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## PORSCHE

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

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Photo by  
Ron Faust

Carrera 4S and the  
night lights of New  
Orleans!

Spotted on a very  
historic block  
of Royal Street  
and a historic  
restaurant (Court  
of Two Sisters)  
in a building  
constructed in  
1832. Most Nord  
Sterners would not  
turn their backs on  
their Porsches in a  
spot like this! But  
it is 'laissez les  
bon temps rollez!'  
And with Mardi  
Gras just about  
to commence, a  
timely cover shot!

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

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

2. Next, join Nord Stern

- Visit [www.nordstern.org](http://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](http://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](mailto: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 (defrags 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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<b>Fall Color Tour</b> Michele and Ron Johnson Lauri and Greg Wagener	<a href="mailto:fallcolor@nordstern.org">fallcolor@nordstern.org</a>	<b>Zone 10 Rep: Julie Bailey</b> 229 S Westfield St Wichita, KS 67209 <a href="mailto:racylacy944@yahoo.com">racylacy944@yahoo.com</a> 316.655.4058	



Addresses available upon request for chairperson/s or Board members.  
Call Christie Boeder 612.845.4509, or email: [editor@nordstern.org](mailto:editor@nordstern.org)

# Welkommen . . . Welkommen . . . Welkommen

*Welcome . . .*

## *New Nord Stern Members*

We hope to see you at upcoming events!



### **Andy Barker**

Hopkins, MN

2019 Black 911 Targa 4 GTS

### **Brian Langstraat**

Woodbury, MN

2010 Silver Panamera 4S GT

### **John Levinski**

Winona, MN

2017 Blue 718 Boxster S

### **Ryan Sullivan**

Excelsior, MN

2005 Silver 911 Carrera S

Cabriolet

### **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!

***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!

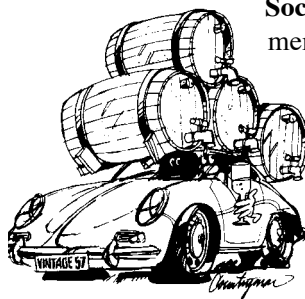
- Receive our awarding winning monthly magazine
- Cool t-shirts, etc

### ***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



# The Prez Sez . . .

Roger Johnson

I am very honored to be Nord Stern's President for 2019. Some of you will remember I was also President in 1991. Ironically, the core activities of the Club basically have not changed all that much. We basically drive and we socialize. Everything in between is variation on the theme. Thankfully there is a lot in between. Nord Stern has always had a reputation of being a very well-run Region and we have all of you to thank for that. A lot of great people make all the things the club does happen. Speaking of great people doing great things, the 60<sup>th</sup> Anniversary Gala at the American Swedish Institute was a smashing success. We had 140 attending.

Three very clear observations;

- Many people said they had **never** been to ASI and the Turnblad mansion and were blown away by its beauty. If you want to check it out, go to [www.asimn.org](http://www.asimn.org). It is a treasure right in the middle of Minneapolis.
- Many comments about the 60<sup>th</sup> Anniversary presentation and just how rich Nord Stern's Porsche history is. The presentation has been posted on Nord Stern's Facebook page and will be at Nord Stern.org sometime in the near future.
- Many comments about **Chip Robinson's** interesting story (see Dave Weisel's story elsewhere in this issue.) The first Porsche he ever drove was a 962 while winning the 1988 24 Hours of Daytona. A humble man who had a lot of success and has a lot of great stories.

A huge thank you to the organizers, **Michele Johnson, Lara Dant, Ryan McGee, Dave Anderson, Christie Boeder, and Betsey Porter**. Because of their diligence we had a fabulous time and the event went off without a hitch.

Great food, by the way . . .!

I'm very fortunate to have a great group to work with this year. Check out the masthead page. **Chip Smith** has agreed to be the VP this year will be another repeat President next year. He was President in 2005(?).

See you soon at an upcoming event!

Photo below: Left, Chip Robinson with Dave Weisel at the ASI dinner. Don't miss 'The story' elsewhere in the newsletter! photo by Chip Smith



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## 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



Okay, here I am a bit behind on sending this month's issue off to the printer and can only plead guilty! The 60th Gala was in the way as was one of our favorite winter vacations, skiing in Vail, CO. After all skiing is a bit like driving at speed at BIR . . . got that weight shift thing going, edging, holding on tight, going fast: all those sort of similar dynamics!

But the issue WILL be online before the first of February - I do hope most readers and members are aware that there is a pdf download available of each month's issue posted to nordstern.org and while I am NOT a huge fan of online reading, it is great to see all the photos in glorious, living color. Which the newsletter doesn't quite have. I did get a quote on that from the printer, hmmm, not an insignificant increase in monthly costs. And we already have a lot of members wondering why this region has a local dues 'requirement'! Mainly to defray production and mailing costs so we CAN send you an old-fashioned, printed multiple page newsletter. Something that you can hold in your hand, pick up and peruse on occasion,

check out the photos, glance at the ads maybe, or read it cover to cover in one sitting. Am sure there are many approaches out there.

The driving season is going to be here before you know it. Our BIR dates are here and safe for 2019. We don't have the MAC Autocross calendar quite yet but I'll be publishing it when I get it (expected shortly actually) as there are a number of options for those interested in a low-speed, minimal equipment/requirement opportunity to learn more about how your car handles as well as testing yourself on driving, braking, cornering skills - just seeing how fast you can go through a defined course! Watch for that info. I have great memories of Autocross events in one of the big parking lots at Canterbury back in the 90s. Learned a whole lot about the Porsche we owned then and what it could do and what the driver struggled with (!). So worthwhile for a lot of good driving skills applicable both on a track and out on the roads!

Plus, there are some socials coming up - Membership get-togethers. And some fun drives. Check out the calendar for all the options. Plus we do list a few events that while Nord Stern isn't the organizer they just might be of interest our membership (i.e. car-related!).

Make sure something is on your calendar in 2019!



From  
the  
Editor . . .

by Christie Boeder, '73 911



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**BJ Peterson**  
Nord Stern Member  
[bjp@burschtravel.com](mailto:bjp@burschtravel.com)



**FEBRUARY**

- 4 Nord Stern Business Mtg**  
Location: Grizzly's in Plymouth  
6:30 p.m. Social, 7 p.m. Meeting
- 23 Nord Stern's JDC-Miller Motorsports Tech Session**  
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 Nord Stern's 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, CA**
- 13 Nord Stern's 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 Nord Stern's Membership Social & Tech Session-**  
Location: Werkstatt 533, Rochester, MN  
Time: 12:00 noon
- 27 Nord Stern First Fling Driver Training**
- 28-29 Nord Stern First Fling Driver Education**

**MAY**

- 5 2019 AutoFair**  
10 a.m. - 1 p.m. @Porsche St. Paul
- 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 in Roseville, MN**

**JULY**

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

**AUGUST**

- 10 Nord Stern Vino in the Valley Drive**

**2019 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
- 13-15 Red River Region PCA 'Mini-Treffen'**  
Celebrating 20 years, RRR invites all Nord Sterners to join them for 3 days of fun and adventures in and around the beautiful Lake Bemidji region! Details TBA
- 27-29 Nord Stern's Annual Fall Color Tour**  
Headquarters: Pier B in Duluth  
Eventmasters: Michele and Ron Johnson, Lauri and Greg Wagener

**2019 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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Restore | Create | Renovate

# Nord Stern Membership Socials!

**Auto Edge**  
*Racing*

EUROPEAN  
**WERKSTATT**  
AUTO SERVICE



**April 13, 2019**  
**Saturday**

**10 a.m.** Registration, Coffee & Donuts  
**10:30 a.m.** Introduction of Officers and  
Presentations Event Chairs  
**11:30** Pizza Lunch  
**12:30 - 2 p.m.** Tech Session

**Auto Edge**  
**900 Wildwood Rd.**  
**Mahtomedi**  
**651.777.6924**

**April 14, 2019**  
**Sunday**

**Noon**  
**Pizza Lunch**

**Social, Driver Ed Tech and Information!**

**Werkstatt**  
**533 6th Ave NW**  
**Rochester, MN 55901**

**werkstatt533.com**



## **So, What DO we do as Nord Sterners?**

*Learn What we DO, When we DO it, How we DO it and How you can DO it, too.  
Learn about our: Driving Schools, All Porsche Show, Day trips/tours, Social/  
Dinner Events, North Shore Fall Color Tour, Low Speed Autocrosses, High  
Speed Track Driving, National Club Racing Program, Charitable events!*

These Socials are your chance to find out more about Nord Stern's upcoming activities  
and meet other club members! New members please contact Ed Vazquez,  
Membership Chair at [edmn911@aol.com](mailto:edmn911@aol.com).

All Nord Sterners Welcome: new, old, young, or just curious, join us



Quick question. Do you insure your Porsche with Hagerty?

I do. And I really do consider it a pretty good deal, considering what they charge for the mileage I put on my 911SC every year. Plus, you get a magazine that they put out, every two months. And it's not bad, either. It's called, wait for the drum roll, "Hagerty." Their tag line is "For people who love cars." And it's edited by Larry Webster, who was last seen as editor of Road & Track.

In the latest issue is a story called "The 2019 Bull Market List," wherein Hagerty's "valuation experts present our second annual summit of vehicles on the move." They list 10 that are either poised to fatten someone's cyber net worth, or are already beginning to inch up.

In the article, they make a big point about how, contrary to popular wisdom, modern mass-produced cars are now collectable. Case in point? A 1997 Acura Integra Type R, with 1191 miles showing, was hammered last September at \$63,800.

Their premise is that, if you're a baby boomer like me, you sat in study hall in high school dreaming about 911s and Shelby GT 350s. You were slack-jawed over the quoted stats for a 427 Cobra or a 427 Vette. When new.

That's fine. But the fact is that children of us boomers are now pushing 40. I know, my older daughter is now 36. And those who are doing well, who find themselves with some disposable income, now covet . . . a VTEC with an 8000-rpm redline. To us, it's a glorified Honda Civic. To them, well, the next generation always has a way of messing with the minds of their parents.

