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A U G U S T

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Cover:
Tom McGlynn at the wheel of
the freshly restored
USA Carrera Cup #22

photo courtesy Tom McGlynn

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:
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9145 Breckenridge Lane
Eden Prairie, MN 55347

Reminder: Annual Dues are:
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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 (and Returning) Nord Stern Members

We hope to see you at upcoming events!

Theodore Ansusinha

Medina MN
1997 Arctic Silver 911 Carrera 4S

Darshan (Andy) Baadh

Minneapolis MN

Gregory Bernard

Hudson WI

Michael Blum

Wayzata MN
2016 Ultraviolet 911 GT3RS

Peter Bodensteiner

North St Paul MN

Michael Cihlar

Stillwater MN

Mark Fandrich

Plymouth MN
2016 White Panamera 4

Wim Ibes and Yoshikawa Akiko

St Cloud MN

Mark Isenberg

Plymouth MN

William James

Maple Lake MN

Erik Johnson

Plymouth MN - 1986 White 944

Bradley and Beth Krehbiel

Lake City MN

Anthony Lawrence

Edina MN

Daniel Linnell

Lino Lakes MN
2003 Black 911 Carrera Cabriolet

Rory and June Lonergan

Delano MN
1990 Red Race car

John Maniglia

Burnsville MN
2000 Zenith Metallic Blue Boxster

Jeff Stevens

Eau Claire WI

David Teicher

Plymouth MN

Todd Villeneuve

Rochester MN
2012 Ruby Red Metallic 911 Turbo S Cab

Richard Westra

Moorhead 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

As I rolled into the BIR paddock on July 3, it was great to see a number of old friends again. Our Summer Fling event actually happened and it was a great fix for the Covid-confinement blues. Unlike our normal DE events, this one was run on the BIR



Competition track which we don't get to do very often. Lots of fun and a great opportunity to shake down the race car for the upcoming Club Race/DE weekend. I heard "Thanks for this event" from several attendees. We all needed a speed fix.

Also in July, the AutoMotorPlex in Chanhassen hosted Nord Stern for a summer picnic. Thanks to Brett Bailey for allowing us to use their facility. I couldn't attend due to a family wedding but I heard from a number of attendees who had a great time. The weather was great, the cars were shining and lots of great socializing.

As I write this, our Club Race/DE is this weekend. And boy do we have a big turnout with nearly 140 cars split evenly between racers and DE drivers. This will be our largest race group in many years. This Nord Stern Loonacy race is the first after the last 14 were cancelled due to Covid concerns. As such, planning the event has been a major undertaking and required enormous efforts by several people. PCA is using our Covid plan as a template for the remaining races this year so we have gotten plenty of input on what we need to do to go ahead with the event. I'm hoping the weather cooperates and we have an incident-free weekend.

Toni LaRose, our social chair, has worked hard at getting some social events back on our calendar. On Aug. 6 the Boom Island Brewing

Company is hosting us for our first Porsches and Pints. This is a fun venue you'll certainly enjoy.

Our Fall Color Tour and Vino in the Valley Tour have both been cancelled due to Covid related issues. Finding a venue - let alone several venues for a multi-day event- for a large group is very challenging under the Covid rules. Registration was significantly below expectations largely due to member concerns about Covid risks. The good news is that we are working fast and furious on a fun new event called the Red Carpet Rally to replace the cancelled tours this year. Tentatively scheduled for Aug. 29, this new event will combine a modest drive through the countryside to a drive-in movie theater where we'll enjoy a classic motorsports movie, all from the safety, comfort and personal spacing of our Porsches. This could be one of the coolest events we've had in years. Stay tuned for more information as we nail down details.

What has really made my day recently are two separate emails I've received from new Nord Stern members who emailed me to say how welcoming our club is and how much they enjoyed meeting other members. One of them was surprised to find his Boxster welcomed by 911 owners. I let him know that we welcome every year of every Porsche ever made. It may seem like a small gesture on your part, but introducing yourself to someone you don't know at an event can go a long way in welcoming them into our club. Remember: it's not just the cars, it's the people that keep us in the club. I hope to see you at an event soon.

Advertiser Directory

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Collision Center, Inc.	16
Courtney Truck Service.....	10
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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
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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.

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I must admit that it is so different this month to be finishing this next issue while actually up in Brainerd at a club event! Wow, hard to believe and many of us marveling that we are actually seeing, talking to other members and friends we've not been able to join with for months and months - seems like forever. This will be the 2nd track event of 2020 and with it also being the first possible Club Race event in the national program for 2020, there are a LOT of racers, many from outstate who have never experienced BIR. What a treat they are in for and we all hope the event goes well. Weather will be a bit challenging with high humidity and heat predicted. But it's Minnesota in the summer so to be expected and we know it can change on a dime.

Everyone is keeping their distance, wearing masks and in general being smart. Let's all keep it up so we can move forward slowing and lowering the infection rate. What times we are living in!

Courtesy of another PCA newsletter, I've come across some fun info from another newsletter editor (Hurricane Region) to share here, first up an interesting website:

We can read only so many books, do only so many puzzles, and re-charge our car batteries only so many times before the urge to hit the road takes over. But where to go in a landscape that is largely closed? Driving with a purpose has always been our philosophy and we were challenged to research drives with interesting outdoor destinations.

Enter **roadsideamerica.com**. This user driven website lists roadside attractions all over America by state and by city within the state. Each entry lists the address, a short description, a photograph, directions to the site, and tips entered by users.

