

Nord Stern Region PCA

March 2019





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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.

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

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



Photo by
Josh Hway

I'm titling this
'On The Road
Again' and the
story can be
found in this
issue!

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HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Next, join Nord Stern

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

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

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

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

Ed Vazquez

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

Mail renewal checks to:

Jeff Bluhm

9145 Breckenridge Lane
Eden Prairie, MN 55347

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

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

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

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

2019 Nord Stern Officers and Committee Chairs

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DE Registrar Dave Anderson	registrar@nordstern.org	Track Relations - BIR and RA	trackrelations@nordstern.org
Driver Training Jim Bahner	dt@nordstern.org	Webmaster	webmaster@nordstern.org
Fall Color Tour Michele and Ron Johnson Lauri and Greg Wagener	fallcolor@nordstern.org	Zone 10 Rep: Julie Bailey 229 S Westfield St Wichita, KS 67209 racylacy944@yahoo.com 316.655.4058	



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

Welkommen . . . Welkommen . . . Welkommen

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Robert Kjelden

North Oaks, MN
2015 Black 911 Targa 4S

Adam Lehr

Orono, MN
2008 Grey 911 Carrera 4S
Cabriolet

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 . . .

Roger Johnson

I have always been fascinated by Nord Stern's very rich history. I joined PCA in 1979. My company had sent me to Bismarck, ND for a two year stint where I found a beautiful blue 1977 924. I put a set of gold BBS wheels on it, did some autocrossing, and a number of Porsche's later here we are. You might think that my 40 years of membership would get me pretty close to the top of the membership longevity list which is 890 strong. Not even close. This month's membership list slots me in at 24th. We have two members who joined in 1963, both past Presidents. Then 22 more from the 70's. I find it interesting that we only have 42 more members who joined in the 80's which was a time of huge growth for the club, both locally and nationally. Another 122 joined in the 90's. An amazing 20% of our members have been with the club for 20 years or more. I'll bet there are very few clubs of any kind with that kind of loyalty.

Last month's wonderful article by **Gordon Maltby** with **Larry Skoglund** brought back lots of memories. Larry and the membership in the 70's were a very active group. They would drive to Parade's all over the country and usually clean up at

the Parade Autocross. In 1976 they hosted the Porsche Parade at Madden's with the Autocross at BIR. Folks still rave about what a great parade that was. Porsche sent the fresh from winning Le Mans 936 and its driver **Jackie Ickx**. Amazing time in Nord Stern's history.



We have been working very hard at ramping up the number of events for the enjoyment of the membership. Watch the calendar elsewhere in this issue, NordStern.org, Facebook, Instagram, and your email, for announcements.

We have a lot of great stuff coming up. It's not too early to register for the First Fling Driver's Training and Driver Education at BIR on April 27-29. As always, sign up at Clubregistration.net for any Nord Stern event.



Advertiser Directory

311RS	24
Auto Edge	BC
Bill Wolfson, Commercial Real Estate	13
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
Collision Center, Inc.	29
Courtney Truck Service	26
Dan Perinovic, State Farm Insurance	33
Dynamic Photoworks	29
Further Performance	29
Imola Motorsports	IC
Merrill Lynch, Peter Vickery	19
Midwest Clear Bra	12
Nurburgring, Inc., Rick Moe	40
Porsche of Minneapolis	IC
Porsche of St. Paul	IC
Raymond Autobody	26

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

So, I ended up adding 4 pages to this month's issue being as there's a lot going on, a lot being scheduled and a lot of fun articles coming our way! Without a doubt you all need to be checking the calendar here (by the way, our website is in a 'static' mode at the moment as our logins are inoperable so do email, do call, do read the newsletter and best yet, do watch for those PCA eBlasts with the latest and greatest information and details on upcoming events. Right now that is where the most accurate info is being pushed out. I know we all get way too many emails - both legit and those that come various listservs and retailers mainly trying to sell stuff we don't need or what.

I use my delete button a lot!

But not for Nord Stern emails . . . and hopefully you'll think the same.

One slight 'correction' from last month and it's exactly more of an explanation. I neglected (in one of those copy/paste moments) to retain quote marks around the name of an individual from Larry Skoglund's stories as interviewed by Gordon Maltby (as Roger

left references) as the actual individual's name was being left out. So where the name 'Ron' appears it does NOT refer to a specific person named Ron, but is meant to be a pseudonym. Mea culpa as they say.

This month I am featuring a road trip by one of our newer members, who also is an advertiser by the way, Josh Hway. He was kind enough to write it up for me as I happened to follow a bunch of his photos on Facebook as he made his way home from Rennsport Reunion last fall. His photography is spectacular and unfortunately the black and white guts here won't do them justice. But do enjoy his adventures!

Also, as an FYI, our current website has some issues which has meant at the moment that neither Dave nor myself can get in to edit and update content.

I hope to get this resolved sooner than later as I regret that a pdf upload of this (and Feb issue) aren't possible at the moment - those digital versions ARE in full color!

Left is another photo contributed by Roger from the 1976 Porsche Parade held in Brainerd. I have some others that I'll have to republish at some point. See the track back in that era is a blast from the past.

Also, I have a list here of car numbers assigned as of a year ago but it is NOT current from the 2018 season but it's at least a snap shot.

Our first Driver Training is coming fast - do consider participating as it's a fabulous opportunity to learn how to drive your Porsche more skillfully - whether you ever DE or not, good for all around driving!



From
the
Editor . . .

by Christie Boeder, '73 911



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BJ Peterson
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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 clubregistration.net

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: doors open 11:30 a.m./Pizza/Club Info
- 20 Nord Stern's Membership Social & Tech**
Location: Imola (new address!)
Time: 9:30 a.m. See pg 10 for details
- 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**
10 a.m. to 1 p.m. Roseville's Central Park
Featuring: GT2, GT3 and GT4 models - special parking for the featured cars!

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

2019

- 27-29 Nord Stern's Annual Fall Color Tour**
Headquarters: Pier B in Duluth
Eventmasters: Michele and Ron Johnson, Lauri and Greg Wagener

OCTOBER**2019**

- 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**2019**

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

DECEMBER**2019**

- 2019 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
Chanhasen 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!



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

Doors open 11:30 a.m.
Pizza Lunch, Social, Club
Info, DE Tech

r.s.v.p. to
membership@nordstern.org
for # count

Werkstatt
533 6th Ave NW
Rochester, MN 55901

werkstatt533.com

April 20, 2019 Saturday

Tentative agenda
9:30 to 10 a.m. Registration
10 -11 a.m. club events
presentations
11 to 12:00 p.m. Imola
Presentation and Social

Imola (NEW LOCATION)
13300 15th Ave N
Plymouth, MN 55441

imolamotorsports.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.

All Nord Sterners Welcome: new, old, young, or just curious, Join Us!

Behold The Future

I think it was Gore Vidal who said Los Angeles is the best place in the world to see the future. To which I would add that, nowhere else is the adage “you are what you drive” more true.

I visit as frequently as I can. My older daughter and my son-in-law live there, with their three children. Hugo, now four and a half, Bennett, a terrible two, and now Olive, two months old at this writing. Ali, their mother, is now a pediatrician, just a few years out of residency. That’s right, she’s living “all kids, all the time.”

My son-in-law, Simon, just made partner at a leading talent agency. They live in West Hollywood just a short walk up to Sunset, but a leafy residential area featuring 100-year old homes that were supposedly built to house workers in the fledgling film industry. God bless them.

Every time I visit, I bring the boys toy cars. Cars that have been stockpiled over the years. Porsches, Ferraris, Lamborghinis . . . you name it . . . all given to me for my birthday. Again and again, year after year, people would ask me what I want for my birthday. And I would respond, a new Porsche, a new Ferrari . . . and get a Tonka Toy replica. Or a Matchbox. Yeah, I know, it’s very funny.

I’m very proud. Hugo can name just about every one of his cool cars, as well as most of the cool cars on the road, simply by their logo. Now, I admit, this being LA, he gets a lot of practice identifying cool cars. But still! Then he lines up his cars and “races” them around his playroom, against his brother. As a gift, a few years ago, I got them a family membership to the Petersen Museum. They love it.

My most recent visit was last month . . . to see baby Olive, of course. But something got to me, even before we got into the house. As we pulled into the driveway, what was sitting, parked? A BMW I-3. I didn’t know.

I asked Simon what “drove” him to go all electric. His previous “ride” was a BMW X-5. Before that was a Prius. And before that an Audi S4. He said the I-3 works for his five-mile commute. Well, ok, so I dove in deeper. How does he charge it? Did he put in a 220 volt line from the house? No, he said, he just ran a 110 extension cord. Hmm, I said, doesn’t it take all night to charge? Yes, but he said he gets enough charge overnight to commute back and forth from work. And, over the weekend, it charges fully.

“But my lease is only for two years,” Simon said. “So we’ll see how it goes.”

Because Ali drives the big Volvo SUV. With third row seating and a row of child seats in the second row. “We

didn’t need two big SUVs,” Simon told me.

I’ve posed this question before, but it bears repeating against this background; will my grandchildren ever actually drive themselves?

Think about it. Hugo will be able to get his driver’s license in 14 years, give or take. He loves cars now. But will he ever actually drive? And will he care? And, further, just what will personal transportation be like, especially in LaLa Land, when he comes of age?

I recently came across an article on what McLaren thinks the F1 car of 2050 will be like. Okay, that’s 30 years from now, not 14. But still. McLaren predicts a 300-mph electric racer with “shape-shifting aerodynamic components complemented by onboard artificial intelligence.

