



Nord Stern Region PCA

July 2020





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European model shown. Some options may not be available in the U.S.



**PORSCHE**



J U L Y

2 0 2 0

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

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Cover:

Photo by Michael Grabner

Titling this: 'Getting Ready'

Garage workspaces provide refuge for some, mere utilitarian opportunities for others, perhaps some mysteries (what is in that box?). The lighting, the overall setting in this photo evokes a summer evening devoted to paying homage to one's pride and joy, that Porsche.

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 15<sup>th</sup> of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and Nord Stern.

Nord Stern membership is \$30 per calendar year. Nord Stern subscription for non-PCA members is \$40 per calendar year. Life members \$20 donation appreciated to defray costs.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

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website: <http://www.nordstern.org>

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

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

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

2. Next, join Nord Stern

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

3. To RENEW an existing NS membership visit [www.nordstern.org](http://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](mailto: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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<b>Driver Training</b> Jim Bahner	<b>dt@nordstern.org</b>	<b>Webmaster</b> <b>webmaster@nordstern.org</b>	

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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](mailto:editor@nordstern.org)



*Welcome . . . New (and returning) Nord Stern Members*  
*We hope to see you at upcoming events!*

**Ian Hardgrove**

Eagan, MN

**Jason Hatton**

Osseo WI

2018 Lava Orange 718n Cayman GTS

**Bryan Hotujec**

Andover, MN

**Doug Johnson**

Prior Lake, MN

**Janet Jorgensen**

Fargo, MN

**Patrick McIntyre**

St Louis Park, MN

2017 Black 911 Carrera GTS

**Walter Raduenz & Wendi Antoun**

Minnetonka, MN

1989 Red 911 Carrera

**Clint Sands**

Lakeville, MN 2018 Chalk 718

Cayman GTS

**Mike Sobtzak**

Plymouth, MN

**William Strand**

Detroit Lakes, MN

**David Von Wald**

Bloomington, MN

1970 Condagreen 911T

**Noah & Morgan Whiteis**

Lakeville, MN

2000 Zenith Blue Boxster

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

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

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

**ClubTalk:** E-mail listserv for member (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 the Vikings have not won the Super Bowl and hell has not frozen over (as far as I know) but we are finally able to hold Nord Stern events this summer as the state slowly relaxes its Covid-19 restrictions on businesses and public gatherings.



Minnesota race tracks are now allowed to hold non-spectator events. We were able to book a 1-day DE event we are calling Summer Fling on the BIR competition track July 3 to give members a chance to flex their P-car. We don't often get a chance to run on the short course at BIR so this is a

great opportunity to add some variety to your track days this summer.

July 24-26 we will hold one of our great traditional events: our Club Race/DE weekend. This will be run on the large BIR track. Our club race will be the first since the onset of Covid-19 restrictions in February. The last 11 races nationally have been cancelled.

Registrations are running well ahead of last year at this time so we expect a good crowd. If you are considering running in DE or the club race, my advice is to register early.

On July 18, we will have a Porsche picnic at AutoMotorPlex in Chanhausen. This will be a fun family event you where you can catch up with club friends and enjoy a display of Porsches.

State group size limits have kept us from having social events the last few months. We are long overdue for some social interaction.

Toni LaRose, our social chair, is working hard to find venues that can accommodate our group under the ever changing Covid restrictions.

The Prez Sez . . . by Chip Smith, With the newly relaxed rules for restaurants, we hope to revive some of the social events we were forced to cancel earlier this summer.

Keeping up with our club events and schedule is pretty easy. Our club website (NordStern.org) shows our updated event schedule for quick reference. We also post events on our club Facebook page, Club Talk forum and the Nord Stern newsletter you receive each month.

In addition, I will send out an email message to all members advising of major changes.

I've had a number of inquiries from new members about our performance driving school which we traditionally offer at our First Fling and Last Fling DE weekend events. First Fling this year was cancelled due to state Covid rules shutting down the track. BIR is now open for driving events and our Last Fling weekend is moving ahead as planned. Our driving school that weekend, however, is up in the air. We are not currently allowing passengers in vehicles while on the track due to personal distancing concerns. This includes instructors. Without the ability to have the instructor ride along with the student, we are unable to conduct our school. PCA national is working on guidelines for an alternative format where the instructor follows the student in another car with live communications between them. If the state relaxes its personal distancing rules or we are able to implement a lead-follow training format by then, we may be able to hold our school as planned. Stay tuned as this crazy Covid issue 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
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Porsche Minneapolis/Porsche St. Paul.....	IC
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## 2019 Advertising Rates

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

### Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high

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

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

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

Back Cover: 8.5" by 7"

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

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



Since I don't have a whole lot to 'chat' about here in the newsletter what with all the canceled events, staying 'close to home,' no major vacation options to exotic locales (we were going to be at LeMans and Normandy Beach in a few days, sigh), I am shamelessly going to grab and go here with some fun and/or interesting posts recently noted on social media!

From Michael Grabner commenting on the Nord Stern History post #9 by Roger Johnson (found here on page 26) about the 1986 Strib article on the club:

*"Not to get too sentimental but this VERY article was the one that I clipped and saved. As a teen during work breaks at Walgreens, I would pull R&T mags and dream about owning a Porsche. I had the Porsche posters of the day on my walls but when I saw this article, I had no clue that there were Porsche Clubs that got together! I was really excited to have this knowledge. Of course it took years before I made my first Porsche purchase but I still had the article in my dream file. The first thing I did after purchasing my 911, was JOIN PCA. The second, Nord Stern. The very same club highlighted in this 1986 Star/Trib article!"*

Now that was pretty cool to read on our Nord Stern Facebook Page! Those invisible ties and connections are pretty fascinating.

And not to pick on Michael but I couldn't resist his picture from a recent drive in his Targa, sans Top, when he 'ran' into a bit of a issue with a certain tree! This just made me laugh since most of the time I am saying some not-so-polite words under my breath



## From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

when cleaning screens at this time of the year when the 'that snow is flying.'

Otherwise we hope all are healthy, that you are taking advantage of our increasingly nicer, summery weather and getting out there and just driving! Even though our Porsche isn't a daily driver, or even one we can take out for a Sunday spin around the Lakes, or out on the curvy roads that can be so fun, we're enjoying hopping into the Audi and just putting the tires to the pavement.

I think it's been especially appreciated after so many days and weeks spent doing the 'stay at home' thing to keep healthy and safe during the pandemic! So far, so good.



Midwest Motoring Invites You

**October 9-11, 2020**

**Alma and Waumandee, Wisconsin**

Open to vintage vehicles 1900 and older

2.3 miles

16 turns

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**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

**Come workers needed:** Ask about the driver/volunteer discount. Drive half the day with no waiting, 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 ranks.

**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 55108. Or pay via PayPal adding \$3 service charge to [mwmotoring@yahoo.com](mailto:mwmotoring@yahoo.com). Sorry no refunds. Drivers should get six runs. See you on the hill!

Driver Name  \$95 \$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 \$








Questions? Visit [mwmotoring.com/waumandee](http://mwmotoring.com/waumandee) or call 612-237-1883 or email [myliberty@comcast.net](mailto:myliberty@comcast.net)

**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**

- 6 Porsches and Pints - NEW DATE!**  
Social @ Boom Island  
6 p.m. Register online at clubregistration.net
- 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 On Hold - Nord Stern's Annual Fall Color Tour**  
Pier B, Duluth, MN  
Lodging info in Ad in this issue - get your reservations!

**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

**2020 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 • CANCELED FOR 2020**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.*





## Diamond Interiors

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### Regional Clubs

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

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

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

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

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

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

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

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

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

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

One Stop "Shopping"

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

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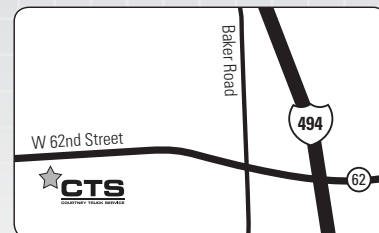
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What defines a “keeper”, a forever car? What makes you want to hold on to a rolling piece of steel, rubber, plastic and fabric when the rust sets in, the trim sags, the motor is telling you it needs some TLC or it’s just begging you to take it out on the road and thrash it? What makes you want to keep it? Is it sentimentality or an investment or has it become part of the family? Porsche AG tells us that over 70% of Porsches manufactured are still on the road. So, for many of us, the Porsche sitting in the garage is our forever car.