Next is some research this editor has done for more automotive and racing related material to stream. Netflix didn't yield anything new but Prime (Youtube will be next month) pulled up the following recommendations:

Hitting the Apex, Movie – 2h 18m

Hitting the Apex is the inside story of six of the fastest motorcycle racers of all time - and of the fates that awaited them at the peak of the sport. It's the story of what is at stake for all of them: all that can be won, and all that can be lost, when you go chasing glory at over

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

two hundred miles an hour - on a motorcycle. Narrated by Brad Pitt.

Out of Nothing, Movie – 1h 33m

From the Pacific Northwest to the Bonneville Salt Flats in Utah, this is the inspiring true story of four tenacious men who risk everything to conquer the world records of motorcycle land speed racing. Their extraordinary journey will remind you how perseverance against all odds can send the most unlikely men roaring into glory.

On Any Sunday, Movie – 1h 28m

Featuring the legendary Malcolm Smith, this Bruce Brown film is a timeless classic unmatched by today's backyard video conglomeration. His coverage of these classic events will keep you on your toes. Also with Steve McQueen.



On Any Sunday II, Movie – 1h 29m

In this documentary on motorcycle racing, the sequel to On Any Sunday, interviews with various racing legends are combined with races in just about every possible environment: dirt, sand, hills, tracks, valleys - anywhere a motorcycle can go.

Champion Barry Sheene: Profile of a Legend, Movie – 1h 6m

Barry Sheene was probably the most famous two-wheeled star to have ever come out of Britain. The cheeky cockney was an inspiration to millions. He was equally famous for overcoming his numerous crashes. At one point in time he had metal plates in both knees, 28 screws in his legs and a bolt in his left wrist! [Prime also has Champion Kenny Roberts: Profile of a Legend]

The Formula One Drivers aka The Quick and the Dead, Movie – 1h 29m

Directed by Claude Du Boc and narrated by Stacey Keach the film centers on the fragility of life and the possibility of death for Formula One drivers of the 70's. This film includes access to the top F1 drivers like Jackie Stewart, Francois Cevert, Mike Hailwood and Peter Revson.

Crash and Burn Movie – 1h 23m

For a fleeting moment in the early 80s, Tommy Byrne was the world's greatest driver. This film investigates the economics of Formula One through Tommy's rise and spectacular fall.

Yellow Yellow Yellow: The Indycar Safety Team

Short – 45m During Practice for the 2015 Indy 500 James Hinchcliffe

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

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

NOVEMBER

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

2020 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

2020 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 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.

2020*Notable Quotes:*

"We know where we're from and where we want to go. The decisive factor is that the 911 generates a driving feeling that no other car can impart."

– Dr. August Achleitner, VP, 911 & 718 Product Lines



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Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

Schönesland: www.schonesland.org

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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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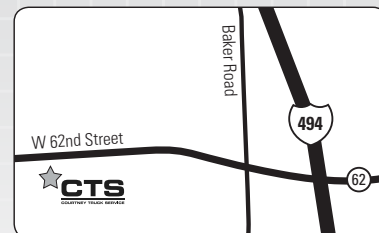
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I know what you're thinking. You're thinking I've finally lost my mind. This is supposed to be about ... cars! Yes, of course. I know. But stay with me on this.

Almost exactly three years ago my partner and I got a dog. A beautiful 35-lb. half Husky -- one blue eye -- half whatever you think ball of love. Her name is Lily. Every day, she wakes up with an empty cup that needs to be filled with care and affection. Which she returns with unbridled attention, companionship and admiration for her humans, us.

Let me tell you about how we picked her out. It was a Saturday at the local PetSmart. On Saturdays, they invite a bunch of local rescue organizations to display their wares. You pick one out, answer a few questions, write a check and a hairy bundle of joy is your new life partner.

I grew up with dogs. Then I got married and my partner had no interest in continuing. I was told it didn't fit our lifestyle, whatever that meant. So we contented ourselves with cats. Three. Over a period of 35+ years. That relationship ended. The marriage. But I ended up with the last cat, Monte. And he hung on for another few years. He was a good guy, at least to me. But he had a certain affliction. When anyone would visit, he would run away. On the first note of the doorbell. People would say they didn't believe I really had a cat. I'd drag them into the bedroom and have them crouch down to look under the bed. Where Monte would stare back, blink a few times, and keep his distance.

Anyway, after a suitable amount of mourning, a few months, I figured why not. This is what I want. We dropped into said PetSmart. There were probably a few dozen dogs all lined up. Of all shapes and sizes. A few people were milling about. But, maybe half-way down the row, I could see some kids playing with a certain dog. I said to my partner, that's the one. My partner said, really? I said yes. How do you know? I said, look at how those kids are playing with that dog. That dog is special.

Now, who among you has bought a car? Of course! All of you. And what made you pick out one car over the thousands, maybe millions, of cars you could buy? Here's your answer. You thought it was special! Maybe after a test drive. Maybe not even that.

Man's Best Friends . . .

by Danielle Badler, courtesy PCA Editors

See what I mean? Let me put it another way. You leave your dog to run an errand, go to work, whatever. What do you do? You look back. You mutter be a good girl. I'll take care of you when I get back. And when you do return, you're greeted with unconditional happiness -- here comes the greatest person ever to walk this planet, my human!

And that special car? Do you park it at the opposite end of the parking lot? Do you glance back as you walk away? Of course you do! And when you get in and start it up, the fact that you haven't driven it for maybe two weeks melts away. It's a thrill. Again and again.

