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PORSCHE



J U N E 2 0 2 0

Dedicated to the belief that . . . getting there is half the fun.

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Cover:
A study of textures, photo by
Michael Grabner

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

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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 is available for our club's records.

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

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

Address Changes:

Please send any address changes or updates via email

email: membership@nordstern.org

Mail renewal checks to:
Jeff Bluhm
9145 Breckenridge Lane
Eden Prairie, MN 55347

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

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

Check your mailing label
for your expiration date

2020 Nord Stern Officers and Committee Chairs

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Driver Training Jim Bahner	dt@nordstern.org	Webmaster webmaster@nordstern.org	

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

Welcome . . . New Nord Stern Members

We hope to see you at upcoming events!

Darshan Baadh

Minneapolis, MN

Michael Blum

Wayzata, MN

2016 Ultraviolet 911 GT3 RS

Philip Fandek

Plymouth, MN

1984 Red 911 Targa

Bryan Hotujec

Andover, MN

William James

Maple Lake, MN

Erik Johnson

Plymouth, MN

1986 White 944

Bradley Krehbiel

Lake City, MN

Daniel Linnell

Lino Lakes, MN

2003 Black 911 Carrera Cab

Ryan Lonergan

Delano, MN

Dmitri Shtulman

Plymouth, MN

2013 Basalt Black 911 Carrera 4S Cab

David Teicher

Plymouth, MN

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 (Nord Stern) 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: Sometimes held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release.

PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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

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

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

The Prez Sez . . .

by Chip Smith,

Well it's June and we continue to struggle to hold club events in the Covid-19 environment. Rest assured, we are trying.

The biggest obstacles to date have been state restrictions on group size, personal distancing and non-essential travel and the financial viability of an event.



Our **Cheese Fling DE** event at Road America and our **All Porsche Show** are the latest victims on our schedule. Fortunately, both will return next year. Social events are subject to the restrictions at our venues. As

I write this, we expect bars and restaurants

to be able to open some time in June.

We do have hope for a driving event this summer. Our annual **Club Race/DE weekend July 24-26** is moving ahead as planned unless state restrictions prohibit it. As you know, those restrictions are changing by the week. I expect we may have higher than normal registrations for this event since the last 11 (yes, ELEVEN!) club races and most all DE events to date for the year have been canceled. There is pent up demand to gather and enjoy our cars. We may have to live with some changes from years past, but I'm confident we can make this event happen. My advice: register early.

In lieu of actual track driving, Sim Racing has taken off big time. Our own **Ryan McGee** has been very competitive racing in the Sim Racing League. Races are held at famous tracks around the country and competition is intense. This is a great way to learn a new track before actually driving on it for real. Also a great way to see if you have the intestinal fortitude to take the Kink at Road America flat out

without having to pay a big repair bill if you crash. The more I hear about this league, the more I find myself conjuring up a killer Sim set up using an old race seat, spare computer monitors and a decent steering wheel/pedal setup with at least some feedback. I remember the old gear from the 1990's and how unrealistic the steering felt, easily inducing a spin into the wall. Evidently, the new stuff is much better and more fun.

My wife and I have been pretty homebound during the pandemic. Funny how a simple drive to the store or any destination is refreshing, especially in her new convertible. Being the track rat that I am, I'm working on reducing my lap/travel time per trip. I figure trail braking at the intersections should be good for a couple tenths of second. Perhaps it's time for a nice cruise in the countryside.

If you never used Zoom, Facetime, Blue Jeans or any of the other video conference applications before, you probably have lately. It's fun to see the creative ways people are gathering online if they can't meet in person. Peterson Publishing in California recently held a virtual car show. Enthusiasts from around the country, including our own **Roger Johnson**, submitted a short video of their car which was compiled into a video event. The actual event was a little cumbersome and long but it's a great idea. This type event may be a possibility for Nord Stern.

Our Nord Stern leadership team is hard at work to find safe, legal opportunities for us to gather.

Stay tuned as 2020 continues to unfold.

Advertiser Directory

Auto Edge	BC
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Higgins Insurance, Performance Auto & Audio., Trakside Tire, Luis Fraguada, Gates General Contractors.....	9
Collision Center, Inc.	16
Courtney Truck Service.....	10
Dan Perinovic, State Farm Insurance	27
Dynamic Photoworks	16
John Healy, Crown Bank	26
Imola Motorsports	IC
Medina AutoMotorPlex	29
Merrill Lynch, Peter Vickery	28
Midwest Clear Bra.....	16
Nurburgring, Inc., Rick Moe	32
Mollie Nygaard, Norton Realty	14
Porsche Minneapolis/Porsche St. Paul.....	IC
Raymond Autobody	10
Schmit Towing	14

2019 Advertising Rates

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

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high

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

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

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

Back Cover: 8.5" by 7"

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

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

I admit I am going to concern this month's column with some miscellaneous requests and hopefully a few interesting 'bits and pieces' since there's so little 'going on' in either the Porsche world or our own day-to-day worlds.

First up is a request on behalf of an individual named Mike who called Nord Stern member Ed Vazquez to seek the club's help in locating a 1964 coupe he owned:

"The car is a black 1964 Coupe. I sold it to a guy on the south side of Minneapolis in the area around Lake Harriet. I do recall seeing it at a car show. I lived in Northfield for some years but have moved since then. Any help would be appreciated. Mike, 608-687-3038."

As Ed also reported, he has recalled seeing a black 356 at a Cars and Cafe last year. If and when we have Cars and Cafe, or our All Porsche Show, those would be good events to check as the car might be found there.

Next, on Clubtalk there recently was a bit of an exchange seeking information on interesting drives in our area. Since we don't exactly live in an elevation-challenged area, the options aren't endless, of course. Posed by member Andrew Eisenhart, ***What are your favorite driving roads to stretch the legs of your Porsche? I need to get my 911 Carrera 4S off I394 and MN 100 and hit some switchbacks instead. Please advise!***

Per Steve Flaten: *I belong to the Miata club as well. They do a lot of searching for nice roads for their spring and fall rallies. They set a long drive each day and a destination, typically in Wisconsin. If you know how, the routes are all available on their website in this location. Years worth that you can download here:*
<http://miataclubmn.com/DriveInfo/2000-2009/>

As suggested by others, *Start in Prescott and head south on 35. Take side routes on O, OO, K, etc. When I have set up the drives, I have used the Delorme Maps. They show every road, stream and topography. Follow the streams and up and down the bluffs on the asphalt roads and you can't go wrong.*

Now, my favorite recent post on Clubtalk came from Dave Roberts (and I'll admit Dave submits a lot of pretty cool, interesting and fun posts). This one truly

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange



made me smile, though.

"Can these boys and girls market the brand? I am sure I could have gone down to my local parts store and bought 10W60, 20W50 and 10W50

for my cars at 1/2 the price but how would I get cans with pictures of Porsche's? It's like buying Harley oil at the Harley Dealership!"

Take care, everyone, but do get out and enjoy your car.



Midwest Motoring Invites You

October 9-11, 2020

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1990 and older

2.3 miles

16 turns

430-foot ascent

Agenda for the weekend in Alma and Waumandee:

- *Friday evening: Depart from a winery in the hills above Alma for a parade run of the Time Trials course followed by wood-fired pizza at a genuine Wisconsin pizza farm
- *Saturday: Time Trials with mandatory drivers meeting at 8:30AM (rain date: Sunday)
- *Saturday evening: Awards banquet serving broasted chicken with all the trimmings
- *Sunday morning: Free tour of a private car museum in Alma with gorgeous 1930s Franklin

Cornet workers needed: Ask about the driver/volunteer discount! Drive half the day with no racing, still make six runs, and volunteer on the course the other half. Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch and dinner! Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cronies.