Some of the cars they list are a bit too recent for me to be comfortable. A 1996 Corvette Grand Sport, for example. Weren't they made, like, yesterday? Same for a 2004 Subaru WRX STI. Although they make an interesting case for the Subie.

It's the one with the giant hood scoop. Bright blue with gold BBS wheels. And coat hanger spoiler. Now, here's where it gets interesting. 300-hp of boost and 300 pound-feet of torque. Curb weight of 3,300 lbs. They point out that the 2019 version packs virtually the same go-power, and weighs 200 pounds more. Yeah, I know.

They also list a 1994 Buick Roadmaster Estate Wagon. With wood cladding and a rear-facing third seat. You want BIG? Forget Suburbans and Silverados. This thing will take a 4x8 plywood sheet through a tailgate that gives you the choice of opening down or to the

side. And it can tow up to 7,000 pounds.

It's the last of the road-hugging vista cruisers of old. Or so it may seem, except for the fact that, at least among the very well heeled, wagons seem to actually be making a come-back. A story ran on Bloomberg recently about how, last year, some 212,000 wagons were sold in the US. Ok, ok, that's a sliver of total US sales. But it's up 29% from five years ago.

"The winner in the death of the car is the station wagon," says Karl Brauer, executive publisher of Autotrader. "You've got the car on one end of the spectrum and the SUV on the other; the wagon sits right in between these two."

Who's the buyer? Often, it's the well-off iconoclast who wants to stand out from the neighbors. Witness the Porsche Panamera Sport Turismo. Is it a hatchback? A wagon? Is there a difference? The fact is that Porsche is, at least in part, responding to competitive models from Audi, BMW and Mercedes. It IS a Porsche, and it IS NOT an SUV.

But I digress. Another fascinating model on the list is the 2008-9 Pontiac G8 GXP. Remember? One of Bob Lutz's last gasps for Pontiac, and the closest thing to a four-door Corvette that GM ever made. With the 6.2-liter LS3 V-8, rated at 415-hp. And a six-speed manual. They only made 1829. Worth considering? You bet.

Ok, now, I'm saving the best for last. Let's hear it for . . . the original 1997-2004 Porsche Boxster! This one I can really identify with. I owned one, a 2001 Boxster S. Silver.

They say; a mid-engine Porsche for Corolla money; few cars ever made are as delightful; lots were built, so there are plenty to choose from. On the downside, it suffers from the dreaded IMS bearing disease; they are cheap, but parts and service are not; you can't see the engine.

I say; in its day, it was an immediate cult car. I added the Porsche sport exhaust, always in loud mode, the short shift kit, a K & N air filter. Doing the filter swap was interesting, like peeling an onion as you worked your way through the layers of cladding before you really did get to see the engine.

My negatives? I really did hate the plastic rear window. It was virtually impossible to keep clean and scratch-free. And the rear tires lasted, what, 12,000 mi?

## What's Old Is New Again

*by Danielle Badler  
courtesy Porsche Club Editor's  
Facebook Page, February 2018*



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The Nord Stern 60th Anniversary Celebration was just held at the beautiful Swedish American Institute on January 12, 2019.

President Roger Johnson asked me if I was willing to serve as the UBER for guest speaker, former IMSA Champion, Chip Robinson, from and to his Airport Hotel. It was easy to say yes to this request. I relished the chance of some one-on-one time with this accomplished race champion. I found Chip to be most humble in discussing his incredible career behind the wheel.

Chip has a very impressive driving resume that started by attending the Jim Russell Driving School in Canada in the late 1970's driving Formula Fords. He drove in the variety of Formula Ford series, culminating in a national championship with victory at the SCCA runoffs in 1982. He then ran Super Vee for a couple of years in an era when Super Vee was the stepping stone to Indy. This got the attention of Jaguar team Group 44's Bob Tullius and Chip was offered the ride in the very beautiful Jaguar V-12 powered GTP car. They had limited success over the next two years with this car in a very competitive era and Jaguar pulled the plug.

One interesting point Chip made was that he started what would now be considered very late in professional racing compared to the very young drivers of today. In his era, an older, more experienced driver who could provide information to the team on adjustments needed to make the car quicker was an asset for a team. Today, with all the telemetry between the car and the team, the only thing needed in a driver was a 19-year-old who was fast with experience no longer the premium it had been - the team from their computers could tell what changes were needed.

Chip also drove in the CART series for Dick Simon (1985) and Bob Tullius (1986), with his best finish a sixth place at the Long Beach GP in 1986. He told about a brief encounter at Nazareth (PA) with an ill-handling car just trying to stay out of the way as Mario, AJ and the boys roared past him. Chip said Bobby Rahal once told him at Indianapolis, "if you aren't willing to drive a car into a turn at 225 mph, you're in the wrong business." Eye opening comments, indeed.

Chip then went to the Holbert Racing team driving the Lowenbrau sponsored Porsche 962 (photo right). He was never able to confirm but felt that Bob Tullius had talked with Al Holbert and advised Al that Chip would be a good addition to the Holbert effort. This proved to be a wise recommendation as Chip won the IMSA Championship in 1987 driving the 962. He

spoke of frequently dealing with minor problems as everyone learned of issues with downforce cars. There were no problems at the beginning the 1987 season where he won the 24 Hours of Daytona

with Al Holbert, Derek Bell, and Al Unser, Jr.. It was the first time he had driven any kind of Porsche. In 1988 the 962 livery changed to Miller High Life and continued its winning ways but the season came to a sad end when team owner and driver, Al Holbert, crashed and was killed in his private plane. At that point, the season was nearly at its end and the Holbert operation, virtually overnight, shut down.

1988 also saw him invited to drive in the IROC Series in the Camaros, garnering one second place. He said he could do well on the road courses but on the ovals, the NASCAR drivers were pretty much untouchable.

In 1989 he joined the Nissan GTP team alongside driver Geoff Brabham. Nissan had pretty much an unlimited budget and for the two cars, they had over 200 employees in the shop. The two cars usually finished 1-2 often with Brabham taking first but over the next four years with the team, Chip garnered seven first place finishes. The car won Sebring in 1989 with Brabham, Robinson, and Arie Luyendyk

*Continued on page 33*

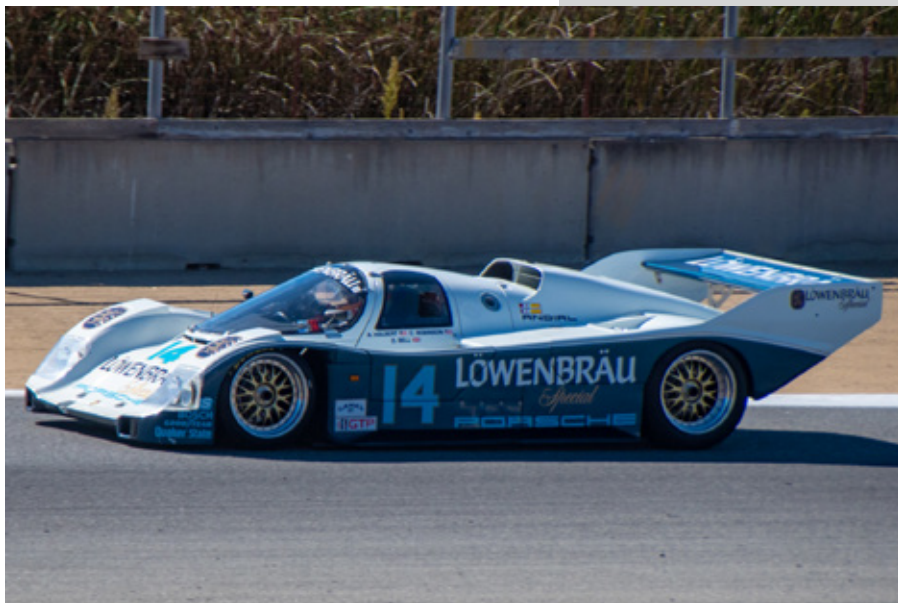


## Chip Robinson

...

*by Dave Weisel, past president Nord Stern 1997*

*with contributions from Roger Johnson, President of Nord Stern 1991 and 2019*



# 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*

Right: This is mine. Added 3rd stall plus wrap around work shop in the back. Didn't have too much room to go out to the side, so I went up. Don't have Lon's beer fridge or loft, but it works for me. What a wonderful thing it is to be able to safely and easily put the car up on a lift for repair and storage.

– Mike Bowers



Photo Left: Pretty good state of order. Have the hardtop hung from the ceiling, Hoosiers on the rack, and gear bag at the ready. I need a better chair when not working.

Pic Right: Old Garage was pretty hard to work in.

– Steve Kemp





## 1988-1997 TORNADOES, FAREWELLS, THE NEW SHERIFF

*The third decade of racing at Brainerd International Raceway saw some major changes to both the racing schedule and the operation itself. The road racing program began to decline, with the loss of the SCCA Trans-Am. The SCCA continued to bring amateur racing to BIR but the American Motorcycle Association's Superbike Racing became the track's centerpiece - and only professional - road race.*

*And then BIR and the racing community was introduced to Don "The Colonel" Williamson, who bought the majority of shares in Brainerd International Inc. His nickname came from a police officer in his hometown of Flint, Michigan.*

### Highlights: 1988

The Crown Auto Funny Car Championship made its final appearance at BIR.

Paul Newman's last race at BIR was during the SCCA Trans-Am. He was a regular in BIR's pits nearly every year since 1975.

Walter Peyton, the great Chicago Bears running back who retired in 1987, raced in the Stroh's Light Grand Prix. That same weekend, former Olympian Bruce Jenner and three-time Indy 500 winner Johnny Rutherford raced in the Corvette Challenge Series.

### 1989

BIR added the Muscle Car Shootout to the schedule. It featured many of the same street rods that raced in the Show & Go. Both events continue to be among BIR's largest events.

BIR's board of directors announced plans to build a second race track between Chicago and Milwaukee at an estimated cost of \$10 million. The plan was to continue growing the company but the venture was unsuccessful.

The final SCCA Trans-Am race took place at BIR after 20 years on the schedule.

The high cost of bringing the race to BIR led to the SCCA's decision. The race would return to BIR in 2009.