Me? Not so much. I’ve never been the sentimental sort when it comes to cars. Do I miss several of the Porsches I’ve bought and sold? You bet! That ’76 930 Turbo Carrera? Yep! Or how about the slat- gray metallic ’93 968. Oh yeah. Or LMNHED (Lemonhead) 1 – the ’02 Boxster S in Speed Yellow with factory speedster humps. Definitely. I want that one back for sure. But every time I have declared a car a keeper, a forever car – well, its days are numbered.

I’ve owned a lot of cars. Seems like there is a new one in the garage all the time. Funny thing though, a majority were used (or maybe more politically correct to say pre-owned). What does this list say about us and our automotive choices? Well except for Porsches, we get tired of cars pretty fast. We say we’re going to keep them forever and don’t and for the most part have owned a little bit of everything. But I will say that when I sell a car, it’s usually in much better shape than when I bought it. Not bragging, but buying one of my cars is a good idea. Why? It will be spotlessly clean, the maintenance will be up to date and (especially with the Porsches) it may have some very tasty mods installed.

You see, when it comes to Porsches, I have a problem. I call it the Slippery Slope – I can’t help myself, I just have to make the car better. My wife commented about my “hobby” and noted that my automotive excess tended to be very expensive. “But at least I’m not addicted to Golf !” I proudly pointed out and then went on to say that at least she was not a Golf widow. No, she countered, she was a Garage widow – which amounts to same thing and based on the cost of Porsches + mods, she pointed out that we would probably come out ahead if I started playing Golf 2-3 times a week. Hmmm, she had me there...

## Never Say Forever . . .

*by RL Turner, Maverick Region of PCA*

So I thought I would compile a list of all the vehicles we have owned or been assigned (meaning company cars) since my first 1965 Ford Mustang (listed in chronological order from first vehicle owned to most recent). This list includes the cars my wife drove up to and when we met as well as the cars that I have purchased for my two sons (but still held the title). It is quite a long list. There are some pretty bad vehicles along the way — but some really good ones too – so enjoy.



- 1965 Ford Mustang – (my first car, light green – 289 V8 with factory 4-speed)
- 1975 Ford Thunderbird – (my wife’s first car)
- 1972 Chevy Vega – (I drove this for six months until the motor let go)
- 1980 Puch Moped – (really awful college transportation, but dirt cheap)
- 1976 Honda CB 400F – (upgrade from Puch, rode it from upstate NY to TX)
- 1979 Fiat Strada – (car parents gave me to get me away from the cycle)
- 1972 Porsche 914 – (1st Porsche. Whole stories about this one)
- 1985 Suzuki GS550E – (after Porsche 914 rusted away, it was my main ride)
- 1980 Ford Thunderbird – (wife’s second car)
- 1965 Ford Mustang – (different from one listed above, split time with Suzuki)
- 1986 Acura Integra – (1st new car! Yeah, traded in the Suzuki on it)
- 1990 Acura Integra ES – (2nd new car)
- 1986 Nissan Pulsar – (ouch we had one of those – actually was my wife’s car)
- 1987 Porsche 944S – (2nd Porsche, out first son rode around in this)
- 1990 Ford Aerostar Minivan – (company car. Yuck, ewww, terrible)
- 1993 Mazda 626 – (leveraged a poop diaper to get a deal on this)
- 1993 Dodge Caravan – (company car, meh...)

*Continued on page 14*

# Nord Stern June Business Meeting Minutes . . .

The June Business Meeting of the Nord Stern Region of Porsche Club of America was called to order by President Chip Smith. The meeting was conducted via video conferencing.

## President – Chip Smith

- Welcome members and guests Pat McIntyre, Judi Sievers, Karen Carson, Dmitri Shtulman, Bruce Boeder.
- Minutes from April were approved
- Thanks to the state easing restrictions on social distancing for COVID-19, we were able to schedule a one-day event at BIR for July 3.
- Club Race is a go.

## Vice President – John Velure

- No separate report

## Treasurer – Jeff Bluhm/Todd Smith

- Jeff reports that our finances are ‘all good.’

## Secretary – Betsey Porter

- no separate report

## Advertising – Mollie Nygaard

- no report, advertiser who haven’t paid are being removed from the newsletter

## All Porsche Show – Phil Saari and Hal Voges

- Cancelled for 2020, too difficult to maintain social distancing and now Roseville has cancelled their entire Rosefest event but

has let us know they consider our car show an integral part of their week-long festivities.

- Will feature the 914 at the 2021 event.

## Autocross – Andy Golfis

- MAC has resumed their schedule, and Nord Stern members are invited to attend any of their events, there is a calendar in the newsletter however, with the changes it’s important to check their website for the latest information, changes of event dates, event locations. Events are posted on FB page.

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

- No separate update

## Charity – Mark Kriesch

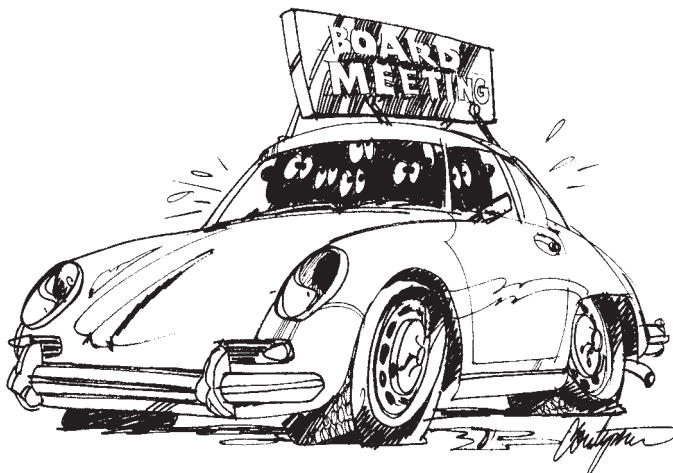
- No report

## Club Race – Dave Sorenson

- Dave had surgery (knee replacement) and we wish him well. Dan Perinovic has volunteered to help fulfill Dave’s duties at Club Race.
- Chip found a caterer in Brainerd who can do a BBQ in takeout containers.
- We need to talk about how/if to do the 5 pm socials.
- We will talk about run groups closer to the event.

## Driver Education – John Blackburn

- Summer Fling event on July 3 at BIR on the short track
- Everything we do has to take COVID-19 in mind.
- We will use PCAs new COVID waiver for every registered event.
- We will have a driver’s meeting outside.
- If you’re not in your car or working on your car, you will be wearing a mask.
- 250 person limit, drivers and crew, no spectators or guests, first come, first served. This is the State’s limit and BIR’s rules.
- We need to have a list of registrants at the gate.
- We will include BIR’s protocols at registration.
- BIR will provide safety and corner workers.
- Send out an announcement on June 10 at 5 pm.





- John B cannot attend, will find an eventmaster.

#### **Driver's Training – Jim Bahner**

- Jim will check with the Wheelie Bar to see if we can use it to stage our Club Race dinner.
- Per PCA we can't do two people in a car, and we can't do lead-follow.
- If these rules don't change, we will have to cancel the Final Fling Driver Training

#### **Historic Archivist – Kim Fritze**

- No report

#### **Insurance – Dan Perinovic**

- Will need insurance for the July 3rd event

#### **Membership – Nathan Reader and Betsey Porter**

- May numbers
- 882 PCA members, 514, affiliate members
- 602 NS members – 134 2019 non-renewals
- We will drop non-renewals from Club Talk this month. They have already been dropped from newsletter list.

#### **Newsletter – Christie Boeder**

- Everything's good, photos and content are always welcome.

#### **Registrar – Dave Anderson and Andy Barker**

- Fast Fling DE – 34 registrants
- Loonacy Club Race – 32 registrants
- Kim says there is lots of outside interest in our race as all club races to date have been cancelled. We could experience record participation..

#### **Safety – Chuck Porter**

- Make sure we get tech forms at the new event. Most people will not have driven yet this year.

- Mention 2020 tech forms in the announcements.

#### **Social – Toni LaRose**

- Any new events we can plan that are outdoors would be really great.
- Restrictions were eased starting June 10.