Advance registration required: \$95 per driver by July 31, \$105 by Aug 31, \$115 by Oct 1 deadline. Make check payable to "Midwest Motoring" and mail to Tom Hazen, 695 Sherwood Ave., St Paul, MN 55106. Or pay via PayPal adding \$3 service charge to myliberty@yahoo.com. Sorry no refunds. Drivers should get six runs. See you on the hill!

Waumandee Time Trials is a 16-turn, 2.3-mile, 430-foot ascent road race. It is a challenging and exciting event. It is a road race, not a time trial. It is a road race, not a time trial. It is a road race, not a time trial.

Driver Name (let your dealer take it to expedite postage)	\$65 \$105 \$115
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
Award banquet dinner(s) at \$20 each =	
Total payment \$	

Waumandee Time Trials is a 16-turn, 2.3-mile, 430-foot ascent road race. It is a challenging and exciting event. It is a road race, not a time trial. It is a road race, not a time trial.

Questions? Visit myliberty.com/waumandee or call 612-237-1883 or email myliberty@comcast.net

JUNE

- 8-9 CANCELED: Nord Stern DE @ Road America**
Elkhart Lake, WI "Cheese Fling!"
- 9 Nord Stern Business Mtg ****
Location: VIRTUAL MEETING!
7 p.m. Meeting
- 11 1st Ever 'Porsches & Pints' ON HOLD**
See ad in newsletter! 6:30 - 9:30 p.m.
Boom Island Brewing, 5959 Baker Rd, Minnetonka
- 28 CANCELED FOR 2020, All Porsche Show**
Roseville Central Park, 10 a.m. - 1 p.m.
Featuring 914 and 914-6 models 1970 through 1976

JULY

- 14 Nord Stern Business Mtg ****
Location: VIRTUAL MEETING!
7 p.m. Meeting
- 24-26 Nord Stern Loonacy Club Race & DE**
Brainerd International Raceway

AUGUST

- 11 Nord Stern Business Mtg ****
Location: VIRTUAL MEETING!
7 p.m. Meeting
- 29 Nord Stern @ Cars & Caves**
Eventmaster Bret Bailey, Open House @ his Garage
Time: 8 a.m. to Noon, No Cost, Families invited!

SEPTEMBER

- 7 Rochester Annual Labor Day BBQ, see ad**
Location: Brian and Gina O'Neill's Home
- 8 Nord Stern Business Mtg**
Location: Lifetime Fitness in Eden Prairie
6:30 p.m. Social, 7 p.m. Meeting
- 18 Nord Stern Driver Training**
BIR, clubregistration.net
- 19-20 Nord Stern Driver Education**
BIR, clubregistration.net
- 16-19 PCA Fall Treffen**
Location: The Greenbrier First Settlers
Potomac and Shenandoah Regions
- 25 Nord Stern's Get to Know Cirrus Aircraft - Facilities Tour! NEW LISTING**
Leading the global general aviation industry by
shaping the future of aviation (Duluth)
11 am, registration clubregistration.net
- 25-27 Nord Stern's Annual Fall Color Tour**
Pier B, Duluth, MN
Lodging info in Ad in this issue - get your reservations!

2020

OCTOBER

- 11 Sunday: The Bark & Beer Tour**
(aka The SE MN Fall Color Tour)
Location: Departing at 10:00AM from Essex Park in
NW Rochester, Details TBA
- 13 Nord Stern Business Mtg**
Location: Lifetime Fitness in Eden Prairie
6:30 p.m. Social, 7 p.m. Meeting

NOVEMBER

- 10 Nord Stern Business Mtg**
Location: Lifetime Fitness in Eden Prairie
6:30 p.m. Social, 7 p.m. Meeting

DECEMBER

- 8 Nord Stern Business Mtg**
Location: Lifetime Fitness in Eden Prairie
6:30 p.m. Social, 7 p.m. Meeting

• Car Events of Interest •

NOT organized by Nord Stern, or PCA

ON HOLD "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)

May 2, June 6, July 4, August 1, Sept 5, Oct 3

• OCTAINE AND CAFFEINE • (See Ad)

2nd Saturday of the month, April - Oct

• CARS AND CAVES • LAST Saturday of the Month

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

**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.



Diamond Interiors

Harry@diamond-int.com

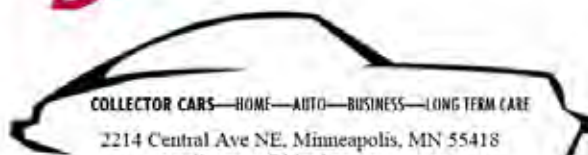
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Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

Schönesland: www.schonesland.org

Kansas City: www.kcrpca.org

St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

One Stop "Shopping"

Nord Stern's Website currently is unavailable for updating so just email any questions to any contacts on page 10 or editor@nordstern.org.

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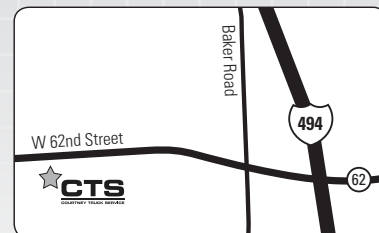
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Ever wanted to own a 917? Come on, sure you have. Close your eyes and visualize sitting down low, wedged into the tiny race seat, your helmet bumping against the roof, the steering wheel twitching in your hands and with what little peripheral vision you have, see the trees flash past in a blur. But wait, here comes a turn. How deep will you go before stomping on that slim brake pedal to slow the mighty beast down? How good are your nerves?

Then, there's racing it. 245+ going down the Mulsanne Straight? Piece of cake. This car almost singlehandedly rewrote the rulebook. Heck, it shredded the rulebook and ate it for lunch. The other teams were at this car's mercy. And in the end, the Automobile Club de l'Ouest had to make it illegal. To own one nowadays all you need is a hefty bank account that will cash the check with all those zeros and commas behind the first number. But one fact remains, it would be awesome to have one sitting in your garage, even if you were afraid to take it out for fear of breaking some little (very, very expensive) part made of un-obtainium.

I have good news, you can own one! OK, so it is not the real thing, but damn it looks good. It is called the Bailey 917 and has been created by Bailey Cars out of South Africa. These guys are serious and all of their creations are sold race ready. The catalog has some of the most famous classic race cars of all time – The Bailey T70 and T70 Spyder (styled after the famous Lola racer), the Bailey GT 40 and GT1 (you can probably guess which famous racer this was styled on) and a Le Mans Prototype (LMP2) that will actually be raced by a team at this year's Le Mans. Yeah, these guys are serious.

I wanted to learn more about the Bailey creations, but of course being a Porsche geek, I wanted to focus on the Bailey 917. So I reached out to James and Beth Barron. They are starting up their new company, Vintage Racing Legends. It will be the exclusive Bailey Cars distributor for North America. You have to go a long way to meet the Barrons. Their business is tucked way deep into Central Florida. Departing out of Orlando, I must have taken dozens of turns on back roads (in an uninspiring Jeep Liberty rental no less), before I finally passed through the small resort town of Mt. Dora. It is a pleasant town with lots of nice looking restaurants and shopping. It's tucked into Central

Social Distancing While Driving a Porsche

by RL Turner, Maverick Region of PCA

Florida to boot. (Hmmm, I filed this away for later as I am always looking for interesting places to take my wife.) It was just a bit further into Lake County before I arrived in Taveres. There on Lake Harris (billed as the Sea Plane capital of the world), I meet the Barrons.



