samples just before our Club race auction.

Each garage is 800 sq. ft. Both garages have Johnsonite Roundel rubber tile floors. When dropped; tools don't break, they just bounce.

- Keith Jones



THE SECOND DECADE 1978 - 1987

Brainerd International Raceway's second decade saw owner Jerry Hansen and General Manager Dick Roe continue to build off the momentum they created in the previous three seasons. The winning formula seemed to be equal parts of high-flying road racing and thunderous, ground-pounding drag racing. Fans were getting a steady dose of both. In fact, some of the world's top road racers would compete in races like the Indy 500 one weekend and at BIR the next.

1978

Fans were crazy over road racing, with 30,000 attending the SCCA Uncola Nationals. A new drag racing attendance record of 11,500 was set for the newly added NHRA's Winston Points Championship.

1981

The juniors came out to race: Al Unser Jr., Bobby Unser Jr., John Paul Jr., Roger Penske Jr. all raced in the Super Vee Championship. And sponsor RJ Reynolds built the Tower Suites on the startling line of the drag strip.

1982

Major capital improvements included a new timing system and scoreboards for the drag strip and a 3,000-seat bleacher. Hansen bought another 4,000-seat bleacher from the City of Bloomington when it was tearing down the old Met Stadium.

BIR's new grandstands came in handy for the Quaker State NorthStar NHRA Nationals. Now called the Lucas Oil NHRA Nationals, the race would become BIR's main event each year, and still is. More than 50,000 fans watched Shirley Muldowney, called "The First Lady of Drag Racing" because she was the first woman to be licensed in a Top Fuel dragster, win Top Fuel.

The Pepsi Trans-Am and Nationals race made headlines when actor Paul Newman, who had been racing as an amateur, competed as a professional for the first time during BIR's Trans-Am race. And then he shocked the racing world by winning.

1983

Professional motorcycle racing made its BIR debut. The Honda Classic/Camel Pro Series featured two days of road racing and then drag racing, and even included a class for side cars. The American Motorcycle Association had a 20-year tenure at BIR.

BIR had few concrete barriers, fencing, tire pillows, etc. for safety but was still considered a very safe track. But during the 1983-84 seasons, there were five fatalities, four of which were motorcycle riders. And John Hagen was killed during the Quaker State NorthStar NHRA Nationals when his car flipped near the finish line.

1986

BIR became a publicly held company with a board of directors that included racing legend Mario Andretti, who was director for nearly 10 years.

1987

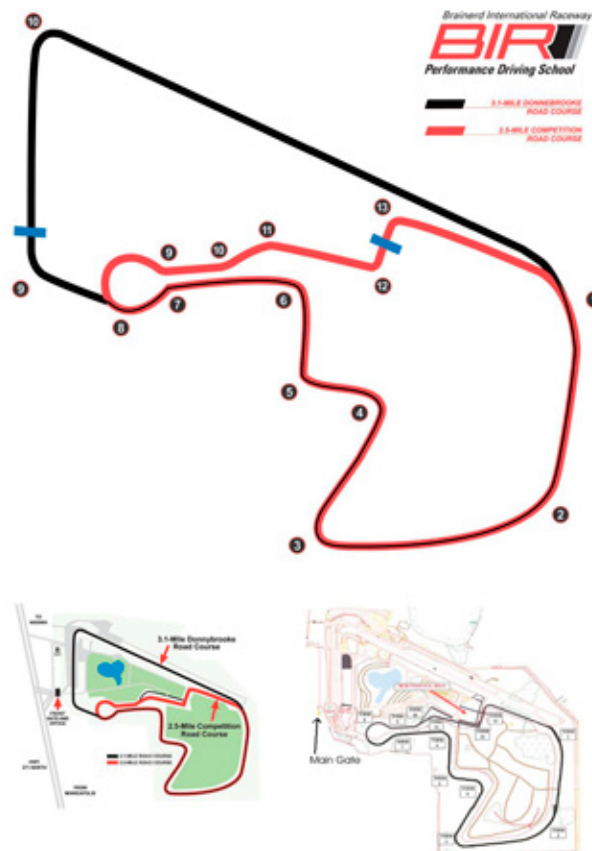
BIR had racing events almost every weekend including competitive karting, driving schools, Central Roadracing Association motorcycle racing (BIR still hosts five CRA races each year), autocross and the Bracket Drag Racing Series. It was also the first year for the Champion Auto Stores Street Rod/Street Machine Show & Go which featured street rod drag racing, a car show, live music, swap meet and fireworks. The Show & Go is still a mainstay of BIR's schedule each year on the Fourth of July weekend.

Brainerd International Raceway

... aka ...

Donnybrooke Speedway

courtesy Brainerd International Raceway: 50 Years of Racing 1968-2018



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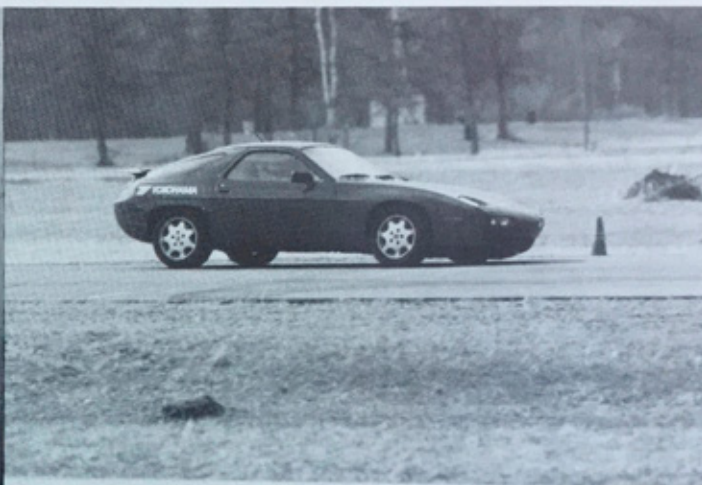
1994 Year in Review

Taken by **Lee Jacobsohn**, the cover shot shows two 911's caught at night in the snow at First Fling at BIR. Hopefully the sun was warm in the morning. After a thank you from outgoing President Rick Sojkowski, the rest of the issue is all high quality photography. Editor Bobbi Miller and the unnamed contributors deserve a lot of credit.

This was pre-digital and all the photos involved film cameras, negatives, prints, and getting them in time for deadlines.



KIM CRUMB AND RON DRAPER SMILE IN THE SUN BELOW



ROGER JOHNSON ANNOUNCES THE BEGINNING OF THE DRIVERS' MEETING, THEN LEE JACOBSON POINTS OUT THE INTRICASIES OF BIR ASCARY PERKETT AND MARC GUSTAFSON LISTEN ATTENTIVELY



ROD JOHNSON IS ALL SMILES ABOVE WHILE PETER VICKERY AND ERIC PILHOFFER ANXIOUSLY CHECK TIMES BELOW

Left at BIR back when we anxiously checked out track times!

Below: Guy Reeder of Rochester

Left below: Ron Johnson of Midwest Mountainering

It was a very busy year for Nord Stern and all those who participated in the many tack events!



ROD JOHNSON IS ALL SMILES ABOVE WHILE PETER VICKERY AND ERIC PILHOFFER ANXIOUSLY CHECK TIMES BELOW



SOMEWHERE UNDER THERE IS A PORSCHE ALL READY TO GO; KIM CRUMB AND JIM SEUBERT SHOVEL OUT FROM UNDER; AND ERIC PILHOFFER LOOKS READY TO WHILE JACK MARUSKA MUSES OVER HIS NOTES AND ROGER JOHNSON GETS THE REGISTRATION GOING.