#### **Social Media – Betsey Porter and Misty Martianos**

- Still going well.

#### **Shop and Tech Relations – Roger Johnson**

- No report

#### **Touring, Rallies and Drives – Ron & Michele Johnson and Lara Dant & Ryan McGee**

- Fall Color Tour: Everything has been arranged, just still deciding whether to hold event at all this year since restrictions at this point in time make it difficult to hold an event of this size.
- Hesitating because there is really no way to have the dinner on Friday or lunch on Saturday.
- Majority of attendants are over 65, high risk category.
- Michele will connect with Pier B and see what they think.

- Will revisit and make a final decision at July meeting.

#### **Vino in the Valley**

- Lara's plan is to call the venues to see what they are comfortable with.
- Maybe consider take-out boxes? Still want to support these businesses.
- Will probably still have the drive, but maybe without any stops as a group.
- Will revisit and make a final decision at July meeting.

#### **Track Relations – Jim Bahner**

- No update

#### **Webmaster – Dave Anderson and Christie Boeder**

No separate report, content always welcome, do need some content pages linked; not all drop down menus are active.

#### **Old business**

- None

#### **New Business**

- none

There being no further business, the meeting was adjourned at 8:08 pm

Respectfully submitted

Betsey Porter, Secretary



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May - October  
8am - 11am

For more information, visit: [www.mncandc.com](http://www.mncandc.com)

Never . . .

*continued from page 11*

- 1990 BMW 525i – (our first Beemer)
- 1996 Dodge Caravan – (company car meh x 2)
- 1999 Ford Explorer (great story about this one. Look for the new e-book Kindle release)
- 1999 Dodge Intrepid – (company car; it was purple and we had it 6 weeks)
- 1999 BMW 528i – (another great story included in upcoming Kindle release)
- 1976 Porsche 911 Turbo Carrera – 930 (BAD BOY, what 'cha gonna do!?)
- 1986 Porsche 944 Turbo – 951 (1st Track car)
- 2001 Ford Excursion – (needed to tow track car above to the track – duh)
- 1999 Porsche Boxster – (Bad Boy=Garage queen, 951=Track Car, Boxster=Fun)
- 1992 BMW 525i Touring – (another great story in the upcoming Kindle

eBook)

- 2001 Volvo S60 – (another short timer; it came and went fast)
- 1983 Mercedes 230E – (Bullet, great stories abound)
- 2005 Honda CR-V – (meh!)

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Nord Stern Member



- 2006 Audi A3 – (answer when told to get rid of 930, 951 and Boxster)
- 2007 Honda CR-V - (meh x 2!)
- 2004 VW Touareg V8 – (nice SUV if we could keep it running)
- 1992 Mazda Miata – (1st Miata track car)
- 1993 Porsche 968 – (yeah, I know, should have kept this one)
- 2001 Porsche Boxster S – (1st yellow one, totaled at Boxstoberfest no less)
- 2007 Ford F-150 – (older son's 1st car)
- 1995 Jeep Wrangler Sahara – (younger son's 1st car)
- 2007 VW Passat – (answer to Touareg, was supposed to be a keeper)
- 2006 Porsche Cayman S – (properly set up for track events)
- 2008 VW GTI – (older son's 2nd car)
- 2004 Porsche Cayenne – (new tires for Passat meant it days were numbered)
- Porsche 944 Turbo – (another 951 track car; fun to drive, but always broken)
- 2007 BMW 530i – (replaced the Jeep, younger son's 2nd car)
- 2002 Porsche Boxster S – (the red one, strangely I never bonded with this one)
- 2013 Mini Cooper Countryman – (traded GTI for this)

*Continued on page 16*

### *If the ad claims . . . It really means:*

Rough condition . . . too bad to lie about  
Parts car . . . beyond repair  
Immaculate . . . recently washed  
Engine quiet . . . if you use 90-weight oil  
Needs minor overhaul . . . needs engine  
Needs major overhaul . . . Phone the junkyard  
Burns no oil . . . (it all leaks out)  
Rebuilt engine . . . Cleaned the spark plugs.  
Drive it away . . . I live on a hill  
Drive it anywhere . . . (within 10 miles)  
Desirable classic . . . No one wants it  
Rare classic . . . No one wanted it even when it was new  
Stored 20 years . . . (in a farmer's field)  
Ran when stored . . . Won't start  
Never apart . . . Bolts too rounded to loosen  
Solid as a rock . . . rusted solid  
Restored, with 0 miles . . . Won't start  
Restored, with 2 miles . . . Won't keep running  
Older restoration . . . First owner washed it

### Just for Fun . . .

Good investment . . . Can't be worth much less  
No time to restore it . . . Can't obtain parts  
95% complete . . . Other 5% doesn't exist  
Other interests conflict . . . "Either that damn thing goes or I do!"  
Doesn't smoke . . . when it's out of oil  
New slick racing tires . . . I burned the tread down to the belts  
Re-upholstered . . . New K-mart seat covers and floor mats  
Major performance upgrades . . . Bolted a new exhaust tip on the tailpipe  
Kept in garage . . . The scratches are from my cat  
Pampered/adult-driven . . . I'm 17 & I think it's about to die  
Complete restoration . . . New Earl Scheib paint job  
New paint . . . Don't let it get wet  
Sporty . . . It's got a floor shifter  
Great family car . . . There's still food under the seats  
Good school/work car . . . More dents than a golf ball  
Worth \$xxx—sacrifice for \$xx . . . I can't believe I paid \$xx myself  
Lots of extras . . . Everything that fell off/out is in the trunk  
Quiet engine . . . You can't hear it over the broken headers  
Traction control . . . Starts moving only in 2nd gear  
Race modified . . . It's got Japanese stickers on the back window  
Exotic . . . It leaves a funny taste in your mouth  
Precision machined . . . I used a degreaser  
FAST . . . -ER than my mom's Geo

### **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





# A Porsche in a Gilden Cage

by Fred Senn, reprinted from June 2001 Nord Stern

*(Editor's note: in a recent Clubtalk exchange regarding some classic Nord Stern history, this story was brought up and we thought it worth reprinting for those 'newer' to the club!)*

In 1990 we were moving our ad agency, Fallon McElligot in Minneapolis into new space high atop an office building under construction.

Since we were the agency for Porsche in North America, the art director in charge of decor in the new offices proposed that we should have a Porsche in our new lobby on the 31st floor. The general contractor said it would be a piece of cake as long as the construction cranes were still in place, and the windows weren't in yet.

Kevin Jeanette of Gunnar racing in West Palm Beach, who always helped us find historic cars for our photo shoots, found us a very clean 1963 356B (sound familiar?) in Memphis. We paid \$15,000 rationalizing that it was both more interesting, and more relevant than a nice Persian rug in the lobby. It was early November, but the cheapest way to get the car to Minnesota was to give young Porsche mechanic Bill Schneider a frequent flyer coupon to Memphis,

and have him drive it straight back. The weather cooperated and the old car drove superbly, even though Bill had packed a big tool kit, just in case. It was about as cold and windy as November gets in Minneapolis when the crane took the car upon an open platform to the 31st floor of its new home at the corner of 9th and Marquette. We built a plywood garage around the car to protect it while the building was being completed.

The car probably suffered more damage as a piece of art than it had on the road in its first thirty years. First, a door fell on it during the final rush of interior finishing. Then, the trunk was used to hold the keg during an office party, and of course, lid was bent and sprung.