Transplants from St. Thomas, they had both retired but decided they needed a project. James had built and sold a Jaguar XJ13 replica but wanted more. Through some friends they were introduced to Vic Elford. Yes! That Vic Elford, Quick Vic. He learned about their project and came on as a board member and is now the Vintage Racing Legends brand ambassador. Originally the couple planned to import 917 replicas out of Australia, but the fellow building them could not make them fast enough. They are still waiting for the first car from him, promised to arrive this past December. So they went looking for a better, more reliable builder and that led them to Peter Bailey. Or rather Peter Bailey reached out to them as he was looking for a distributor in North America.

James has the street cred. He has been involved with cars and racing since he was eighteen. Starting off as a corner worker, he moved to the pits. A friend asked if James would be interested in driving for him and of course he said yes. He campaigned successfully in Formula Vee. After that he started building cars and just stuck with it through the years.

So what about this Bailey 917? Is it something a Porsche enthusiast could own? Both James and Beth answered with an emphatic yes. The car was built using very accurate measurements from the original, but has been modified to meet with current safety regulations. A full roll cage, a front box to protect the driver's feet, modern harnesses and Halon fire suppression and modern AP brakes means the safety systems are up to snuff. According to Bailey in South Africa, all these safety mods only add 50 kg, but it is an important 50 kg!

The car is delivered as a roller (sans drivetrain) and is styled after the 917LMK or Kurtz (short tailed racer) and can be spec'ed with the customer's choice of livery – Martini and Rossi, Gulf Wyer, Porsche of Salzburg or even the Hippy car. Vintage Racing Legends can provide a turnkey racer or the customer can take the roller to their engine builder of choice. The Barrons work with Taveres,

Continued on page 14

Nord Stern May Business Meeting Minutes . . .

Virtual Meeting was started at 7 p.m. by Nord Stern president. Committee reports:

President – Chip Smith

- Welcome members and guests who joined the virtual video meeting with current committee chairs: Judi Sievers, Donald Charnetski, Karen Carson, Dmitri Schulman, Theo Martianos, Bruce Boeder, Mary Driscoll, Steve Albers, Dirk Bak, Andrew Eisenhart, Bob Kosky.
- Minutes from April meeting were approved via a voice vote.
- The Board is working and trying hard to figure out a way to have events. Governor trying to extend emergency declaration to June 18.
- PCA is discouraging regions from holding spontaneous events.

Vice President – John Velure

- No separate report.

Treasurer – Jeff Bluhm/Todd Smith

- Via email, the bank account is good, larger than usual due to the cancellation of First Fling.
- Work continues to transition duties to Todd.

Secretary – Betsey Porter

- No separate report

Advertising – Mollie Nygaard

- Via email, Mollie reports she will now be able to accept advertising payments by PayPal.

All Porsche Show – Phil Saari and Hal Voges

- Via email, Phil reports Roseville has cancelled the Rose Fest celebration.
- Not really possible to hold our event and adhere to social distancing. Newsletter and website will be edited to reflect the event has been canceled.

Autocross – Andy Golfis

- Via email, schedule is a mess, trying to figure out how to hold events, best to

Board of Directors – Roger Johnson, Lara Dant, Ryan McGee

- No update

Charity – Mark Kriesch

- No separate report.

Club Race – Dave Sorenson

- PCA has cancelled the Watkins Glen club race scheduled for the first weekend in June, and the VIR Club Races
- We are next on the schedule
- BIR has a specific set of protocols for events.
- No handling of common items
- Temp checks for employees
- Hand sanitizer in restrooms
- Charity auctions probably cannot happen with these guidelines
- We can have driver meetings outside, with people properly spaced out
- We could look for a caterer that can provide pre-package meals for us
- Dave talked to the scheduled BIR club race steward, gave Dave the name of a person who has good ideas on how best to hold a DE with these restrictions
- Will connect on June 16 with the National people to see what's happening. Dave S. will invite Chip to the call.
- BIR is being very flexible with us
- Kim Fritze has heard from several people interested in coming who have never come before. People are anxious to race and get ontrack, so we have the possibility of attracting perhaps 60 race cars.
- Chip attending an event at BIR this weekend. Will report back.

Driver Education – John Blackburn

- Road America is still on for June 8-9. (editor's note, as of May 13 the event is now canceled due to undoubted financial losses and RA indicating they have another interested party for our dates. They will roll over our deposit to 2021).
- We incur big penalties if we cancel, but a potential big loss if we go ahead with small registrants.
- RA says no friends/family allowed, only driver and crew.
- Dave will start confirming registrations.

Driver's Training – Jim Bahner

- Final Fling looks like it might be really popular due to all the event cancellations
- Should we look into a leader-follower idea for DT? PCA has no guidelines, BIR does.
- Chip will inquire.
- Might be hard to do with no radios.
- Per Dave A, Skip Barber School did this back in the day, it was a long process with no more than three drivers on the track at a time.
- Another option is mesh network headsets.

Historic Archivist – Kim Fritze

- Roger has done a great job with the historical Facebook posts!

Insurance – Dan Perinovic

- We will need insurance for APS if we decide to hold it.

Membership – Nathan Reader and Betsey Porter

- 130+ people still have not renewed, email will be sent, will be dropped from Club Talk at end of May, already dropped from newsletter list.
- 670 Nord Stern members
- Updated membership list with new 25 year lifetime category. Will not have any new lifetime members for a few years.

Newsletter – Christie Boeder

- No separate report

Registrar – Dave Anderson and Andy Barker

- Thanks to Andy for helping out so much
- We have 52 registered for RA, 6 pending emails
- Will send emails to previous registrants to invite them.
- 5 registered for Fast Fling.

- No one has registered for Porsches and Pints, or Final Fling.

Safety – Chuck Porter

- At some point we will need to discuss enforcement of the new safety guidelines for cars.
- John Bahner is happy to work with Chuck on this.

Social – Toni LaRose

- We can try to push Porsches and Pints to August, depending on the situation. Wait and see for now.
- Cirrus event will be held as a separate event from FCT.

Social Media – Betsey Porter and Misty Martianos

- Many people participated in a social drive to visit a man near St Cloud who owns and loves P-cars and is living with cancer. An informal outing organized by friend and publicized by Porsche St. Paul.
- Lots of people posting photos of cars on Facebook as they dig them out from storage.
- Roger's Nord Stern history posts invite good engagement.

Shop and Tech Relations – Roger Johnson

- No separate Report

Touring, Rallies and Drives – Ron Johnson

- Fall Color Tour on the schedule
- Vino in the Valley – Lara and Ryan will organize this year, Randy cannot commit the time.

Track Relations – Jim Bahner

- Wait and see on a couple of points.

Webmaster – Dave Anderson and Christie Boeder

- Still always need content
- Will add tech form
- Will add sponsors list, Steve Schmidt is working on this.

Old business

- No old business

New Business

- There being no new business, Meeting was adjourned at 8:05 pm

Respectfully submitted
Betsey Porter, Secretary



Florida-based JB Racing, who can provide a complete race drivetrain. The car is set up to receive a Porsche air cooled flat-six of 3.6 to 3.8 liters, and based on how crazy a customer wants to tune the car, can easily handle 650+ HorsePower.

The Barrons are still in start-up mode and are looking for early buyers. They will work out the terms of delivery, but expect that a roller will be in the \$100K range. Depending on what type and tune of engine, the complete package could go as high as \$170K – \$175K. This is still pretty expensive, but this car is not a toy. In fact it is delivered with the expectation that its future is racing. And speaking of racing, it will be legal to race in HSR and NARRA. According to Grassroots Motorsports, the car will be welcomed with open arms in their series as well.

I asked the Barrons if the Bailey cars were raced successfully in South Africa.

They told me that vintage racing is hugely popular with up to 10,000 people filling the stands for a race weekend. Peter Bailey campaigns his own Bailey 917 twin turbo, along with a Bailey GT1, which recently won a round of the Execuline Tourist Trophy

series. So yes, they are ready to race.