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

... Or, the Further Ad- ventures of Dave

July 6, 7, 8,
2018

by Dave Roberts

*"... This was a call I
least expected, so I sat in
dumbfounded silence on the
other end of the line. After a
few seconds lapsed, my answer
was an unequivocal yes..."*

Later in the morning, George and I rode our scooters to the Musee Des 24 Heures (Museum of the 24 Hours) where they have a fantastic collection of historic 24 Hours of Le Mans race cars. Most of these cars belong to private individuals or factory race teams. To keep the displays fresh, the Museum rotates the loaner cars in and out of the Museum. I found the Porsche displays fascinating. In addition to the Porsche factory display, the Museum was paying homage to the King of Cool, Steve McQueen. They had a section of the Museum dedicated to the cars that were used during the filming of Le Mans, plus a number of pictures focused on McQueen and the other stars of the movie. It was obvious that the movie had been important to the City of Le Mans. It inspired global interest in the race. Throughout the weekend, there were multiple shrines dedicated to McQueen.

After spending much of Friday going to the Museum, visiting vendor booths, looking at cars and visiting the auction tent, we were more than ready for track-time. For Group 6, nothing was scheduled until 19:08 (7:08 pm) Friday, but I was anxious to see the track. George and Martin were also anxious to get on track, but they both raced at Le Mans in 2016. As we sat in the shade of David Hinton's camper canopy, Martin had a brilliant idea. In 2016 he went to the Club Track Session on Friday morning and asked anyone who was a single in a car if he could ride with them on track. He recommended that we do the same tomorrow morning. Without the need to debate the idea, it was decided that we would head to the staging lanes just before the Club Session opened and beg for rides. The Club Session is for organized car clubs that gather in assigned parking areas by brand and drive on the track before it is opened for race cars. Simply put, the Porsche Club, the Jaguar Club, the Corvette Club plus other car clubs get to drive the track simultaneously. A track free-for-all between different brands without a pace car or speed limit. Not your everyday track touring event.

The Club Session was scheduled to run between 9:00 am to 10:20 am on Friday. We got up early, found our breakfast of diet Coke and a chocolate croissant breakfast and then head to the staging lanes. As we got half-way through the grid, Martin spotted a Porsche 997 Cabriolet with only a driver in the car. We assumed it was a British car because the driver was sitting in the right-hand seat which was good because he would be speaking English

and I would be sitting in the left-hand seat. We walked up to the driver, asked if I could ride along and in something British that sounded like, "welcome aboard" I jumped into the left-hand seat just as the cars were rolling onto the track. When I asked if he had been on the track before he said "No", but his brother was in the Corvette in front of us and his best friend was in a Mustang just ahead of his brother. They had been to Le Mans, so he was going to learn the track by following them. We entered the track and directly in front of us was the Dunlap Bridge. He planted the throttle to the floor to try to keep up with the Vette and Mustang, but they thought the best way for him to learn the track was to go as fast as possible. He wasn't lacking any courage as we took the sweeping right-hander down the hill after the bridge full bore to the Dunlap Chicane, which is a very tight left-hand turn. Even though this was my first time on track, I knew he is going too fast for the upcoming turn. I grabbed the windshield frame, which was possible because the top is down, and the door pull handle as I yelled over to him that he may be going a bit too fast for the Chicane. As he was nearly to the corner, he realized that he was about to lose the car, braked hard and slowed enough to get through the corner very ungracefully with the help of the nanny aids Porsche installed on the car at the factory. As I was hanging on for dear life with a motor scooter helmet on my head, which is neither FIA, DOT or Snell approved, I heard the little devil sitting on my left-hand shoulder taunting me. He is laughing as he asked, "have you done the right thing getting into a Porsche with someone you have never met on an ultra-fast 8-mile race track, ha, ha, ha". Thank God the angel on my right-hand shoulder reached down and pulled the driver's foot off of the throttle and kicked in the nanny aids that got the Porsche through the corner. I could tell the event caught the Brit's attention as it sure as heck caught mine. As we got through the Dunlap Chicane and Tertre Rouge onto the Mulsanne Straight he turned to me and said thanks. After the Dunlap scare, he became somewhat more cautious as I found my DE instructor training kicking in. On the Mulsanne, I began talking him through the race course. The irony of me instructing him is that the closest thing to experience at Le Mans was my time on Evernham's simulator back in Mooresville, North Carolina.

We were now on the Mulsanne straight, the fastest part of the track, heading to the first chicane, a series of right, left, left and right-hand turns, at full throttle. I told him to watch for the yellow building on the left

Continued on page 23

Lunch With Larry . . .

Larry Skoglund is a legend among PCA Nord Stern Region members. Although I had only met him a few times when I was active in the club in the 1980s, stories about Larry and the other Porsche hotshoes around the Upper Midwest keep popping up, even after decades. And some of these stories are so outrageous that I knew they had to be documented. Thus, I found myself on a very long, very dusty dirt road heading to Larry's farm in central Minnesota on a glorious summer day last year. We spent the late morning and much of the afternoon on the screened porch of his farmhouse, a fitting old school setting for Larry to answer my questions and spin some tales from his youth, and the years he spent driving, working on and racing Porsches.

There was no lack of material and Larry kept me entertained for hours, punctuating each story with a chuckle or a full-on belly laugh as he remembered the people, the cars and the sometimes incredible circumstances surrounding them all. Listening to him reminisce, it was clear that for Porsche enthusiasts at the time, it wasn't about money or any mystique that the marque carried. Any hierarchy among the various Porsche models had to do with how fast they could be made to go rather than how the "market" valued them. It was all about having a good time; appreciating the cars and the friends you made with them.

Although he loved his Porsches, Larry is an automotive omnivore with a wide range of interests, reflected in the stories here. I have transcribed our conversation with slight editing, and Larry scanned photos from his huge collection to accompany. I hope you enjoy it as much as I did.

The next day Larry told me his wife Annie came home later and chastised him; the lunch she had prepared for us was still in the refrigerator. I had to laugh; we were so in the zone neither of us had even thought about it. Gordon Maltby

My dad was very active before the war with Auburns, Cords and Deuserbergs. When he went in the service he sold the Cords, but afterwards, in 1947, he got right back into it. He was a tool and die maker, and a dyed-in-the-wool car nut, a charter member of the AACA and Auburn-Deuserberg-Cord clubs. I grew up around "exotic" cars and my first car was a Hudson Hornet. Most guys had flathead Fords and a few rich kids had overhead valve Chevys, but the Hornet would blow all their doors off. When I graduated from high school and went to the University

of Minnesota, I got kind of "creative" on the road with that Hudson and before long got myself into a timeshare program with the state. They would keep my license for 30 days, I'd have it for 30 days, they'd keep it for 30 days... I finally figured out, this isn't working.

A friend had an Austin Healey Bug-Eye Sprite that he would autocross in the parking lot of Metropolitan Stadium. It was completely different than the Hudson and he told me, "You can't get in trouble with this." I bought it, and it turned out he was right. Almost. It was cammed for about 8,000 rpm and at a stop sign, when you started out you went nowhere. It had a rollbar and a number on the side and I'd autocross on the weekends. It was a lot of fun and I didn't get in trouble, except once. I was driving down Lake Street in South Minneapolis and saw a girl I knew walking the other way. I did a quick U-turn but even though the car was small, I still needed more than the street to complete the turn, so I went up onto the sidewalk, scattering people. As it happened, there was a cop right there and he yelled at me to stop. He didn't mind me making a U-turn but not on the sidewalk. That cost me a lot.

I was drafted in 1965 and when I was commissioned a Second Lieutenant I bought my only new car, a 1966 Chevelle 396/375 hp four-speed. Solid lifters, oh, it was sweet but I got more hassle than I needed with it and it only got 8 mpg whether it was

by Gordon Maltby

coreprinted by permission from 356 Registry



Continued on page 28



Awesome Mileage!

submitted by Lara Dant

What fun is this picture! We know our Porsches are capable of many, many miles but truth be told most owners either don't keep their cars long enough, or frankly just don't drive them enough. Lara shared this fun picture recently of her 1984 944S and she's promised me one showing HIGH mileage. The numerology is the best - Number Uno says it best. Now this one needs to keep climbing!