### 1991



A tornado hit BIR on July 5, the first day of the Show & Go. With 2,500-4,000 people on site, one tornado touched down at B Gate and cut a swath across the infield to Turn 2. A second tornado followed the track's straightaway but never touched down. Lots of damage but no deaths and few were seriously hurt.

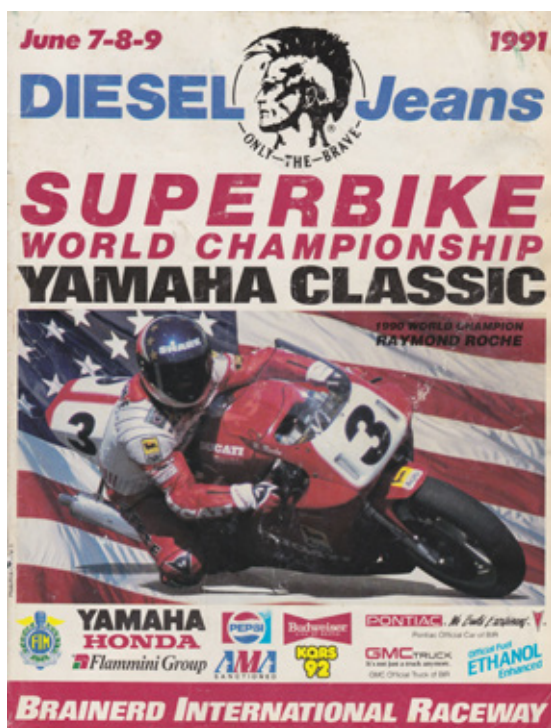
The Crow Wing County Sheriff's Department started providing security during the NorthStar NHRA Nationals. With an on-site presence, the number of arrests dropped dramatically from 80-90 to four.

### 1993

The inaugural American Speed Association's Brainerd 300, a 180-mile race, featured some NASCAR Winston Cup stock car racers, including Dick Trickle and Jimmy Spencer, who won the event. BIR had the ASA on the schedule for four years, with NASCAR's Ken Schrader winning in 1994.

### 1994

Don "The Colonel" Williamson bought 72 percent of BIR's stock to become the majority owner. He and his wife, Patsy Lou, owned The Colonel's Inc., which includes The Colonel's Truck Accessories, a supplier of plastic replacement bumpers and accessories for the automotive aftermarket. Patsy Lou owned several car dealerships.



## Brainerd International Raceway

... aka ...

## Donnybrooke Speedway

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

# Where We Were – Where We Are – Celebrating 60 Years of Nord Stern

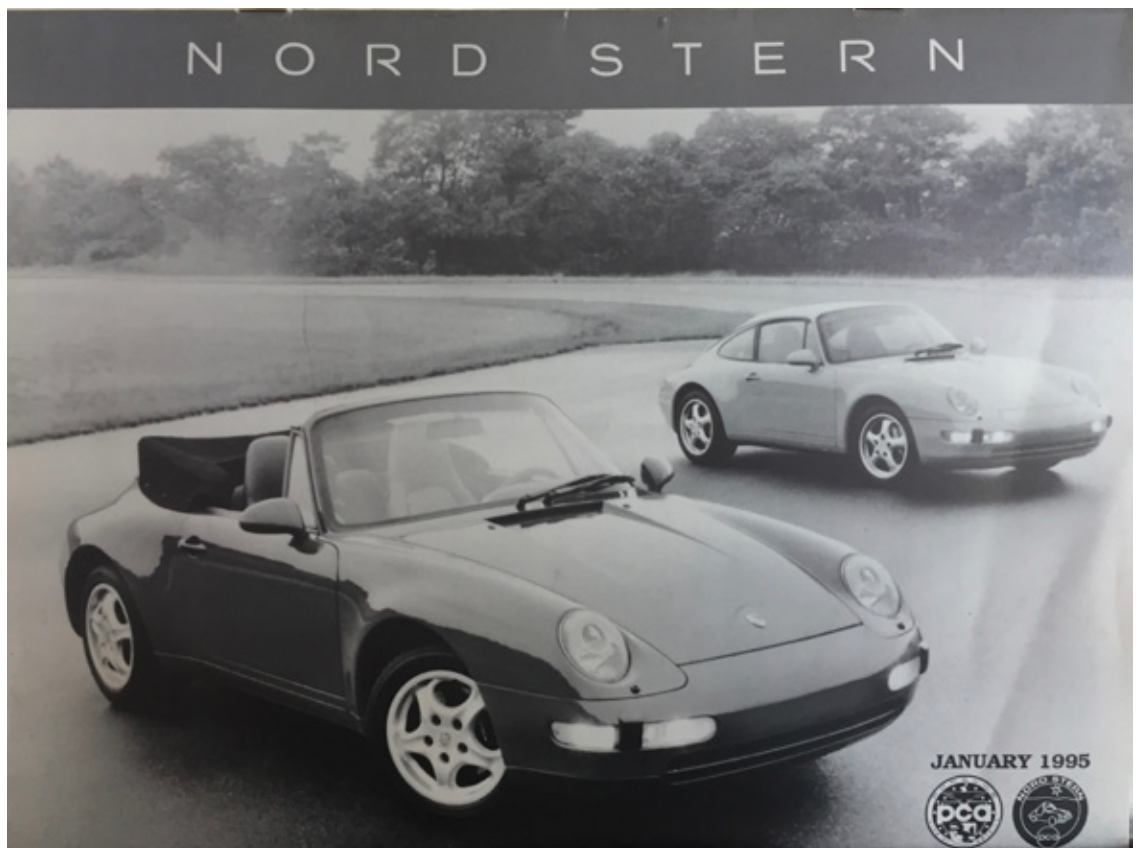


## January 1995

Still active in the middle of winter, Nord Sterners are recapping the 1994 races and looking ahead to the new season. The cover features the 1995 Carrera 4.

Ron Faust

- **Peter Vickery** takes over as President and **Bobbi Miller** is editing the newsletter. She's got some pretty good help this year:
- **Christie Boeder**, Associate Editor
- **Mike Selner**, Tech Editor
- **Kim Crumb** and **David Ingraham**, staff writers and photographers
- **Garfield Clark** and **Rick Polk**, contributing writers
- **Lee Jacobsohn** and **Scott Larson**, staff photographers
- **Ron Smith**, display advertising
- President **Peter Vickery** says membership has grown to over 575. He enjoys leading Nord Stern but also mentions that he was disturbed by the number of safety violations in 1994.
- **Kim Crumb** gives a recap of the BIR Club Race, held in September 1994. In addition to track time, the event included a show/concour and two dinners at Craguns and a tour of the lakes. Martin Snow won with a 1:43 with **Bob Johnson** posting a 1:52 in another class.
- **Dave Ingraham** offers some winter reading recommendations. Reflecting on the principles of high performance driving in January is much better than in the middle of Turn 2 in the summer. The laws of physics don't change; nor do the classic texts on high performance driving. The five classic titles he recommends are copied in the "scans".
- **Kim Crumb** is encouraging members to join the "Varmints" for their eight annual Kart racing school at Daytona in February just after the 24 Hour event.
- A page on Club Racing published a tentative 1995 schedule including 11 races. Of note was that in 1994 there were 26 incidents that came under the 13/13 rule, a little over two per race.
- **Bruce Boeder** offers a four page article on the PCA Club Race in Heartland Park from October 1994. He admits he had to "negotiate" with Christie so he could go south while she was abandoned on the North Shore. After driving to Topeka he spent time studying notes two Nord Sterners had given him on the track. As serious racers often do, he chronicles the race turn by turn, identifying the drivers of cars around him as if it were all stored on a GoPro in his brain. Adding all the cars in slower classes he finished third out of 267 finishers, second in his class!
- The Mart offers:
  - 1974 restored 914/2.0 for \$8000
  - 1979 911SC Targa for \$11,500 by **David Anderson**
  - 1994 968 Cabriolet \$40,000
  - 1973 911T engine offered by **Doug Arndt**
  - Lots of parts but only 4 Fuchs wheels this month, two 17" by 7" and two 17" by 8"



Two new 911 Carrera 4's. Photo probably from PCNA





THE CLUB RACE AT BIR GENERATES PLENTY OF INTEREST AND ENTRANTS!



KIM CRUMB MAKES A POINT WITH FRED SENN AND TIM MCGLYNN



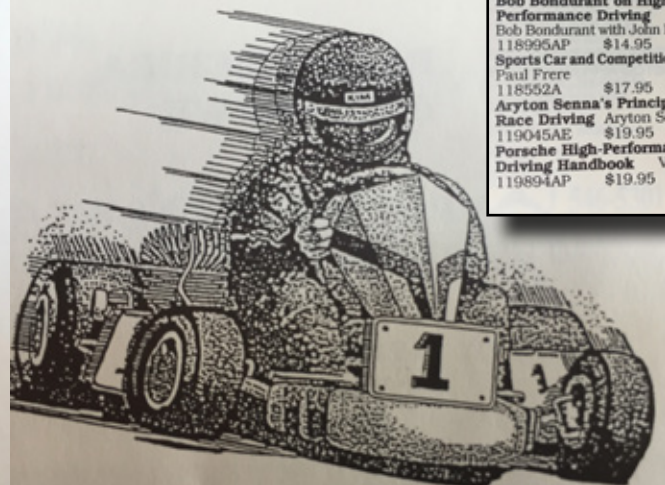
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911 Carrera 4 Coupe	65,900
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911 Carrera Cabriolet Tiptronic	71,350
911 Carrera 4 Cabriolet	74,200
928 GTS 5-Speed	82,260
928 GTS Automatic	82,260



TIM MCGLYNN AND TIM WATSON: BOSOM BUDDIES UNTIL TURN ONE!