Want one? You know you do. It takes Bailey about 6-8 weeks to build the car and another 5-6 weeks to get it to North America. But if you are itching to get racing, one can be delivered more quickly if you spring for airfreight. So there you have it: a historic replica that is vintage-race ready and priced at not much more than a new 997 Turbo. This is not just any historic replica. The Bailey 917 is based on what is undoubtedly the most famous race car of all times. I am willing to bet there will be some takers. Interested? Just visit <http://www.vintage-racing-legends.com/home.html> to learn more.

I hope at some point Vintage Racing Legends will have a sample car to test and I will be able to drive it and report back what it feels like to get behind the wheel. I don't know about you, but the chance to drive a Bailey 917 would be like a dream. Only without all those zeros and commas floating around in the front of your mind.

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Nord Stern Member



Porsches are always a big part of *Cars and Caves* at the Chanhassen Autoplex. August Cars and Caves will be featuring Porsches and Nord Stern at our August 29th show.

Premier parking will be given to Porsches. A number of garages that feature Porsches will be open for all members and Porsche owners. Bret Bailey's garage will host an **Open House** where there will be coffee, breakfast treats, and drawings for prizes.

Cars and Caves is held on the last Saturday of the months April through September at the Chanhassen Autoplex (8150 Audubon Road, Chanhassen) from 8 a.m. until Noon.

Cars . . . This show features exotic, classic, custom, and collector cars. You know, the type that you don't see in the parking lots. If you have one of these cars, you likely want to get out and drive it or show it off. This is the place for you!

Garages . . . Yes, the cars are cool, but check out the garages! Chanhassen AutoPlex is known around the

August Cars and Caves Invites Nord Sterners

by Bret Bailey

country for their amazing man caves. These garages feature amazing car and automobilia collections. Many of the garages are themed to reflect the owner's specific interest. Many of the garages are open for viewing.

Free . . . There is *no cost* to bring your car or family. All of the shows are sponsored by a charity group. These groups may ask for a donation, but the donation is not required. 100% of any funds raised belong to the charity. The August show will feature the Shriners Hospital for Children Twin Cities.

Family Friendly . . . Bring the spouse and the kids. If your family hasn't enjoyed some other car shows where you had to drag them along, this is the car show for you! The air conditioned club house is a good place to get out of the sun, rest your feet, or use clean indoor plumbing. The garage owners are friendly, often inviting the little ones to get their picture taken in a car or handing out stickers. See you there!

Driver Ed and Driver Training SAFETY Updates and Information for all Nord Stern members participating in track activities

Hello Drivers,

Track season is almost upon us so here is a reminder to get your safety gear in order before it's time to head to the track. Our first Driver Training (now cancelled) but Driver Education for the 2020 season is April 25-26 which also is now canceled but let's cross our fingers for our other currently calendared track events.

Helmets: 2010 and 2015 Snell rated helmets will be accepted this season as 2020 models will not be available until late in the year. Helmets must be presented to the driver check-in desk at each track event.

Tech Inspection: Each car must pass an inspection by an approved shop or individual. Tech forms must be presented to the driver check-in desk at the participant's first DE event for the year. Up to date log books will be accepted for race cars. More details and the tech form can be found on our club website

Safety Update for Track Action

by John Blackburn

at <http://nordstern.org/tech-inspection/> and a copy is in this and last month's issue.

Harnesses and head/neck restraints: Make sure your harness belts are in good condition, installed properly and up to date. Use of a harness requires use of a head/neck restraint (eg. HANS type device).

Equivalent restraints: If you have two people in the car, one must be an instructor and both seats must have equivalent restraint components.

That's it. It's pretty straightforward and for the safety of all participants. I look forward to seeing you at the track.

— John Blackburn, Driver's Education Chair



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A blue sports car with red wheels is shown from a rear three-quarter view, driving on a city street at sunset. A helicopter is visible in the sky above the car.

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A white sports car is shown from a front three-quarter view, parked in front of a building with 3M and XPEL signs. The car is protected by a clear bra.

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Rochester Labor Day **PORSCHE** Picnic

*Looking for a great way to start the fall season?
Then join us Monday, September 7th 2020*

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

Starts: 12pm (Noon)
Ends: 4pm (Or Later)

This is a BYOB event!
Bring Your Own
Beer & Brats!!
(Grills Provided)

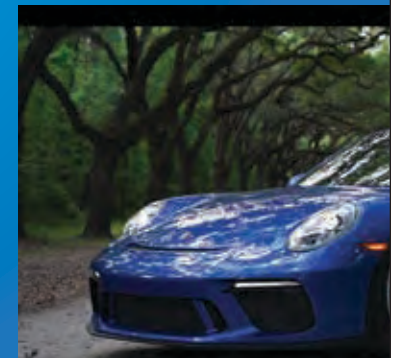
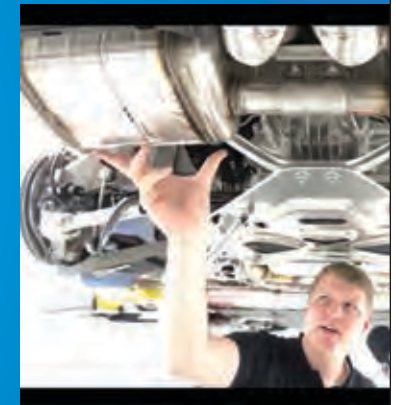


PORSCHE

Please **RSVP** by Aug 30th



Brian and Gina O'Neill's home
4400 Rossi Court NW Rochester, MN 55901
e-mail: jeffandbj@gmail.com phone: 507-261-9407



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From “The White Collection” to “Intermediate shaft and IMS bearing explained,” there’s no shortage of content on the PCAHQ YouTube Channel. Sit back and watch cinematic mini-documentaries, track tests, tech, or DIY videos — there are nearly 300 to choose from!

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PORSCHE CLUB OF AMERICA

June

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11



Porsches & Pints

Thursday, June 11, 2020

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clubregistration.net

Nuts & Bolts: Buying a Used Race Car

by Brandon Olson, with Cason

Track season might finally be back up and running with the COVID pandemic hopefully running its course and businesses starting to slowly reopen. Perfect time to buy a race car, right?

Actually, no, that should have been done last fall in order to have time to prepare for this 2020 season! But here we are, a newly purchased, well used race car for a new owner.

It is common knowledge when buying a used Porsche to have a quality Pre Purchase Inspection done, but it is even more critical to have one done on any potential race car. This car was built probably 10-12 years ago and has seen 3-4 owners since. I haven't seen this car on track in many years. The 10-12 year old issue is what we are most critically worried about. Not only are race miles IOx harder in relation to street miles, but also the constant changes in safety equipment and regulations every year continue to make the cars racing safer and safer. This usually means that old cars slip through the holes since they have been log booked already. Add to the likely many "at track" repairs where resources may be limited, and you end up with a car that needs to be updated very badly. That's ok, because that's what I do.

Having experience in both club level and pro level race support and full race car builds, and holding an SFI safety inspector's license, I am constantly honing my craft, seeing things that will fail on a race track that your average mechanic won't notice. Understanding why something is unsafe, and the potential for injury it could have is critical with race cars. I love getting these old race cars up to proper condition, applying techniques I am constantly learning, and just overall making them a better car.



This car rolled in a few weeks ago to be looked at quickly, and it quickly turned out to be a handful. I want to give people an idea of what to look for and what it will take to get a car up to proper race spec condition. I always tell people "when buying a

race car, you probably are going to have some things to be updated." Harnesses, seats, window nets, fire extinguishers; all are dated and must be replaced every few years to be race legal. And about the time they expire is about

the time race cars seem to get sold. There is always something mechanical to deal with, so budget accordingly. See Pic 1

The patient is an early model 944, which has competed in Spec Racing with NASA and PCA. Overall it appears to be a solid car.