“The sidepods will expand and contract like the gills of a shark . . . built around the energy storage solution of choice, likely something unknown today . . . the tires could feature inductive charging coils and the ability to repair themselves . . . AI will become part of the car . . . the system could learn and predict the driver’s state of mind, to provide real-time race strategy . . . tracks with steeper banking, brought closer to fans in city centers.”

Pie in the sky? Well, take a look at Boeing’s Passenger Air Vehicle (PAV.) A recent article in Autoweek chronicled its first flight.

Don’t call it a “flying car.” They said it’s “a combination of a scaled-up drone and a pusher plane, with multiple horizontal propellers providing vertical flight while forward flight is accomplished by a single large propeller in the back of the craft.”

According to the article, Boeing actually tested the PAV in “autonomous mode, without a pilot, as the electric prototype is designed for fully autonomous flight and has a range of up to 50 miles. Hopefully there is an EV charger at your landing spot.” Or a 110 line, right Simon?

What’s the actual business plan? Boeing sees a “rooftop urban air taxi market – still mostly on the drawing board.”

Closer in, I just read the specs on Porsche’s new Taycan. Autoweek reports that the car, due to go on sale next year, after a first production showing at Frankfurt this fall, will pack over 600 hp and a range of 310 miles. “Fast-charging capability will allow the Taycan to get enough juice in 15 minutes to

by Danielle Badler

*courtesy Porsche Club Editor’s
Facebook Page, March 2019*



MN Cars & Coffee[™]

Canterbury Park

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This is a story about my travels to Rennsport Reunion Six in Monterey, California and the drive back to Minnesota in my 2007 Porsche Cayman S. On this 3,000 mile journey, I encountered many things, some truly blissful, others agonizing. When you are caught thinking about a long road trip from your cubicle, you think, “wow, I could use one of those right now.” Just you, your Porsche, and the open road. But no cross-country road trip comes without some perils. The trick is, how do you overcome the obstacles and come home safely having chased every adventure to the fullest? This is the story of my trip.



Some of you may not know me yet, but my name is Josh Hway. I am a freelance photographer and car-nut. I bought my Porsche from a local gentleman in Eden Prairie with only 35K miles on the clock just three years ago. Since that happy day, I have basically daily-driven the car with the exception of winters, but I have always dreamed of hitting the highway with my little Cayman in search of new roads and grand adventures. Finally, in late 2017 the PCA announced plans for the sixth Rennsport Reunion at the famed Laguna Seca to be held in September the following year. “This is it,” I thought to myself! After very little consideration, I bought tickets and started planning

Fast forward to September 2018, I just loaded up my pride and joy on a jankey transport truck bound for San Francisco. The plan was to ship out the car and drive it home due to time constraints I had. At the recommendation of a friend of mine who owns a local car dealership, I went with ‘the cheap option’ rather than Reliable or someone like that who’s quotes came in three-four times more expensive. I rolled the dice and hoped no tragedy would befall my Cayman on the trip to CA.

A week later when I arrived in SFO myself, I took an Uber 10 minutes away to the pickup spot. We drove to the back of the small building for the transport company to a tiny little backlot, I look left, nothing, I look right, nothing. The office was now closed, but

we planned to lock the key inside the Cayman and I would bring my spare key to get in. Me and the uber driver hunted a little more for it until finally, tucked out of sight behind a few larger SUVs, there it was! She was a little dusty and had a few drops of grease dotted on the paint, but overall, it made it there pretty cleanly! However, the first problem of the trip quickly became apparent, the main key was not in the car like it was supposed to be. The office now closed and all of the employees gone, and I have a lost key! Thankfully, after 10 minutes of freakout, a straggler employee emerged from the building with my key.

Back on track, I hit the road and headed south to Rennsport set to begin early the next morning. My personal goals for attending events like these are always a mix between personal interest and photography business. It’s always a balance between simply enjoying the spectacle and hustling to make the most of it for professional gains. But when I arrived at the famed track in a dense fog and rolled up and over the steep hillside to the main gates my internal struggle faded away as I began to hear the vintage 911 club racing class out for warm-ups.

Rennsport as a whole was a blur: One moment I was hitching a ride on parade laps in a 2018 GT3 in Miami Blue, and the next, I was cruising around on a golf cart with Bobby Akin. The event was total lunacy and memorable for any Porsche fan, but this is not a story about Rennsport VI — it is about the journey. And thus I am passing by many of the details of the actual Porsche event for that of the road-trip home. You can see more from my experience at Rennsport on my social media @dynamicphotoworks.



From Rennsport VI ... To Minnesota ... Road Tripping”

by Josh Hway

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 'worse' 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



With Irma heading our way we're asking my garage to be tough this weekend. Two Germans, two Brits and an all American (out of the pic) CTS-V wagon are depending on it. Wish us luck! (editor's note, things were fine!)

– Jim Breakey

Photo below: Not the clearest photo (editor's note and not a high resolution but hopefully prints okay to get the idea as I think this is about my favorite picture from the bunch that were shared), but a great place to work and relax (the Chanhassen Autoplex. Definitely qualifies for the 'Best part of a garage' designation.)

– Steve Flaten



1998-2007: The Fourth Decade

New Track, New Owners and ... The Colonel

BIR took on a whole new look in its fourth decade of operation. Majority owner, Don ‘The Colone’ Williamson took over the track’s operation and wasted no time making major enhancements to the track’s infrastructure, like a new drag strip, 12 deluxe condominiums and a full-service RV campground. He attached his companies names to every racing event, like the Colonel’s Truck Accessories Show & Go. He also renamed the track The Colonel’s Brainerd International Raceway and Resort (CBIR for short). But Williamson had political ambitions and he couldn’t run a race track and be a politician at the same time. When he was elected major of his hometown of Flint, Michigan, he put the track up for sale, which was an unsettling proposition for the Brainerd Lakes Area. The rumor mill had the property becoming a resort, amusement park, golf course - everything except for a race track. Meanwhile, the sale created an opportunity for a husband-wife duo who are self-proclaimed racing junkies, Jed and Kristi Copham bought the track in July 2006 and kicked off a new era at BIR.

1998

When Williamson added teh word “resort” to the track’s name and announced plans to build a 120-room hotel on the north side of the main gates, rumors started flying that the track was going to become a resort.

1999

Williams fired General Manager Dick Roe and took over the daily management of the track.

2000

The most famous NHRA Nationals grand marshall in BIR history, actress Ann-Margaret, was riding her motorcycle on Birchdale Road the Saturday of the Nationals when she hit some sand and crashed. She broke three ribs and fractured her shoulder. But she till made it to the track on Sunday to fulfill her grand marshall duties!



Improvements included the three-story condominiums, a new front gate, teh brick ticket office, 164 full-service RV campsites, a 5,000-seat bleacher and new showers and bathrooms in the campground.

2003

BIR unveiled its new super-flat drag strip with 700 feet of new concrete at the burnout box to half-track, and new asphalt for the last 700 feet with taconite tailings as aggregate. It was promoted as the flattest and fastest track in teh country.

The Big Race brought drag bikes to BIR, including Larry “Spiderman” McBride and his nitro-burning bike. He broke his own world record with a run of 5.883 seconds and 242.67 mph.

2004

Michael Jordan brought his AMA Superbike team to BIR. His rider didn’t win but Jordan was the main attraction during a fundraiser where riders could make a donation and ride their bike with Jordan on the road course.

2006

Jed and Risti Copham buy BIR July 28, days before the Lucas Oil NHRA Nationals.

2007

To rebuild the road racing program, the Cophams hired a consultant to fix the road course, which led to separating it from the drag strip. A new safety barrier system makes BIR a legitimate host for amateur and professional road racing.

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



Our gentle readers might notice many issues from 1995 will be missing from this column. Can you believe Your Editor in Chief and I did not hold on to these valuable historical documents in our own collections? It's winter—a good time to check the closet floor; if you find any from 1995 or 1996 please forward them to us and we will review.

– Ron Faust

March 1995

- **Peter Vickery** is President in 1995 and **Bruce Boeder** is Vice President, already climbing up the ladder. **Bobbi Miller** is Newsletter Editor. She reports discussion about the weighing of “autocross cars” at a recent business meeting. That would be pretty serious.x
- Peter Vickery gives some valuable lessons for new drivers' school participants. Some are still pertinent:
 1. “Do not stay at the Yellow Spruce Motel. Who cares if they have a bait shop? Not having to put up with the Bemidji High School Band running up and down to the ice machine all night would be priceless.
 2. Bring every type of garment you own. You never know whether it will be hot or cold.
 3. Bring lot's of duct tape (although Peter doesn't know why he keeps doing this).”
- **Bruce Boeder** gives a very detailed recap of the Road America Club Race in the fall of the previous year. 17 racers from Nord Stern entered. 148 racers registered and Nord Stern had plenty of podium finishes. Overall in Group 3, **Peter Kitchak** was 2nd, **Tim McGlynn** 12th, **Roger Johnson** 25th. Amongst the 356's **Hank**

Godfredson was 12th and **John Mayer** 3rd.