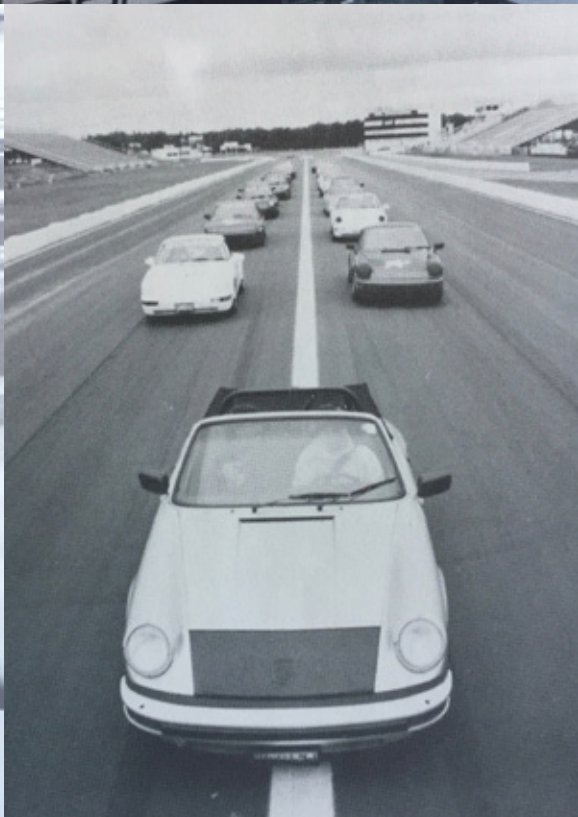
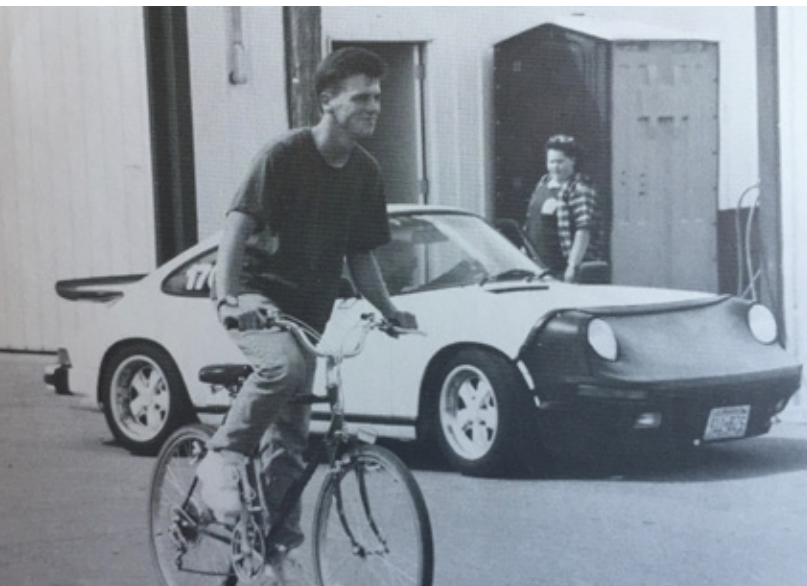


<b>Secrets Of Solo Racing</b>	
Henry A. Watts	
114749AE	\$14.95
<b>Bob Bondurant on High Performance Driving</b>	
Bob Bondurant with John Blakemore	
118995AP	\$14.95
<b>Sports Car and Competition Driving</b>	
Paul Frere	
118552A	\$17.95
<b>Aryton Senna's Principles of Race Driving</b>	
Aryton Senna	
119045AE	\$19.95
<b>Porsche High-Performance Driving Handbook</b>	
Vic Elford	
119894AP	\$19.95



# Out and About in 1994: BIR + Nord Stern!

scans courtesy Ron Faust



HELLE SMITH AND ASHLEY INGRAHAM LOOK ON AT TOP  
RICK MOE ROLLS OUT THE RUBBER

STEVE SHERF AND HIS UPCOMING DRIVER IN CENTE  
DON MILLER, MIKE HOKE, GARFIELD CLARK, AND IAN PACKER HANG OUT BELO





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

## ... Or, the Further Adventures 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..."*

The teams used this stop to practice their pit stop procedures. The first driver exited the car and the second driver climbed in while driver one passed along track and car information. The rule is that every car must be stationary in their pit box for 60 seconds. While a minute sounds like an eternity after watching a three second F1 pit stop, for non-professionals getting in and out of the car, buckling their harness while the crew checks tire pressures, cleans the windshield and anything else that needs to be attended to, 60 seconds flies by. Our stop took over a minute as did many of our competitors. We learned where we were losing time and planned to improve by race time.

As Martin exiting the car, he told me the car was running great but that the brake pedal felt a bit soft. He suggested that I check them before I got to the first chicane on Mulsanne Straight. I got in the car, strapped in, started the engine and put the car in first gear. Pit lane was clear so the crew waved me out of the pit. I engaged the clutch and moved across pit lane into the left lane. As I passed the cone that indicated the end of the pit lane, I mashed the throttle to the floor and the flat six pushed me back in the seat. The sound of the flat six was music to my ears. There is nothing like an early air-cooled Porsche motor with open exhaust. I checked my mirrors and I couldn't see anyone behind me so just after the blend line I merged to the left edge of the track. Over the hill under the Dunlap Bridge I went into the sweeping right hander, down the hill to the Dunlap Chicane and the brakes felt good, but I have been driving a 56 Corvette with drums brakes, so anything with any brakes at all would have felt good. As I entered the Chicane a 935 pulled up on my bumper. I stayed on-line and the 935 blew past. This is a good opportunity to see how the track flows at speed so I tried to stay with the 935 but the effort is futile. He was gone in a few seconds not only because his car is faster but he was faster. No question he has been around this track a time or two. I slowed for Tertre Rouge, the right hander that feeds the field onto Mulsanne while the 935 stayed in the gas and drove away from me. I quickly realize that this sweeper could have been taken at full throttle as three more cars are either on my bumper or have passed me. I am now on Mulsanne with the throttle buried into the stamped steel of the floor plan. I know the car will run with two of the cars that just passed me and I wanted to follow them to learn the speeds at which I can navigate the

corners. As the car neared the red line in fourth gear, I shifted to fifth. The RSR continued to pull hard. It seems to wander slightly at these speeds so I did what my subconscious tells me to do, breathe slightly out of the throttle. No reason to wreck the car if something is amiss. The wandering isn't bad and Martin just got out of the car telling me the car was running fine. I push the throttle back to the floor and look for the yellow building on the left that indicates the approaching chicane. As I see the building, I make the same mistake that the 997-driver made earlier today, let off the gas and start to coast to the right hander that is the turn-in to the chicane. Damn, I let off entirely too early. Cars are approaching me at high speed so I get back in the gas to get to the turn-in trying not to hold them up. I navigate the right hander using the curb expecting the car to vibrate from the rubble strips, but it doesn't. This is Europe and the curbs are not rubble strips. They are as smooth as the track. A couple of cars go by in the chicane but I don't care because I am out to learn the track. Through the chicane and back on the straight I start to look for the tall fence that indicates I am nearing the second chicane. As I see the fence I am determine that I am not going to breathe out of the throttle too early but my brain has other ideas. Again, I slow too early and had to put a bit more throttle in to get to the left hander leading to the chicane. This one seems a bit easier. Maybe it is because there aren't a bunch of cars on my bumper. Out of the chicane and back on the straight I again bury the throttle. Come on flat six, help me make up for the time I lost due to certifiable sissy-hood. This section of the track seems narrower than the first half of the Mulsanne, but it couldn't be because it is part of a public road 355 days a year. It has to be the thick forests on both side that make it feel like a canyon. Okay, get ready for the Mulsanne turn. I see the track start to bend to the right as it leads to the Mulsanne Corner. Mulsanne is the tightest corner on the track and it is just in front of me. I let off the throttle too early again. Closing cars are passing with ease. I get through the sweeper and realize I am going too slow so I give the car a bit more gas to get to Mulsanne. As I get to the tight right-hand turn, I heel and toe shifting the car from fifth to fourth to third and to second. That was pretty smooth, I wondered if the flaggers were impressed with how smoothly I down shifted the car. Perhaps not because I am going slow enough for them to read even the smallest sponsor decals on the left fender, door and quarter panel. Safely through Mulsanne onto another long straight. Well it

*Continued on page 23*



## 60th Anniversary Gala

It was a Gala for sure at the American Swedish Institute this past Saturday. Kudos to ALL who worked on organizing this lovely and fun evening:

Thanks to **Pat Douglas** for the updated 60th Anniversary logo, to **Lara Dant** and **Ryan McGee** for procuring the Nord Stern winter hats, to my decorating crew of **Betsey Porter, Karen Carson, to Michele Johnson** for her work setting up the reservations/dinner with the ASI catering manager, to **Dave Anderson** for handling the online registration and again to **Betsey P** for her help with registration that evening! We had over 140 in attendance so we were busy.

And to **Roger Johnson** for the literally countless hours spent putting together the awesome video highlighting our club's journey over the years. And for including video from National tracing the beginnings of the Porsche Club of America way back in the 50s and onward - very, very fun and informative! The video will be posted on our website in the near future for those who missed the shindig.

Also big thank you to Roger for arranging to bring in **Chip Robinson** to speak about his racing career and some of the fun 'behind the scenes' stories!

Plus to **Ron** and **Michele Johnson** for again arranging for pianist **Steven C. Anderson** whose music graced both the cocktail hour and during dinner.

To **Michael Grabner** for his work on the charity calendar (by the way they are available for purchase online off the Nord Stern website!) and to **Mike** and **Marsha Drake** for putting together over 70 goodie bags for attendees of the late **Ken Kamstra's** wonderful books on 'It's Okay to Love Your Car' with associated artwork and writings!

The cocktails and appetizers in the Turnblad Mansion set an elegant mood. The Larson room hosting our dinner was gorgeous with it's red/black/silver theme accented by the ASI's twinkle lights, snowflake stars, twiggy trees. I heard rave reviews of all the dinner options and the staff and service at the ASI was excellent.

If I've missed anyone rest assured all the contributions to making the evening festive and celebratory are greatly appreciated!

– Christie Boeder

This was really a fabulous way to celebrate Nord Stern and I want to thank all of you for your efforts. Roger, that video was really creative and entertaining and I learned a lot about our organization and PCA; I know it must have taken untold hours to put it together. And thanks to everyone else who worked on the evening. A Gala like that doesn't just happen.

– Ron Faust

Well, folks. That was a pretty fun gala. Thanks to everyone who volunteered and put in blood, sweat, and tears to make it happen. We really enjoyed ourselves. I was amazed at how many people showed up for this, but I'm not surprised. It was great to hang out with people I know or have met through this club and associated events.