In the picture below, it looks ok at first glance. But there are at least 12 major issues in that picture that we are going to look at deeper, in addition to quite a few others, and this is only one section of the car. Hence why the article is titled "Part 1", pic 2.



A freshly installed seat, 6 point harnesses and center net were installed for the new owner by the seller. It didn't take long to see some serious issues

with the most important area of safety on the car. The first issue is that the seat was installed on a single locking slider mechanism which is a major safety infraction. If that single locking seat slider were to fail, the seat could slide one way or another, causing serious injury to the driver (i.e., harnesses become loose, driver loses control of car, etc). In the picture below, you can see that one slider has a locking mechanism (handle) and the other simply moves fore and aft, freely allowing that side of the seat to slide. The other major issue is the sliders are mounted to the floor with 6mm bolts which are too small in diameter, and too low of a load rating to be safe. This is how the early 944's came from the factory, but they were updated in later years to large bolts with a higher tensile strength. Pic 3.



All race series require seats that are on sliders that are dual locking, meaning both sides lock, giving a double security to the driver.

Notice the handle in the middle going to locks on each slider. Pic 4.



The next safety infraction

in this install is the 6 point submarine belt. As you can see, both strap ends of the belt are bolted to one hole in the floor for support, which obviously isn't centered to the seat this way. The submarine belts of these 6 point harnesses are to be mounted separately and apart from each other. You can see there was even a hole in the floor for the belt to be mounted properly, so someone had a 6 point belt installed properly in the car at some point. Pic 5.



There are side mount brackets attaching to the sliders. The hardware is too



small, and in an accident that nut would rip through that bracket like

hot butter. Washers are needed at a minimum. Pic 6.

This one really made my heart jump a beat. Below are the rear seat mounts as seen from underneath the car. One accident and there is no doubt they would have ripped out of the floor. The early 944s had really poor seat mount designs and were subjected to damage like this. Pics 7 & 8.



There is only one thing to do in this situation

and that is completely rebuild the mounts.



This involved cutting out the cancer until I found good metal. Welding in 1/8" plate steel with

stitch welded reinforcements. The factory rear "mount risers" were gutted, and rebuilt internally with 1/2" plate steel to provide new

threaded mounts for the slider bolts (not yet welded to the plate in the picture). All in all a very major project. All the mounting bolts were updated to a larger diameter 12.9 class mounting bolt. Dual locking seat sliders were properly installed, and the submarine belt installed properly. Pics 9, 10, 11.



Next we have a center net installed completely incorrectly.

The center net is required by certain race organizations. Some require it when you are running a seat that is not

a halo or containment seat; other series require it no matter



what, while other series don't require it at all. But, the rule is, if you install safety

equipment whether it is required or not, it must be installed properly. The idea of a center net is to wrap around the passenger side of the driver seat tightly to keep the driver contained in the seat. This net is currently not wrapping the seat at all; in fact, I could sit on the passenger side of the center tunnel, in between the seat and the net.

That's not good. The front mounting point was not only too far to the passenger side, it was using a quick release buckle from a seat harness, but instead of a proper eyelet or solid bracket, a bolt was put through it and pinned in place. That's also not good. Add to that the straps must be double looped, when attached at the roll cage



for safety. Pic 12, 13.

Here is a much better solution. The dash panel



was shortened and rebuilt to allow a closer mounting front point to the driver. The table holder was thrown away (sharp edges, yada yada), and the rear points were remounted correctly. Now as you can see, the net wraps the seat properly. Pic 14.

Fire bottles have inspection stickers. Most companies require that their bottles be discarded

after 10 years.

They must be serviced every



2 years, and most say if you go 5-6 years without servicing, the bottle must be tossed. This bottle has a production date of 2010, service date of 2012 and has never been serviced. It is also bone empty. In the trash it goes. Modern fire bottles are using a slightly larger tubing, different retardant etc. Good to update to a new system.

And that is where I am going to stop. There are a lot more things to touch on in the cockpit in addition to the mechanical items, but by now you are probably tired of reading! See you in a few months for part 2!

Where We Were . . . 60 Years!

curated by Ron Faust, 1980 Weissach 911 SC, 50th Anniversary 911, 356

March 1998

In his column President **Ron Smith** mentions **Bob Johnson's** Northfield Gang racing in the 24 Hours of Daytona with **Eric Johnson** and **Tom McGlynn**.

Also, **Peter Kitchak** had raced at Daytona and also drove with the Franz Konrad team that placed 4th overall and best in the GT2 class. This writer didn't know that Peter had enjoyed successes at both Daytona and LeMans in 1997. I remember him hosting a wonderful Nord Stern lunch picnic, flipping hamburgers himself amongst his dazzling collection of restored vintage race cars.

Mark Kittock wrote up a note on a tech session: "Porsches Engines Exposed at at Auto Edge". **Bob** and **Roland Viau** demonstrated the innards of both a partially disassembled 944 S2 engine and a 911 engine. Clean and bright, the inside of an engine is always more fascinating than the outside.

Rallymaster **Ted Ohland** from New York gave tips for novice rallyists. The game focuses on following a detailed set of instructions and not getting lost but arriving at specific check points at specific times—not too fast and not too slow. He explained how to first calibrate your odometer, then follow the rules written up by the rallymaster. Points were taken off if you past a checkpoint too early or too late. This game frequently lead to significant domestic disputes when the driver and the navigator in a given car screwed up and got lost. Now we just do untimed, un-paced "drives" in Nord Stern and everybody is happier.



The Porsche Parade in 1998 was being planned for Steamboat Springs, Colorado.

Alan Friedman wrote that Club Racing was proposed in 1989 and approved by PCA in 1991. The first races were in 1992 and Nord Stern held its first race in 1993, chaired by **Bruce Boeder** and **Bob Fleming**. It appealed to Alan more than Driver's Ed because of the structure it gave to a track weekend. He also wrote that "clean racing" meant a lower racing budget. This "affordable" (he said) racing required highly skillful drivers to have a reserve of racing skill to avoid accidents. The 13/13 rule adapted from vintage racing essentially puts a driver on a 13 month probation if he or she is involved in an incident; two strikes and you're out.

The Marktplatz offers:

- A 1983 SC in bronze metallic with brown leather and most factory options and 58,000 miles for \$18,250
- A 1973 911T engine: runs good but leaks oil
- A 1959 356A Coupe with a 62 Super engine for \$7,000 or \$5,000 without motor
- A 1973 911T Club Racer with all the goodies from Johnson Autosport. Offered by John Waterbury
- A 1982 911 SC Targa in white/plaid leather seats for \$19,500

(Editor's note: I remember this dinner very well, the first where we had a nationally known driver come and speak to us. Phil was charming, and with his actual slides projected from a carousel on a slide projector I doubt any of us could envision the digital world today where 'slides' can reside in a 'cloud' on a server with access anywhere there's an available network. I also recall how many of the drivers seen in his slides lost their lives racing.

My, how times change.)

Left, Cover shot of **Bob Fleming** admiring **Teresa Vickery's** present



Kirk & Kathy Meintsma: "If I shut my eyes, the photo won't turn out!"



President Ron Smith, wife Nancy, Dave Weisel and Kelly Mayer



Rick Sojokowski shows his appreciation gift to Sonia and Daryl Fortier



Nord Stern members enjoying the predinner conversations!