- In the faster Group 5, **Steve Beddor** was second behind **Martin Snow** and **Stephen Watson** 4th, **Bob Johnson** 5th, followed by **Erik Johnson**, **Rod Johnson**, **Fred Senn**, and **Ian David Packer** further down the row. **Bob Fleming** was already racing his '65 911; do you think he knew how valuable that car was going to be?
- **Garfield Clark** writes that no less than 25 Club members were running 1984 to 1989 911 Carreras at the BIR Last Fling, with seven of them between three seconds of each other (results attached). Who says Drivers' Ed timed runs weren't fun?
- “Stewart on Safety” reprints a page from Compuserve in which Jackie Stewart gives tips on high performance driving. Slow and smooth inside the car means fast outside the car and progressive moves on the pedals are stressed. At the end he plugs his new book, “Jackie Stewart's Principles

of Performance Driving”.

- A new members are listed, including: **Fred and Jill Daneu**, **Roger and Carol Grimm**, **Roy and Stacy Henneberger**, **Kirk and Kathryn Meintsma**, **Joe and Michelle Rothman**.
- In the Marketplace:
 - 1973 911S Coupe, which “needs paint” for \$15,000.
 - 3 cars listed by Randy Alexander, including a 1979 modified 911SC with a 390hp Turbo for \$28,000,
 - a 1991 Carrera 2 Targa for \$39,900,
 - and a Ruf 911 Turbo for \$110,000.
 - 1986 911 Carrera; \$150,000 invested for track modifications, but asking \$45,000
 - 1991 Carrera 2 Turbo for \$59,900

Right: various photos from the 1994 annual Awards Dinner

Below: Road America Club Race, photo by Dave Ingraham





KIM CRUMB HEARS THAT "65 MPH: IT'S THE LAW!" FROM SCOTT MAYE



JIM MILLER AND IAN PACKER WATCH BOB VIEW RECIEVE 962 SPECS



RY DON AND DARLENE MILLER RECIEVE NO CLASS AND 2F SHIRTS AS JIM MILLER AND ERIC PILHOFFER BREAK UP



THE PILHOFFERS APPLAUD AS MIKE SELNER GETS A BAITBOX FOR HIS 944T FROM PETER VICK



RON SMITH UNWRAPS HIS TROPHY WITH ANTICIPATION AS I



Above, Back Cover, "Bill Groschen's Custom Cabriola"

1:59:908	Scott Clark (the Kid)
2:02:616	Lee Jacobsohn (Yul Brynner)
2:00:279	Dave Ingraham (Brad Dexter)
2:02:812	Alberto Magallon (James Corbin)
2:01:729	Garfield Clark (Steve McQueen)
2:02:821	Jon Beatty (Robert Vaughn)
2:02:175	Peter Vickery (Charles Bronson)
2:03:515	Steve Sherf
2:11:308	Kathy Ingraham
2:05:285	Brian McMahon
2:11:965	Scott Olson
2:05:296	Theresa Vickery
2:17:238	Dick Meintsma
2:08:125	Matt Salter
2:29:984	Judy Josephson



TO RIGHT: STEVE WATSON, STEVE BEDDOO, BRUCE BOEDER, JAN WATSON, ROGER JOHNSON, ROD JOHNSON, JUSTIN DRAPER, KENNY, TIM WATSON, PAKER, . . . AND BOB FLEMING

Photo above accompanied Bruce's article on the Road America Club Race, nice article, Bruce! Ron says he doesn't know how you racers remember so many details of a race. I was just happy to come off the track with no harm done.

Left: From Garfield Clark's article "The Magnificent Seven" where he lists all the Carreras at the BIR Last Fling. Per Ron, I was also amazed at how many identical Porsches posted very close lap times.



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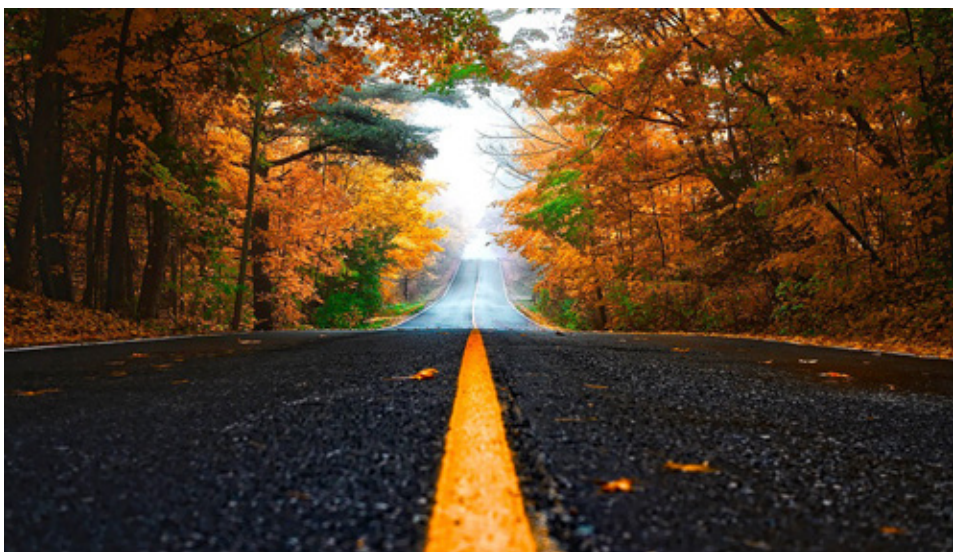
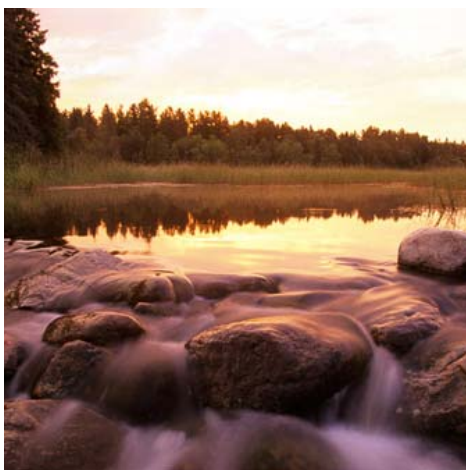
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Based out of Winnipeg, our Canadian neighbors have grown their club considerably and as one of their signature events, they will be organizing a **'Mini-Treffen'** based out the beautiful Bemidji area. Headquarters will be based out the lovely DoubleTree Hotel situated on the southern shores of Lake Bemidji and will include **tours, drives, dinners, and more!** Details are being worked out now, get this on YOUR calendar.

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..."

Martin and I rode our scooters to the paddock while George rode his directly to the grid to find the car. Robert had driven the RSR down to the grid and was waiting for George to arrive. About 10 minutes later, a text came from George that the brakes were locked on the 911. Simultaneously, a similar text came from Robert to Ziggy. Unbeknownst to us, the crew replaced the master cylinder when they bled the brakes last night. After we mentioned a problem with the brakes during the last practice run, Ziggy wasn't sure what the problem was, but in the name of safety, the last component that you take a chance on are the brakes. He had the crew replace the master cylinder shortly after our last practice session. Apparently, the locked brakes were a problem caused by the new master cylinder.

Thinking that it is some type of hydraulic lock, Robert wanted a crew member to bring a few tools to the grid. With tools in hand, A third crew member jumped on the team's ATV and headed to the grid. After 5 or 10 minutes, we get another text that the brakes were still locked but they thought they had found the problem. When the master cylinder was changed, the rod from the brake pedal to the master cylinder wasn't adjusted. The new master cylinder is slightly different in length causing the rod to put pressure on the master cylinder plunger locking the brakes with the pedal in a static position. Within a few minutes Robert appeared on George's scooter in need of more tools. As Martin and I talked to Ziggy, he is confident they would get the brake problem resolved but he was unsure if we would make the start of the race.

As two of the crew members worked on the brake problem, the third headed to the pit lane garage pulling the tool box, jack and extra tires. Martin and I helped push the cart even though we didn't need to as the cart rolled easily. It seemed the thing to do to help quell our nerves. Once in the garage, we continued to wait for word, good or bad, from the grid. Not hearing anything, we walked out to pit wall to watch the field roll out on their pace lap. After a few minutes, we heard the Group 6 cars pulling onto the track behind the safety car. We didn't see George in his grid spot as the mid-part of the field rolled by pit lane. That's when we got that sinking feeling that we were missing the start of the race. With the field having passed by, we turned to head back to the garage. Then we heard it. The howl of a flat six coming onto the track with the throttle

wide open trying to catch the field. We ran back to the wall to see if it was the number 72 RSR. A few seconds later George drove by in that beautiful red 911. We gave him a double-thumbs up as he went by with the throttle pinned to the floor. I rather doubt he saw us, but it made both Martin and me feel good. Because he was late getting started, he would have to start at the back field, but that is a lot better than missing the start completely. In a long race like this, starting in the back isn't such a bad thing. George will have fun passing cars as he fights his way forward. By the third race session, we should be in our rightful place which should be somewhere around 40th, smack dab in the middle of the field.

When the green flag fell, George started working his way up through the field. Starting 81st is never a good thing, but our car had the speed to pass the last half of the field. All we had to do is take care of the car and make it a clean race. The first two laps George passed a number of cars. When we saw him completing his second lap, Martin walked back to the garage to get ready to take over the car when George came down pit lane. After four laps, George rolled down pit lane and Martin got in. I was handed the large analog timer and took my place in front of the car. As the timer hit the 15 second mark, I turned the face toward Martin who was strapped in the car and ready to go. At the 60 second mark, the crew waved the red 911 out of our pit box and onto pit lane. It was dark and Martin's tail lights quickly disappear from view, but we could hear the engine as he ran through the gears. With each passing lap Martin moved up a few more spots in the field. The problem then became that he was starting to race cars with similar speed to our RSR making it more difficult to pass cars in front of him. As Martin finished the stint we have moved to 39th place from 81st. We are now mid-pack with two sessions to go. Other than the brake issue before the start of the race, the car ran flawlessly during that 43-minute session.