And, if you're reading this, you probably take good care of your P-baby, too. Buy it the best oil, the best gas, the best tires, the best parts, the best service. And if something's ever wrong, you get it taken care of, post-haste. Just like you do with your ... pooch.

My motto is, if you love it, it will love you back. It doesn't happen too often these days. Cars, today, are really remarkably reliable. But I remember the noises, the noises that would pop up, out of nowhere. Clutch chatter. A bushing squeak. You'd quick turn down the radio, hang your head out the window, or up against the windshield, try to locate that noise invasion. And you'd promise that, if you only get to where you're going, then, at the very first chance, you'll have that ugly intrusion taken care of, promptly and professionally.

Yes. It's the same, the exact same, with our furry friends. Lily's shedding was becoming absurd. Giant tufts of hair were flying off her. So, a few days ago, I had Lily washed and de-shedded. And while I was at it, they trimmed her nails and cleaned her teeth. Just because.

Now she's like a finely detailed car. All shimmering coat and shiny smile. Like after a power wash, with a fresh coat of wax, an engine compartment degrease, an Armorall and a leather-feed.

And the people you meet. What's our P-motto? Oh, I remember. "It's not the cars, it's the people."

It's the same with dogs. One of my motivations for getting a dog was to get out of my apartment. I work from home, and can spend great gobs of time hunched over my computer. A dog, I figured, would force me to get out, take a walk, explore the neighborhood.

It's worked. And now, walking Lily, I've met the neighbors. A local lawyer, a tech guy, my friend and fellow car nut Ilan, who now has two, yes, two Rottweilers ... it goes on and on. The only weirdness is

Continued on page 14

Nord Stern June Business Meeting Minutes . . .

submitted by Betsey Porter, Nord Stern Secretary

The meeting was brought to order at 7:02 pm by President Smith

President – Chip Smith

- Welcome members and guests Judi Severs, Mary Driscoll, Karen Carson, Steve Meydell, Dmitri Shtulman, Bryan Nelson, Kim Fritze.
- Summer Fling was great!!
- We have a lot of good things happening.

Vice President – John Velure

- No report

Treasurer – Jeff Bluhm/Todd Smith

- We are good
- Working on the transition to Todd Smith

Secretary – Betsey Porter

- No separate report

Advertising – Mollie Nygaard

- Plugging along, nothing new to report

All Porsche Show – Phil Saari and Hal Voges

- No new report, event will be rescheduled for 2021

Autocross – Andy Golfis

- No report

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

- Nothing to update

Charity – Mark Kriesch

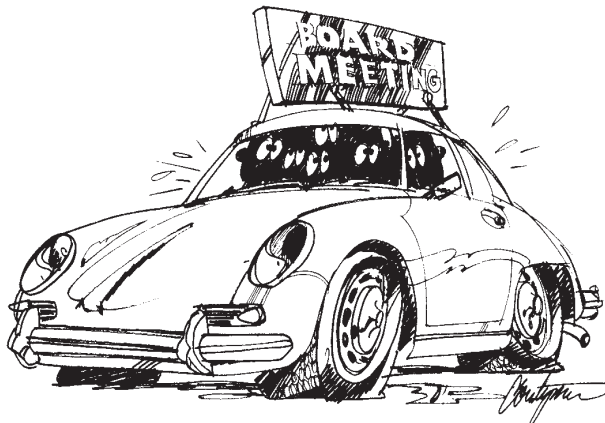
- No report
- Looking to have parade laps at Club Race for \$25 donation

Club Race – Dave Sorenson

- Attendance for our club race is quite high with the interest after many earlier events had to be cancelled!
- Going to need some more volunteers, especially for gridding
- Lara Dant confirms we have seven signed up so far
- We will know more on Thursday after the Club Race teleconference about the actual schedule
- Parade laps volunteers needed as well
- Christie Boeder will take donations and hand out the Parade lap 'cards'. John Velure's one son will help taking the cards, John and his other son will be pace car and end car drivers.
- Planned a photo of all race cars on the drag strip for EOD on Saturday after track close and before dinner.
- Kim shared that we are only missing eight waivers from the club race registrants. She will follow up. Dave Anderson shared we need 26 waivers still from DE'ers.
- Dave S is letting the semis come in first on Thursday night.
- Dave A will need help at the front gate to do waiver checks from 7-9 am
- Jim Bahner will ask the Wheelie Bar to open at 7:30 am instead of 8 so corner workers and drivers can grab breakfast before their 8 am meetings.
- Roger will be writing an article about our race, and the preparations that needed to be taken for it to be held. It will run in an upcoming Club Race News which all club racers receive.
- Dave A and Kim Fritze are working on fixing the dinner selection issue on Club Reg.
- Lara will do the observer's report.
- We will have a driver's meeting on Saturday.

Driver Education – John Blackburn

- Per Dave and Andy, we have a waitlist for Club



Race DE, if we let them in we will have 68.

- Decision was made: Let em in!!
- Spectators will be allowed

Driver's Training – Jim Bahner

- No new PCA protocols as of now.
- Still TBD for Final Fling

Historic Archivist – Roger Johnson

- No report

Insurance – Dan Perinovic

- No report

Membership – Nathan Reader and Betsey Porter

- PCA membership for Nord Stern is over 1,500 (including affiliate members)
- Nord Stern membership is 591.
- Nearly 100 2019 non-renewals were removed from list this month. No more Club Talk or magazine.
- Anyone who renews after July 1 will be renewed through 2021.
- Roger indicates there's a lot of business at the dealerships lately, hopefully that will translate to new members.