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Photo by Peter Lapinski

Where in the World . . .

continued from page 20

which is his indicator that he is nearing the braking zone. I think he has heard me but about a second later, he looked down at the speedo and said, "Wow, we are going 147 mph." Great, just what I wanted to hear. I am riding around Le Mans with a guy who is watching his speedo to see how fast he is going. As we get to the yellow building, he begins to brake which is entirely too early for the chicane but it is okay with me because I have just started to breathe for the first time after the Dunlap Bridge. He does a good job getting us through the chicane and is headed back down Mulsanne to the left-hand chicane. I tell him to watch for the tall fence which is his indicator that he is approaching the braking zone for the second chicane. He braked early again, slowed the car and went through the left, right, right, left hand turns safely. He is now headed to the Mulsanne corner and I tell him Mulsanne is one of the tighter corners on the track. We come to the sweeping right hander that leads to Mulsanne and he brakes. He takes the tight right hand Mulsanne corner carefully and gets back on the gas. He looks ahead and sees that his brother has put a huge gap on us. He decides that he has to catch up. I explain that the next curves aren't actually curves, but sweeping right hand bends in the road. As he is trying to catch his brother, I suggested that he forget about his brother and focus on learning the track. He said something like, "good idea". We went through the right hander that leads to Indianapolis, the banked left-hand turn. As we were coming to Indianapolis and Arnage, I explain to him what I think is the fast way through both. He did a good job getting through both corners and is now head on a short straight to the Porsche Curves which are a series of sweeping turns that are long and fast. He does a great job getting us through the Porsche Curves and now looks toward the Corvette Curves. These turns don't flow as nicely as the Porsche Curves and involve a flowing left and right leading to a tight left hander. From there the Ford Chicane is next. These are made up of a

tight left-hand turn followed immediately by a tight right hander followed by another tight left and right hander and are the hardest corners on the circuit to master. Once through the Ford Chicane we are back on the front straight where we started.

Talking the Englishman through his laps made me concentrate more on each turn rather than just sitting in the passenger seat riding around the track. Maybe the Dunlap Bridge incident was a blessing in disguise. If you have ever taught or instructed someone, you know exactly what I mean. I always learn more when I am teaching someone, be it driving or any other subject.

On the next two laps, we comfortably increased our speed. As we got to the third lap, the red Corvette was growing larger in the 997's windscreen. We were catching both the Corvette and the Mustang. He got progressively faster whereas his brother and friend had not improved. At the end of the third lap, the three cars exited the track and pulled to the side of the road which was part of the Bugatti Circuit. The Corvette driver had run amuck with the curbs in the Ford Chicane. The middle section of his front splitter was missing completely. The only thing left of the splitter were the two ends still attached to the left and right side of the Vette.

As we pulled off track, the Porsche driver says that he hopes I get the opportunity to drive the track someday. I told him when I got in his 997 that I was driving an RSR in the race, but he must have not heard me, so I told him again that I would be on track this weekend in a Porsche RSR. Upon hearing that he went completely bonkers. As I was getting out of the car, he invited me to meet his brother and best friend. As we got to the Vette, where his brother was laying on the ground in front of the Vette surveying the splitter damage, he said "Hey, I want you to meet my new friend Dave who will be racing a Porsche RSR this weekend". They seem to be less impressed than he was and after saying hi to his family and friends, I said goodbye and set out to find George and

Martin. Both had found track rides of their own, but were behind the Porsche as we entered the track nearly an hour ago.

Locating George and Martin wasn't an easy task due to the thousands of fans milling around the cars that had either been on track, were getting ready to go back on track or were in one of the brand specific gathering areas, or Corrals as we call them in the States. At an event like this, you always expect to see hundreds of Porsches, huge Porsche fan crowds and owners along with the Porsche factory marketing staff providing a temporary in-door area for refreshments. As expected, that was the case at Le Mans. What I wasn't expecting to see was the number of Morgan's that were present. I have seen a few Morgan's in the U.S., but I think every Morgan ever built was at Le Mans on this day. There were a number of other car clubs present as well, all parked on both sides of the Bugatti Circuit. The Bugatti Circuit is a track within a track. It was built inside the Circuit de la Sarthe and uses the front straight, the Dunlap Bridge section, exiting the big track just after the Dunlap Chicane of the 8.5-mile circuit. It doesn't use any of the public highways so it can be used on a daily basis. After searching for 30 minutes, I found George and learned that he had ridden in an MGB with Ford V8 power. We set out to find Martin, but didn't find him for another 30 minutes. When we did, we learned that he had been a passenger in a 2016 Morgan powered by a turbo charged 4-cylinder Ford engine.

With our track rides complete, we wandered through the vendor areas, looking at everything from seats painted in famous Porsche livery made out of old steel oil drums to old helmets that had been converted into hanging ceiling lights. We had a lot of time to burn as our first practice and qualifying session was scheduled for 19:08 (7:08 pm). It was to be a 50-minute session. We decided that Martin would start the practice session, run four laps (34 miles) and then turn the car over to me so I could take my first laps of Circuit de la Sarthe.

Continued on page 25

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

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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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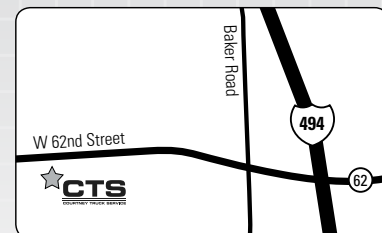
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Where in the World . . .

continued from page 23

I was a bit apprehensive about driving the 1975 winning RSR for the first time. Let's face it, driving a winning RSR at Le Mans isn't the same as stepping into a vintage 1974 Yugo for an 8.5-mile jaunt down the freeway to McDonalds. I would be driving a car worth well over a million dollars on a very fast track that I had been around three times in the passenger seat of a 997 Porsche Cabriolet.

While riding in the 997, spending time on Ray's simulator and watching YouTube were helpful they weren't the same as driving the RSR with 80 aggressive Europeans driving very fast machinery. My motto for the evening was strap in, watch the mirrors and stay on-line. Sounded simple enough.

At least our eating woes were resolved. With the start of practice was the opening of the driver's lounge. I would no longer have to wander the grounds looking for my next meal of Diet Coke and chocolate croissants. The driver's lounge opened nearly three hours before our session, so we headed over for lunch, dinner or whatever it is called at that time of day. The French are known for their food and the lounge didn't disappoint. All of the food was well prepared and presented,



but what made the meals was the outstanding freshly baked French bread. While I love fresh baked French bread, my consumption was no comparison to George's. He had been on a carb free the past six months, but his self-denial went right out of the window when he saw the bread table. George consumed his fair share of bread over the weekend as did Martin and I. As we were



leaving Le Mans on Sunday evening, I saw a ground-breaking ceremony for Jacques' Bakery, the Official Bread Supplier to the Classic 24 Hours of Le Mans. Perhaps our consumption had something to do with Jacques' expansion. While the food was good, the idea that we didn't have to eat on a set schedule was better.

About 45 minutes before our practice time, Martin and I were in our race suits, on our scooters and headed to the Plateau 6 Paddock. About 10 minutes after our arriving, the cars began to head to the false grid. Not only was this a practice round but it was also our qualifying round. With this session being qualifying, since Martin had raced at Le Mans in 2016, our plan was to let him make the qualifying run and for me to learn the track.

Martin got into the car, fired it up and headed down to the grid while George, the crew and I went to pit lane. When we arrived in pit lane, Group 5 was still on track. We stood in the garage, out of the way of the pit crew whose car was on the track, watching how they executed pit stops and driver changes. When the Group 5 session ended, the pit crews gathered up their gear and left pit lane. As our crew set-up, George and I walked out to pit wall and waited for Martin to go by to begin his run session. Within a few minutes the red 911 with Georg Loos on the windshield banner went by warming its tires. The distinct raspy sound of the flat six sounded fantastic from where we stood. We

both gave Martin a thumbs up and waited for him to come back by after completing his first lap.