When Martin returned to the paddock, we told him that we were now in 39th and on that good news, we headed to the Driver's Lounge for desert. As we walked into the Lounge, the realization that we had eaten four times over the past 16 hours diverted our route from the pastries to the fruit table. While the fruit didn't look as appetizing as pastries, we each prepared a plate of grapes, a small amount of cheese and either a pear, apple or banana then head back to our campers. It was 45 minutes after midnight and we are back on track at 6:59. Time to catch 40 winks. After all of these

Continued on page 23

Paint Correction / Protective Film

Never done this, but am looking to have this done on a new car; Any one have recommendations on who does the best job? Would like to have done in Mpls, but still looking for the best

– Jerry Greene

There are good detailers at **Midwest Clearbra** and **IMOLA**. Depending on the level of correction they should be able to handle what's needed. The Black Boxster I purchased new in 07 ended up at **Raymond's** since the finished was in very poor shape which they fixed. For protective film I have used Midwest Clearbra for years with great success.

– Rick Dagenais

The Father / Son team that Raymond's uses is very good. I've had several different installers put film on my cars. Most recently film was installed by Raymonds – they did a great job. Make sure the environment they install the material is super clean. I had a reputable installer do my wife's truck and you can see white dust particles and a couple of hairs under the film. It bugs the crap out of me – the car has 6K miles and I am planning to trade it in this spring for that reason. Best,

– John VeLure

I had the whole front of my 2004 Boxster done and am very happy. Just a caution use only spray wax on it or you will get a line at seams where the film ends.

– Steve Meydell

Midwest has given me great service. Too bad that I will miss the upcoming seminar but I do have an appointment with Midwest to put on film on my front bumper. I scratched up the lower right side to the point that I had to get some paint work done by Collision Center before I left. I have used the time away to let the paint cure, The Dent Removal in the same shop is a One Stop Shop plus.

– Ed Vazquez

+1 for Jen (Jennifer Turcotte at Carsmotology. She is the pro on paint and works out of Imola). She's great with paint correction, detailing, and a leading authority on ceramic coating. And if you need film put on, Chris at Midwest Clear Bra (who used to work for 3M teaching people how to install it) does an excellent job. If you tell them what you need done, they can probably coordinate with each other as well (i.e. paint correction with Jen, Clear Bra at MCB, then ceramic coating by Jen).

– Chris Tobin

Check out the 60th Anniversary video here: <https://vimeo.com/311114238>



I am a huge advocate for a clear bra or wrap on any car that is driven on the street or track. I have clear bra on most of my cars and my suggestion is to do the entire hood, fenders, bumper cover and the leading roof edge between the windscreen leading to the roof. Early on I was only doing a 1/4 of the hood, the leading edge of the fenders, along with the entire bumper cover. When I did, the line where clear bra ends on the hood and fenders is very visible. It will cost a little more, but it is well worth it not only for appearance but additional protection. My GT3RS has one small chip in the paint and that is just behind where the clear bra ends on the right front fender and it happen just after I bought the car.

I had a 458 that had a clear bra covering nearly the entire car. The installer did a great job meaning you couldn't see any end lines. When I sold the car and bought a new GT3 Touring, I had nearly the entire Porsche covered because the 458 didn't have a nick or chip anywhere. That car convinced me that it is well worth the money spent.

I also wrap all of my race cars. My GT4CS, the paint under the wrap is white and perfect each time we change the wrap. The only cars not wrapped in my garage are a couple of the older muscle cars. It is rare that they go on a highway.

– Dave Roberts

ClubTalk

...

Talk

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

Where in the World . . .

continued from page 20

years, I have never figured out how much sleep is in 40 winks, but I am guessing it's not a lot.

As I lay in bed trying to calm down from the action of the first session, I can hear the sound of engines in the distance. Every car has its own distinct sound as it laps Circuit de la Sarthe and I wanted to be behind the wheel of any of them. The sound is the same as in the movie, *Le Mans*, where McQueen utters those now famous words, "Racing is life. Anything before and after is just waiting". On that night, I had to agree with Steve. I fell asleep and what felt like 15 minutes later, my iPhone alarm rang giving me enough time to shower and be at the Paddock 60 minutes before our next session.

When we got to the paddock, the crew explained that all they did was nut and bolt then refuel the car. It was running perfectly when we finished the first session and they saw no reason to change anything.

Martin was first in the car this session and George was second after Martin ran four laps. Since I did such a great job holding the timer in the first session, I was to hold it again this session. I wouldn't be getting into the car until the last session, but waiting to take the checkered flag was worth the wait. The concern with running the last session is taking a chance that something will happen to the car. In the first session, the field was diminished to 64 cars. There were a couple of minor incidents, but the vast majority of the cars that dropped out had mechanical problems. The cars were all forty plus years old and have served their life as a race car. Granted, they have been rebuilt a number of times over those 40 years but they are race cars. All they have known their entire life is the throttle being held to the floor with their engines screaming near 8000 rpms, their suspensions and chassis' being abused as the drivers jump curbs trying to straighten corners, they run through the dirt as the driver misses a corner and occasionally, they have been involved in an incident. A race

car is going to fail now and then. That's the downside. The upside is our car is a 911 Porsche, probably the most durable race car ever built. 911's seems to thrive in a track environment and have proven themselves extremely reliable at race circuits around the world. That reliability explains why nearly 50% of the cars at a vintage race are Porsches. For one to fail, it is likely to have been driver error. True to form, we finish the second session of our 24 hours race and the Porsche continued to run great. Martin and George had another great run and we moved up again. We were now running 32nd plus we haven't eaten in nearly six hours. It must be time to go to the driver's lounge for breakfast.

We ate a leisurely breakfast. There was no reason to hurry because we had 7 and ½ hours until our next run session, which will be our last. The last session is also the longest, 69 minutes, and the weather forecast called for temperatures in the high 80's with high humidity. Too bad tradition



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Photo by Peter Lapinski

doesn't allow for the use of a cool shirt. After breakfast, I went back to the camper and started to pack my suitcase. I would have to wait until I finished my run to pack my driver's gear but at least everything else would be ready to go. We wanted to get on the highway immediately after the race, because like every big city in the world, Sunday evening traffic back to Paris will be congested.

After filling the morning with nothingness, we went to the driver's lounge for a late lunch. It was obvious that the race activities were winding down by the amount of food remaining in the lounge. It wasn't leftovers, but the platters weren't teeming with food like they were earlier in the day. Don't take me wrong, because it was adequate to make a good lunch, but there were many empty platters sitting in the serving line. After eating anything we wanted six times over the past twenty hours, it seemed strange to see less food.

After lunch, I dressed in my driver's gear and headed to Group 6's Paddock. I was more than an hour early, but after trying to occupy myself for nearly the last seven hours, I was ready to get into the car. George was behind me on his scooter and we sat in the shade of the tent while the crew wiped and rubbed on the car. It was obvious they were tired of waiting as well. As we looked around the paddock, we were amazed how many tent slots were empty. The cars that had mechanical issues, were loaded on their haulers and headed home. The attrition rate had been high, but somewhat normal over the first two sessions. We heard that Group 6's third session would start with approximately 55 cars on the grid. The first session last night started with 81 cars on grid, which by vintage racing standards is a very large group. With 55 cars remaining on an 8.5-mile track, traffic would be sparse once the field got spread out after a lap or two.

Finally, the call to grid came. George drove the car down to the grid awaiting the start of the final session of the 2018 Classic 24 Hours of Le Mans. We were starting in the 32th position and with luck and attrition, there

was a chance for us to move even higher by the end of the race. 32th wasn't bad considering we started 81st just 19 hours earlier. The green flag flew and George stood on the throttle starting our last 63 minutes of competition. He planned to drive the usual four laps before turning the car over to me. Since this was our longest session, I told him to feel free to run five or six laps. I sat in the shade of the garage staying cool when true to form, George came down pit lane after running four laps. We did the usual driver change with George telling me the car and track were good. After the analog timer clicked off 60 seconds, I hit the track looking for the checkers. It was obvious that cars had been lost since yesterday's practice session as traffic was definitely lighter. On my third lap a yellow flag was waving as I entered Mulsanne Straight. As I got further up the track, I saw a marshal with a fire extinguisher extinguishing flames on a burning Lola. I had noticed heavy oil smoke and the mist of oil coming from the car covered my windshield when he passed me earlier. The oil must have hit the exhaust headers and started a fire. I didn't see the driver but I hoped that he was out of the car and okay. As I passed the first chicane, the green flag was waving. Back in the throttle I refocused on getting around the track as fast as I could and it felt like each lap was getting faster. I was starting to feel guilty that George had gotten out of the car too quickly, but not that guilty as I was finally learning the track and having fun. I still wasn't as fast as I could be, but I was a heck of a lot faster than I had been Friday afternoon. As the session started to wind down I hadn't been in any close racing with other cars. In fact, I was rarely seeing other cars because of the expanse of the circuit. Other than being passed by the faster Lola's, it felt like a qualifying session when cars tried to spread out and run the fastest lap they could without being impeded by traffic. I guess that was both the advantage or perhaps disadvantage of an 8.5-mile race track, but thankfully that was about to change. As I turned onto the Mulsanne Straight at the start of one of the later laps, I saw an RSR like ours about an 1/8 of a mile in front of me.