Newsletter – Christie Boeder

- No update

Registrar – Dave Anderson and Andy Barker

- For the social at Cars and Coffee this weekend we will have a QR code for people to e-sign waivers.

Safety – Chuck Porter

- Summer Fling was a very safe event.
- BIR Safety was very complimentary of how our drivers handled themselves during a hot extraction.
- The downside was 25 black flags for passing zone violations.
- Would like to create a passing zone handout.

Social – Toni LaRose

- Social is BACK!
- AutoMotorPlex Chan Porsche Picnic this coming Saturday July 18th: BYOB AF
- We will provide hand sanitizer, registration table, masks required when not seated and eating.
- 28 registrants for 59 people and 30 cars.
- Porsches and Pints scheduled for August 6, 6 pm. Recommended to get there early for good parking
- Indoor and outdoor seating, masks required when not seated and drinking.
- Cirrus Tour
- Rochester Labor Day Picnic, info in newsletter
- Churchill Cigars: TBD maybe early October

Social Media – Betsey Porter and Misty Martianos

- Misty is doing a great job on Facebook
- Instagram is mostly used for events so it's been quieter

Shop and Tech Relations – Roger Johnson

- Ad agency Solve has come up with a "Red Carpet Rally" to drive to a drive-in in Chetek, WI, Tentatively scheduled for

Aug 29

- Roger will encourage dealer participation and invite their customers.
- Tech sessions on hold for now.

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

- Fall Color Tour: We will cancel 2020 event. We can't guarantee safety or social distancing
- Will announce 2021 dates soon for FCT
- Vino in the Valley, Lara indicates this event will also be cancelled for 2020

Track Relations – Jim Bahner

- Per Chip and Roger, BIR thinks quite a bit of our relationship so are willing to work with us, Summer Fling date was a good collaboration.
- We should recognize the owners somehow at Club Race, it's still the 50th anniversary after all.

Webmaster – Dave Anderson and Christie Boeder

- No update

Old business, none

New Business, none

Meeting adjourned 7:58 pm



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Best Friends . . .

continued from page 11

that, for many of these people, I know the names of all the dogs, but not the people. Stella. Sultan. Pearl. Mr. Magoo. Deuce. It's crazy. I've always had trouble remembering the names of people I meet. It's just a mental block. But with dogs? No issue.

And the conversations. Is that an Akrapovich exhaust? Did you put on Bilstein shocks or Konis? How many miles do you get on your rears with your Michelins? Where is a good shop for air-cooled 911s? A good detailing service? Do you double-clutch downshift?

Now I'm also into she's very friendly ... can she play with your dog? Did he get spooked by the fireworks this year? Do you board her? Where? Don't we need a good dog run in the neighborhood? What vet do you use?

Yeah, it's spooky. Love your car. Love your dog.

And, you want to know the best part? Neither your car nor your dog talks back.

The Scans continue . . .

Back in the days when Driver Ed and Club Race results were published in the newsletter, it is fun to take a glance back at not only the lap times, but the Porsches active on track in the late 90's, plus the many members who still are on track to this day, perhaps in a different Porsche but still enjoying the sport! Also, note the different classes as they were in those days - with more and more different models as the years advance, many modifications and changes

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Official Race Results Group 2 1R 1S 2R 2S 3R 3S 4R 4S C D E X