Bob Viau with 944 S2 engine at the Auto Edge Tech Session



Denny Guentzel visits with Nancy Smith, Roger Johnson and Dave Weisel



Roger Johnson and Bill Votel check out Phil Hill prints



Henry Rodgers and Teresa Vickery are all smiles



Bill Groschen, Ron Draper and Kevin Zuch surround Phil Hill while he autographs his book and answers questions



Milestone Car Society Sponsored Events

See the cars from Barrett-Jackson 1998
Friday, March 20, 1998
 5 to 8 p.m.
Duggans Bar & Grill
 5916 Excelsior Blvd.
 St. Louis Park
All car clubs are invited for a winter get together and viewing of slides from the Barrett-Jackson Auction held this January in Scottsdale

23rd Concours d'Elegance
July 26, 1998
 10 a.m. to 4 p.m.
Harriet Island, St. Paul
An invitation judged event for concours quality automobiles of the Milestone Era, 1945 through 1972

Feature Marques: Porsche and Oldsmobile
We seek qualified specialist event autos to be shown, volunteers to help with the Concours and attendees. To nominate an auto for inclusion, volunteer or more info, contact Ray Schipani at 509-6381 or 922-6166.

MEMORILUM -
 "WHAT'S POSSIBLE IN TEN YEARS..."

WE'LL BE HERE IN TEN YEARS - - -
AND BUILD UP EIGHT YEARS AHEAD OF THE OTHERS."

- DR. HELMUTH BOIT -

Until Next Month—
Ron

Once considered a classic and comprehensive reference for detailed specifications of various racing cars, successful and otherwise, this book provides a fascinating inside look at (mostly British) race cars of the '50s. If you have (or are susceptible to) any interest in such cars, this book gives some amazingly complete tables of construction/set-up specifications, and performance results. This reviewer knows of no other tome that deals with such esoteric data as reliability by make/year or by track/year. True, the statistical period (ranging from, in some cases back to 1914 forward to 1963) has no direct relation to modern race cars. None the less, the analysis of the data and their significance can be fascinating to those intellectually inclined motor racing enthusiasts.

DESIGN AND BEHAVIOUR OF THE RACING CAR is an old fashioned book – mostly text on non-glossy pages with pen and ink sketches, cutaways and engineering drawings in the text. There are black & white plates interspersed at various stages through the book, but no color photos. Though it deals with the design-engineering of racing cars (mostly open wheel, but not all Formula 1), and contains a plethora of tables and a few graphs, it does not read like an engineering text book. It is not a how-to guide to designing race cars as much as an analysis of what was, tied to the story of the resulting effects, as reported by the driver. It really is Stirling's book, about his racing experiences and impressions. Pomeroy just provides the rest of the story.

Stirling Moss is usually not considered a significant author, but he has written or co-written a dozen books over the years, this being one of his last. In it he describes, in a very readable, conversational first person style, the experiences he has had with dozens of different racing cars starting with his very first racer, in turn the very first car made by John Cooper in 1948. The final car described was a Lotus Climax in 1961. In-between came cars from ERA, HWM, Maserati and Mercedes, among others.

As a book on race car performance DESIGN AND BEHAVIOUR OF THE RACING CAR contains the obligatory discussion of oversteer vs understeer, including separate explanations by Pomeroy and by Denis Jenkinson.

Book Reviews for Porschephiles

by Bruce Herrington, Orange Coast Region

The 356 Porsche: Design and Behaviour of the Racing Car

by Stirling Moss and Laurence Pomeroy

published in 1963 by William Kimber and Co. Ltd, London England

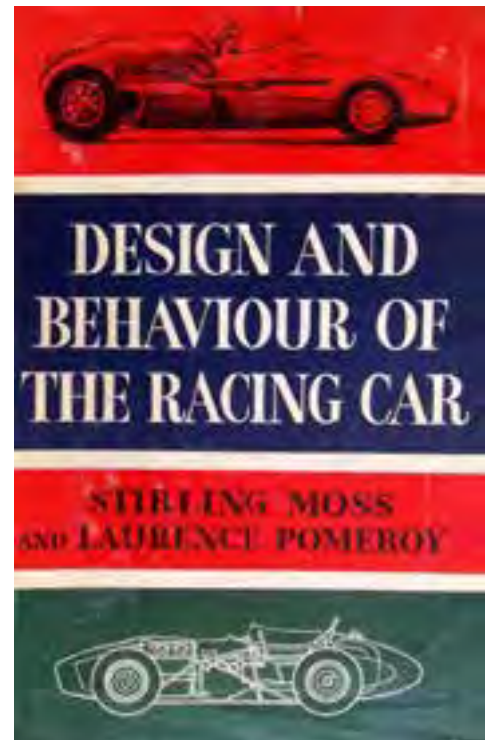
Photos by Louis Klemantaski

Alternating with Moss' chapters are equally readable chapters by Pomeroy discussing the engineering factors that gave the race cars the characteristics that Moss described. At the time this book was written Laurence Pomeroy had had over 20 years experience as Technical Editor of The Motor, and a two volume tome on The Grand Prix Car to his credit.

To one familiar with the basics of current race car design and suspension tuning, some of the early 1950s technology presented in this book seems rather, well, quaint. There is one discussion of moving transmissions to the rear of the car, integrated with the differential, to improve car stability by increasing the polar moment of inertia. No thought seems to have been given to the weight distribution effects of such a layout, or how that could have affected stability. And there is Porsche content in that several references are made to Porsche's trailing arm design and synchromesh.

DESIGN AND BEHAVIOUR OF THE RACING CAR is a much more readable book than the name might suggest. The in-cockpit sensations and experiences described by Moss will appeal to any racing buff, and comprise virtually half of the book.

The engineering discussions by Pomeroy reflect his 20 year success in writing for a popular magazine so that he can make even a discussion of the how the number of cylinders affect piston area in designing a new engine... Fascinating to read. There are twelve chapters with operative names related to Moss' career, from Overture through Intermezzo to Finale. Included are twenty-five b/w glossy pictures in 6 groups; 42 line drawings in the text. There are 286 hard bound, 6x9 -1/4 inch pages. Currently available used for around \$60, at <http://amazonbooks.com> (search for: Stirling Moss and Laurence Pomeroy).



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Phil Hill 'Puts on a Show' at January Holiday Dinner

By Jill Daneu (reprinted from the March 1998 Nord Stern newsletter, photos on pages 20-22)

Legendary racer Phil Hill was the guest speaker at Nord Stern region's annual January holiday party. Auto racing enthusiasts will recall that in 1961, Hill became the first American to win the Grand Prix Driver's Championship currently known as the Formula One World Driving Championship. Mario Andretti captured that same honor in 1978.

From Jaguars to Ferraris to an occasional Porsche, Hill's land speed record of 265 mph in the MG streamliner remained unchallenged for 28 years. Between his sports car and Grand Prix victories that spanned six decades, Hill won more races for the Ferrari team than did any other driver to date.

Hill's slide show and anecdotal tales highlighted races at Pebble Beach, Monte Carlo, Nassau, Sebring, and Caracas, to name a few. (Sadly, Hill could not recall ever having driven at Minnesota's Brainerd International track!) Particularly impressive were dramatic slides of the banked circuits in Europe, which included Monza, the Italian Grand Prix, and Avud-Berlin. Dramatic footage from Monza was featured in the movie, *Grand Prix*, which was loosely based on Hill's long and illustrious career. In fact, Hill acted as a racing advisor and driver for the 1966 film.

Today, Hill remains active in vintage racing circles and as a contributing editor for *Road & Track*. He also plays an active role in coaching his son, Derek John Hill, who has become a skilled competitive driver in his own right.

After his presentation, Hill answered questions, posed for photographs, and autographed copies of his newly expanded book. "Phil Hill: Yankee Champion." What a great way to kick off the New Year!



TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2020 Check the Website for Covid-19 Updates!