He must have just completed his pit stop and was back on track. Finally, someone to race. I was making headway in each of the turns from the Mulsanne to the Porsche Curves but I was still too far away to think about passing him. As we went through the Ford Chicane onto the front straight, a yellow flag was waving. This was my chance to close up on the rear bumper of the black RSR. I accelerated past our guys on pit wall and was closing the gap on the Porsche, when I saw the second yellow flag. That's when I heard the instructor's voice in my head from the second driver's meeting I attended. It was saying "the speed limit from yellow to yellow is 80 km". I slowed my car to 80 km and maintained that speed until I saw the green flag. I never saw an incident, but as the green flag waved, the black RSR was approximately two football fields in front of me. I had no idea if passing the black 911 would improve our finishing position, but that wasn't the point. After being passed most of the weekend, I wanted to pass a car that was in our class. Metaphorically, he was the rabbit and I was the greyhound, at least a fat old greyhound.

Passing him before checkered flag waved was my objective. I pushed harder through the corners and was making some progress but our cars were evenly matched on the straightaways. I was chased him for two laps and as we crossed the finish line at the end of the second lap, the white flag waved. I had 8.5 miles to catch the black Porsche. I continued to push and as we went through Indianapolis and Arnage it was obvious his tires were worn as the rear of his car was sliding around. I didn't care because all is fair

Continued on page 27

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

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Kansas City: www.kcrpca.org

St. Louis: www.stlpca.org

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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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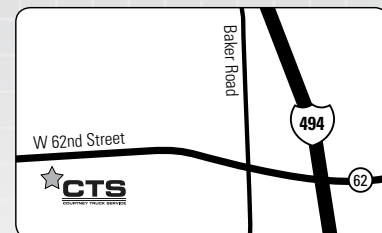
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Where in the World . . .

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in love and war and I didn't even know him. I edged closer in The Porsche and Corvette Curves and was on his bumper in the Ford Chicane. I was still there as we came out of the last right hander onto the front straight. It was a drag race to the checkered flag. My car had no advantage in straightway speed but I exited the corner with a bit more speed. I pulled to the outside of the black RSR and my front bumper was even with his driver's side door as we crossed the finish line. Dang, the black Porsche had beaten me. It didn't matter because I had just raced someone to the checkers at Le Mans. It may have been for 34th but so what. In golf, it is that one great shot on the later holes of a round that keeps you coming back. In racing, it is the same thing. It is that tight race you have with someone regardless if it is for 1st and 2nd or 29th and 30th that keeps you coming back to a race track. When that thrill is gone, that's when I'll sell my cars and look for another hobby.

Official Timing and Scoring had our team finishing 36th overall, so we lost two spots in the final session. I am not sure how we finished 36th because I don't remember being passed by two cars for position. 36th wasn't bad considering 81 cars started the race. Our "Performance Adjusted" finish was 34th. The FIA came up with a "Performance Adjustment Formula" decades ago which allowed small bore cars to compete with the big bore cars for overall victories in early FIA sanctioned races. It gave the less powerful smaller cars the opportunity to win the race overall. But on this day, I wouldn't have cared if we would have finished 81st, because just competing in the 2018 Classic 24 Hours of Le Mans was a win. As I crossed the finish line, I felt like I had taken the title, King of Cool, away from Steve McQueen.

Back in the paddock, I was sitting on an ice chest behind the RSR talking to Martin and George as a race official approached and asked who was driving the car. At first, we didn't understand exactly what she was

asking so we said we were all driving. Not happy with our answer, she asked who was the last person in the car. It was obvious that I had been driving as I sat there with my driver's suit turned down at the waist in a sweat soaked Nomex turtleneck long-sleeve undershirt trying to cool off while Martin and George were in street clothes. When I said I was driving, she suspiciously said, "I thought so" as though I was trying to hide that I had been behind the wheel. Her next comment was, "The lead steward wants to see you in the scoring tower." Her response was a complete surprise to me and my come back was, "why". "Speeding in a yellow zone" she said. I remembered two yellow flags but didn't think I had done anything out of the ordinary when I slowed but kept enough speed to close the gap to the car in front of me. Then the words of the instructor at the driver's meeting came to mind, "slow to 80 km at the first yellow flag and maintain that speed until you pass a waving green flag". In both incidents, I had practiced the U.S. yellow flag procedure; catch the car in front while reducing my speed to a safe level. I asked if I was the only driver invited to meet with the lead steward and she said no, there were seven others. While feeling badly about speeding in a yellow zone, after hearing there were seven speeders, I didn't feel as bad as I would have if I was the only one.

As I thought about which of the two yellow flags it could have been, I decided it must have been toward the end of the race when the yellow flag waved as I was trying to catch the black RSR. I must have been thinking out loud as George told me that he and Robert, the car chief, were standing along pit wall when the yellow came out. Apparently, I



was flat out as I drove by them under yellow. George said Robert turned to him laughing and said "I guess he doesn't give a s - - -".

As I started to get off the ice chest and go to the tower, the official said there was no hurry. So, I sat for a few more minutes while my teammates ridiculed me about having to go to the principal's office. Then Martin came up with the quote of the day. He suggested I ask the lead steward if he spoke "American." With that, I set off to find the FIA offices. After a number of wrong turns, I arrived at the FIA suite and asked a person sitting in the outer office if she could tell me where I could find the lead steward. She pointed to an office at the end of the hall and told me to go right in. The door was partially open so I went in and found a seat at a conference table with seven other people. These had to be the seven other speeders. After sitting down, it took all of two seconds to realize these weren't contestants but stewards attending a meeting. As quickly as I sat down, I got up and asked who was the Lead Steward. He was the person sitting at the head of the table which should have been obvious but I didn't want to make another mistake as they already thought I was an idiot from the U.S. The Lead Steward motioned me to a corner of the room where I told him my car number and that I was instructed to see him. He must have known I was coming as he had a piece of paper in his hand that was my reprimand for going 92 km (57 mph) in an 80 km zone (51 mph). As he explained that the speed limit rule was implemented for the safety of the track crews, I was apologizing. My apology completely surprised him and he seemed disappointed that I didn't argue with him. He handed me my reprimand, asked that I sign it, gave me a copy and said our team had four minutes added to our overall time, which explains how we moved from 34th to 36th on the official scoresheet.

Back in the paddock completely embarrassed, I apologized to George and Martin for the time penalty and thanked the crew for their support over the weekend. We then rode our scooters back to the campgrounds where I showered and packed my driver's

Continued on page 32

Book Reviews for Porsche- philes

by Bruce Herrington,
Orange Coast Region

THE LIFE Steve McQueen

by Dwight Jon Zimmerman
published December 2017 by
Motorbooks, Minneapolis, MN

This book is not The Life of Steve McQueen, but rather a description of how Steve McQueen lived The Life as actor, race driver, and man about town. Incidents are told in one-page clips by people who had interfaced with Steve, accompanied by relevant, but un-captioned, pictures.

Known to Porchephiles for his automobile involvement and the Steve McQueen memorial car show weekend at Boy's Republic in Chino Hills each year, he really was more than just a car-nut actor. However, this book is not a biography of Steve McQueen the person, or Steve McQueen the car nut/ racer. Instead it is a synopsis of events in his life, play by play, TV show by TV show, and movie by movie . . . even motorcycle by motorcycle. It is perhaps more of a book for a Cinamaphile than a Porscheophile, but at least the relevant pages should be required reading for any attendee at the annual Steve McQueen Movie themed car show at the Boys Republic.

THE LIFE Steve McQueen divides 239 pages into 11 chapters based on eras in Steve's life, and an index. But since virtually all chapters consist of multiple, independent, two-page spreads of anecdotes/ reminiscences, mostly only one page long, that relate (more or less) to the adjacent, un-captioned, photo, the book could be considered to consist of roughly 100 self-standing chapters. It is a classic throne room book, readable in snatches, without any complex story line to keep track of.

This book presents the idea that the highlights of some of his movies, like the motorcycle jump in The Great Escape, were additions to the script that actor McQueen forced on reluctant directors. Though each movie chapter is named for a movie, it does

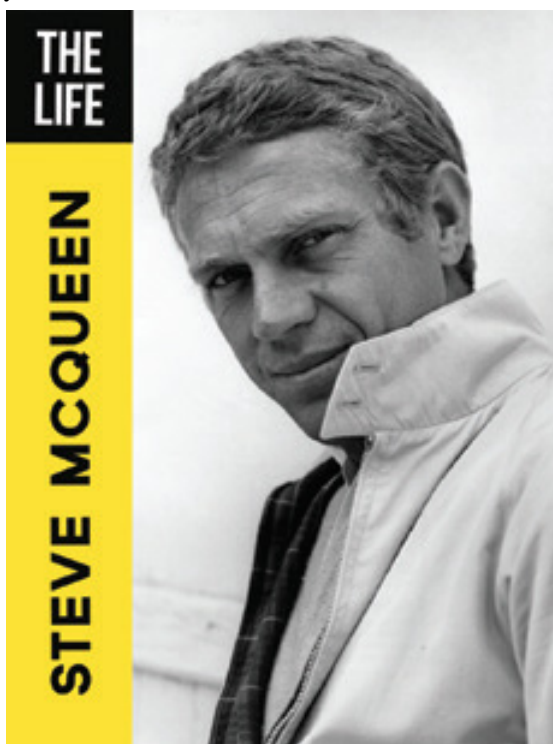
not tell about the show per se, but about what McQueen did to affect that movie. Movie buffs may be interested in how this book makes a case for little known "Enemy of the People" and "Tom Horn" being McQueen's greatest movies. It is striking to this reviewer how "The Towering Inferno" foretold the responses to 9-11.