It seemed like an eternity until the field came back by at full song. The track is so long that it takes nearly six minutes for the field to circulate when they are led by a safety car. I am sure there were 81 drivers anxious for the safety car to get out of the way and release them for their first lap at speed. Who wouldn't? This is Le Mans.

After Martin went by the second time, I walked from pit wall across pit lane to our garage. While early, I pulled on my helmet and gloves waiting for Martin to come down pit lane. The rules were very period specific. The cars must be equipped as they were back in the day and since radios weren't used in 1975, no one in the field was allowed to use one. While inconvenient not knowing when Martin was nearing pit lane, rules are rules. Nearly ten minutes lapsed before the crew yelled that they saw him on pit lane. As Martin pulled into our pit box the entirety of pit lane became a very busy place. In many pit stalls, cars were double stacked. This was driven by the fact that nearly every team had the first driver run 4 laps before changing drivers.

To be Continued . . .

Book Reviews for Porsche- philes

by Bruce Herrington, Orange
Coast Region

SPEED READ: PORSCHE 911

by Wayne R. Dempsey
published September 2018 by
Motorbooks, Minneapolis, MN

Perhaps appropriate to its title, this book has smaller pages than do Dempsey's project manuals. The comprehensive illustrations are of the same style as the cover of the September 2018 Pano, but by a different artist.

Seven sections are identified, ranging from "The People's Sports Car" through "Special Editions and Tuner Cars" to "Porsche 911 Community and Culture." Each section consists of multiple two-page chapters, each presenting a page of text (including a summary column of Fun Fact, Historical Tidbit and Key Person), with a facing illustration. Each section ends with a glossary. These glossaries deal with basic features such as air cooled and roll cage, but also provide enlightenment on such esoteric terms as PCCB, PSRB and PDAS. Somewhat unique to a book on 911s, SPEED READ: PORSCHE 911 devotes an entire section to "Doing it in the Dirt," describing Porsche's somewhat under-appreciated rally program, not all of which involved off-roading.

Though the title refers to the generic 911 model, the individual chapters use specific terminology such as G-series, 996/997, etc. Though other models are mentioned, esp 356s, this book focuses on the Ferry era at Porsche, downplaying influences by Dr. Ing. h. c. Ferdinand Porsche. Butzi is mentioned, but this book is about all the 911s and the various people who were significant in its design and development.

Much of this book is devoted to the racing versions, the 934s and 935s and, of course, the predecessor Carrera RS and RSRs. There are also chapters devoted to significant race drivers, including Peter Gregg, Hurley Haywood, Vic Elford, even Jeff Zwart. All told there are 60 chapters, so lots of topics are covered.

The two-page chapter format of this book makes it ideal for reading in snatches; the heavyweight, softcover of this book has inner flaps front and back, ideal for serving as an attached bookmark. Some

chapter pages include as an additional reading footnote, the title and author of a book providing indepth information on that chapter's topic.

SPEED READ: PORSCHE 911 is softbound, with 159, 6x9 inch pages, profusely illustrated with posterized graphics, eminently appropriate to this skeletonized version of the detailed story of the Porsche 911. There is a four page index, useful in going back to review information presented in the somewhat stream-

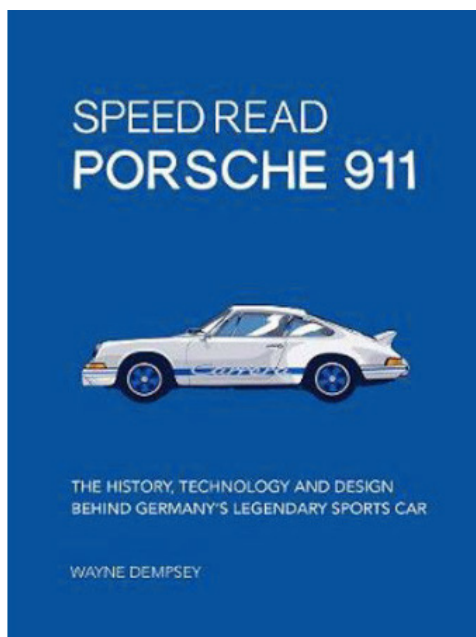
of-consciousness arrangement of the chapters.

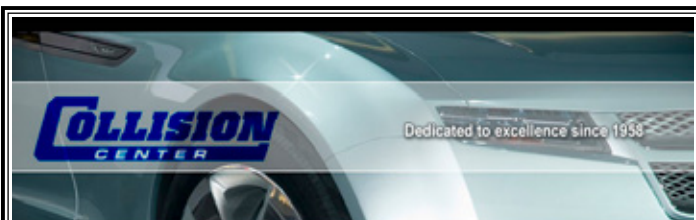
Medium-sized, soft-bound, over view of the Porsche 911 world, this book could be a great stocking stuffer. It should be available for \$19.99 from your favorite

bookseller (ask for it) or from Motorbooks.com. Click on the magnifying glass on the Quarto page that comes up, then enter SPEED READ 911.

Author Wayne R. Dempsey writes: *Speed Read: Porsche 911, the latest in Motorbooks Speed Read series, breaks this immortal rear-engined sports car down into fully illustrated, easy-to-digest portions that neophytes and experts alike will love. Strap yourself in, because Motorbooks latest addition to the Speed Read series has arrived! Speed Read Porsche 911 explores the ins*

and outs of one of the world's premier sports cars; see what makes it tick, what makes it work, and how it managed to win so many titles and championships. In my latest book, I examine the creation and design of Porsche's rear-engined wonder, providing an inside look into every aspect of the 911. Speed Read Porsche 911 reveals the complete 911 story, and with insight from the authors in-depth knowledge, the never-ending allure of the 911 will win you over—even if you know nothing about racing and sports cars. Motorbooks always welcomes beginners to its Speed Read series. The books in this new line each break down a subject into accessible, compartmentalized sections, which are illustrated with commissioned artwork. The result is an informative package that's attractive to neophytes, established enthusiasts, and the simply curious.





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Car enthusiasm runs in the family. This photo from August, 1942 shows Larry's mother Marge with their 1937 Cord.



The budding mechanic was in the process of fixing a broken front spindle on his pedal car in July 1949 as his sister Jeanie observes.



Larry's first car was a 1949 Hudson with a 308 cubic inch "Twin H" power engine.

The Austin Healey Sprite was a departure from big American iron, but presented problems of its own. Larry is seen below in the process of swapping out the "goofy long overlap road race cam to a more useable stick."



Larry . . .

continued from page 21

cruising or idling. I was stationed in Lawton, Oklahoma and everybody was coming back from Europe with cars they bought over there. As it turned out, there weren't a lot of places to get your Renault tuned up, so the used car lots were filled with exotic cars. I bought one of the very first XKE Jaguars, a 1961 coupe. It was a long-legged thing; at 100 miles an hour it was doing about 1800 rpm.

It would go whammo down the road and I just loved that thing. I could make the trip to Minnesota to visit girlfriends over a weekend, no problem.

When I got back from Vietnam in 1968 I took the Jag with me to Denver, although I shouldn't have. My right arm was in a cast and I was pretty burned up, so I'd be shifting with my left hand. Dumb stuff, but you had to have your wheels, you know. In Denver the streets didn't have storm sewers, but often had a high crown. One day I was driving through an intersection at only about 30 mpg but the Jag went up on the crown and came down on its 10-quart aluminum oil pan, leaving pieces and oil all over the street. It was out of commission for a while after that.