Spring and Summer can't get here soon enough!!!

– David Hudgens

Fantastic evening! I second the thanks to everyone who made it happen.

– Merrill Aldrich.

I 'third' the above, a job well done as usual

– Jon Dorofino

Double Ditto!

– Michael Grabner.

## ClubTalk

...

## Talk

*Commentary via Nord Stern's listserv 'Clubtalk'*



A fun photo from the 60th Anniversary Gala of Corey Johnson, Deb Johnson, Dave Weisel and Susan Ripley, photo by Chip Smith

It was definitely smiles all around at this year's holiday party

## Where in the World . . .

*continued from page 20*

isn't exactly straight as it bends to the right a couple of times then to a 30-degree right hand turn just before Indianapolis. None of these turns are a big deal. Indianapolis is a different story as it is a tight banked left-handed. I have driven a number of different cars at the Indianapolis Motor Speedway and none of its four turns look like this. At Indy the turns are banked but not as much as the corner called Indianapolis at Le Mans. The turns at the Indianapolis Motor Speedway are 90-degree but are of a more sweeping nature left-hand turn compared to Le Mans' tight left hander. The turns at Indy are much wider, while the one at Circuit de la Sarthe is extremely narrow. Maybe they should call this turn Anti-Indianapolis.

I drove through Indianapolis and as soon as I got through the turn, I see Arnage, a tight right hander. After Arnage there are a series of very technical turns that require superb execution to get through quickly and they get

more difficult as you advance up the track. Through Arnage, I was still letting cars pass. It seems like it has taken me 10 minutes to get around 75% of the race track and I have some of the more technical turns in front of me. Up the road is the first of the turns known as the Porsche Curves. We bumped into Jim Pace last night at dinner and he talked about how much fun the Porsche Curves were. He said they flow at the start but begin to get tighter and the last one "ropes you in". As I reach the Porsche Curves, I can hear Jim's voice echoing in my head, "It ropes you in .... it ropes you in". I circumvent the first of the turns waiting for the one that ropes you in. I don't seem to get there. I am out of the Porsche Curves and into the Corvette Curves. What a minute, maybe it didn't rope me in because I wasn't going fast enough. You need speed to be roped. Through the Corvette Curves I am on my way to the Ford Chicane. I remember these from my trip around the track in the Porsche Cabriolet earlier in the day. These are four very difficult corners. I slow and

get through ¾'s of Ford Chicane, but as I am coming to the last right hander to put me on the front straight, realize I am going too fast to make the turn. There is no way I can make the corner without spinning so I cut the corner and drive out into the rubble strips. As I drive onto the rubble strips, I remember George saying "don't hit the red painted curb". The red curb is there to prevent you from doing exactly what I am doing, cut the corner. I see the red curb off to the left and drive around it. I am not sure I have any fillings left in my teeth as I take the bone jarring ride across the rumbles strips. They would be more appropriately called whoops in Baja. Obviously, they don't want race cars going this way. As I bounce across the rumble strips, I wait for traffic to clear before I re-addressed the race track. Finally, I am back on the front straight about to finish my first lap at Le Mans. No drama other than on the last turn, but it took a heck of a long time to complete that lap. Crossing the finish line, I expect to see the crew sitting on the pit wall eating ice cream bars like Cole



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Photo by Peter Lapinski



Trickle's, aka Tom Cruise, were doing in the movie Days of Thunder. My elapsed time had to be seven minutes plus. No place to go but down, in time that is, from here.

On my second lap, I made fewer mistakes. The lap felt quicker, but a red flag came out as I made my way through the Porsche Curves. A car had blown an engine and oiled the racing surface. Since I was near the end of the cars on track, nearly the entire field has already found their pit box and those who haven't are moving very slowly on pit lane looking for their box. I eventually saw our guys, pulled in and sat for a few minutes before the green flag waved opening the track. I made another lap, the checkered flag waved and I exited the track just after the Dunlap Bridge as does the entire field. I will be racing in the last segment tomorrow with not quite three laps of experience. Seems like plenty of time to learn an 8.5 mile track. After all, in addition to my nearly three laps, I watched Jim Pace driving this very same RSR at Le Mans on YouTube, ridden around the track three times in a Porsche Convertible and have spent 30 minutes on Ray Evernham's simulator back in Mooresville. Experience enough I say. After all, this is the second fastest track I have driven behind Bathurst.

Next up, night practice, but it was six hours away.

At 2:35 to 3:15, George and Martin will be on track. On our way to the campers to catch a little sleep, we go to the driver's lounge for dinner. As we are eating, George and Martin tell me that my Le Mans experience isn't complete if I don't drive a lap or two at night. After ten minutes of talking me into considering a drive at night, I tell them maybe. It is now 21:30, or 9:30 p.m., and we decide that we should get some sleep. We go to our respective campers, but I don't fall asleep right away as I am thinking about driving a multi-million-

dollar Porsche, on a very fast track, in the middle of the night with 1974 headlight technology. Not being the brightest guy, it took me an extended period of time to come to a decision, all of three seconds. Driving at night without any lights around the track, in a very expensive car, with 1974 headlights and little experience seemed like a really dumb idea. Decision made, no night driving for me. I fell asleep and what seems like two minutes later, my iPhone alarm started ringing. It was time for Martin to go to the Plateau 6 Paddock, while George and I go to the garage.

The three of us ride our scooters to the Plateau 6 Paddock. Shortly after we got there, Martin got into the car and drove down to the grid while George and I walked to the garage. After a short stint of sitting in the garage, we walked out to pit wall to watch



the Group 5 cars. They had one more lap to run in their Night Session before Martin rolled out to start the Group 6 Night Session. It is exhilarating to stand there watching and listening to cars with Le Mans history scream by. The race is still more than 12 hours away, but I have driven at Le Mans and watched historic race cars drive down the front straight. While I don't want this to end, if I didn't run another lap, this will have been a great weekend.

Group 5 took the checkered flag and exited the track. Next were the cars from Plateau 6, Grid 6, all 81 of them. Porsche 911 RSR's, 930's, 935 K3's, 959's with Ferrari 512 BB's, BMW's, Alfa's, Lola's, Sauber's, Chevron's and a lone 1976 Ford Torino. The Torino was built by a French team back in 1976 for one purpose, to race at Le Mans. While I am not sure what engine the Torino is running, I would bet that it is a NASCAR motor.

About 2/3's of the way through the grid, Martin drove by in the red number 72 RSR. He will run 4 laps before relinquishing the car to George. We wait for slightly more than 5 minutes and the field came by completing their first lap. First the Lola's, Chevron's and 959's. Then the roar of the RSR's can be heard as they exit that tight right-hand corner I missed in the earlier session, finding their way down the front straight. The Torino is

well back in the field but as he turns onto the front straight, we can hear the sound of that big American V8 pulling an even bigger American car down the track. While it is not a race, we see that Martin has moved up a number of positions.

Within 15 minutes, Martin completes his third lap. He will be coming in the next lap so George and I walk across pit lane to our garage and wait for Martin to arrive at our pit box. A few minutes later the crew yells that he is nearing our

pit. When Martin pulls in, he quickly exits the car, gives George a quick update and George jumps the RSR. Ziggy is standing in front of the car with a large analog timer. When it gets to approximately 15 seconds remaining, he turns the face toward George letting him see how much time is left as he looks through the windshield. At the 60 second mark, George releases the clutch and heads down pit lane to pit out. With the car back on the track, Martin debriefs with Ziggy

*Continued on page 25*

# PCA's Zone 10 Directory

Regional Clubs

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

**Ozark Lakes:** [www.pca.vintageeuro.com](http://www.pca.vintageeuro.com)

**Dakotas:** [www.dakotapca.org](http://www.dakotapca.org)

**Red River:** [www.RedRiverPCA.org](http://www.RedRiverPCA.org)

**Great Plains:** [www.gprpca.com/](http://www.gprpca.com/)

**Schönesland:** [www.schonesland.org](http://www.schonesland.org)

**Kansas City:** [www.kcrpca.org](http://www.kcrpca.org)

**St. Louis:** [www.stlpca.org](http://www.stlpca.org)

**Nord Stern:** [www.nordstern.org](http://www.nordstern.org)

**Wichita:** [www.wic.pca.org](http://www.wic.pca.org)

One Stop "Shopping"

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

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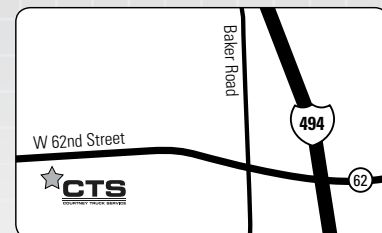
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## Where in the World . . .

*continued from page 23*

telling him the car is okay by the brake pedal still seems a bit longer than it should. Ziggy gives him a Ziggy look, which is one of disbelief, and says he'll check it when the car is back under the tent. George finishes four laps and drives the car back to the paddock. He debriefs Ziggy telling him the car feels okay and then the three of us head to the driver's lounge. On the way to the lounge, George and Martin talk about how dark it is on track. George missed the first Mulsanne Chicane and had to drive through the tire barrier maze to get back on the track. As we arrive at the driver's lounge, the security guard tells us that the lounge is closed and explains that it is only open continuously during the actual 24 hours of the race. He did say it will open at 7:00 am tomorrow morning for breakfast. With no place to bench race, we head back to the campgrounds to get some sleep. Tomorrow, is the big day. We will be racing in the Classic 24 Hours of Le Mans. We have approximately 20 hours before we run our first session because Group 6 is the last group

in the run session rotation for the weekend. Our race session will start at 23:26 and end at 00:29 followed by a second session at 6:59 ending at 7:42. Our final session, the one that I am driving, starts at 15:17 and ends at 16:20. The final session is not just our final session, but also the final session of the 2018 Classic 24 Hours of Le Mans. George and Martin will drive the first two sessions, then George will start the third session, then I will take over the car and drive it to the checkered flag. It should be pretty darn cool taking the checkered flag at Le Mans.