Nord Stern, PCA 1998 Club Race

Brainerd International June 21

OA	CP	Class	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed	Laps
1	1	1R	84	NS	Serge Watson	Hamel, MN	92 C27	1:40.285	107.693	13
2	1	3B	86	KC	Chris Wally	Leawood, KS	96 993 RSR	1:43.092	104.760	11
3	2	1R	76	NS	Serge Bodder	Chanhassen, MN	97 Ruf	1:44.152	105.694	13
4	1	1S	130	GPR	Roland Manenti		911	1:43.672	104.178	13
5	1	3S	49	NS	Mike Hoke	Eden Prairie, MN	71 911	1:44.034	103.812	11
6	2	3S	32	GPR	Pat Witherpoon	Omaha, NE	76 911	1:45.247	102.615	15
7	1	2S	09	CWR	Jim Vos	Fort Atkinson, WI	93 RS America	1:48.607	99.441	11
8	2	2S	15	NS	Marcus Gustafson	Edina, MN	72 911	1:49.073	99.932	13
9	1	3R	15	NS	Clark Godfrushan	Bloomington, MN	76 911	1:50.28	97.931	12
10	2	1S	5	KC	John Clark	Kansas City, KS	87 944	1:52.186	96.268	12
11	1	C	26	CHI	Lad Saida	Western Springs, IL	93 RS America	1:54.115	94.841	12
12	1	4S	140	RMR	Mike Hemingway	Littleton, CO	74 914-6	1:53.348	95.280	12
13	2	C	22	NS	Fred Seim	Edina, MN	92 C2 Cup	1:53.255	95.360	12
14	1	E	23	NS	Ron Smith	Shorewood, WI	91 944S2	1:53.380	95.254	12
15	2	E	53	MOH	Rad Ryan	Hartford, WI	89 944T	1:54.537	94.292	11
16	1	D	2	NS	Roger Johnson	Plymouth, MN	93 RS America	1:56.051	93.062	12
17	1	E	112	KC	Phillip Moore	Lanoka, KS	87 944T	1:55.799	93.268	12
18	4	B	91	NS	Dave Ingraham	Minnetonka, MN	86 944T	1:57.373	92.014	12
19	1	E	68	NS	Ian Watson	Hamel, MN	90 C4	1:57.009	91.603	12
20	1	4R	16	CHI	Anthony Shaween	Wayne, IL	65 911	1:58.237	91.311	11
21	2	D	221	NS	Doug Sommerer	Wayzata, MN	93 993	2:00.550	89.589	11
22	6	E	90	GPR	John Opfel	Bartlett, IL	85 928	2:00.656	89.310	11
23	3	2R	6	CHI	Jim Oppenheimer	Chicago, IL	96 993	1:47.668	101.384	6
24	5	2R	99	NS	Tom McGlynn	Mpls, MN	73 911	1:46.679	101.372	5
25	2	E	62	NS	Ben Draper	Wayzata, MN	86 944T	2:06.451	85.488	5
26	1	1R	80	NS	J. Robert Johnson	Southfield, MI	97 693	1:42.269	105.665	2
DNS	1	186	NS		Joel Plann	Stevensville, MN	87 911			
DNS	3S	57	NS		Dave Parker	Ankeny, IA	78 911			
DNS	1R	18	NS		Rud Johnson	Minneapolis, MN	87 911			
DNS	D	169	GPR		Phillip Moore	Elkhorn, NE	86 944T Cup			
DNS	2S	48	CHI		Nick Rhodolinski	Madison, WI	93 RS America			
DNS	3S	60	NS		Rick Felt	Excelsior, MN	73 911			
DNS	4V	GPR			Bob Thompson					
DNS	3S	621	NS		Dan Erickson	Eden Prairie, MN	84 911			
DNS	1R	07	CHI		Randy Alexander	Madison, WI	94 911			

8 AUGUST 1998

Nord Stern PCA 1998 Club Race, results continued . . .

36	19	F	267	NS	Richard Tanler	Eden Prairie, MN	84 911	2:07.330	84.818	11
37	10	I	63	NS	Bob Fleming	Minneapolis, MN	65 911	2:09.146	83.626	11
38	11	I	180	NS	Gairfield Clark	Orono, MN	74 914	2:09.178	83.605	11
39	6	G	145	NS	Richard Corson	Deephaven, MN	78 911SC	2:01.678	88.758	5
40	1	J	43	NS	John Rebanc	St. Louis Park, MN	74 914	2:19.597	77.365	3
41	20	F	70	GPR	Leo Theiss	Omaha, NE	91 944S2			0
42	21	F	186	NS	Teresa Vickery	Shorewood, MN	87 911			0
DNS	X	110	MR		G. Hemingway	Littleton, CO	74 914-6			
DNS	6S	166	GPR		David Hoffman	Omaha, NE	66 912			
DNS	6R	88	NS		Nick Summers	Wayzata, MN	72 914			
DNS	5R	75	CHI		Scott Sanda	Western Springs, IL	85 924			

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems

had to be made to accommodate more and more variations, horsepower to weight differences.

Nord Stern, PCA 1998 Club Race

Brainerd International June 21

Pos	CP	Class	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed	Laps
1	1	F	68	NS	Tim Werns	Huron, ND	80 C4	1:53.564	95.100	12
2	2	F	4	GPR	Greg Thies	Omaha, NE	80 94452	1:53.630	95.045	12
3	3	F	62	NS	Justin Dwyer	Clarks, MN	80 9447	1:54.475	94.241	12
4	4	F	62	KC	Joe Emami	Wheaton, IL, MN	86 9441	1:54.337	94.046	12
5	5	F	73	NS	Rick Palk	Excelsior, MN	87 911	1:54.785	94.113	12
6	6	F	146	NS	Bob Vasa	Lake Elmo, MN	89 44452	1:55.100	93.831	12
7	7	G	50	NS	Eric Johnson	Northfield, MN	78 9115C	1:55.906	93.177	12
8	8	F	97	NS	Alberto Magallon	St. Louis Park, MN	86 911	1:57.172	92.172	12
9	9	F	86	GPR	Scott Norby	Litch, NE	85 911	1:57.352	92.181	12
10	10	F	73	GPR	Alan Sailer	Omaha, NE	88 911	1:57.628	91.665	12
11	11	F	51	NS	Lee Jacobson	Minneapolis, MN	80 94452	1:57.299	92.072	12
12	12	F	111	NS	Ray Newman	Long Lake, MN	86 9447	1:57.656	91.635	12
13	13	F	38	NS	Robert Tipton	Minneapolis, MN	78 9115C	1:58.556	91.096	12
14	14	G	3	NS	Bruce Boies	Minneapolis, MN	80 9115C	1:58.574	91.113	12
15	15	F	95	GPR	Joe Jones	Stratford, MO	86 9447	1:57.791	91.687	12
16	16	F	46	GPR	Jim Aciuff	Omaha, NE	87 911	1:59.947	90.039	12
17	17	F	72	NS	David Weis	Blountville, MN	73 911T	2:00.010	89.977	12
18	18	F	12	GPR	Ross Schmitt	Omaha, NE	80 9115C	2:00.224	89.832	12
19	19	F	96	NS	Heiry Krogan	Lakewood, MN	88 9245	2:01.397	88.817	12
20	20	F	94	NS	Jim Bryant	Woodbury, MN	83 944	2:02.250	88.343	12
21	21	F	25	NS	Joe Rothenberg	WBL, MN	85 944	2:03.612	88.588	12
22	22	F	11	NS	Clay Smith	Eden Prairie, MN	79 9115C	2:06.926	88.308	12
23	23	F	86	NS	Jim Hottel	Eden Prairie, MN	85 911	2:01.017	89.236	12
24	24	F	82	NS	Frank Luthardt	Lakewood, MN	81 9125C	2:01.078	88.460	12
25	25	F	84	NS	Dave Arndt	Trunk Bay, MN	80 914	2:02.966	87.872	12
26	26	F	26	NS	Doug Arndt	Chaska, MN	84 944	2:02.652	88.954	12
27	27	F	85	NS	Rob Bernier	Evansville, CO	86 9447	2:02.461	88.191	12
28	28	F	771	NS	Steve Lindauer	Hopkins, MN	83 944	2:01.769	87.265	12
29	29	F	63	GPR	Charles Werp	Omaha, NE	86 9447	2:01.593	88.529	12
30	30	F	124	NS	Scott Kulme	Plymouth, MN	88 944	2:03.187	87.700	12
31	31	G	59	NS	Scott Kulme	Chaska, MN	79 9115	2:04.122	87.011	12
32	32	F	21	KC	Doug Gould	Overland Park, KS	85 944	2:04.324	86.969	12
33	33	F	31	GPR	Ralph Woodard	Omaha, NE	87 9245	2:03.746	87.275	12
34	34	F	24	GPR	Larry Anderson	Omaha, NE	87 9245	2:05.989	85.776	12
35	35	F	86	NS	John Meyer	Trunk Bay, MN	82 750	2:06.608	85.976	12