I was getting "glued back together" at Fitzsimons Army Medical Center. The sporty car crowd there in Denver was really into 356s and my roommate at the time had a Super 90 coupe. He was always wrestling with it, taking it downtown to the dealer, and they'd charge him a hundred bucks to tweak his carburetors. One time they really nicked him to put in a clutch cable in and I told him, "For pete's sake, I'll do that for you. We'll sit out in the parking lot and get it done." After the Jag was damaged, I worked on his car and we'd drive it west on Highway 6 through the mountain tunnels. With an extractor exhaust it really sounded sweet, and I fell in love with Porsches.

There was a shop in Boulder that had a beat up Roadster for sale. It was cheap, but it needed work. I put together a month's wages and bought it, which was a dumb move. I soon realized you get exactly what you pay for and this car had a knocking noise. I can fix that, I thought. It turned out to be main bearing bores that were pounded out from a previous thrown rod. The case had been welded and I replaced the crank, then two more cranks over a period of a few years before I figured out this case wasn't worth using anymore.

I got involved with autocrossing around Denver

and got to know the people, and also started to learn the fine points of 356 performance. Super 90 engines with their larger valves were the hot ticket. There were no big bores or anything, so you just used stock parts but you'd enhance them, from a polished crank and polishing inside the case, to smoothing oil passages, using needle bearings in the front suspension, decambering the spindles. Nothing made a big difference by itself, but every little bit helped to go faster.

A Chllin' Trip Home

I repaired the Jag's pan in the hospital parking lot while it was up on jackstands. My right arm was still in a cast, so it was slow going, but the doctor said it was good therapy for my left arm. After it was running again, I was coming home to Minnesota for Christmas in 1968 when a winter storm hit the Nebraska plains. It was snowing heavily just a few hours out of Denver and by the time I headed east on I80 the heater fan motor bearings locked up. By now it was really blowing but I wasn't going to turn around. Heading east, at each overpass, the snow was drifting across the freeway and you had to really "give 'er" to plow through. Well, I really "gave 'er" and when I got through one drift I could see about 50 cars, all over the road, spun out, a semi on its side. I got through all that but then I saw a car on the shoulder with a Fitzsimons Army Medical sticker on its bumper, so I stopped to help. Pulling up a ways in front of him, I walked back to see what I could do. That's when I noticed a pickup truck coming toward me at about 80 miles an hour - sideways. He headed right for my poor Jaguar and when he hit I swear that car jumped several feet in the air. It hit the car high, springing the rear hatch (this was a fastback coupe) so now I had a car that didn't even seal against the weather. I helped the fellow from my hospital get unstuck and headed back on the freeway in the Jag. After a while when I pulled off to buy gas I noticed it was hard to steer, and then the brake pedal went to the floor. Stopping, I discovered the wheel wells were totally filled with snow and the ice had sheared off the bridge pipes on each front brake caliper. I bought some small bolts at the truck stop and put them in to plug the calipers so I still had some braking, but not much.

While I was working on that a guy walked over and asked where I was going. When I told him Minneapolis, he said, I'm going to Iowa. Can I ride with you? I said, "OK" and we hit the road. I figured I didn't need brakes, I'm on the highway. As it started



The Porsche that started it all, a Super-90 coupe be-longing to Larry's roommate at Fitzsimons Army Hospital.

The Roadster, Larry's first Porsche that gave him sev-eral lessons in basic repair and autocross preparation.

The Jaguar coupe, a beauti-ful, fast, but ultimately un-suitable winter car.



to get dark the snow was letting up but it was also getting much colder. I went to switch on the headlights and realized the generator had given up. This was especially concerning because the car had an electric fuel pump. The only solution was to stop regularly in towns to get a fast charge, and that's what we did, through the night. When we finally got above Des Moines and headed

Continued on page 30

Larry . . .

continued from page 29

north on two-lane roads, the engine started to overheat. The generator armature had come apart and eventually jammed the pulley and broke the fan belt so we had to stop. It was about two in the morning and 20 below zero, but along came a cop and asked what was going on. I explained we had a broken belt and he said he doubted we'd find a Jaguar fan belt in Iowa. I told him if we could get to a hardware store in the morning we could find a furnace motor belt or something that we could make fit, by-passing the generator. The cop told me he knew the guy who owned the hardware store in the next town. "I'll call him," he said.

He also called a farmer nearby who had a truck and who came out at 3 in the morning to drag us to town. I was obviously in the service so they were all willing to help. I managed to get a furnace belt stretched over the pulleys out in the cold and we started off again. The cop couldn't give the kid with me a ride, so when we stopped in the next town to charge the battery he said, "This is where I get off."

Then the sun came up, I turned the lights off and made it to Minneapolis. That's when I parked the Jaguar and decided I didn't need it anymore. I went back to Denver and put an ad in the Minneapolis paper. My mother sold it for parts or whatever, and that was the end of the Jag. Then I got full time into Porsches.

BUILDING A CAREER

Moving from Denver, I went back to get a degree at the U of Minnesota and then took a job as a high school automotive shop teacher in Hastings (a town 30 miles southeast of Minneapolis). At \$7,500, the job didn't pay enough to get by, so most shop teachers would build decks or paint houses in the summer. I met a lot of local Porsche people, and I worked on 356 engines and transmissions in my three-car garage. No one else was really doing it; If you didn't want to pay the dealer's prices, there were only a few shops that did generic German auto work and a couple of mechanics from the local Porsche dealers who would work at home.

Gunther Lange-Werner brought a Carrera 2 from Germany, seen here with Larry's \$1,500 Carrera 2 on the left, in the process of having its engine removed.

In the background and below is the beautiful Carrera Speedster that Larry ran for a year with the 2-liter engine.



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In the early '70s, a 356 was a neat car, and the 911 was neater. But everybody had a 911, so I started reading and researching about 4-cams. Being an exotic engine guy, I got interested and a friend told me, "You should pick up a 2-liter 4-cam. They were made for the 904 and they put a few in street cars. They're awesome." I thought that was intriguing but I didn't want to sell my Roadster, which was really well set up for autocrossing. I found a 1962 Carrera 2 in a Panorama ad for \$1500. It was in Kansas City and I called the guy. He said it ran like a watch but it was rusty, but at least I could afford it. I flew down there and drove it. Boy, was that a handful on freeway cloverleafs with the extra weight in the back. But I thought, I'll buy that. At least it would be fun to take it home and learn about them, if nothing else to see if I wanted a better one. The owner told me the only trouble he ever had was with the stamped pulley halves on the generator, which fatigue and break. "I don't have new ones but I welded a big washer on an old one and I keep it in the tool box as a spare." So I paid him, had supper with him and headed back to Minneapolis. Somewhere in Iowa on a two-lane at about 3 in the morning (again), all of a sudden the engine was idling and the generator light came on. What the...? The pulley had broken and taken out the fan belt and the throttle cross shaft. It was dark, I had no tools and had never seen a 4-cam before, but I managed to get it back together and made it home.

I started playing with the car and met Gunther Lange-Werner, a Mercedes mechanic from a prominent German family, who was importing lots of interesting cars, including an Abarth Carrera, the first one. That was in my shop for a while but I never even asked Gunther what he wanted for it. I knew I couldn't afford it. Meanwhile, in about 1972 a local Porsche friend found an ad in Hemmings Motor News for an original paint 1957 GS Speedster, low mileage for \$4000. Hmmm, I thought, that's a little steep on school teacher pay. But the car was for sale for a year, no takers, and during that time the wheels were turning in

my head. Al Lager in Denver had maintained it and knew the car well. I finally decided I'd borrow money to buy it - but at that time people didn't do that. We didn't even have credit cards. When I went to the bank, even though my family had been in Richfield for decades, they gave me the third degree. "Why do you need something like this?" I finally got the money and bought the car, which was in Denver. My friend Ron, who was a Speedster fanatic, volunteered to drive it back for me, since school was still in session.