The most commonly asked question was, "What are you going to do if you lose the Porsche account?" Wrong question. The question should have been, "What will you do if you get another car account?" We parted ways with Porsche in early 1993, but the little car stayed, because it was sort of a mantra for our company. We had a chance to actually meet Professor Porsche and film him in his home when he was eighty

*Continued on page 32*

## Never Say Forever . . .

*continued from page 14*

- 2006 Mini Cooper S JCW GP Kit – (#1393 of 2015 built, loved this Mini rocket)
- 1999 Mazda Miata – (The Beast, test platform for Track Dog Racing)
- 2013 Ford F-150 Platinum – (towed The Beast to and from track)
- 2015 Jeep Cherokee – (oldest son's current car)
- 2002 Porsche Boxster S – (LMNHED 1, I want this one back)
- Hyundai Elantra GT – (youngest son's current car)
- 2014 Porsche Cayman S – (Lemon Head 2, not labeled a forever car;-)
- 2013 Porsche Cayenne Diesel – (replaced Mini, thank goodness)

So, a couple of observations. My first company car was a Ford Aerostar minivan, which for some reason my father-in-law insisted on calling an Astroloid. Nowadays, when I see a clapped-out Aerostar/Astroloid creeping down the street I wonder how it's still on the road. They all have a rusted patina that just screams 'please take me to the nearest junkyard'. Come to think of it, back when I drove mine, I wonder how it stayed on the road. It was beyond terrible. The shortest time I "owned" a car? Six weeks. A colleague ordered

a purple Dodge Intrepid and left the company shortly after he took delivery. Since my lease was up, I got stuck with it. I left the company six weeks later. My about to be ex-boss asked me if I was leaving because of the purple car? I said yes – paused – then laughed. But really, that car was cursed. The longest we have owned a car? My wife's Mini Countryman. It stayed with us over five years. But good news, it was replaced with the Cayenne Diesel.

Wow, that is quite a list! Over 50+ cars in a lifetime. And I have no doubt that 60 is easily attainable (I am sure my wife is cringing as she reads this). So tell me, what should our 55th car be? What Porsche will I be adding to the collection next? Oh, and I have the contact info of the couple that bought LMNHED 1 – just saying.

And on that exhaust note . . .



# Rochester Labor Day **PORSCHE** Picnic

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

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

**Location:** Brian and  
Gina O'Neill's home  
(See Address Below)  
**Starts:** 12pm (Noon)  
**Ends:** 4pm (Or Later)



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](mailto:jeffandbj@gmail.com) phone: 507-261-9407



## So, You like Gulf Blue?

*by Jim Southwell,*

Last year we celebrated the 50th anniversary of the creation of the Porsche 917, and this year the same anniversary of the car's first win at Le Mans. Pretty heady stuff, and it got me to thinking a bit about the cars, teams, drivers and visuals of the era. Porsche was transitioning from running their own plain White cars to handing over the reins to established teams that could do the heavy lifting, and carry the financial load with their own sponsor's help. The sponsors did it for the commercial exposure, and insisted on specific liveries to enhance the results.

Among the many colorful liveries to grace a Porsche works race car, possibly the most revered is the Gulf Blue treatment of the factory backed/Gulf Oil sponsored John Wyer Auto Engineering effort of the early 1970s. What better way for an oil company to tout its



Rodriguez/Redman Daytona winner

wares than at the highest level of motorsport? For Gulf, this would eventually include sportscars, Indianapolis racing, and Formula 1.

Gulf itself started as a Pennsylvania company owned by the Mellon family interests, including Mellon Bank. Many of the operations were in Texas, and their products were refined in Port Arthur, on the Gulf of Mexico. Is this the origin of Gulf Blue?

Gulf's first venture into racing was in the 1930s, when it was associated with a Miller four-wheel drive car, an unsuccessful entrant at Indianapolis. Fast forward to the late 60s when a Gulf VP named Grady Davis procured a Ford GT40 and entered the 1967 Daytona and Sebring endurance events. This car was painted dark blue and orange, closer to the corporate colors of the time. Davis became connected with John Wyer Automotive Engineering, in England. Wyer took over GT40 racing efforts when The Deuce lost interest after pummeling Ferrari several times at Le Mans. JWAE ran a derivative of the GT40 with different bodywork, known as the Mirage, with little success, and some original GT40s.



Redman leads Elford at Le Mans, 1970

The "Gulf Blue" as it is best known today, appeared on Wyer's Mirage racers in 1967, and also on the GT40s that JWAE ran in 1968. One of these GT40s won Le Mans in '68, Wyer's first of three overall wins at Circuit de la Sarthe. Pedro Rodriguez and Lucien Bianchi shared the winning car, and scored a five lap victory over a Porsche 907LH piloted by Rico Steineman and Dieter Spoerry. Rolf Stommelen and Jochen Neerpasch were a further lap back in a 908LH. This was a transitional era for Porsche at Le Mans, as the Porsches were using their formula of light weight, aerodynamics and low displacement against the bigger engined Fords, now fighting for overall victory, not just a class win.

That formula was further employed in 1969, when Hans Herrmann and Gerard Larousse were beaten by Wyer's GT40, with Jacky Ickx and Jackie Oliver using the same chassis as in 1968. The margin of victory: 120 meters. Hans Herrmann was taking notes and biding his time. This race also provided the first Le Mans start of the new 917 racer, but it was no fairy tale at all. The two works 917LH entries DNF'd and a privateer 917 suffered a fatal crash on the first lap.

So here was Porsche playing for all the marbles and going for the overall win. A small company that hurried the 917 through homologation and found out it needed a lot of finessing. Porsche saw the writing on the pit wall, and took on JWAE as partner for the 1970 season. The idea being that Porsche would build the cars and Wyer would develop them, and finally have something worthy of the overall win. Now the 917s would wear the famous Gulf Racing colors we know and love. The deal was, Porsche would continue engineering work on the cars, but Wyer would be able to test and develop them in the real world of racing. Through this effort, the aero on the car was improved with a new "Kurz" (short) tail that cured their squirrely handling at speed.





Siffert at Collesano, 1970 Targa Florio

For Le Mans, as a hedge, Porsche System Engineering entered a car under the guise of Porsche Salzburg, now in the “K” bodywork developed by Wyer. Red with White stripes, Hans Herrmann and Dickie Attwood piloted the number 23 car to victory . . . over a Martini 917k and 908LH. The Wyer cars completed twenty-two, forty-nine, and at best one hundred fifty-six laps in the Gulf Racing colors. Fact is, the Wyer 917s didn’t win Le Mans in either 1970 or 1971, the only two years they ran for Porsche.



“Racing is life. Anything before or after is just waiting.”

Luckily, there were other races in the International Championship for Makes those years, and the JWAE 917s won plenty of races. It went something like this:

1970:

- Daytona, 1st and 2nd
- Brands Hatch, 1st
- Targa Florio, 1st and 2nd (908/03

Spider, different horses for different courses)

- Monza, 1st
  - Spa, 1st
  - Watkins Glen, 1st and 2nd
  - Imola, 1st
  - Osterreichring, 1st
- 1971

- Daytona, 1st
- Monza, 1st and 2nd
- Spa, 1st and 2nd
- Osterreichring, 1st

Add to that the numerous points paying finishes and the JWAE Gulf Racing 917s handily won the championships both years. Porsche also won the International Cup for GT Cars both years as well. Gulf Blue got a lot of eyeballs and the legend was born. One set was mine, as my Microbus carried me to The Glen both ’70 and ’71.

Another cultural touchstone for us Porschephiles dropped in 1971, as Steve McQueen’s movie “Le Mans” hit the screens that summer. The King of Cool was an avid racer himself, and earlier in his career had to decide whether to go racing full time or continue his acting career. His employers found these two choices to be mutually exclusive, as they couldn’t afford to have a bankable star out of work due to injury. Once he got his own company going, Solar Productions, it became a lot easier to satisfy his racing habit. McQueen and Peter Revson

took second overall and first in the 3.0l Prototype class at Sebring, 1970, ahead of the Gulf 917s. This car was used in the actual 1970 Le Mans 24 Hours as a camera car, and finished ninth, while the Wyer cars DNF’d. Loaded down with camera gear! Nonetheless, the movie gave Gulf Blue more visibility yet.

How did Porsche capitalize on the Gulf relationship? Gulf Blue became an available color on the 911 line for the years 1972 – 1975, color code 328. PCA’s color wiki ([www.rennbow.com](http://www.rennbow.com)) rates it at “three paint cans”, or medium rarity. I never saw it on a longhood, but I do remember a certain ’75 Carrera on the autocross scene back in Michigan at the time, and it looked great! It is now available through the Paint to Sample program for, well, a stack of money. If you want to paint your own car Gulf Blue, just specify Powder Blue/PPG 123 and Topaz/



Custom 911 build at Luftgekühlt 5

PPG 60812 to your painter. Don’t forget the black stripe between the colors to make it legit!