Nord Stern 9

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From the Editor . . .

continued from page 7

suffered a horrific crash that nearly cost him his life. This 1 hour television special tells the story of the fateful day and the Holmatro Safety Team heroes who saved his life. It also goes behind the scenes to see how the entire Indycar operation applies science to proactively prevent injuries and save lives.

Bahamas Carnival of Speed, Short – 27m

View rare footage of the 1962 Nassau Speed Weeks. Top drivers from the US & Europe, including Roger Penske, Phil Hill, Innes Ireland, Lance Reventlow, Lorenzo Bandini & Masten Gregory compete.

The Road to Success, Short – 28m

Join the Emil Frey Lexus Racing team as they take on the challenge of the Blancpain GT Racing Series.

Racing in the Green Hell, Short – 26m

Mystique. Tradition. Adrenaline. A racetrack which feels like a relic from another era. We explore the Nordschleife through the eyes of drivers who have seen it all, but their fascination keeps growing with each lap. Dubbed into English.

The Porsche 911 Story Series – 2 episodes ~42m

Since its first appearance in 1963 the Porsche 911 is the most iconic sports car in the world. The Porsche 911 Myth shows never seen material from design studios to famous races. All over the world personalities and collectors open their garages and tell anecdotes or how they got their “first one”.

The Racing Years Series – 26 episodes ~25m

The Racing Years is the ultimate race-by-race, week-by-week, month-by-month summary of all the major international motor sports events. Travel with us from Continent to Continent as we revisit the excitement, glory, crashes, close-calls, heartaches and milestones from the early days of motor racing. Each episode covers one year from 1950 through 1975.



Clubtalk 'Talks' . . .

courtesy Clubtalk Listserv

Driver Ed @ BIR July 3

A fun time at Brainerd although brutally hot and humid. Thanks to all the corner workers plus the region leadership - Chip, Dave Anderson and Mary Driscoll, Andy Barker, Keith Erickson, Chuck Porter, Jim



Erik Johnson and sons, Enzo and Leo hanging out with Bruce Boeder at BIR on one very hot day!

Bahner, Ryan M, Lara D, John Velure . . . (I hope I didn't miss anyone)

It will be fun to be back on the Donnybrook historic course at the Club Race but today was a good shakedown after a long layoff

By the way, lots of social distancing and mask wearing by the attendees at the region's DE today. I wish I could say the same for the drag racers and their

families who were at BIR but separated from us. Not a mask in sight as far as I could see as I drove thru on my way out

And . . . the Crow Wing County Mosquito Control Authority has a special thank you for Chip Smith's fogging of the area while burning off an overfill of oil in his engine

— Bruce A. Boeder

That was a solid performance by Chip. It was also a solid track experience. Thanks to all who organized it. It seemed well attended, too. I'd like the Club do something like this again.

— Glen Larson

I second your thoughts - incredibly fun track.

Big thanks to Dave Anderson and Mary Driscoll for registration, Jim B for scheduling the event. And Chip for pulling everything together. Ready for Club Racing weekend!

— John Velure

July Nord Newsletter

The new issue is fabulous. Great content, and of course, color. The color is understated; I love the way you kept the format and didn't go to full page color bled to the edges on every page, at least in this first full color issue. And Michael, that's a great cover photo. The details

are so cool—the water droplets, the lighting, the boxes, the action, and the warm overall color.

— Ron Faust

Christie: great cover. Micheal: great photo

— Steve Thompson

100% Agree!

— Keith Jones

I have quote in my mancave that states,

"It's the peoples reaction to the photography that is the greatest measure of the images success."

— Author Unknown.

I try to think of this quote when capturing images.

— Michael Grabner

Saddest Porsche

I was driving North on Nowthen Boulevard in Ramsey when I drove by this "car". Absolutely the saddest Porsche I have ever seen.