ENTER JOE BTFSPLK*

Ron was the guy who had once borrowed my autocross engine for a regional championship and at the start line, revved the engine, dropped the clutch and blew out the center of the clutch disc. He also spent six months in a hospital with burns after a garage fire. In that event, his Speedster was up on blocks at a friend's heated garage while he prepared it for a Parade. He had removed the gas tank and dumped the leftover gas in a covered trash bucket in the corner of the garage. Later someone threw their cigarette butt in the same bucket and whoosh! The flames quickly melted some nearby plastic piping that carried natural gas to the furnace. Now there was a blowtorch effect going, and in addition to using the wrong piping, the owner had neglected to put a shutoff valve anywhere in the line. As the garage became engulfed in flames, Ron feverishly scrambled to get the wheels back on his car. He saved the Speedster that time but not without some

damage to himself. Later, he had it prepped it for showing and put it on a trailer to compete in a PCA Parade concours. When he got on the highway, the first time he made a lane change it rolled off the trailer and hit a bridge abutment at speed. Ron had forgotten to tie it down.

I had my reservations about Ron driving my new Speedster across the country, but he knew a Speedster owner's group out there and was familiar with the cars so I sent him to Denver, wondering to myself if that was smart or not. A few days later he called me from Iowa. "I broke the engine," he said.

"You broke the engine? What happened?"

"I forgot to rejet it."

We had talked, I had given him carburetor jets and explained it needed new jets closer to sea level, or it would run too lean. And he knew how to rejet Solexes. But now I had an engine with holes in two pistons, so I figured I'd have to learn how to rebuild a 4-cam. Then I started thinking about the engine in my rusty Carrera 2 coupe and wondered how that would work in the Speedster; that would be pretty cool. I installed it, along with oil coolers from

... * Joe Btfsplk was a character in the Lil' Abner comic strip (1934-1977), a jinx who brought disaster to everyone around him ...

Continued on page 32



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Larry . . .

continued from page 31

the Carrera 2, and with a Sebring exhaust I had a lot of fun with it for about a year. It was a rocket!

In 1973 I was driving to Denver for an army reunion and through Nebraska I was doing about 130 in the Speedster with the 2-liter engine, going west out of Lincoln. They had an airplane in the air for checking speed and I passed him. He called ahead for the Highway Patrol to stop me but I never saw them; I was gone before they got there. As it turned out, I blew by three of these, so about a hundred miles on they set up a roadblock on the freeway near a little town called Cozad. The cops there believed I had already evaded three attempts to stop me and they were not happy. We went to the courtroom in Cozad, which was actually the back room of a bar, where they were bringing all the tourists they pulled off the road. I told the judge about the army and the reunion and he said, "How much cash do you have?" I pulled out my wallet and counted \$110. He said, "Your fine is \$90. That gives you \$20, which should get you to Denver."

Later, after the oil embargo and the federal 55 mph speed limit was in force, some friends and I were driving through Montana at a high rate of speed. We all got tickets for "Excessive use of natural resources". Montana didn't like the 55 speed limit so they issued these tickets instead. It was a \$5 fine and you could only get one per day. So after that first one you were set.

I would often drive the Speedster 30 miles to work in the summer, and one time I got caught in a bad rain storm on the mile-long Mendota bridge, carrying four lanes of high speed traffic across the Mississippi. Both of the side curtains blew off in the storm and I stopped; I wasn't going to lose my original side curtains! I was running through traffic in the rain to retrieve them and afterwards I thought, that's it. The Speedster was not a car for Minnesota. I decided to sell it. The 1973 Monterey Porsche Parade was coming up so I put an ad in Pano and lined up some buyers to look at it there.



Having hauled the Carrera Speedster to Monterey on a truck, Larry did some diagnosis in the parking lot of the Hyatt. It didn't look good for the motor, but the Speedster was still worth enough to be swapped even for a nice Carrera 2 Cabriolet.

Engines out was not uncommon with the Nord Stern Carrera group. At right Frank Hunt does some repairs to his 2-liter engine at the Snowmass resort in Colorado. Fixing the car was not an option; there was no other way to get home.



WEST TO MONTEREY

My wife Annie and I left in the Speedster for the Monterey Parade, figuring we'd stop and spend a day with some army buddies in Denver. Heading west in Nebraska on the freeway at about 80, a little bird hit the car and got caught in the windshield wiper. Annie was at the wheel and she started screaming. I scrambled to reach over the top and get the bird off, just so she'd stop screaming. I can laugh about it now.

After a few days in Denver we headed west

up to Loveland Pass (before the tunnel was built). About two thirds of the way up we encountered the nemesis of any small car or motorcycle: a tanker truck going a few miles an hour. There were no turnoffs or places to pass so I had to slip the clutch, shift gears, do whatever I could; I was crying, the car was not happy. We finally made the summit and went down the other side. From Grand Junction near the Utah border we took two-lane back roads toward California. All of a sudden there was a wham-wham-wham sound and we pulled over at a ranch road

entrance. I decided I would drain the oil and see what I could find. Annie had bought a nice clay pot for cooking bread and stuff, so I used it to catch the oil. She was not happy, but I wasn't going to just dump it on the ground. As the oil came out there were also lots of chunks; the roller crank had taken a hit when we were going up the pass. You don't lug a roller crank. Ever. Ever.

About that time a family in a VW camper bus came along. They weren't hippies, but close. The bus was loaded within an inch of its life with kids, dog, luggage, etc. They said, "Hey, do you need a tow?" I was skeptical but we hooked up an old rope and they towed us to the next town, about 20 miles, where there was a U-Haul truck to rent. The U-Haul guy said, "Which way are you going? California or Minnesota?" We were about halfway and could have gone back, but we decided to keep going to Monterey. The cost of the U-Haul was \$350, and between us we had \$370. We had a credit card, but only for gas. We figured we could get to Monterey and cash a check with friends who were going to be there. The immediate problem, however, was how to get the car into the truck. We found an old railroad siding where boxcars were loaded, and pushed the Speedster up the ramp and into the truck. Then we were off to California.

PARADE ADVENTURES AND A NEW CAR

We checked into our hotel and got settled, then I unloaded the Speedster in a parking lot where guys were prepping their cars and making repairs. Chuck Stoddard was there, taking the upholstery out of his Factory special 914-6. He had parked it in a special secured spot in the hotel's underground ramp and during the night a car hit a fire hydrant in the street above and flooded the ramp. Chuck was trying to dry everything out. I wasn't the only person with car problems!

I pulled the 4-cam engine out of the Speedster and set it on its side. I took it apart and removed a rod that had a lot of play in it. I think in the Parade program there's a photo of me that looks like Larry Braun's sculpture "Track-side diagnosis". At least twenty guys came by and told me they had parts in their



Nord Stern members owned several Carreras, including (from left) Frank Hunt, John Bierbaum and Larry.

After the yellow paint was replaced with Irish green, Larry and Annie drove the C2 to Colorado many times, including on logging trails above Snowmass to go hik-ing.

The Carrera 2 was often seen at Brainerd, where vintage racing was only just begin-ning. Another car that Larry raced there was a right hand drive Carrera coupe (below) that he found in a shed in the Minneapolis west suburbs. It was rough and had no engine but for \$500 Larry took a chance and turned it into what he called the "Roach", a successful vintage racer. Later Hank Godfredsen re-stored the Carrera and its story was told in 356 Registry.



basements; 1500 and 1600 Carrera motors were all over the place then. One option, of course, was to fix it, but that wasn't what I wanted to do. I just wanted out



Continued on page 34

Larry . . .

continued from page 33

of it. The two buyers who were interested before didn't want it with a broken engine, but I let people know it was still for sale, as is. Since there was nothing more to do about it, we decided to just continue on with our Parade fun.

I met John Bond, Jr at the concours, where he was showing an Abarth Carrera. We talked and I showed him pictures of Abarth #1. Later he showed interest in the Speedster, telling me his father, John Bond (who started Road & Track magazine) had a car he might want to trade for it. He said it was 1964 Carrera 2 Cabriolet; it was beautiful but now obsolete and there weren't a lot of people interested. It turned out he was brokering it for Otis Chandler and he said, "Why don't you drive down to Newport Beach and take a look at it? I've seen your Speedster, it's perfect, it's beautiful. I spoke with Al Lager, he said your car was 100% right."