So, that’s it. Two challenging and ultimately victorious years for Porsche, JWAE, and Gulf Racing. The Gulf colors lived on, and have graced many other race cars in the years since. None, however, looks as nice or stirs as many memories as on a Porsche!

Below: Porsche Jr., Quinn, in Gulf Orange McLaren!



# August 6

BOOM ISLAND



Come join our first  
**Porsches & Pints at  
Boom Island Brewery!**

Please register on  
[clubregistration.net](http://clubregistration.net).

A casual event open to everyone. Just a chance to get together, tell stories! Flight tasting, soda, water, Kombucha all available - Come enjoy the friendly atmosphere, outdoor patio.

Registration online at  
[clubregistration.net](http://clubregistration.net)

# Porsches & Pints

Thursday, August 6, 2020

6:00 to 9:30 p.m.

## Porsche at Indy

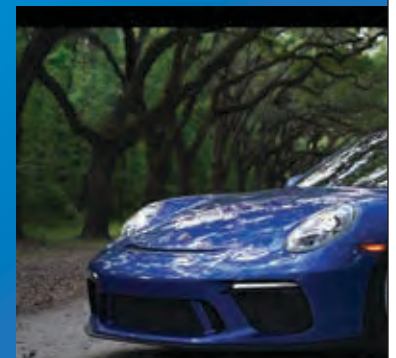
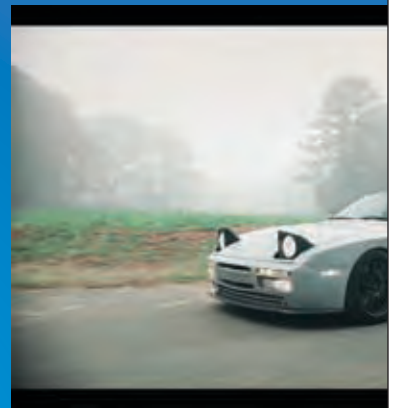
*courtesy Roger Johnson and Mark Kittock, via Clutablk*



Roger Johnson shared via Clutablk recently a Press Release from Porsche with the comments: Nice recap of Porsche's Indy history. Ludvigsen and others do a good job of getting into the details in their books. IMO, the powers to be in Indycar racing repeatedly screwed Porsche for a variety of reasons. Most notably with March 90P chassis which was carbon when they all had aluminum. It's no wonder Porsche has been away for 30 years.

Mark Kittock replied: In the late '80s and early '90s I lived in northern California so attended CART at Laguna each year. I remember well the debut of the Porsche Indycar at that race. It was a big deal! Took far fewer pictures in the film days but here are a couple. (editor's note: Thanks and I felt these deserved to be in color in the printed newsletter!)





## Be entertained and informed: subscribe to PCAHQ on YouTube

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# PORSCHE CLUB OF AMERICA



## Where We Were . . . 60 Years!

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

### June 1998

In his column President **Ron Smith** gave tribute to the race directors for the club races going back to the first. Club Race Co-Chairs **Bruce Boeder** and **Bob Fleming**, Bruce handling Club Race #2, then **Garfield Clark**, **Teresa Vickery**, and **Ron Draper**. **Roger Johnson** was filling the Registrar role.

Then Ron wrote *“We in Nord Stern are often guilty of taking for granted our frequent and reasonably priced access to Brainerd International Raceway.”* He went into a concise, but fascinating history of the track, going back to **George Montgomery** who built it in 1967. The biggest pro race held in the early “Donnybrooke” years was the 1972 Can-Am race with a single day attendance of 30,000. Although **Mark Donahue** qualified on pole in his 917/10 with a time of 1:25.28, he went off in Turn 1 when a tire blew. **George Follmer** ran out of gas just before the finish. Financial problems struck until 1973 when **Dick Roe** and **Jerry Hansen** bought the track for \$240,000. A “struggling actor” named **Paul Newman** showed up the following year in a Sharp-prepared Datsun 510. **Ron Smith** also noted it was at BIR in 1987 where the 944S GTR recorded the only overall 944 win in Trans-Am history. (Ed. note: This win in 1987 led to the only 30 x 40 Porsche race poster from BIR. Victory (and surely a poster!) had slipped away with the 917/10’s in 1972 and BIR was closed in 1973 when **Mark Donahue** dominated the Can-AM series with his 917/30.)

**Susanne Borofka** wrote up her rookie driving school experience. She said she committed a felony known as rookie-style trail braking . . . that *“spun my car like the teacup ride and Disneyland.”* She says she never knew a coyote hung out at the top of Turn 1, *“but can you blame him for wanting to get a closer look?”* In a tribute to her instructor she wrote *“Thanks again Dave Parker! I owe you my—life!!”* Dunno what he told her when she was watching the coyote going into Turn 1.

**Fred Senn** contributed the story of his interview with **Professor Ferry Porsche** in 1989 (watch for it in the August issue!). It originated with an ad campaign the Minneapolis agency Fallon McElligot was doing for Porsche, emphasizing the company’s racing history. They figured the perfect spokesperson would be the Professor himself and were able to interview him in his home on a hill

overlooking Stuttgart. **Fred Senn** and he sat in the garden between takes. The discussion was not all about cars; happening on Bastille day, one notable quote: *“Not only have you Americans been at this democracy thing longer than the French, but you’ve done a relatively smoother job of it.”* Professor Porsche asked why the lights were left on when the cameras were not rolling. After being told the lights were running on the generator the Americans had brought, he expressed in characteristic Germanic frugality: *“It didn’t matter; wasting energy is wasting energy.”*

An article on fuel tanks said that corrosion is caused by moisture which condenses inside the tank, particularly in older cars not driven frequently. A full tank and fuel stabilizer may help prevent this problem. Some radiator shops renew older tanks by dipping them in acid solution and then applying a sealing compound.

The Marketplatz offered some notable cars:

- 1984 928 S in yellow with brown leather, an Arizona car for \$9,500
- 1986 944 Turbo in guards red/tan with 83K miles for \$8,999
- 1983 911 SC Euro model, wide body with tail with 129,000 miles
- 1986 944 Turbo in pearl white with black leather. 90,000 miles. \$7,800
- 1978 911SC Targa in black/white leather. 12k miles \$9,800
- 1985 928 S 32-valve with factory trailer hitch. Offered by Bill Groschen for \$7,900



The Rohr Porsche GT-1 winning its class at the Daytona Rolex 24 in 1998, photo by Kim Crumb.

- 1962 356 S-90 coupe in silver/red with matching numbers, offered by Bill Siggelkow for \$16,900
- 1977 924 Martini/Rossi Championship Edition with red/light blue/dark blue stripes and red and black interior. 11,000 original miles. "Selling because lost interest." \$13,000 OBO
- 911 race car with every modification imaginable, offered by Rod Johnson for \$89,000
- 1973 GT-3 class Club Racer, turn key prepared by Johnson Autosport. 2 races, 2 wins, offered by John Waterbury for \$60,000



Kim Crumb with Price Cobb – Photo by Rich Crumb



The #50 Johnson Autosport 911 in the Daytona garage  
Photo by Kim Crumb



30+ year Porsche legend Brian Redmond and Kim Crumb discuss Brian's "Double 50" Watkins Glen event and everything Porsche racing @ the '98 Daytona Rolex 24. Photo by Rich Crumb