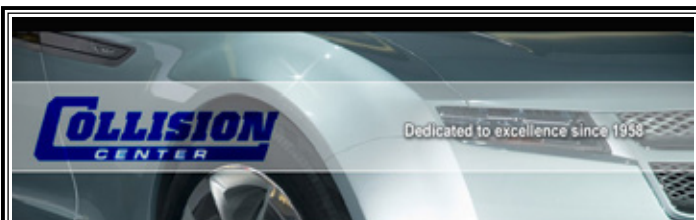
There is Porsche content in this book: A two page spread of McQueen riding shotgun in a 356 Cab driven by Bullitt co-star Jacqueline Bisset. The chapter "Racing to Live" mentions his nine SCCA races in a '58 Super Speedster, starting at Santa Barbara on May 30, 1959, winning his event. That car was replaced by a 356 Carrera, then a Lotus Eleven. He also raced a 908 at Sebring and patented the Baja Bucket designed to protect the off-road racer from roll-over injuries. With Peter Revson as co-driver, McQueen's Spyder took 2nd overall in the 1970 Sebring 12 hour.

Ye Olde Tyme motorsports enthusiasts such as this reviewer may be piqued by the reference to a relationship between McQueen and Denise McCluggage. There is also a teaser about McQueen's association in England with "friend" Stirling Moss, and a reference to having Stirling as a house guest in the US. All in all, a very readable, very interesting book about a guy who appears to have had a very interesting life.

THE LIFE Steve McQueen is hardcover with 240, 6-3/4 x 8-3/4 inch matte pages, containing 250

color & 50 b/w photos. It should be available from for \$30.00 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 The Life Steve McQueen.





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Brand loyalty. Automotive manufacturers just love the concept. It means that life-time buyers can go from the El Cheapo entry-level car all the way up to the Grand Poohbah luxu barge, all without leaving the comfort and safety of the driver's seat of their favorite brand. No doubt the Grand Poohbah is probably the most expensive car in the fleet and I have a sneaking suspicion, also the least fuel-efficient car in the fleet too, but that's okay, because it's also the most profitable car the manufacturer makes. You know—the one that no matter what the Government of XYZ country does to try to kill it, the manufacturer will keep building that sucker till the noddin donkeys stop pumping oil.

OK, so maybe I am talking about Lexus guys, but there is something to say about how we Porsche folk approach our favorite marque. I am willing to bet that for many of us, there's more than one Porsche lurking in our collective garages. We bought in to the concept of the entry-level car and maybe started with a Boxster. But from there we may have moved to the flag ship, the 911 Carrera (or something more fun like a Turbo, GT3 or, dare I say it, a GT2). And as family needs changed maybe we added a Cayenne, Macan or Panamera for when two-up driving was out of the question and you were forced—yes forced—to put people or stuff in the back. Point is, once we bought into the Porsche family hook, line, and PDK, we most likely decided to stay around for quite some time.

But have you checked the prices of those suckers lately? I mean a Cayman can run way north of \$100K and that does not even include fun stuff like seats and wheels. Problem is for me, the price tag of new Porsches is beyond my reach. Not so much because of what I make, but because of one or two other things that occupy me financially (like kids in college, their cars, room and board and the myriad of other things that seem to be attached to young adults these days, like eSports subscriptions and music stream services... which I pay for!). So I have to be content with pre-owned Porsches. I may be dating myself a bit, but there was a time when we called them used cars; but pre-owned sounds so much more civilized.

Nowadays a 2002 Boxster S is what fills my garage. Yes, I procured it as a pre-owned vehicle. Although to most people a Porsche is not exactly entry-level, fact is at this time in my life, it's what I can afford. To the



uninitiated layman, however, a 2002 Boxster looks pretty much like a 2010 Boxster or a 2015 Boxster. Honestly they cannot tell the difference.

But what about a real entry-level Porsche, say a sub-Boxster? At one point, it was rumored for years. It was an on again/off again affair that kept us guessing. One day it's going to be an enhanced version of a new VW, the next it's going to be smaller and lighter than the Boxster.

This is great! I remember thinking. Hey, I can afford an entry-level Porsche. Something around \$40K (well equipped). If I move a few things around financially, get top dollar for my Boxster S and use the proceeds from the sale as a down payment, it could work. But ultimately Detlev Von Platen, (at that time the CEO of Porsche North America) killed any hope of an El Cheapo Porsche, saying "You won't see anything lower than the current Boxster model." Further squashing any hopes for an entry-level Porsche, he continued: "Our entry model is our pre-owned program." Thanks Detlev. We get the picture. Been there, doing that...

And on that exhaust note, see you next time.

RL Turner is the author of *The Driver*, a series of action adventure novels, available in both print and ebook on Amazon.

Brand Loyalty

...

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

Where in the . . .

continued from page 27

gear as George and Martin were loading the Mercedes E-Class for our drive to the Sheraton at the Paris Airport. In addition to the three of us, we had a fourth riding along. Dave Hinton, the President of HSR was headed to Goodwood for the Festival of Speed and asked if he could ride with us to the airport. As we were loading the luggage, we learned that the railroad was on a one-day strike, so we added a fifth rider who was going to the airport and would have missed his flight without a ride. That made five passengers with luggage for six days in France. We tried a number of times to pack everyone's luggage in the trunk, but the only solution was to fill the trunk and have every person but the driver, me, hold a roll-aboard-bag on their lap. My bag went on the center console between Dave Hinton and me. It

made for a very uncomfortable three-hour trip to Paris. Despite having heavy traffic on the way, we made it to the Westin in time for dinner and a good night's sleep before we departed for home.

Back in the U.S., I thought about what a storybook weekend the race had been. Never would I have imagined that I would be driving a class winning Porsche at Le Mans earlier in the year. A real indicator of the coolness factor of the weekend was walking into a shop at the track and finding a die cast model of the car you are driving in the race. Thankfully common-sense over-shadows ego when you want to hold the die cast model in the air and announce to everyone within ear shot that you are driving this car at Le Mans, but don't. This actually happened at this past weekend. Back in the campgrounds after the race, Martin went into his camper and within seconds re-emerged with two die cast models of the 1975 Georg Loos Le

Mans winning Porsche 911 RSR. It was a gift from Martin to us commemorating the weekend, like I needed something else to swell my chest. Owning the die cast model of the car you drove at 2018 Classic 24 Hours of Le Mans is the definition of cool. The model will find a prominent space on the bookcase in my home office. It will be a great reminder of the fantastic time I had driving a winning RSR at Le Mans with two good friends. My advice to you is if you ever get an opportunity to drive at Le Mans, don't say no. The Mulsanne Straight is everything you have heard it is.

PCA Porsche Junior 'Portraits'

photos by Brandon Olson with Son Cason

Your editor has been featuring, and would love to continue on as regular a basis as possible, pictures and stories from our truly younger generation of Porsche people! The PCA Junior program has been rolled out and I know there are a number of Nord Stern members who have enrolled their children and/or grandchildren. I'm not as familiar with the program's features but my goal would be that in each issue there'd be a 'corner' dedicated to our youngest generation! So send in your photos, send in your stories on how you introduced your child, your grandchild (singular or plural!) to your Porsche (again, singular or plural).

I know the Boeders can hardly wait until granddaughter Maren is old enough for her first ride in the Porsche - my guess a posed photo her crawling around inside the race car will be that first introductory opportunity. Brandon has been great about sending in some pretty fun photos of he and son Cason on various Porsche adventures.

Right: **"Dad it's a Porsche!!! Can we get one?!"** As excited as I was to see it, I told him that we couldn't get one. His reply . . . **"If we can't get one, does that mean we can get two?"** Touche. While I was proud his witty counter-offer, we did leave the store empty-handed. Someday :-)

Oh Brandon, I'd say you are in trouble already!



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Behold . . .

continued from page 11

cover 248 mi, or 400 kilometers.” Not with a 110 line, I would guess.

According to Autoweek, Porsche “has made the decision to double the annual production of the Taycan from 20,000 units to 40,000 units.” At a base price of around \$90,000. For comparison, Porsche sold almost 36,000 911s, in all its versions, in 2018.

What does it all mean? I’m thinking about investigating the cost for a residential 220 line installation in West Hollywood. For a Taycan that I hope to see one day, resplendent in my son-in-law’s driveway. In the meantime, I’ve still got a good stockpile of model cars to give to my grandsons.

Beyond that, I guess I’ll just have to enjoy the pleasure of living long enough to see what happens, as my grandchildren grow up. Because I sure haven’t a clue.

Just some fun stuff . . . Quotes about Porsches

courtesy www.wiseoldsayings.com

“There are a lot of impractical things about owning a Porsche. But they’re all offset by the driving experience. It really is unique. Lamborghinis and Ferraris come close. And they are more powerful, but they don’t handle like a Porsche.”

— Kevin O’Leary

Porsche is a driver’s car a performance car. That was funny here’s this awesome car, but it’s got no cup holders.