Before we walked away from the car after our night practice session, the crew asked us what we wanted done to the car before

the race. I asked for the clutch take up to be sooner in the pedal stroke, maybe at 75% depression rather than 100% and Martin asked for the brakes to be checked again. We really didn't expect them to do anything to the car rather than nut and bolt it before the start of the race. I would have bet that Ziggy wouldn't shorten up the throw of the clutch pedal because he figured we were a bunch of goofy Americans who would weld the clutch together if we were able to slip the clutch to engage it. We also thought there was no way he was going to make any changes to the brakes other than bleed them.

After we slept for a few hours, we decided to eat breakfast and walk the vendor area, then eat lunch and go sit in the stands to watch the pre-race activities, which were actually

other races. We watched the Classic Porsche race which we tried to enter but were told our car's displacement was too large, the Little Big Man's race and the start of the Grid 1 cars, the start of the 24 hour race. In the Classic Porsche race, there were approximately eighty 356's, 550's and early 911's on the starting Grid. The Little Big Mans race is for youngsters driving

¼ midget size cars with fiberglass bodies in the shape and color of past Le Mans winning cars. A real hoot was watching the start of the Grid 1 race. These are pre-war cars that actually start the race with a Le Mans style run across the track to their car, start the engine and roar away. Once the cars leave the starting line, they race to a section of the Mulsanne Straight where they are out of sight of the spectators, stop and are placed in order of their qualifying time. Rightfully so, because it would be crazy to have a group of cars on the track with safety harnesses not buckled properly or not buckled at all. They actually do this for all of the Grids that started with the drivers running to their cars

back in the day. Personally, I think it is crazy to have any car racing without the latest safety gear, but in a number of organizations, tradition stands in the forefront. In the US, if a driver/car owner prefers safety equipment that is current but not period correct, the organization allows the driver to use it. Even though we are allowed to use current equipment, we can run period correct equipment. I occasionally see cars with improperly mounted shoulder harnesses, open face helmets without Hans Devices and stock seats being used because the driver chooses to be period correct. While it is great to honor tradition, in my opinion it is smarter and sure as heck a lot safer to race with the latest safety equipment.

Finally, the time arrived for our race to start. We had arranged our schedule to be in the paddock 45 minutes before our session was to begin. This had worked in our practice sessions so there was no reason to believe that it would be any different during the race. The three of us decided to get some sleep because there was very little chance that we would be able to sleep during the ensuing 24 hours. After a short nap, George and I walked out of our campers and went over to Martin's caravan just as he popped out of the door with a bigger than usual smile but a bit of urgency in his step. He was smiling about a voicemail Ziggy had left him. In Martin's better than average German accent, he said, "Zee cars have left. NO DRIVER, No Driver" then as Ziggy was taking the phone away from his mouth Martin heard him sigh and say for a third time, "no driver." The Group 6 cars had already left for the grid and we are late. While we got a giggle out of Ziggy's voicemail, we are confused as to why the cars left so early. We arrived at the paddock 45 minutes early the last two times we had driven the car and we had plenty of time to get strapped in the car before being called to the grid. Apparently 45 minutes was not early enough when the race was about to start.

To be continued . . .



# Book Reviews for Porsche- philes

by Bruce Herrington, Orange  
Coast Region

## HOT WHEELS FROM 0-50 at 1:64 SCALE

by Kris Palmer  
(with forward by Larry Wood)  
published September 26, 2018 by  
Motorbooks, Minneapolis, MN

Nostalgia time indeed. A Hot Wheels book that comes in a replica Hot Wheels storage case. For the dedicated Hot Wheels fan, this case is clearly a must. Not only is the feel of the plastic authentic, the enclosed book provides more information about Hot Wheels, their design, production and marketing than the non-enthusiast would have ever believed existed. The foreword by one who spent 40 years designing Hot Wheels cars gives insight into what was very much a California-Casual company. As described, Mattel was virtually founded to peddle the products of a very prolific artist/designer who, it turned out, had great marketing insight. It was a company built, not to fill market vacuums, but to create products that would build their own demand. Hot Wheels were initiated into a world where Matchbox, Dinky, Corgi, Husky and other toy cars had been established for years.

HOT WHEELS tells a story interesting for its insights into business management, as much as for the history of what is now claimed to be the best selling toy in the world. It is the story of an idea for a new product that was alien to the current flagship product (dolls for girls), a product designed for what experts believed to be a saturated market, a product that achieved production levels of a million per day!

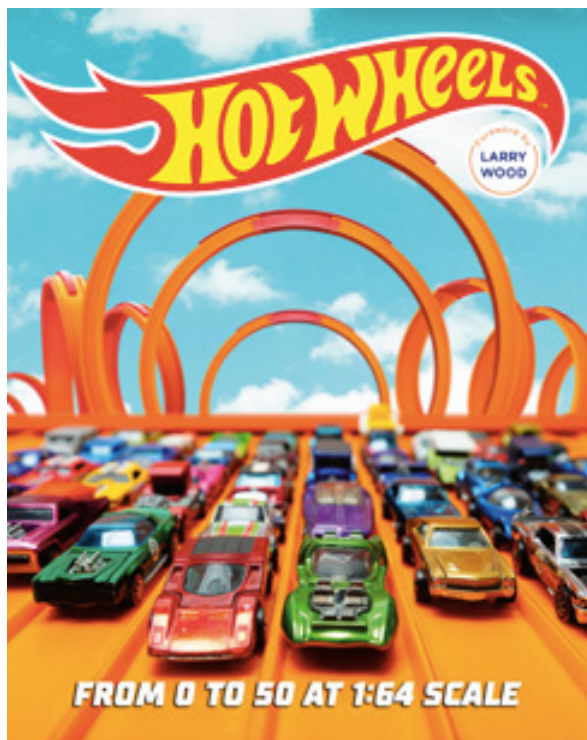
The Hot Wheels world was one of ceaseless challenge to innovate and one-up any competition. The engineers' creativity was honed by managements willingness to produce and try marketing most any crazy product, an amazing number of which did sell, even Hot Wheels birthday candles! Many Hot Wheels specialty items were sold in small quantities, so their description in this book will be eye-opening to most readers. Enough to make one

want to be a kid again and catch up on that neat stuff that got missed on the first pass through youth.

Because Hot Wheels had a strong marketing focus, they upscaled some of their special vehicles, often using Corvette running gear. There is an interesting description of how they even upscaled some of their stunts, starting a full sized version of a hot wheels car, on a full sized version of the iconic orange track and performed full sized versions of Hot Wheels loops and jumps!

There are five chapters and several illustrated Timelines, cataloging some of the Hot Wheels models. Nowhere is there a complete listing of all Hot Wheels models. The book references as many as 120 new models a year, so a complete listing would be a Herculean task and be boring to most readers.

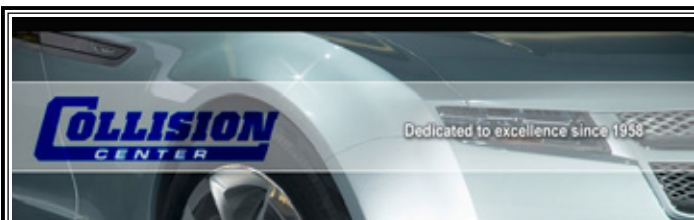
There is Porsche content. Many Porsche models were miniaturized and the book has a picture of a small private collection displayed in front of the owner's real world early 911 racer.



HOT WHEELS is a very readable presentation of a complex and ever evolving story. It is a book that can be enjoyed even by those (few ?) lacking affinity for the Hot Wheels hobby. The author, Kris Palmer has written several other car oriented books, included Dream Garages, which was reviewed a little over four years ago. With its unique presentation format (a book in a plastic case, complete with a handle) it would make a most memorable gift for any occasion. The book itself is hardbound, with 160 profusely illustrated

8x11 inch pages, but no index. It should be available for \$40.00 from your favorite book-seller (ask for it), or from Motorbooks.com.





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PCA #/Exp. Date \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ BIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

## Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

**Lights Pass**

Headlights \_\_\_\_\_

Front Signals \_\_\_\_\_

Rear Signals \_\_\_\_\_

Tail Lights \_\_\_\_\_

Brake Lights \_\_\_\_\_

**Brakes/Wheels/Tires Pass**

Tires/Wear \_\_\_\_\_

Wheel Bearings \_\_\_\_\_

Rotors/Scored/Cracked \_\_\_\_\_

Brake Fluid/Full/Clean \_\_\_\_\_

Brake Lines \_\_\_\_\_

**Interior Pass**

Steering/Play \_\_\_\_\_

Brake Pedal/Firm \_\_\_\_\_

Seat Belts/Anchors \_\_\_\_\_

Helmet Snell 2010/Better \_\_\_\_\_

**Suspension Pass**

Shocks/Leaks \_\_\_\_\_

Susp. Travel/Noise \_\_\_\_\_

Susp. Mounts/Rust \_\_\_\_\_

Tie Rods/Tight \_\_\_\_\_

Ball Joints/Tight \_\_\_\_\_

Engine Mounts/Cracks \_\_\_\_\_

**Engine/Trans. Pass**

Fan Belts/Cracks/Tight \_\_\_\_\_

Fuel or Oil Leak \_\_\_\_\_

Hoses, Wiring/Secure \_\_\_\_\_

Transmission/Leaks \_\_\_\_\_

Throttle Return \_\_\_\_\_

CV Joints/Tight/Dry \_\_\_\_\_

**Other Misc. Items Pass**

Spare Tire/Secure \_\_\_\_\_

Battery/Secure \_\_\_\_\_

Windshield Wipers \_\_\_\_\_

Roll Bar 1" above occpts. \_\_\_\_\_

head/s for Open cars \_\_\_\_\_

Equivalent Restraints \_\_\_\_\_

Condition of: \_\_\_\_\_

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required: Yes No

Items to be correct: \_\_\_\_\_

(Continue on back) Approved shops can be located at: <http://www.nordstern.org/TechShops.asp>

*The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.*

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_



Brand loyalty. What every company spends untold dollars working to create. They build the essence of their brand around it. Really, they love this concept. Why? Big profits. It can be a status symbols like Louis Vuitton or Tory Burch or something simple like your basic “double no-whip-no-foam, skinny pumpkin latte” from Starbucks that you always order. We love what we love.