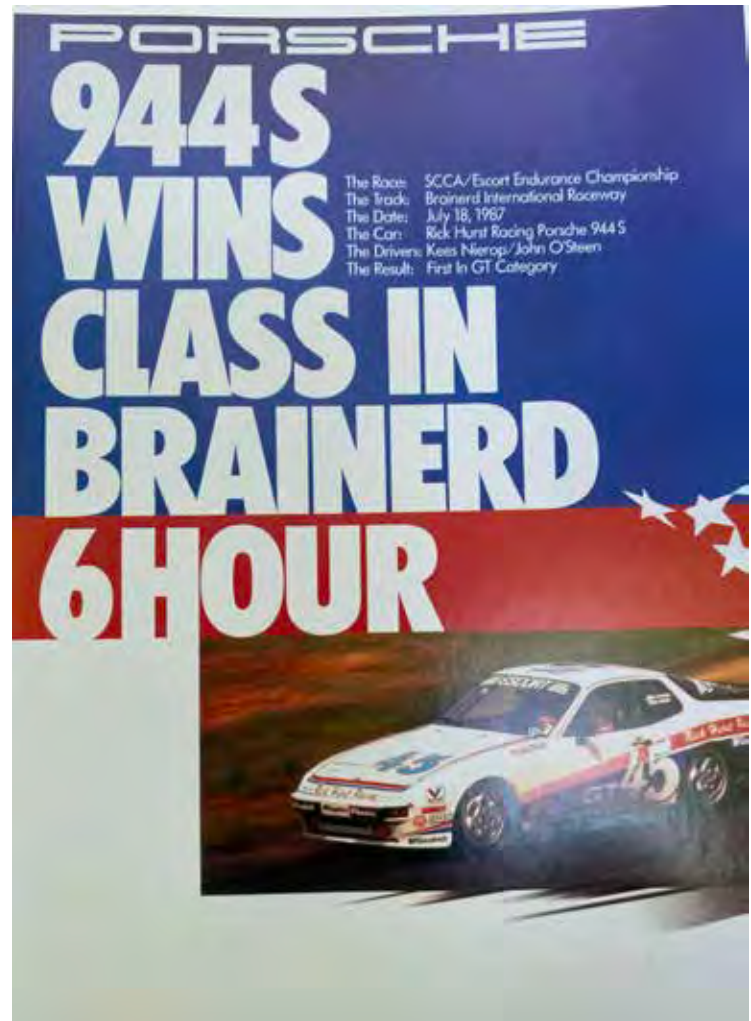
333SP Ferrari – Photo by Kim Crumb



"The three musketeers at Laguna Seca; Roberta Tengerdy, Sue Arndt, and Christie Boeder working on their speed and finesse during the Russell Racing School in 1996. Photo by Teresa Vickery"







## And the Scans Continue . . .

*courtesy Ron Faust*

Above, right, The one and only 30 x 40 Porsche race poster from BIR.

Left, upper are two centerspreads which are way better viewed in color, via the pdf download the this issue from [www.nordstern.org](http://www.nordstern.org). Porsches on track were from 1971.

Left, I (editor) of course remember setting up this 'ad' for the yearly Fall Color Tour hosted by long-time Nord Stern member, John Dixon, along with help from Jill Daneu and various assorted other avowed North Shore affectionados! The group attending this weekend drive, touring, luncheon-ing, shopping, scenery gawking group was smaller back then! The but word spread as to what an enjoyable event this was year to year and grew to at times 40 plus cars. The event continues til today although 2020 will possibly be postponed in light of the technical difficulties hosting and providing safe activities. But it WILL be back!





The Ford GT-40 was conceived in 1963, not to expand Ford's product line, not to get Ford into the sports car business, but to show Enzo Ferrari that Ford could build a car better than the best that Ferrari could send to the 24 hour race at Le Mans, France. The story of the Ford GT-40, a car connived, designed, developed and raced as a personal vendetta by Henry Ford II against Enzo Ferrari is really a human story and is well told as such.

The story of how the goal was achieved, despite (or because of?) Ford's bureaucratic, by-the-book approach to what traditionally had been a seat-of-the-pants, develop-as-you-go activity, is a fascinating story well told and illustrated. It is a story of two very different cultures which did clash, but did succeed. Note: This book does not deal with the production Ford GT sold for use on the street.

At the time the decision was made to beat Ferrari at Le Mans, Ford had had some interface with NASCAR, but little with sports cars (even the Mustang was not yet in existence) and none at all with road racing. It took the efforts of lots of people to achieve success from such an unprepared beginning.,

Written in a very readable, fast paced fashion, the GT-40 story is fascinating and complex, because, though Ford instigated and funded the program, active participation by motorsports specialists was required, notably the John Wyer operation, Shelby American and Holman & Moody. Of course, Ford had no team of factory drivers of its own, so anecdotes about participation by a broad collection of internationally known drivers are included.

This is a book about people more than about cars or a report on races. FORD GT presents stories of the personnel, management, engineering and competition (at multiple levels) involved in Ford's assault on Ferrari's dominance of the Le Mans 24 hour race. It took a great many people, not only of Ford Corporate, but of the international motor racing community, to ultimately achieved the goal for Ford, a goal which, considering the starting point, was the corporate equivalent of the national achievement of putting a man on the moon.

## Book Reviews for Porschephiles

*by Bruce Herrington, Orange Coast Region*

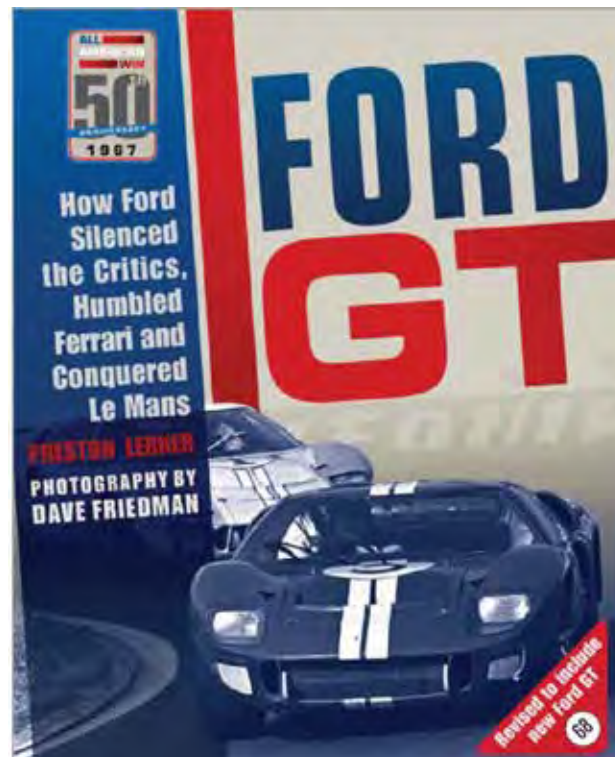
### FORD GT: How Ford Silenced the Critics, Humbled Ferrari and Conquered Le Mans

*by SPreston Lerner, photography by Dave Friedman  
published 2017 by Quarto Publishing Group, Minneapolis, MN*

The last of the nine chapters provides a rather cursory overview of the design, development and racing of the car which Ford built to win Le Mans (GT class this time, not overall) on the 50th anniversary of it's 1966 success.

The book includes some detailed, intimate descriptions of racing action, especially of the 1967 final race for the Fords. And there is a smattering of Porsche content – the index cites 11 references to Porsche, though Porsches raced in a class below the Fords in the mid '60s, and a class above the Fords in the anniversary year of 2016.

FORD GT is hard cover, with 232, 9-3/4 x 12 inch heavy-weight pages, profusely illustrated with 77 color and 223 b-w photos, and uses an easy on the eyes large type font. Not a Porsche book per se, it will be an interesting and enjoyable read for anyone interested in the world of sport scar racing. It should be available for \$60.00 from your favorite book seller (ask for it) or from Motorooks.com.



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## Nord Stern History Posting . . .

by Roger Johnson

For many years Nord Stern monthly Business Meetings were social events held at member's homes. Early in the summer of 1986 a Minneapolis Star and Tribune reporter joined the group at Dave and Suzanna Weber's home in Bloomington and this article appeared shortly after. The car in the photo was Hank Godfredson's 356 GT. The article was a very positive one mostly of the social aspects of the Porsche Club.



**Variety**

MINNEAPOLIS STAR AND TRIBUNE

SUNDAY, JULY 13, 1986

**PORSCHE**  
Owning one of them means a dedication to the very idea of it

By Dave Matheny/Staff Writer

Cars are cars, all over the world . . .  
Similarly made, similarly sold . . .  
Cars are cars, all over the world.

That's what singer Paul Simon says. Try telling a Porsche owner that and see what happens.

Hank Godfredson, president of Nord Stern, the regional branch of the Porsche Club of America, said Porsches are different from the ground up. "The wheels are forged. You know what that means? They're made the same way as tools, and that means they won't break. And the lug nuts are made of titanium for lightness, same as they use in airplanes, so five lug nuts weigh the same as one lug nut on your car," he said.

A new 944 Turbo sells for \$38,000, a 926 for \$55,000, and while they are made on an assembly line, like a Ford or a Toyota, and not by elves in a cottage deep in a German forest, the Porsche is not, to its owner, just another car.