Jason McCoy

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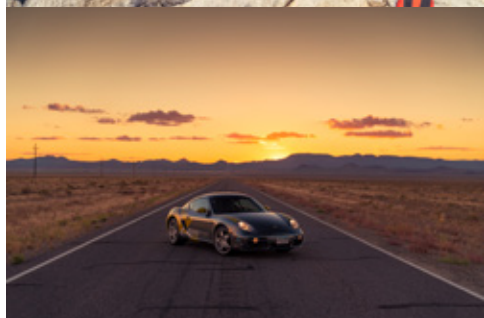
Road Trippin' . . .

continued from page 12

My road-trip began on Sunday as RRVI was starting its final day. I had to leave Monterey early to drive north up Hwy 1 to pick up my brother Jake at SFO by mid-morning. Jake was flying in to be my co-pilot for the journey. I made my way up to Santa Cruz for breakfast at a really awful coffee shop and kept heading north up CA-1. Time was of the essence if I wanted to get to the airport on time, but if you've ever driven CA-1, you know it is quite difficult not to stop at every pull-off. The sun was coming out, the Pacific looked a beautiful shade of blue, and the Cayman was feeling strong. I was having a perfect morning (well, except for that terrible coffee shop).

I made it to SFO on time having practiced my self-control and not stopped at EVERY pull-off back on Highway 1. I picked up Jake, wedged his pack into the trunk and started driving West, but not before checking out the Golden Gate bridge for the first time and snapping some pictures amongst the hordes of tourists and buses. Our first day on the road was an interesting one because we had to drive to Mammoth Yosemite Airport on the East side of the Sierras by 7 p.m. This was a BIG ask because it meant blasting past some amazing sites in some of California's most beautiful areas. The reason we had to get to that airport by 7 p.m. was because I rented an SUV for the one day that we needed to traverse up some mountain roads in order to summit Nevada's highest mountain, Boundary Peak. Hitting a few certain mountains was a goal for us on this trip.

Free of the city, we rocketed Eastward toward Yosemite National Park. My original plan was to drive over the Sierras on Tioga Road (CA-120) but as we got closer and closer, our GPS' conflicted and suggested Sonora Pass to the north. On the map it was more miles but saved us nearly fifteen minutes. With the estimated time of arrival already after 7 p.m., we caved and followed Sonora Pass. It's not to say Sonora isn't a beautiful drive, but it just wasn't what I



had planned for and researched. However, with nearly empty roads up there, let's just say that we made up some additional time threading the needle on this 80 mile stretch of road. The Cayman was loving it, and so was I. That said, after a few photo stops, we still just arrived at the Mammoth airport at 6:57 p.m.

We now had a rented Dodge Durango for one day while the Cayman spent the night parked at the airport. Our reason for this was because the next leg of our journey included mountains roads that tested even the might of our AWD Dodge. We drove from Mammoth Airport an hour NE through Benton, CA where we snagged a burger at the one and only little gas station/restaurant/general store run by a very kind Native guy who fired up the grills for us even after they technically just closed for the night. From there, we drove north a few miles to an unmarked Breaking Bad type of road where two miles down it we in fact passed a very questionable RV with odd blue lights on inside of it. We kept on driving up the rutted and washed out road in total darkness to the point of no return which were switchbacks so sharp and steep that there was literally no turning around. We were driving up the White Mountain range on the border of CA and NV to begin a hike of the highest mountain in Nevada, Boundary Peak. We few more miles of dark, dangerous driving and we arrived at the saddle where we slept in the Durango for the night. The morning came and so did a successful summit.

After that long and strenuous morning of hiking over 10 miles and concealing the damage we did to our rental Dodge (editor's note: gotta love this as we have one of those stories, too!) we finally got back to the airport to collect the Porsche. Jake and I took about 30 minutes to repack our gear and clean ourselves up a little bit to begin the next leg of the trip. The time was now about 4 in the afternoon and we had all of Nevada to get across. Our next goal was to break into Utah before quitting for the night. We had 421 miles to go and most of them were across very quiet desert, two-lane highways. From Mammoth to St. George, UT our

average speed was over 90 mph but during a few select stretches we 'may' have breached the 150 mark, impressive considering the car was at maximum capacity. The grunt of the 3.4 liter flat six never wanted to stop pulling. The top speed claim of the Cayman S is 171 and I am very confident that the car could do that, but I'll reserve that for when the car is not fully laden. Aside from gas stops and one race against the rising shadow line of the horizon with the sun at our back, our day was mostly uneventful. We arrived in St. George safely late that night.

As morning broke, so did our spirits. Rain was the culprit of our dismay as the forecast was increasingly bleak. I originally planned for some amazing routes and stops for us throughout the middle of Utah, but the rain changed our plans. That paired with bad weather forecasts for Mount Elbert, CO two days from then (the day we planned to hike that mountain), we decided to advance our timeline and just blast across Utah to get ourselves into position for a summit attempt at Elbert one full day before I originally planned. That decision meant us driving through 14 hours of rain in Utah and half of Colorado. Nothing to report here, just a lot of (very) boring Interstate miles. We pulled into Aspen, Colorado around 7 p.m. to resupply and crack a few Dumb & Dumber jokes and promptly left to drive over Independence Pass while there was still a glimmer of light in the sky (editors' note: I LOVE that pass!). Arriving down on the other side of the pass in Twin Lakes, CO we headed for the campground at the trailhead of the mountains but when we arrived, it was gated up and closed for the season. Thus, we decided to camp out in the parking lot of the trailhead.

The following day we were blessed with a successful summit and beautiful weather, only wavering near the summit at 14,439' where we experienced strong winds and scattered snow. But this isn't a story about mountain climbing, it's about the road trip. From Twin Lakes we drove NE up I-70 where we cut north at Silverthorne up CO-9. CO-9 became a personal highlight for me. The road is not necessarily a fun road full

Continued on page 36

Road Trippin' . . .

continued from page 35

of technical corners, but rather a road with sweeping hills and exceptional vistas over every crest. Maybe it was just the magic of the moment with the sun getting low over the mountains and the fall colors at their peak that captured me. Regardless, I suggest you drive CO-9 at some point, you heard it here. From there, we made our way up to Rocky Mountain National Park and up to the incredible pass just as darkness was taking over. We were too late for great photos, but the emotional experience will be remembered forever on that the rockiest of National Parks. Some of my fun was being robbed from me through this stretch, however. The Porsche was feeling very sluggish at altitude and it began to worry me; I could hear IMS haters chanting in my head "you're car is going to blow up!" Thankfully as we descended, the odd behavior the car was exhibiting faded away quickly. We were at 12,183 feet after all, that is a long way from sea level where cars like to hang out. On our way down the east side of the mountains toward Denver, we did see a nice moose, that took my mind off of the car.

It was officially our final night of the trip and we wanted to celebrate with a nice dinner and some drinks, but on our way down the mountain on CO-34 we thought we would find a nice place to eat in the mountain town

of Estes Park, but after parking and taking a look around, the overwhelming smell of popcorn in the air and drunks stumbling around in the darkness didn't impress us, we kept driving. We found a Texas Roadhouse down on level ground and ordered the prime cuts to celebrate the mountains climbed and the miles passed.

Our final day came early the next morning. We had 875 miles to go, four states, two state highpoints to top, and a dozen Redbulls to crush. Feeling like John Belushi, we hit it!

Next stop was the Nebraska highpoint called Panorama Point. Research only gets you so much, and when I was planning the routes to this highpoint, I didn't catch the part about the dirt roads — miles and miles of them. When we were still about 20 miles away from Panorama, the dirt roads began. We tried to find alternate routes, but cell coverage was gone and my GPS showed this as the shortest route. Jake and I reluctantly pushed forward. I am no stranger to dirt roads, but the Cayman is, and a puncture is the last thing we need right now seeing as there were no other signs of life for at least



20 miles behind us. Turning from smooth grade to terrible washboards in just the first half mile, our average speed dove to about 15 mph for the next twenty miles of dirt. We were deep in Nebraska now. After what felt like a lifetime, we got to the cut off road to the highpoint and an even narrower set of tracks with a high center and scattered rocks for about one mile. We rolled over the cattle guard and pushed on to the end.

To put a picture in your head, this state highpoint still just looked like a mostly flat field, but there was a small bench and landmark there to signify this high spot of Nebraska. Jake and I shared this moment with a young Buffalo pacing near us. We took our photos and hit the road. After 10 more miles of dirt we finally found tarmac again, sweet, sweet tarmac. Our average speed went up from there, way up.

Nebraska done. South Dakota was a blink. Into Minnesota for a moment before we headed 15 minutes south of the Iowa border to check off Hawkeye Point from our list of highpoints. We only spent 30 seconds there because now the home-sickness was kicking in. Just three more hours of rainy, dark roads and we were home just before 10 p.m.

3,000 miles exactly on the tripmeter, four state highpoints completed, nine states passed through, countless smiles, dozens of brilliant driving roads, and forever memories created.

Go drive. Go live free.



Where is, or has been, YOUR 60th Anniversary Hat . . . ?

Just for fun

Just like Flat Stanley, our special 60th Anniversary branded winter wear hopefully will travel and I'd love to feature the 'travels' and weather conditions your hat has survived!

Right after our holiday party where all attendees got theirs, President Roger Johnson found himself needing his hat as he cleared some downed trees at their family place up north. He reports in with a brisk "2 degrees minus and 10 wind chill. Hat performed well!" And here's his evidence...