DATE	EVENT	SPONSOR	LOCATION
Due to Covid-19 please check Met Council website for the latest scheduling. May events are subject to cancellations as were April			
June 6-7	PRACTICE & MOWOG 4	MAC	BIR
June 14th @	LOL AUTOX #2	SCCA	WINONA
June 21st	MOWOG #5	MAC	DCTC
June 28th @	AUTOCROSS	CVSCC	CVTC, EAU CLAIRE, WI
July 12th @	SUPERSUNDAY AUTOCROSS I	COM	DCTC
July 18 (Sat)	PRACTICE	MAC	DCTC
July 19	MOWOG #6	MAC	DCTC
JULY 18 (Sat)	LOL AUTOX #3	SCCA	WINONA
JULY 19	LOL AUTOX #4	SCCA	WINONA
Aug 2nd @	MOWOG #7	MAC	DCTC
Aug 16th	LOL AUTOX #5	SCCA	WINONA
SEP 12-13	PRACTICE & MOWOG #8	MAC	BIR
Sept 20th @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 27th	LOL 60th OKTOBERFEST AUTOX (#6)	SCCA	WEST SALEM
Oct 3rd (Sat)	MOWOG #9	MAC	DCTC
Oct 4th @	MOWOG #10	MAC	DCTC

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

UPDATED MAR 4, 2020

Check the Met Council Website @ met-council.org for updates

SCCA TRACK NIGHT IN AMERICA at DCTC: MAY 6, JUN 3, JUN 26, JUL 31, AUG 28, SEP 22

PCA DRIVER's ED at BIR: APR 24-26 SCHOOL & LAPPING, JUL 24-26 LAPPING, SEP 18-20, SCHOOL & LAPPING

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 22nd & SEPTEMBER 14TH

SCCA RACING EVENTS @ BIR: MAY 23-24 REGIONAL ROAD RACE; JULY 11-12 REGIONAL ROAD RACE

SCM CAR SHOWS - Cars Under the Stars, Aug 08, SAXE CHEV/BUICK

TCRC: Check out their Facebook site (listed below) for dates & times of Ralleys

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

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvscc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: RYAN THOMPSON 763-229-0939

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-554-7105

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--CONTACT: SCOTT HEGSTRAND 612-619-8615

TCRC = TWIN CITIES RALLY CLUB--facebook.com/twincityrallyclub--CONTACT: BEN WEDGE 989-464-6961

BIR = BRAINERD INTERNATIONAL

RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY

PARK HORSE RACING TRACK, SHAKOPEE, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN

DUNWOODY=DUNWOODY TECH COLLEGE, MINNEAPOLIS MN

Saxe Chev/Buick=Matt Saxe Chevrolet Buick, Belle Plaine, MN



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OCTOBER 10
NOVEMBER 14TH

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More bang for your buck . . .

by Pedro Bonilla, Gold Coast PCA, December 2016 Die Porsche Kassetten

If you're looking for the most bang-for-your-buck in a used Porsche then look no further than the 2004 Boxster (986) or Carrera (996).

These two vehicles are prime examples of undervalued platforms, mainly due to one very real issue inherent to the engines in these vehicles: the IMS bearing.

We have written about the issue in some of our previous Tech Articles, but more importantly we've also covered the solution

which, after installed, makes these engines very reliable and enjoyable.

So, let's get to the nitty-gritty.

Why do I say that they are such great buys?

The 2004 model year for both, the Boxster and the Carrera share the same engine block design and architecture.

It was the last of its run, before Porsche introduced the 987/997 engines, so they are the best of their lot with all of the factory improvements to that date. Aside from the IMS issue, these engines have no other real problems, but because of the IMS problem, widely spread via the Internet, these cars have been dramatically devalued, making them ripe for the picking.

So, the recommendation is find one of these gems by doing some Internet research in your area. You'll see that with a little patience you will find 2004 Carreras right around \$20,000 and Boxsters for \$5,000 - \$8,000 less.

Obviously, the "S" versions will cost a bit more but they also offer more horse power, bigger brakes and some other goodies as well.

There's no big price differential between manual or Tiptronic transmissions, so it's up to your preference. Obviously, all of the Boxsters will be convertibles and some will be available with the optional hard top. About 60% of the Carreras (in South Florida) are convertibles so you have that option as well.

You can find really good examples that have been well taken care of, but have been let go by their previous owners mostly because of fear of the IMS. As you may or may not know, when the IMS bearing fails, the engine is unfixable.

With a bit of TLC and an extra \$3,000 - \$4,000 or so you can have an excellent example that will bring you many happy road-miles which generally become what we call permagrin.

And once you take care of the IMS by installing the highly recommended Direct Oil Feed system, the rest is just cosmetic and maintenance.

If the leather is a little worn and or scratched, there are products such as LeatherMagic.com or Leatherique.com that allow you to DIY with great results.

Then work on the exterior. Generally a good washing/claying/polishing/waxing removes oxidants from the paint and well as swirl marks and spider webs and the wax seals it with a high gloss finish.

After you're finished you will have increased the value of your "new" vehicle by more than what you invested, something similar to redoing the kitchen and bathrooms in your house. You will get more back than what you put in.

Happy Porsche'ing, Pedro



**\$1 Million Benefit for United Way COVID-19 Relief
as Porsche Cars North America Matches \$500,000
Winning Bid in Auction of Final Porsche 911 (991)**

*Winning online bidder will receive a 911 Speedster
– the final 991 to enter and pass down the serial
production line - and unique gift package*

ATLANTA, Georgia. Following a seven-day bidding period and 32 bids, an online auction hosted by RM Sotheby's for the last Porsche 911 (991) to enter and pass down the serial production line has raised \$500,000 (auction hammer price). Porsche Cars North America, Inc. (PCNA) has decided to match the winning bid to raise the total proceeds to \$1 million. The money will be donated to United Way Worldwide, less taxes and fees, to directly aid its work for COVID-19 relief in America.

The winning bidder will receive the 911 Speedster at a special event hosted by Klaus Zellmer, President and CEO of Porsche Cars North America, Inc. With the car comes a unique package of experiences and gift items, including an exclusive tour of Porsche's engineering and design headquarters in Weissach, Germany, as the guest of Dr. Frank-Steffen Walliser and Andreas Preuninger. There is also a bespoke Porsche Design timepiece complete with the chassis number of the 911 Speedster etched onto its casing, accompanied by a specially created single-edition book charting the construction of the last 991 as it entered and passed down the serial production line in Stuttgart-Zuffenhausen.

Klaus Zellmer, President and CEO of PCNA, said: "When we began this project, I wanted to use our voice to help raise awareness and funding for the incredible work of United Way. I'm pleased to have helped draw attention to their efforts and I'm deeply appreciative of the generosity and kindness of all the participants and the winning bidder. We are joining in that spirit by making our own donation on top of the winning bid for this special part of our history. We can now look forward to the funds raised making a direct difference to those who need it most right now."

"Porsche's generosity will make a real difference as we fight COVID-19 and prepare for the recovery phase in the communities that we serve," said Brian Gallagher, President and CEO of United Way Worldwide. "United Way is focused on supporting those who need it most right now, and the money raised by this unique sale

NORD STERN JUNE 2020

PCNA . . . Release

courtesy dubtalk emails

will go to local healthcare services, food banks, and to providing care and triage for impacted communities. We appreciate the speed and enthusiasm by which Porsche has made all of this possible."

Kenneth Ahn, President, RM Sotheby's, commented: "The collaborative spirit and urgency with which this sale was arranged really brought out the best in each of the organizations involved – all with the aim of quickly and efficiently raising awareness and funding for the important work of the United Way. We're proud to have been part of the sale – and thank PCNA for entrusting us with the process for an important cause. The bidding proved to be every bit as exciting and intense as we'd hoped, with seven bids logged in the final minutes of the auction alone. It's always fantastic to witness the generosity of the collector car community and we'd like to extend our sincere gratitude to all bidders and our congratulations to the eventual winner."