— Michael John

I don't think that new front end is going to improve the turn-in. Nice Vetter Windjammer fairing though.

— Jim Southwell

They should add a push-mower blade onto that thing and it would be, um, the coolest push-mower ever. Or



not. That is just weird.

— Rich Iwen

Well, Porsche keeps saying that

70% + of their cars are still on the road . . . does this qualify? Eeek!

— Will Sigsbee

Continued on page 34

This is the story about a near famous 911 that found a good life being a PCA Club Racing workhorse that stayed in the Nord Stern Region family for almost three decades – and is still racing.



The story of the 1992 US Carrera Cup 964 is a tangled one. It starts in 1991 when Porsche endeavored with IMSA to bring their successful European Carrera Cup series to North America. All racers would use the same model of race spec Carrera RS “Cup” cars. Things got complicated when, no doubt due to Porsche’s challenges importing the 959, the decision was made to import them as street cars and then have Andial put them back into Cup configuration. 45 Cup cars were built with street accoutrement and shipped to Andial in California. Andial converted 25 cars back to Cup race trim and readied for sale to potential series participants. This is car number 22 of the 25.



Fred Senn and Tim McGlynn at the Road America Club Race in 1993

Orphan Finds a Good Home . . . A 1992 US Carrera Cup story

by Roger Johnson, photos courtesy Fred Senn and Tom McGlynn

The series, however, failed to come together for a variety of reasons, but primarily the lack of a title sponsor. The decision then was made to reconvert the 25 of the now orphaned cars back into street cars to be sold. A variety of the Cup features were retained, such as the aluminum hood, deleted undercoat and sound deadening, sport flywheel and clutch, steel syncros, light wiring and battery, a 3.6 liter engine rated at 256 hp (247 was normal), and a variety of other items.

Like so many of the great collectable special Porsches, these cars were a bit difficult to sell. More costly than a regular C2, no warranty, and no place to race. An orphan, indeed.

Fred Senn was the first owner of # 22. Fred’s Ad agency, Fallon, won the Porsche advertising account in 1987. Once they landed the business, Fred joined the Nord Stern Region to learn more about the market, and to meet the members and learn what all this Porsche lore was about. He was quickly hooked and into Driver’s Education and auto-crossing when news of the Carrera Cup cars hit the market. PCA Club Racing had just started and Fred decided to get one of these pedigreed 911’s and go racing – sharing the car with fellow Nord Stern racing rookie, Tim McGlynn. Club Racing was the perfect series for them. One driver could run in class and one could run out of class and the bullet-proof Cup was just the right car for this kind of punishment.

As an aside, Fred and his agency Fallon created many of the classic Porsche ads in the 80’s that we all love today. (Remember “Kills Bugs Fast”?) He wrote an article for Panorama in 1989 about his experience filming Professor Porsche in his home for a series of TV spots that ran in the US.



Club Racing at Mid-Ohio

Leap in Time: McQueen's Le Mans

Text first published in the Porsche customer magazine *Christophorus*, No. 395
By Edwin Baaske, Photos by Steffen Jahn, props from the collection of Frank Wrobel

Fifty years ago, Steve McQueen began shooting his movie epic “Le Mans”—the most famous film sequence featuring a 911. Today, the new Porsche 911 Targa 4S Heritage Design Edition would be perfectly cast for the role.



Scene 1



Scene 2



No words: McQueen relies on the power of images when it comes to the film character Michael Delaney. The first half hour of the

film gets by without dialogue, as Delaney arrives in Le Mans in his Porsche 911 S. The car is the star of this legendary intro. At the 2020 photo shoot in the style of the McQueen years, the new Porsche 911 Targa 4S Heritage Design Edition takes center stage. With 331 kW (450 hp, Porsche 911 Targa 4S (PDK): Fuel consumption city: 13.3 l/100 km, highway: 8.0 l/100 km, combined: 9.9 l/100 km, CO2 emissions combined: 227 g/km), this special model offers two and a half times as much power as the 1970 film original. The “Christophorus” backdrop is modeled on the renowned Porsche workshop in Teloché near the French racetrack—the team’s Le Mans base until the 1980s.

“As far as he was concerned, Porsche was the best car in the world.”

– Costar Siegfried Rauch on Steve McQueen

“His love of racing was infectious.”

– Chad McQueen on his father Steve McQueen

Scene 3

Original props: in “Le Mans”, the German Johann Ritter is one of McQueen’s rivals. Ritter’s helmet from the shoot fifty years ago is now to be found on the cherry metallic paintwork of the new Targa 4S. While a first-generation 911 enlivens the scene in the background, the latest 911 interpretation presents its tail end, featuring a continuous strip of lights and four silver sport tailpipes.



Trunk lid grilles in glossy black and decorative elements illuminated in white are the calling card of the Heritage Design Edition, which has been limited to 992 vehicles.

Scene 4

Authentic fiction: “Le Mans” is made particularly fascinating by its numerous film shots from the real twenty-four-hour race of 1970, which are seamlessly interwoven with the storyline. The race car from McQueen’s film company, Solar Productions—a Porsche 908/02 Spyder—drove along as a camera car

Continued on page 21

NORD STERN AUGUST 2020



A few scenes from last year's Loonacy Club Race

photos by Misty Martianos



Tom Hayes and Laura Catania



Silent Auction!