So, you ask, where do I get my hat? The club did order a number of them and they will be available at upcoming events so be sure to show up, have fun at an upcoming event and get your memento. Nord Stern has a wonderful history packed with adventure, tremendous training opportunities, good drives and tours, rallies, friendly yet often intense competition both on and off the track, knowledgeable, informative tech stuff, along with lots of good camaraderie and plain old-fashioned fun. Many a friendship has been cemented over tire, suspension, expertise discussions, figuring out paint colors, learning the history of Porsche, Porsche design, factory goals, missions, The list goes on!



Out and about at Rennsport Reunion VI

Photos by Josh Hway



Car# Assignments . . . And How To Request A Change

by Dave Anderson, Registrar, updated March 2019, '89 944T

The 2019 DE track season is fast approaching and it's time, once again, to open the car number registration period. Car numbers are used at our Brainerd (BIR) and Road America track events to help with identification. As your Registrar, I make every attempt to ensure that event car numbers are unique within the Run Group sessions; including those 2nd day late afternoon sessions when we combine groups. You can help by ensuring that you get a number assigned to your car. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

Please help to keep the car number assignments up to date by reviewing the published list. If you have an existing number that isn't assigned to you, but you've used

it at a track event in the past 3 years, let me know. On the other hand, if you see your name associated with a car number you're no longer using, let me know that as well.

If you'd like to request one or change your assigned car number, all that is needed is to contact the Registrar by e-mail (Registrar@NordStern.org). To make the assignment process as efficient as possible, simply provide your current number and three new numbers in preference order. I'll reassign the first one on your list that is available. Conflicting number requests will be given priority based on current membership status and when the change request is received.

Requirements for maintaining a car number assignment:

- * Drivers must have registered for a DE event in the previous 3 years. Unused numbers are released for reassignment.
- * Active drivers (after their first year) may request a different number if it is available.
- * Duplicate number requests will be resolved by seniority based upon the number of years each member has been active with Nord Stern.

Car Number Change Request Form

Send Requests To: Dave Anderson, Registrar Email: registrar@nordstern.org	Current Car #:	Choice #1:	Choice #2:	Choice #3:
	Driver Name:			
	e-mail (preferred):		Phone:	

Current Car Number Assignments 2019 (updated!)

Car # LName FName

004 Scott Neal
01 Scott Anderst
03 Ian Philbrick
051 Rick Grothe
07 Bill Wolfson
1 Paul Binek
2 Gordon Doering
3 Bruce Boeder
4 Dave Billingsley
6 Keith Anderson
7 Greg Windfeldt
8 Bob Fleming
9 Scott Perkinson
10 Richard Moe
11 Jim Seubert
12 Kevin Kirvida
13 Chip Smith
15 Paul Thai
16 James Arhart
17 Ryan McGee
19 Jackie Gates
20 RichardThomson
21 Teresa Pfister
23 Drew Kirvida
24 Matt Clark
25 James Bahner
27 Keith Erickson
28 John Blackburn
29 Victor Lee
30 Vaughn Johnson
31 David Newman
32 Bill Corcoran

34 Alan Weiner	111 Tim Conners	660 Keith Fritze
35 Brian Kessen	113 Michael Stewart	665 F. Scott Neal
37 Jerry Greene	117 Scott Schwietz	690 Jess Meyer
37 Steve Kemp	118 James Robinson	701 MischaRedmond
38 James Elasky	125 Wally Mahlum	711 Gordon Doering
39 John Rebane	126 Alex Majkrzak	719 MarkSchumacher
40 Aaron Gates	129 Victor Lee	727 Brett Colliton
43 Rodger Finke	130 Richard Moe	775 Kevin Tan
44 Clifford Roman	131 Tom Kileen	777 Matthew Jones
45 Gary Yee	133 Grant Bennett	788 Jess Meyer
46 Robert Viau	134 Bruce Yerigan	814 John Warford, Jr.
49 Michael Hoke	136 Jason Brown	816 Brad Bjornson
50 Glen Larson	137 Steve Kemp	819 Keith Fritze
51 Cory Hoeglund	138 Loran Hall	824 Peter Puffer
54 Lance Link	140 PaulIngebrigtsen	824 Cindy Spielman
57 Michael Sabers	146 Bob, Jr. Viau	865 Glen Larson
58 James Benson	167 Betsey Porter	888 Jay Turkbash
61 Mike Courtney	168 Tim Oudin	908 Don Lawrence
63 Jim Southwell	171 Steven Sabers	911 EdmundVazquez
65 Thomas Addison	176 Neal Haaland	951 Kevin Fitz
66 Jim Holton	186 Bill Russell	964 Hal Voges
67 Charles Porter	188 Tony Carideo	981 Michael Monson
68 Nick Linsmayer	191 TimothyConners	987 Cory Hoeglund
69 John Hull	195 Ron Johnson	990 LuisFraguada,Sr.
71 Jonathan Wen	200 Nathan Reader	991 Bruce Gates
75 Jeff Davis	215 Michael Sabers	996 Lon Tusler
78 Shea Fahden	217 Michael John	997 John Donofrio
82 Bret Bailey	240 James O'Brien	999 William Cliby
84 Troy Peterson	241 Brian Lewis	
86 Tom Russell	263 John Schellhorn	Retired
87 Jake Solberg	268 Ed Tan	1 Binek Paul
88 RichardLaVerdiere	277 HarveyRobideau	56 HennebergerRoy
90 Pam Lawrence	295 PaulIngebrigtsen	
93 Mike Peterson	303 Shannon Ivey	
94 Lon Tusler	357 Mark Steingas	
95 DanielMartinson	409 MichaelSteinberg	
96 Todd Smith	410 Steven Schmitt	
98 Pius Eigenmann	411 LuisFraguada,Sr.	
99 Tylar Twite	417 Matt Johnston	
100 Luis Fraguada,Jr	425 John Blackburn	
101 John Ryan	464 Keith McGovern	
104 David Anderson	491 Kaitlyn Hoke	
109 Gumer Alvero	511 DanielMuldowney	
110 Brian Hanson	591 Josiah Fuchs	

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

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

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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.

Rick Moe
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NORD STERN BUSINESS MEETING MINUTES –
FEBRUARY 2019

Start 7:02 pm

President – Roger Johnson

Welcome to member Kurt Oddsen (Christie, please check membership, he isn't getting the magazine)

Motion to approve January minutes. Approved.

Vice President – Chip Smith

No report

Treasurer – Jeff Bluhm

We will be fine for 2019

Still need to pay for holiday party

Advertising – Lara Dant

Renewals to all advertisers have been sent out.

Some want to update their ads in the newsletter.

Should we accept advertiser payments via PayPal?

Dave A can push them invoices in PayPal if they need one.

All Porsche Show – Phil Saari and Hal Voges

No report

Autocross – Andy Golfis

No report

Board of Directors

No update

Charity – Mark Kriesch

No report

Per Dave, calendar sales are down this year.

We will send out a few more emails and posts.

Club Race – Dave Sorenson

No report

Driver Education – Misty Martianos

Lara will show Misty how to submit reports on PCA website

Bruce Boeder will be eventmaster for First Fling

Dave Anderson will be eventmaster for Fromage Fling

Dave Sorenson will be eventmaster for Fast Fling

Still need someone for Final Fling

DE Registrar – Dave Anderson

First Fling is open

Will open RA event soon

Driver's Training – Jim Bahner

No report

Fall Color Tour – Ron and Michele Johnson

No report

Historic Archivist – Kim Fritze

No report

Insurance – Dan Perinovic

Via email, no update.

Membership – Ed Vazquez

Via emails, we got 15 bounced emails from the mass renewal email blast we sent. Dave is trying to figure out why they didn't bounce to him.

781 PCA members

330 people on Club Talk

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

February is in the mail

March is in the hopper

Rally and Drives – David Hudgens

No report

Safety – Paul Ingebrigtsen and Chuck Porter

Via email, Chuck indicates we still need to discuss equivalent head restraints at some point.

If you have a cage, you have to have them in both seats.

If you have a roll bar, only driver's side required.

If the driver has one, the passenger has to have one.

Social Media – Betsey Porter

Created FB Events for all socials and flings.

Will create for NS events and tech sessions shortly.

Slide show is a hit on FB.

Shop and Tech relations – Roger Johnson

Tech session at Dent Kraft/Clear Bra tentatively scheduled for March 16

More tbd

Touring – Randy Walker

No report

Track Relations – Jim Bahner

No report

February 2019 Business Meeting Minutes . . .

by Secretary Betsey Porter

Continued on page 38

Minutes . . .

continued from page 37

Webmaster – Dave Anderson and Christie Boeder

Moving content to new site

Membership renewals

DE stuff

Would like to post historical club info, If anyone has some.

Old business

Election of 2019 officers took place at the holiday party.

New Business

A question was posed to Roger: are we able to sublease the track during our events to another club? Not really.

2019 PCA procedures manual is available for download from pca.org

Parade registration (in Boca Raton) is open.

Roger got an email from an Absaroka Region member (Billings, MT) asking if any members want to caravan to Florida. Roger will coordinate.

Roger's idea of a Porsche Factory Tour Treffin has generated some interest but not enough to cover cost yet. Will continue to explore.

We should have a second signor on the bank account. BOD will discuss.

60th Anniversary hats will be sold for \$10 at March business meeting and the April socials. Contact Lara Dant or Ryan McGee if you want one!

60th Anniversary badges – Pat D sent us some designs BOD and officers will decide and get a cost estimate.

Meeting adjourned 8:00 pm



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