The 911 Speedster is intended to be presented to its new owner at a special event hosted by Klaus Zellmer, which is yet to be scheduled. The winning bidder will be able to visit Weissach at a time of their choosing.

The U.S.-based auction was open to U.S. residents only. Bidding began on April 15 and closed on April 22 at 1:00 pm EDT. There was considerable web traffic over the seven-day period, with more than 48,500 unique page views resulting in significant bidder interest and a total of 32 bids, more than the average number of bids on RM Sotheby's typical Online Only lots. The final price of the auction lot was \$550,000, including buyer's premium. RM Sotheby's will donate a significant portion of its buyer's premium to the UW COVID-19 Fund.

To learn more about the United Way COVID-19 Fund visit: <https://www.unitedway.org>

About Porsche Cars North America, Inc. | One Porsche Drive, Atlanta, GA 30354
USA Established in 1984, Porsche Cars North America, Inc. (PCNA) is the exclusive U.S. importer of the Porsche 911, 718 Boxster and 718 Cayman; Macan and Cayenne; Panamera; and Taycan. Headquartered in Atlanta, Georgia, since 1998, PCNA is also home to the first Porsche Experience Center in North America featuring a module-based 1.6 mile driver development track, business center, and fine dining restaurant, 356. The company operates a second Porsche Experience Center near Los Angeles. That 53-acre complex features a driver development track with eight educational modules totaling 4.1 miles, a business center, and Restaurant 917. PCNA supports 192 independently owned and operated Porsche dealerships in the U.S., including supplying parts, service, marketing, and training. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the Porsche brand's 70-year history of leadership in the advancement of vehicle performance, safety, and efficiency.

PCNA is an indirect wholly-owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany.

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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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I will be a curator for a private Porsche collection.

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

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A Historical Perspective

compiled by Roger Johnson

A Nord Stern newsletter from the year 1971. Typed up on 8.5 x 11 paper, folded in half, and stapled together.

My how far we have come!



Topics of Nord Stern Importance . . .

Nord Stern's Membership Committee

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

Answer: Support our local Region of PCA (Nord Stern) 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
- Life members suggested donations: \$20

Questions: membership@nordstern.org

I know, I know. You're home. You've been home.
It looks like you'll be home a good while longer.
Your fingers are suffering from keyboard-itis. Your computer screen has become a nightmare of Zoom-itis. O to get absorbed by something – anything – that's not work, and home and virus-related.

I've got a solution. Read. That's right. Read a book. Re-learn what it feels like to have a lump of paper in your lap. With sheets that you turn, manually, all filled with words.

Oh no, not just any books. Books about cars. And racing. It's true. You can still be transported. Figuratively, at least, through the magic of the written word.

I'm here to help. I've culled a lifetime of automotive book collecting to give you a reading list that might actually tide you over. At the very least, this writing is guaranteed to pull you away from reruns of *Chasing Classic Cars* and *Jay Leno's Garage* and *Comedians in Cars Getting Coffee*. Ready, set, read!

We start with the dean of automotive writers. You didn't know there was one? Well, do you know the name Ken Purdy? You should. He died many years ago. Shot himself. But he left behind some of the best automotive writing, the best writing, period, that I've ever come across. Try this.

"You're driving an automobile that can do 100 mph. Not just on the speedometer -- that can be anything from 75 up -- but an honest 100 by stop watch. You are at the beginning of a five-mile straight stretch of concrete, so you stick your foot into it, hit and hold the 100 mark. Ahead of you is a parked car, white, low and mean-looking. As you pass, the fellow behind the wheel guns his engine and starts after you. You keep your foot well down, and well before you've covered a mile, you hear a brutal scream, a roar that sears your eardrums, a whoosh, and the white car has passed you. Another quarter of a mile and he's out of sight."

This is Purdy's opening paragraph to a piece called "The Big White Cars." His description of the W125 Mercedes-Benz. The Grand Prix car that packed something like 646 hp, in the '30s. It appeared originally in *Playboy Magazine*, an outlet that ran a lot of Purdy's writing, in the '50s and '60s. I have it in a fragile, yellowing softcover copy of *The Kings of the Road*. Mine is dated 1963.

What to Read

by Danielle Badler, courtesy PCA Editors, June 2020

There's more. A lot more. I also have a hardcover copy of Ken Purdy's *Book of Automobiles*, from 1972. This tome overlaps a lot with *Kings of the Road*. But not entirely. The latter has a piece on Porsche that starts with a description of Le Mans. Enjoy.

"This is the beginning of the longest straightaway in the world, the Mulsanne Straight, nearly four miles long with only two very slight bends in it. The fastest cars are doing 230 when they start braking for Mulsanne Corner, a more-than-right-angle corner that cannot possibly be taken faster than 35 miles per hour.... The 1970 Le Mans was completely dominated by the great German sports car, the Porsche, which took first, second, third, and sixth places."

And then there's "All But My Life," which is a supremely appropriate read at this moment – it covers the recently departed Stirling Moss. Purdy's work is perhaps the best biography of a racer ever written.

Next up is the writing of Robert Daley. Who had been a European sports correspondent for *The New York Times*. I have two of his. The first, *Cars at Speed*, is from 1966. He covers the drivers and the circuits from the era. The second is *The Cruel Sport*, which dissects what goes on, during a race weekend. I have a reissue large-format version from 2005.

The opening page to *Cars at Speed* features a white page, with only the following quote, "This is a cruel sport." And, underneath, the words "Dan Gurney, after crashing and killing a spectator in the 1960 Dutch Grand Prix."

Daley's prologue to the large format book, that lifts the title from Gurney's quote, ends with this. "Shortly after the (original) book came out a driver named Bruce McLaren asked me to sign his copy. McLaren was from New Zealand, and he had a game leg from a schoolboy accident – he had fallen from a horse. A nice young man. Opening to the flyleaf I wrote, 'When you are an old man, I hope this book will help you remember how it was when you were young.' Then I thought, as I handed the book back to him: but you won't live to be an old man. And he didn't."

A few more "bon mots" from the book. He profiles drivers from the '60s. And quotes Jim Clark: "I'm not convinced I am the best driver.... I never set out with any ambition to be world champion. I enjoyed racing. I enjoy it still. My goal was to enjoy racing and to win each race if I could. That's all. I never hoped or expected to be world champion."

Continued on page 38

Classifieds

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

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What to Read. . .

continued from page 34

More: "All the drivers will tell you that the five fastest – indeed the only five really fast Grand Prix drivers – are Clark, Hill, Surtees, Dan Gurney and Stewart. A year ago, none of the others had ever heard Stewart's name. Stewart says flatly, 'Jimmy's fastest. The other four of us are about the same.'"

Still more: In his epilogue, he talks about a photo he took at Monaco, of Lorenzo Bandini's crash, which took his life. Let me pause to say this means a lot to me, as I distinctly remember watching it, with my father, on Wide World of Sports. The car was inverted, in flames, just down from the tunnel. And the "pompiers" kept trying to put out the blaze, only to be pushed back, again and again, by bursts of flame. Here's what Daley writes, "At a certain point I gave myself a lecture. Take the picture, I told myself. I don't care. I told myself. Set the aperture, set the speed, and take the picture. You're a professional. Take it, take it... Suddenly, finally, I had had enough. I didn't want to see anything like that again. I couldn't bear to go back, not to Monaco, not to anywhere else the fast cars ran... For me, The Cruel Sport was over. I have never gone back and do not think I ever will."

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