To members of Nord Stern (Nord Star, is German), Porsches are an important part of life.

Dreamers don't sleepwalk / 3F

Programs needed to aid all generations / 2FX x 1F

Wife jealous of spouse's chats / 2FX

Take sunscreen if you plan on a tan / 5FX

Food section / 7, 8FX

Letsure section / 10FX

# 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			
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](http://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](http://www.corvettesofmn.com)--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--[www.cvscc.org](http://www.cvscc.org)--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--[www.mnautox.com](http://www.mnautox.com)--CONTACT: RYAN THOMPSON 763-229-0939

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--[www.nordstern.org](http://www.nordstern.org)--CONTACT: BOB KOSKY 952-938-6887

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

SCM = SUBURBAN CORVETTES of MN--[www.suburbancorvettesofminnesota.com](http://www.suburbancorvettesofminnesota.com)--CONTACT: SCOTT HEGSTRAND 612-619-8615

TCRC = TWIN CITIES RALLY CLUB--[facebook.com/twincityrallyclub](https://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

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APRIL 11TH  
MAY 9TH  
JUNE 13TH  
JULY 11TH  
AUGUST 8TH  
SEPTEMBER 12TH\*  
OCTOBER 10  
NOVEMBER 14TH**

**\*10TH ANNUAL  
OKTOBERFEST GERMAN CAR EVENT**

**AUTOMOTORPLEX.COM/EVENTS**



# Enigma

by Pedro Bonilla, Gold Coast PCA, September 2017 Die Porsche Kassetten

During WW-II the Germans encrypted their secret messages using the “Enigma” Machine so that even if the messages were intercepted, they couldn’t be understood by the Allies.

Similar to the DTCs (Diagnostic Trouble Codes) in your car, right? The DTCs are error codes stored in your Porsche’s diagnostic system’s memory which are very misunderstood by the general public but which can be deciphered not with an Enigma Machine, but with a scan tool, knowledge and experience in these cars.



All cars since 1996 have the standardized OBD-II (On-Board Diagnostic - II) which monitors the many systems in your Porsche which affect, among others, the Airbag Light, the ABS Light and the infamous Check Engine Light.

These DTCs can be read using anything from an inexpensive Scan Tool (Code Reader), to the very exclusive factory tool known as the PIWIS (Porsche Integrated Workshop Information System). You simply plug it into the OBD-II port in your car and read the code. And that’s when the fun begins.



Let me first explain the DTC. The error code is made up of 5 characters. The 1st character identifies the system related to the trouble:

- P = Powertrain
- B = Body
- C = Chassis
- U = Undefined

The 2nd character defines whether the code is generic or

Manufacturer Specific:

- 0 = Generic
- 1 = Manufacturer Specific

The 3rd character indicates the type of sub-system that the error pertains to:

- 1 = Emission Management (Fuel or Air)
- 2 = Injector Circuit (Fuel or Air)
- 3 = Ignition System or Misfire
- 4 = Auxiliary Emissions Controls
- 5 = Vehicle Speed and Idle Control System
- 6 = Computer Output Circuit
- 7 = Transmission (gearbox)
- 8 = Transmission
- 9 = SAE Reserved
- 0 = SAE Reserved

A, B, C = Exclusive for Hybrid Propulsion

The 4th and 5th characters relate to a particular problem:

- Fault (00 – 99)

Let’s look at a common reading such as P1128 and or P1130.

If you’re using the cheapest code reader, probably that’s all you’ll see: P1128.

You would then have to refer to a list of codes to look up the meaning of the code.

If it’s a generic code, it will probably be included in the list, but if it’s a Porsche-specific code, you’re on your own.

But using the above information you can now start to decipher it:

P = Powertrain issue

1 = Porsche Specific

1 = Emission Management Sub System

28 = Particular Problem

The more expensive code readers apply this knowledge and offer additional information from its memory:

P1128: Oxygen Sensing Adaptation, Range 2 (cylinder 1-3) Enrichment limit

P1130: Oxygen Sensing Adaptation, Range 2 (cylinder



#### 4-6) Enrichment limit

So, what does it really mean?

It means that the fuel/air mixture is so lean that the control is up to the enrichment limit.

Most people who get these error messages and want to fix the issue themselves see “Oxygen Sensing” and immediately assume that the oxygen sensors are bad and need to be replaced, so they go and purchase 4 sensors, replace them, clear the codes and a few miles later the CEL comes back on and the same two error codes appear.

You really have to look deeper in order to figure out what’s going on.

The bottom line is that the DME is sensing that the mixture is too lean, which means that there is more oxygen in the mixture than there should be.

What could cause those readings?

1. The O2 Sensor could be bad and reads a higher amount of oxygen than actual
2. There could be an air leak after the Mass Airflow Sensor (MAF)
3. The MAF could be bad (or dirty) and is reading less air going through it than actual
4. There is less fuel getting to the cylinders due to:
  - a. Low fuel pressure in the system because of a bad pump or clogged fuel filter
  - b. Fuel supply too low (due to above)
  - c. Clogged (carbonized) fuel injectors which don’t allow enough fuel through them

Now is when experience and knowledge kicks in. An experienced tech will check the

most logical issue first:

An air leak after the MAF probably due to a loose hose clamp.

If not, then move to: dirty MAF and so on.

Last on the list are the oxygen sensors which in my opinion are almost bullet proof. In my car, they are the original sensors and are still reading fine. BTW they have been working now for over 280,000 miles!

Bedsides, it is very rare when all the sensors fail at once. It’s usually one bank or the other, not both at once.

Most people want to DIY and save some money, but many times they end up spending more in parts than necessary. If you must DIY, arm yourself with knowledge from people who share it with you (not just from the Internet) and know when to say UNCLE!

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

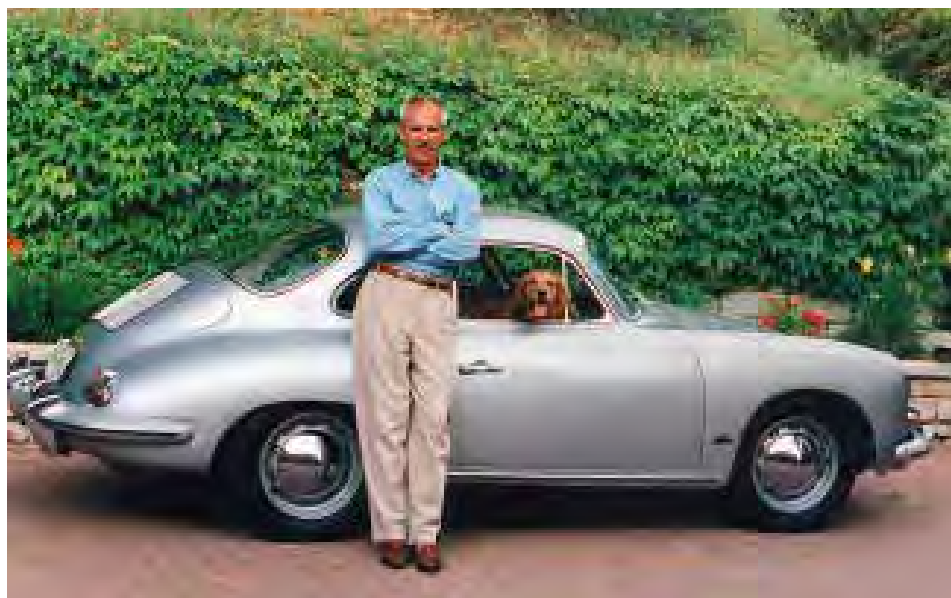
I have been a professional Porsche mechanic ever since that humble beginning 50 years ago.  
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.  
Of recent, I have accepted an opportunity to continue my career in a new direction.  
I will be a curator for a private Porsche collection.

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

Rick Moe  
nurburgring, inc.  
shop@dasring.com

years old. He was a wonderful man, and there was so much history on the walls of his home it gave us goose bumps. Our 356 was a perfect symbol of what a little company could do if it was creative, dedicated and stuck to its knitting.