So how far does brand loyalty take us? Here’s one example: How about the never ending Ford versus Chevy or Chevy versus Mopar battle and all the possible permutations therein? There are some folks that swear by Toyota or Honda and will buy nothing else (members of my own family fall into one of these two camps). Ever try having an automotive conversation with any of these people? Take a Ford guy for instance: “Don’t even get me talking about Chevy, because you know, those cars suck.” Personally I find those people very open-minded, as long as you stick to how great Ford products and how sucky Chevy products are, that is. This is just an example, I’m not picking on anyone here. Not me.

So do German cars fall into this brand loyalty trap? Heck yes! BMW guys? Check. Mercedes guys? Check. Audi guys? Ah, I think you get it—check please! And Porsche guys? Well we are probably the worst, at least when it comes to brand die heart’edness. Come on, as a group we are so loyal to our brand we even get into sub categories of brand fanaticism – as in air-cooled versus water pumpers or all fifty-three ‘924’ guys versus everyone else.

So does that apply to you? Hmmm. You are reading this in a Porsche Club magazine right? And me? What do you think? Hate to pigeon hole myself into any particular category, but I gotta be honest with myself here; yes I am a Porsche-brand geek. Says so right on the shirt I am wearing right now, writing this piece: Drivers Education February 2003, Maverick Region PCA. OK, maybe the shirt is a bit threadbare but I love it. Yeah, guilty as charged.

My own Porsche adventure started early, a really terrible (or terribly rusted) 914 I drove in college. It was an awful car and taken as a singular ownership event, should have scared most people (namely me) away from the Porsche brand forever. But then something magic happened. It was 1990, I was recently married.

So one Saturday morning, as me and my bride read the local newspapers—just to set the stage here, my wife loves to read the paper cover to cover, she still

does—she looked up from her paper and asked: “Is \$14,000 for a 1987 Porsche 944S with low miles a good deal?” (Remember – this is 1990 money we are talking about here) I put down my section of the paper. She had just totally captured my attention. Brand loyalty was about to strike again! And a rather large rabbit hole had just magically popped into existence, right in the very fabric of my living room. Brand loyalty had just made its presence felt in the Turner household big time.

And on that exhaust note, see you next time.

#### Author’s Note:

*Robert Turner (aka RL Turner), is a Texas based author, columnist, and retired track rat who has owned twelve Porsches and is currently plotting how to purchase number thirteen. His current Porsche-based obsession is preparing his one-of-one 2002 Speed Yellow Boxster S (with factory speed humps, painted console and M030 suspension), for concourse events. Robert wrote for Planet-9, Flussig Magazine and 9 Magazine among others and concocted a new series of musings about all things automotive (with a Porsche bent) for your reading enjoyment. His action-adventure novels, spoiler alert: are based on a Porsche GT3 racer. You’ll find them all listed at [www.thedriver-series.com](http://www.thedriver-series.com).*

Editor’s Note: RL recently offered his writings to other region newsletters and without even seeing or reading anything, I jumped right in and said, count Nord Stern in for your mailings! And I can tell from this first column that I think he’ll be pretty enjoyable to read. There just is such a kindred spirit among so many of us Porsche-philas and I can just see many nodding their heads in solidarity at these musings, thoughts, opinions and the actual stuff he’s done and is doing - we can all relate! Enjoy.



## Brand Loyalty

hmmm

...

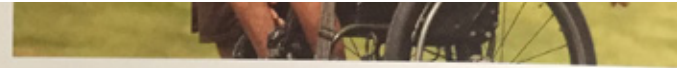
*by Robert Turner, Maverick Region of PCA, printed by permission*



On June 9, 2018 the local non-profit Run Out CP, hosted the Super Hero awareness Run. This event raised \$12,000 to purchase adaptive equipment for Courage Kenny Rehabilitation Institute Ski and Snowboard program.



More than \$11,000 was raised at the Nord Stern Porsche Loonacy Race on July 28, 2018. For the past 17 years the Nord Stern Porsche Club has raised funds for our Sports and Recreation department. Over the years, Nord Stern's support has grown from one member participating in an endurance race to the entire club donating proceeds from their annual show, race and silent auction.



Funds raised from the 4th annual Afton Golf Tournament helped us purchase adaptive ski and snowboard equipment for use at Afton Alps. Afton was added as a location to the Courage Kenny Ski & Snowboard program in 2015.

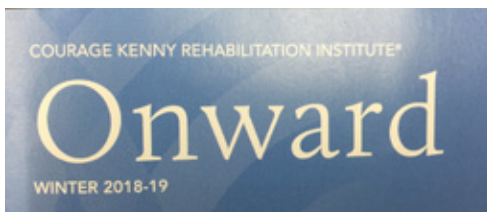
To date, these nine third-party events have been hosted in 2018 with proceeds benefitting programs and services of Courage Kenny Rehabilitation Institute:

- WalkTalkConnect
- Nordstern Porsche Show
- Nordstern Porsche Race
- Afton Alps Golf Event
- Arthur Andersen/Courage Kenny Golf and Social Event
- Lube-Tech Iron Dog Snowmobile Race
- Kara Boyko-Frandson's Ironman Chattanooga Fundraising
- Run Out CP Super Hero Awareness Run
- and more!

## Nord Stern's yearly charitable efforts 'In the News' on behalf of Courage Kenny

While not exactly the best scan in the world, the above image comes to us from the 2018-19 Winter edition of "Onward" published quarterly by the Courage Kenny Rehabilitation Institute. We warranted a recap of the proceeds from this year's club race silent and live auctions. Over the years, the total donated is quite significant and we are glad we can combine some charitable component with our 'fun and games.' Thanks to all who donate, all who buy, and all who contribute to this nationally known and admired organization!

And yes, it was the brainchild of just one member: Bobby Piper, now in Seattle, WA.



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## What's Old . . .

*continued from page 11*

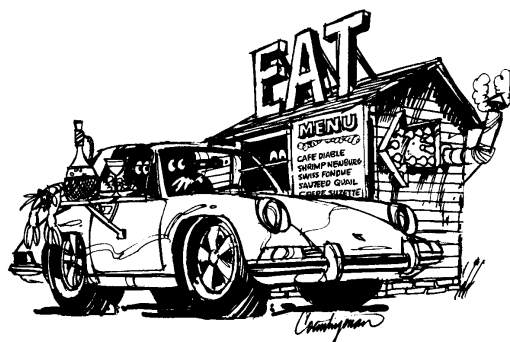
Okay, I don't think the rear tires on newer models last any longer. It's a cost of ownership. But, boy, was it fun. One year we did the Blue Ridge Boxster Summit. We were living in the Northeast. As we traveled south, we rendezvoused with fellow Boxster buddies at various spots along the way, until we all got on the Blue Ridge Parkway and, well, use your imagination. By the time we got to Blowing Rock, NC, we were at least 200+ strong. From virtually every state east of the Mississippi.

I remember asking the front desk for the best route to a nearby mountaintop. The guy behind the counter told us the roads to take, but he exhorted us to think twice about it because "there are a lot of tricky curves." We laughed and laughed . . . and had a blast on that route.

Ahh. I've thought about swapping my SC for a Boxster. I know people in the club that have done it. I know I'd enjoy the HVAC. The big step up in power. The folding roof. The two trunks. And, what's more, I could use the net profit on my car to take a nice vacation, make the down payment on a second home, invest in . . . what, another car on the list?

No. I've been there. My memories are still fresh. I'll leave it to next-gen enthusiasts, who haven't yet experienced Boxster-mania. The joys of enjoying an appreciating asset that you can appreciate.

Drive on, dude.



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# Cars As Gifts??

by Steven Warren, President St.  
Louis Region of PCA

reprinted by permission from the  
January 2019  
Die Porsche Plauderei

Obviously watch too much television.

This year, as always, many of the auto manufacturers' ads focused on the notion that giving your loved ones a car (or cars) for Christmas, or at least celebrating the season by purchasing a new car, is the thing to do.

Sometimes the commercials are cute, such as this year's Mercedes ad where Santa, driving his red Mercedes pulled by eight silver ones, makes a quick pit stop so his dog can do his business at the side of the road. Sometimes they are weird, like Dodge's Bill Goldberg ad Santa wanting to upgrade his sleigh with Hellcat parts. Sometimes they are fun, such as GMC's ad where the husband shows his wife the new pickup and the new red SUV he bought, obviously planning to give her the SUV while he takes the pickup. She runs to the pickup repeatedly saying, "I love it." When he starts to say that she was supposed to get the SUV, she again repeats "I LOVE IT!" and he answers, "I like red." Mostly, though, these ads are just obnoxious. Acura's "Season of Performance" ad comes immediately to mind for this year's winner.

In the year I sold cars back in the early nineties, I was aware of only one occasion of a car being given as a gift. It was a really, really nice Mustang convertible given by an attorney as a birthday gift to his loving wife. I delivered the car to the husband in the evening, and the car was back at the dealership the very next morning.

Evidently, she raised holy hell when he brought the car home. So much so that Ford (not the dealer) agreed to buy the car back. So much for a car as a gift.

According to *Edmunds.com* purchasing a car strictly as a gift rarely happens, but the manufacturers still insist on producing and running these ads. Anything to sell cars in the slowest month of the year!



That being said, Gail and I gave our grandson, Kenneth, at almost three years of age and a PCA Junior Member for almost a year his very first Porsche

this Christmas. Granted, it was a bit smaller than most Porsches but he loves it just the same.

It's a red 918 with a lightweight plastic body, seating for one, opening doors, operating spoiler, horn, engine revving and downshifting sounds (actuated by the paddle shifter), push-to-start button, speakers for an MP3 player, fold-in mirrors and a cup holder. The 6-volt battery can reach a full charge in 8-10 hours and allows for about an hour drive time. Its top speed of 2.5 mph can be reached in either forward or reverse. From his response, I don't think he'll return it anytime soon!