I thought the cab sounded like an interesting car, and also, it would be a way to get back home! We got to the Road & Track offices in Newport Beach and saw the Carrera 2 Cabriolet. The only thing I was put off by was the vinyl top. Apparently they made a few of these rather than cloth, but it was Factory. It had a lift off hardtop, also. The top wasn't really a deal breaker, but it wouldn't have mattered after I drove it. It ran like a watch.

We swapped even up and Annie and I cruised home at 100 mph through California and Nevada. Talk about a car! It just loved to cruise.

LIFE WITH A C2 CAB

We drove that car coast to coast, to every Parade for 10 years, and I vintage raced it regularly. Over time we did some work on rust bubbles that appeared and recoated the underside with 3M's new body schutz. I repainted it Irish Green because Annie could not stand the yellow. I vintage raced it but never tried to modify the body - it was too nice a street car for that. We raced both at Donnybrooke (Brainerd) and at sometimes

at Woody Creek Raceway in Colorado. We would stay at Snowmass because it was off-season, and we'd drive up old logging trails, with two other Carrera 2s, to go backpacking.

Mike Robbins in Indiana had a lot of 904 parts and he sent me a box of factory experimental cams. I wasn't sure how they would work in a heavier car, but at Brainerd there were times when the best 911s couldn't beat me. At the Seattle Parade Frank Hunt and I had drag race at Kent Raceway, his 4-Cam with GT cams, mine with 904 cams. Road and Track wanted to do a story on the two Carreras. From a dead stop Frank's car would pull ahead but he would shift first, then I would keep going. It was like that through all four gears but the 904 cams had such long overlap I beat him at the top end. We both had a Sebring exhaust; I got mine, except for one elbow, from Jackie Cooper in Chicago, an early Porsche dealer. Arnold Wagner at Vasek Polak had the other piece. Parts were still available then.

A CHANCE ENCOUNTER

In 1974 at the Pocono Parade there were three Carrera 2s from Minnesota. At the concours, a fellow came by and said, "We had one of these, I still have the engine." I asked him about that and he said, "We have a generator repair shop in Brooklyn. One day my dad and I were standing in the street when a wrecker came by with a 356 on the hook. My dad ran after the guy, hollering for him to stop. The driver said they were just cleaning out a garage and he was told to take it away for scrap. My dad said, 'I'll give you fifty bucks for it.' The driver was happy to take the money and it turned out to be a 4-cam coupe. We had the car sitting around for a while but we finally scrapped the body and kept the engine. My dad tried a few times to get it running in the back of the shop but he never did. I'm sure he'd sell it to you."

Frank Hunt was standing next to me and his ears just perked up. He had a B Carrera 2 and was kind of like me, he just wanted an engine to take apart, play around with over the winter. He wanted to look at it, but not

have to get it back in the car; a spare engine, basically. And then he'd have a generator and other spare parts if he needed them. Frank told the guy, "Yeah, we'll come pick it up in Brooklyn. We're out here anyway, so why not?" I had never been to New York City, but after the Parade Frank and I drove to Brooklyn to pick up the motor. He had a C coupe and he figured he could bring it home to Minnesota in the back seat. When we got to the shop the father was still trying to get the engine started; he wanted to show us that it would run. He had an open coffee can for an oil sump, with about two quarts of oil in it. It was a really good thing he never got it started up, he would have garbaged that engine in no time, on top of the mess. We told him, "Don't start it! We're happy. It turns over, that's fine." I'm not sure what Frank paid for it, probably a couple of hundred dollars. Then we put it in the back seat. We were young and had strong backs but I have no idea how we ever did it. He and his wife Annie drove all the way back with the rear suspension dragging. He farmed out all their luggage to the rest of us.

FUN AT SPEED

There was a core group of Nord Stern members who loved to drive quickly. At Brainerd for club events there was always a lot of competition and when we first started out, some guys weren't driving real well, and cars got rolled. Then they would wonder, what am I going to tell my insurance company? So they'd put it on a trailer, put it in a ditch on a gravel road outside the track, and call the sheriff. "Gee, a deer ran in front of me and I lost control." That worked for some, but one Corvette guy who ruined his transmission at the track actually called the Chevy dealer in Brainerd to come get his new car under warranty. He thought the tow truck driver wouldn't say anything. That didn't work.

One of our members was driving home from the track to the Twin Cities in his 911 and came over a hill at over 100, passing a police car that was going about 50. He already had a pretty big lead so he just kept going. Down the highway a bit he saw a side road and hit

Continued on page 36

Classifieds

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

1991 928S4



Red with tan leather. Automatic. 79k miles. All of the normal bells and whistles. Body excellent, interior good to very good. New battery and other work done. Runs good and shifts smooth. Beautiful car but desperately need the space with

new teenage drivers and multiple toys in my own collection. Too many "goods" to list, but I will attempt to list those some might find concerning. I have some but not extensive previous records or service history. Car was a theft recovery early in its life (93?) and therefore has a Salvage title. AC not working - compressor supposedly good but not blowing cold. Tires will need replacing soon. Overall an excellent opportunity to purchase a late model 928S4 at a reasonable price and complete to your standards. \$10,750 or reasonable offer. 952.658.9229

2009 911S Cab

Midnight blue Sand beige, 997.2 direct inj PDK sport Chrono with 44k miles. Brian, 507-251-0975. Or e-mail at Oneillblo@aol

10 spoke Porsche wheels

In very good condition, left over from a 2015 9114S with Michelin Pilot Alpine's in good condition. Front 245/35R20 and Rear 295/30R20. Feel free to contact me for more information and pictures, skip7.dt@gmail.com

2009 Porsche 911 4S Cabriolet



33,000 miles. Excellent condition. PDK, Ruby Red Metallic (Launch Color), Tan Full Leather Interior, PASM, PCM, Sport Chrono, Bose sound, heated and cooled seats, Bluetooth, Navigation, Wind Blocker, two car covers. All

maintenance current and performed by authorized Porsche dealers. Rear tires just replaced. All books and records. \$59,900. Please email wrdoherty@icloud.com.

986 Boxster Hardtop

Black. Excellent condition. \$1,300 or best offer. Tony 952-913-7140 astamson@gmail.com

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.

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restoration of fine vintage Porsche automobiles

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

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.
Of recent, I have accepted an opportunity to continue my career in a new direction.
I will be a curator for a private Porsche collection.

I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

Rick Moe
nurburgring, inc.
dasring.com



*Larry and Annie in front of their new shop in Victoria, MN, early 1980s. In the winter the club would hold tech sessions and garage tours. Larry would give a talk then show the movie *Le Mans* with full theater sound.*



Larry . . .

continued from page 34

the brakes to turn off but completely looped it and ended up in a low ditch. A minute later the police car came flying by and didn't notice the brown 911 in the weeds.

For several years Nord Stern got more trophies, both concours and autocross, than any other region at Porsche Parades. We would travel to Parades together and sometimes we'd be just flying along. Once we were going down Wolf Creek Pass in Colorado and we heard a trucker on our CB's say, "Hey, did you see that cop that just went flying by me? I'll bet he was chasing those little cars that went by earlier." Four sets of brakes locked up and we headed up the backside of a runaway truck exit, a little dirt track. We hid there for almost an hour before we realized we were being punked. The truck drivers must have had a good laugh as they saw us getting off the road in a hurry.

A CHANGE IN DIRECTION

By the mid-'70s a lot of couples in the group were having kids and after the club put on the Porsche Parade in 1976, I think a lot of us were just burned out. We still played with our cars but after a while we realized it wasn't the cars but the people we were having the fun with. I sold some of my cars; I like a new project but I would rather move the old one to a new home instead of pushing it out back. Sure, it would be nice to have that 911 and Carrera 2 now, but it would have just been baggage.