But then in March of 1995, we were in the hunt for the BMW account and the national dealer council was going to visit us in two weeks. What to do with the 356? Chairman Pat Fallon said, "Fred, get it out of here, before the BMW guys get here. Probably a good business decision, but difficult both emotionally and logistically. The economics of the rescue were not good. Could it go out the same way it came in? Actually, the window cleaning rigs on the roof would support the weight of the car, but the building insurance people wouldn't even consider the possibility of taking out the window and



lowering it down the side. Even if you took off the bumpers and turned it on its end it was six inches too tall for the freight elevator. But it was family now—and it wasn't going to the parts bin, it was going back on the road.

I called Bob Johnson at Johnson Autosport in Northfield, Minnesota who specializes in vintage and racing Porsches, to get his advice on how to extract the car. He enlisted his specialists Tony Sharp and Mike Breckenridge and their kids, along with Todd Hoeft of TJR Collision Center. We scheduled to meet them at the office at 7:00 on a Saturday morning. They brought a tool kit and a Milwaukee heavy duty Sawzall. First, everything that could be removed got removed; seats, doors and glass, engine, wheels, wiring, etc. Then they cut the top off. Then, they cut the body in half right through the floor. The kids took the small stuff down the elevator in their wagon. The rest of us manhandled the carcass. By noon, there

wasn't even an oil stain on the floor.

My wife (who grew up just one hundred kilometers from Stuttgart) and two college-age kids were ecstatic. By summer, they'd be driving a very cool little car around the city lakes. But summer came and went, and then another summer. You know how that goes. Johnson's shop was overwhelmed by urgent work for the local Porsche club racers. The heap of parts that used to grace our lobby sat under a cover in the corner. I can't fuss much, because I'm one of those racers, but my wife had her German patience tested. This was going to be her sports car. Every time she saw Bob she grilled him on when her car was going to be ready. He was always encouraging, but evasive.

This car project wasn't even a distraction, it just happened to me. Circumstances simply forced me to adopt it. This December, I get the call. It's ready. The temperature was ten below, with twenty inches of snow already on the ground. We decided to wait until spring.

Finally, summer came to Minnesota. My 19-year-old son and I picked up the czar in Northfield and brought it home like a new puppy. It's been six years since this 356 has been on the road. And in that time, it's been through what no other 356 has been through. Now it's back where it belongs — on the road!

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**DEDICATED TO EXCELLENCE SINCE 1958**

*The legendary engineer died on June 10, 2020 at the age of 90.*

Porsche owes him not only the Porsche 911's air-cooled, six-cylinder boxer engine but also the overall construction of the 917 and its twelve-cylinder engine as well as his creation of the TAG Turbo Formula One engine. For more than three decades, Hans Mezger was responsible for Porsche's most successful racing cars and engines. "The news of his death represents a very sad loss for us. Our thoughts are with his family," says Michael Steiner, Member of the Executive Board, Research and Development. "We thank Hans Mezger for his extraordinary engineering achievements, which he has done for motorsport in general and for Porsche in particular. His innovations for our series sports cars will remain unforgettable forever."

Hans Mezger was born on November 18, 1929 in Ottmarsheim, a small village near Ludwigsburg on the outskirts of Stuttgart. The youngest of five children, his parents ran a country inn. Art and culture were very important to the Mezger household. From an early age, aeroplanes and flying also fascinated the young Hans, and he occasionally undertook a trip to Kirchheim/Teck with a group of gliding enthusiasts from his neighbourhood.

Mezger continued his grammar school studies in Besigheim through the 6th grade, then followed by German A-levels in Ludwigsburg. "In 1946, I experienced my very first car race. It was at Hockenheim where old pre-war race cars lined up, along with Hans Stuck, whom I photographed with my old camera."

Hans Mezger decided to study mechanical engineering at the Technical University, now the University of Stuttgart. However, at this time the universities were very crowded because the young men who had returned from the war were given preferential



## Porsche mourns the death of Hans Mezger

*courtesy PCNA*

treatment for admission. Hans Mezger used the university requirement for a twelve-month internship to practise numerous stages such as machining, welding, model making and a few weeks in the grey cast iron and aluminium foundry. "At that time I was



riding a motor scooter, an NSU Lambretta. Apart from my brother's 250 cc DKW it was my first and last motorised two-wheeler. I rode the Lambretta until 1960, when I bought my first car, an

old and quite worn-out 356. It was not until years later that I came into contact with motorised two-wheelers again, when in the late 1970s it became necessary to develop new motorcycle engines for Harley-Davidson."

His career included designing the world-famous "Mezger engine" for the 901 and 911 in the early 1960s. In 1965 Mezger was promoted to head of the department for race car design initiated by Ferdinand Piëch. This department was the key to a new quality and dynamism in motorsport for Porsche. It was an exciting, fascinating time in the mid-1960s. "Sometimes we also worked around the clock – like in 1965 when we created the Ollon-Villars Bergspyder in just 24 days and shortly thereafter the 910." With its construction of a tubular frame, fibreglass body and design for new Formula 1 tyre technology, it became the blueprint for all the race cars that were built in the years to follow.

From the 917 to the TAG turbo for Formula 1 Career and highlights at Porsche

- 1956–1960 Technical calculation department in the design department. Responsible for valve control of all engines, among other things.
- 1960–1962 Move to the Porsche Formula 1 project team. Collaboration in engine and chassis design.
- 1963 Design of the 901/911 engine. Responsible for design and further development of all racing engines.
- 1965 Design and project management of the Ollon-Villars Spyder. Management of the newly established department for race car design.
- 1966–1970 Design of the 910, 907, 908, 917, 2-litre four-

*Continued on page 34*



## 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.*

### 2007 CAYMAN S FOR SALE- \$31,000

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Cayman S wheel, self-dimming mirrors and rain sensor, floor mats interior color. Phone 507-420-5131.

## Date Change . . . Upcoming event with InterMarque Club

Having conducted an opinion poll in the InterMarque newsletter last week, the result was a near tie for the dates of September 26th and October 3rd.

But when we consulted with the City of Osseo, they could only support the earlier date. Therefore the rescheduled date for the **Spring Kick Off** event is Saturday, September 26. We also have the Community Center reserved for the same day.

Additionally, we are working on a plan to make individual and club donations to CROSS, the food shelf organization for whom we've collected non-perishable food at earlier SKO's. With the pandemic in place, food shelves need our help more than ever. We will soon let you know how you can help.

While not a Nord Stern event, this is a multiple auto



marquee group organizing several events yearly. The Spring Kick Off is often an interesting car show featuring many different, mainly vintage cars.

Mezger . .

*continued from page 33*

- cylinder engine for the 914 production sports car.
- 1971–1973 CanAm race cars 917/10 and 917/30 with turbocharging.
- 1974–1976 Design, development and further development of six-cylinder turbo engines and the Type 935 and 936 race cars.
- 1977–1978 Development of the water cooling and four-valve concept for the Type 935 and 936 six-cylinder turbo engines.
- 1977–1980 Design of the four-cylinder engine for Harley-Davidson. Development of the Indy engine based on the Type 935/936. Further development of the 935/936 race cars and engines.
- 1981–1982 Development of a 2.65-litre engine based on the 935/936 for Group C (956/962).
- 1981–1987 Design, overall project management and further development of the "TAG-Turbo – made by Porsche" Formula 1 engine.
- 1987–1988 Design of the Type 2708 Indy 2.65-litre engine.
- 1990 Design of the Type 3512 12-cylinder Formula 1 engine

### Honours and awards

- 1974 The Starley Premium Award (GB) for the best automotive presentation of the year on the Porsche Type 917.
- 1984 Behind the Scenes Award (USA) for the development of the TAG Turbo Formula 1 engine.
- 1984 Trofeo Colin Chapman (I) for the development of the TAG Turbo Formula 1 engine.
- 1984 Prince Metternich Prize (D) for outstanding technical achievements in motorsport.
- 1984 Trophée de L'Exploit (F) for the development of the TAG Turbo Formula 1 engine.
- 1984 Caschi d'Oro (I) for winning the Formula 1 Constructors' World Championship (presented to McLaren).
- 1985 Prof. Ferdinand-Porsche Award (A) of the technical university Vienna in recognition for the accomplishment of developing the combustion engine. Hans Mezger is still the only person from the Porsche company to have won this award.
- 1987 Médaille Spéciale (F) for the development of the TAG Turbo Formula 1 engine.





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