*(Editor's note: Steve writes a column each month in his role as president of the St. Louis Region of PCA - as does our club prez! And when I read this the other day, albeit after the holidays it just really made me chuckle as I confess I saw that GMC over and over this holiday season. I actually loved the 'twist' the writers wrung out of their script having the wife go for the pickup! Typecasting all wives as SUV owners just is so suburban and reminded me of how in 'my day' of chauffeuring children all over the place vans were the choice and how I absolutely refused to even look at one as a Boeder household vehicle. They were a big 'ugh' for me! SUV's were not quite as ubiquitous at that point, although we did have a Tahoe for about three years which we really liked. It truly was a multi-purpose vehicle; it pulled the trailer for the race car and allowed our teenage children and their friends plenty of room when hauling them from one sport game or school activity to another. Anyway, Steve was kind enough to give me permission to reprint his column and I hope it's as enjoyed by others as it was by me.)*





## Chip . . .

*continued from page 13*

driving. He said the Nissan had so much power, over 1000 hp at full boost that IMSA made them remove the cockpit adjustable boost control. This made driving in the rain a problem as the car easily broke traction. To solve that problem, they would pit and turn down the boost to make the car more drivable. He and Geoff each had a major crash in the Nissan's attributed to tire failures in both cases. The tremendous downforce the car was generating would overload the tires. He described the disorientation of the car flying through the air at 185 mph and finally coming to a stop with a cockpit full of red Georgia clay. (<https://youtu.be/LFwvr9gIjHc>) A side benefit with his crash was meeting his future wife, a doctor, who attended to him at the scene of the accident.

At the end of 1992, management changed at Nissan USA and the four-year-old cars were facing major new competition from Dan Gurney's Toyota Eagles. Management

thought too much money was flying out the doors and closed the operation down.

In 1993, he drove a few races, including Le Mans, with the Joest team but the results weren't that good with the aging 962 and at the end of the season, he decided it was time to retire.

Chip's talk served to illustrate what a congenial, relaxed, down-to-earth guy he is. It was a pleasure having him visit Minnesota. His account of servicing Zambonis for ice rink operators before his racing days was a dimension that was new to many of us. I never realized they were powered by VW engines, the early machines with the air-cooled "bug" engine and now by the water-cooled rabbit engines. In this typical humble manner, he failed to mention that he was the Zamboni dealer for the entire NE and serviced all the big NHL arenas. Similarly, Chip was the first driver to travel to races in an RV and stay at the track. When asked about it, he didn't mention his role in what is now commonplace, but talked about how

great the state and national parks systems are and how he enjoyed traveling that way.

An amusing moment took place at the conclusion of the evening events when several people came over to the table to chat with Chip. One lady, having heard Chip mention Arie Luyendyk during his talk, asked him if Arie was the jerk he seemed to be from what she saw on television. Chip said, "no, he was a good guy and a great driver." The lady then said Arie was not in her favor as he had dumped this nice girl from Prior Lake, MN and we were all puzzled for a minute until someone realized she was talking about Arie, Jr. who had appeared on the TV series, *THE BATCHELOR*. Good times!

Editor's note: Chip will be donating some awesome auction items to next summer's Club Race auction.

Photo below: Al Hobart, Derek Bell, Arie Luyendyk, Chip Robinson



The banquet room at the ASI awaits Nord Stern guests



Member Marsha Drake talks about Ken Kamstra and his legacy - Door Prizes!



2019 President Roger Johnson and teh passing of the 'pressure plate by 2018 President Lara Dant



Maggie Solomson, Julie Bailey, Kim Fritz, Frank Thayer



Bob Flexmng, Bruce Boeder and Judy Fleming catching up



Betsy Porter helps at registration - LOTS of nametags



# Candid Pics from the 60th Anniversary Gala . . .

by Christie Boeder

Guest Speaker Chip Robinson



Gala guests enjoying the presentations after an excellent dinner at the American Swedish Institute

The Banquet room filled with many smiling Nord Stern members and guests



The Video presentation was a big hit - 60 years of Nord Stern fun



Left: It's Party time: Who says Nord Sterners can't get glamourous! Wow, Pres Roger Johnson with guests



Far left, guests start arriving: Left, Karen Carson and Bruce Boeder help with decorations

*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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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.

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# January 2019 Business Meeting Minutes . . .

*by Secretary Betsey Porter*

The January Business Meeting was called to order at 7 p.m. sharp.

## **President – Roger Johnson**

- Meeting was co-led with past president Lara Dant. Welcome to newer members and various guests: Charles Price, Kurt, Rich Siegert, Karen Carson and Judy Sievers. Roger thanked Lara for her year of service and welcomed her to the Board of Directors.

## **Vice President – Chip Smith**

- No report

## **Treasurer – Jeff Bluhm**

- Via email, we have an adequate balance and will button up year-end soon.

## **Advertising – Lara Dant**

- We need to update the Advertisers listings online

## **All Porsche Show – Phil Saari and Hal Voges**

- Per Lara, Phil and Hal met recently to talk about the 2019 show. They are looking for a theme, do send ideas or ideas to them. They are open to suggestions.

## **Autocross – Andy Golfis**

- Promote, promote, promote MAC events this year since we have found sponsoring an Autocross event ourselves of late very difficult due to a lack/derth of adequate local facilities as well as club interest among members. MAC events are listed in the newsletter each year and are an excellent opportunity for those interested in low-speed, low cost, skilled driving on a designed course. Watch for articles describing Autocross as a way to learn more about car control, car capabilities in a safe, fun environment!

## **Board of Directors**

- Will schedule annual meeting soon.

## **Charity – Mark Kriesch**

- Via email, Mark will bring 50 calendars to the holiday party for sales and to distribute to those in attendance who have already ordered calendars. There was an article in Courage Kenny's publication about our support. Christie will re-print in our newsletter.

## **Club Race – Dave Sorenson**

- Via email, Dave has started on the application.

## **Driver Education – Misty Martianos**

- No report

## **DE Registrar – Dave Anderson**

- First Fling is open for registrations at clubregistration.net. Will be emailing participants of previous RA events to invite them this year to encourage attendance. Will also add our Fromage Fling to clubreg soon.

## **Driver's Training – Jim Bahner**

- No report from Jim. Dave thinks we should load instructor pool into a single email addressee. He will contact Jim about setting that up for ease of communication.

## **Fall Color Tour – Ron and Michele Johnson**

- No report

## **Historic Archivist – Kim Fritze**

- No report

## **Insurance – Dan Perinovic**

- Do we need insurance for party? No. Will prepare insurance for New Member Socials in April.

## **Membership – Ed Vazquez**

- No report. Dave will send out 2019 renewal emails that go to all the 2018 non-renewals. The email content has been created based on the prior year verbiage.

## **Met Council – Bob Kosky**

- Via email, awards banquet held in early January. It was noted that they didn't request a donation this year. Calendar for the year is TBD, Bob sends that over to Christie when it's ready and it runs in the newsletter each month.

## **Newsletter – Christie Boeder**

- January issue was late due to an adorable grandchild getting all her attention. It was posted online by the end of the month but the mailing will be later than usual. (what can I say!)

## **Rally and Drives – David Hudgens**

- No report. Looking for an additional chair to assist with rallies. Give us a call, it's fun. Ryan McGee has Lon Tusler's stuff from organizing prior rallies and drives, including routes, etc.

## **Safety – Paul Ingebrigtsen and Chuck Porter**

- There are a few new national rules we need to

*Continued on page 38*

## Minutes . . .

*continued from page 37*

figure out how we will enforce. Need to update our tech form. It will be posted online and reprinted in the newsletter (see elsewhere in this issue).

### Social Media – Betsey Porter

- Will add events to FB including business meetings and Flings.

### Shop and Tech relations – Roger Johnson

- We're going to do stuff as it appears many members are interested and willing to attend!

### Touring – Randy Walker

- No report, note the annual Vino in the Valley tour is scheduled once again in August and is always a sell out. Details and registration will be available late Spring. Watch your newsletter or the website.

### Track Relations – Jim Bahner

- No report, other than a confirmation that our BIR dates for 2019 are set.

### Webmaster – Dave Anderson and Christie Boeder

- Still working on moving content. Would appreciate any help from any member who has experience with Word Press 5.

### Old business

- Holiday party is planned, registrations continue to come in! Decorations are set. And a Shout Out and Thank you to the Tri-State Horsemen's Association for their lending of part of the table decorations. Slideshow is coming together. Door prizes have been donated by Mrs Ken Kamstra in memory of her husband, long-time Nord Stern member, Ad guy, and automotive enthusiast who owned many Porsches and other exotic cars over the years. Ken also contributed a column multiple times a year to the newsletter for several years back in the 2000's. Witty, opinionated, knowledgeable, his musings were quite entertaining.

## New Business

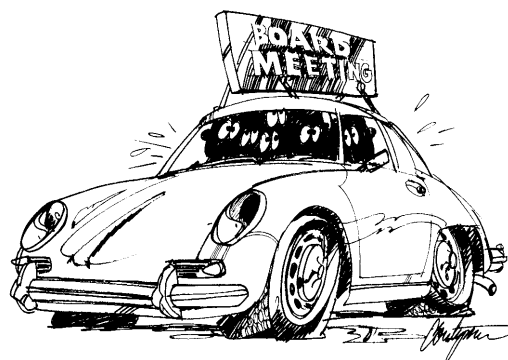
- **Rich Siegert** from Red River Region PCA attended our business meeting while here in the Twin Cities to promote an upcoming major event by RRR! It's their 20th Anniversary this year and our club and members are invited to participate in their upcoming 'Mini-Treffen' in Bemidji, MN this coming fall. Christie will run an 'ad' in our newsletter on it and as the details are ironed out will feature the activities. And of course we are encouraged to volunteer if attending. Should be fun.
- There will be drives, speakers, golf trips, banquets, car shows, etc. Club is working on pricing.
- Scheduled for September 11-13 and is being billed as 'Back to the Headwaters'

- Badges for 60th Anniversary, Roger is investigating costs and options.
- Update chair email addresses by Dave Anderson
- Look at 2019 track rates. BOD will discuss
- Club Race posters this year? Roger, Lara and Dave S will discuss.

Meeting was adjourned 8:27 pm

Respectfully submitted,

Betsey Porter, Secretary



## Another Garage . . .

*submitted by Dave Bolles, new member in 2018*

**M**y C4S resting for the winter. The first couple of years that owned it, I covered it with the car cover but I have decided that I enjoy looking at it too much when I enter the garage!





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