GOING PROFESSIONAL

I met Bob Johnson through autocrossing and SCCA. He and a partner were working out of his home garage in Minneapolis, and in 1979 I quit teaching and started working on Porsches full time in my garage. That was a problem for our neighbors in both cases so we joined forces in a commercial building, sharing major pieces of equipment like a compressor and welder but with separate businesses and customers. Bob was doing a lot of race prep and performance work for racers. For three or four years we had a lot of Porsches go through the shop and Friday nights after work there was always a lot of bench racing with twenty guys or more.

In 1981 I moved my business to Victoria, 25 miles west of Minneapolis, in an old Studebaker dealership building. It was a little far away for just an oil change but we had a loaner 911 for owners who needed work that could be done in a day or so. It was still a local phone call for people in the Twin Cities, and that made a difference in those days. We did about 90 percent Porsche work, but also antique engines, a throwback to the interest I had in those cars from my

Continued on page 38



Meeting was called to order at: 7 p.m. by Prez
Lara
President – Lara Dant

Last meeting as president!

Vice President – Roger Johnson

Via email, Roger will move monthly meetings to first Monday of the month at Grizzly's in Plymouth, starting January 7.

Roger has recruited a VP candidate, Chip Smith!
Congratulations and welcome back onboard, Chip.

Treasurer – Jeff Bluhm

Via email, Jeff has not received the November statement yet. No expenses expected for the rest of the year except the holiday party.

Advertising – Lara Dant

Will be sending renewals notices to all current advertisers this weekend.

All Porsche Show – Phil Saari and Hal Voges

No report, date set

Autocross – Andy Golfis

Andy mentioned a former member contacted him with some concerns about the notes in the last business meeting minutes stating there were no conflicts with the autocross events this season. Also discussed how annual participation points previously were calculated, with timed runs and autocross attendance being a requirement of a season long competition within the Nord Stern club. The driving season culminated in an awards presentation based on car classification and point totals.

Andy met with the member who wanted to discuss the long-standing issue concerning the lack of local venues for autocross events. Spaces available in the past no longer are, for various reasons, and those clubs currently hosting events find options difficult to procure.

Nord Stern attendees at the December meeting pointed out that Nord Stern moved away from timed runs due to lack of attendance, decreasing interest by members, as well as insurance liability issues.

Also noted that any Nord Sterner can certainly attend any MAC autocross event, which are held throughout the spring and summer months. We do publish the dates and locations for these AutoX events and absolutely encourage members interested in autocross opportunities and options to attend MAC functions!

Board of Directors

Per Ryan M, Lara has started to plan the annual BOD meeting.

Charity – Mark Kriesch

Can we sell our 2019 calendar at the pop-up event on the 15th? Per Ed, YES!

Dave Anderson will open up the calendar order page on December 15th.

Calendars will come from Shutterfly this year, as Apple has stopped providing this service. The calendars will look different and are sized smaller.

Michael Grabner has decided not to do another calendar for 2020. We can try to find another photographer or find another idea.

Club Race – Dave Sorenson

No report

Driver Education – Misty Martianos

No report

DE Registrar – Dave Anderson

Registration is set for the holiday party. Dave will open after e-blast goes out. Christie will send blasts approximately once a week to promote attendance. First Fling is loaded, Dave will open in January. Calendar order page will be open by Dec 15th.

Driver's Training – Jim Bahner

Track dates ARE all set and secure for 2019. See calendar. New safety rules will be communicated to club.

Fall Color Tour – Ron and Michele Johnson

Eventmasters are working on finding routes for 2019.

Per Ed, Bluefin will offer a low-cost block of rooms if participants want to drive up and stay after the FCT (Sun-Tues, etc).

Historic Archivist – Kim Fritze

No report

Insurance – Dan Perinovic

No report

Membership – Ed Vazquez

There are 879 primary PCA members and 503 affiliate members in our region!

Membership renewal/dealership pop-up event

December 2018 Business Meeting Minutes . . .

by Secretary Betsey Porter

Continued on page 38

Larry . . .

continued from page 36

father. We also started to do vintage racing work, an area where a lot of the mechanics didn't understand the concept. You weren't building an SCCA allout racer, you were building a street car that could be taken to the track. That meant it should be reliable, but the handling and brakes should certainly be enhanced. It was the early days of vintage racing and there were MGs, Porsches, Corvettes, Gullwing Mercedes and Ferraris all on the track together. There wasn't a lot of ego involved in it; it was just a place to go drive your old car fast and have a good time. I had a Carrera coupe and Pat Starr, a University professor, had a Morgan that was just fast as stink. He was a character! We had some great battles and would often be side by side on the track. His Morgan was righthand drive and once while going through turn three together, he reached over and opened my door! Surprised, I looked over and he gave me a stupid-ass grin. It was a lot of fun.

I decided when I started a full-time business I wouldn't do any more vintage racing. It wasn't a good idea to beat your customers on the track, even if they didn't know how to drive. I had also raced a 911 in the IMSA under 2.5 and D Production but when my kids were born I wanted to spend more time with them. Bob and I ran six-hour enduros across Canada in the late '70s, which was just right: you had a driver change and refueling, but it didn't destroy the cars. I ran Daytona once and Sebring once but it hammered the car to within an inch of its life.

I finally closed the business in the 1990s, I had other things I wanted to do. I still do an occasional transmission for a friend's shop and I have parts and tools for 4-cams but I don't do any work on them. I always wondered about the aura around those engines. There's nothing magical about them. An engine is an engine. They're complex but it's just attention to detail that's needed. And they're so putsy. It takes hundreds of hours for a mechanic to put

together; it's no wonder they went to chains with the 911. And the 4-cams are stronger than you can imagine. Even the roller bearing cranks were fine in racing. It was usually owners that caused problems.

And those problems, of course, are what kept mechanics like Larry in business - and provided the basis for some great stories. Thanks, Larry, for taking us down Memory Lane. GM

Larry has just retired again, this time from raising organic grass-fed beef cattle on his farm in Minnesota.

Minutes . . .

continued from page 37

scheduled for Dec 15.

Porsche of Minneapolis will reveal the new Cayenne.

Auto Edge and Imola are confirmed for New Member Socials in the Spring.

Rochester is also planned, location TBD

Ed also wants to do a Duluth and possibly a Moorhead area event.

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

No update, January issue will be late due to the holidays and other commitments.

Rally and Drives – David Hudgens

Red River Region has invited Nord Stern to partner with them on their mini-Treffen in Bemidji September 12-14, 2019, for our 60th year. Lara and David will discuss.

Safety – Paul Ingebrigtsen and Chuck Porter

No report

Social Media – Betsey Porter

Facebook has been great, lots of engagement.

Instagram is getting back on track.

Twitter is sad.

Betsey will create FB events for 2019 events

soon. And add the new 60th logo.

Shop and Tech relations – Roger Johnson

Via email, Roger thanks Ed for arranging the pop-up event at the dealership.

Touring – Randy Walker

No report

Track Relations – Jim Bahner

Dates are set for 2019

BIR owner Jed Copham died suddenly in November. The CFO told Jim the family is planning to keep the track running.

Should get contracts soon.

Webmaster – Dave Anderson and Christie Boeder

New site is back. Dave is not a content guy, so is struggling to move stuff to the new site.

Anyone with experience is welcome to contact Dave and volunteer.

Old business

Holiday party swag has been ordered.

Christie will look into new decorations, befitting our 60th anniversary.

New logo will be distributed to officers to be used on official stuff.

New Business

An outside group contacted Lara to ask us to join them in lobbying the state to remove the law requiring a front license plate.

A non-member asked if we would be interested in coming to his location to watch international car events, JDC Miller Motorsports. Cost might be an issue. Lara will discuss with him.

Meeting adjourned 8:39 pm

Respectfully submitted, Betsey Porter



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