Dinner with National Staff

Social Time - Track is 'cold' and so is the beer



Keith Fritze's SPC

Keith Fritze's SPC



Social Time - Track is 'cold' and so is the beer



Gotta love the graphics - Bushwacker Racing!

Orphan. . .

continued from page 17

Having had very little experience with Porsche's and no racing experience, Senn and McGlynn really didn't know how good they had it. The Carrera Cup running in stock classes began life lighter and stronger than its showroom cousins. Basically, because it was engineered for a professional race series, Porsche had delivered a very well thought out car meant to be driven hard and long with little fuss. In fact, Senn and McGlynn once drove the car from Minneapolis 330 miles to Road America. They entered in two different classes, raced all weekend and drove it back to Minnesota. Bob Johnson, Johnson Autosports, (no relation to the author) took care of a #22 and number of Nord Stern race cars. He tuned cars, provided transport to the races and acted as the "grizzled wagon-master" for a growing group of PCA racers from Minnesota. Bob was an experienced racer who knew every track in the country, and a good teacher if you could take a bit

miles as well as track miles. By this time, Senn was a Nord Stern instructor and Tim's younger brother Tom was getting interested. After the 2002 season, Fred made good on a promise to his wife to give up racing when he turned 60 and sold the car to Tom.

Senn summarizes his experience with #22 and Nord Stern. "I'm not mechanically gifted. This rock solid 911, and Bob Johnson's support and coaching made my PCA racing experience an uncomplicated joy. It was like a team sport; the Nord Stern racers and their families made every event memorable. I was delighted that Tom wanted to write the next chapter with #22."

Tom took over as the second McGlynn to campaign the car. He took the car to many PCA races but a combination of rule changes

made it less favorable to compete. Coupled with a young family and further demands on his time, the car sat at Johnson



Driving in Wisconsin with Minnesota plates.

Autosport from about 2004 to 2018 while Tom raced a variety of other Porsches. Tom finally got around to having the 901 Shop in Stuart FL restore it. In fact, the 901 Shop has restored 2 other US Cup cars prior to this one, making them the world's leading expert on the rarest of Cup Cars. It may be the most raced and highest mileage, at roughly 25,000, of all the US Cups.

Tom plans to continue to race the car sparingly alongside his son Jimmy and hopefully soon at BIR.

The orphan found a loving family.



Tom McGlynn at the wheel of the freshly restored USA Carrera Cup #22

of growling. With the help of many calls to Andial, Johnson Autosport converted the car yet again to the race spec where it remains today.

For the rest of the decade, #22 made PCA events at great road racing venues; Road America, Sebring, Mid-Ohio, Watkins Glen, Road Atlanta, and of course, Brainerd. The car was still streetable and racked up street

The Perfect Father's Day!

by Brandon Olson

Pretty awesome fathers day gift from Cason (son). It was the perfect project on days when it was too hot to go for a Porsche drive (no AC!). (editor's note: I love the Olson Porsche adventures and I'd say Cason definitely inherited the car 'gene!')



August 6

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Porsches & Pints

Thursday, August 6, 2020

6:00 to 9:30 p.m.

Leap . . .

continued from page 18

Scene 5

Final: the race is over. A short look back



at the guest star in the studio—a first-generation Porsche 911 Coupé. The garage door then opens and releases the new 911 Targa 4S Heritage Design Edition onto the asphalt of the road, where it will write its own story.

Le Mans: no words

and exposed kilometers of footage of real racing scenes. The Porsche 911 Targa 4S Heritage Design Edition is a loving nod to Porsche history, with gold-colored lettering on the Targa bar and the rear. The unique interior features club leather and corduroy in Atacame Beige. The instrument cluster and Sport Chrono stopwatch provide further nostalgic reminiscences in the cockpit.

With *Le Mans*, Steve McQueen realized his very own idea of a film about race-car drivers: actions, gestures, and looks count for more than words. In the very last scene, when rivals Erich Stahler (Siegfried Rauch) and Michael

Delaney (Steve McQueen) cross the finish line in the midst of a roaring crowd—neither victorious, yet both full of respect for each other—a gesture with just two fingers is enough to say it all. Really great cinema can be so ingeniously simple. The movie premiered in 1971 in Indianapolis, where McQueen had grown up. *Le Mans* was not a box-office success, however. It was too experimental for its time but became a cult classic and blueprint for all racing movies that followed.



Where We Were . . . 60 Years!

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

August, 1998

The front cover featured **Rick Sojowski** at German Car Fest. The back cover is a turn at Blackhawk and a tree that needs protection. I would think the people who left all those tire tracks would have been happy to do a go-fund-me site for some guard rail there instead of just contributing their flat spotted tires.

President **Ron Smith** thanked **Ron Draper** and **Joel Pfister** for chairing the Club Race. He also mentioned **Kathy Hepp** and **Cliff Lawrence** and **Gayle Momchilovich** for keeping the corner workers hydrated as well as doing the happy hours.

Editor **Christie Boeder** wrote up a Women's Tech Session that took place that year, with **Bob Viau** sharing his wisdom. **Gayle Momchilovich**, **Nancy Smith**, **Pat Kittock**, **Susan Lee**, **Gail Murphy**, **Pam Viau**, **Kathy Hepp** and **Christie** herself attended. There was a special guest attendance by **Dorothy Erickson**, Don's mother.

The results of the 1988 Club Race were reprinted. Group 2 was lead by **Steve Watson** with a blistering 1:40.285. **Steve Beddor** and **Mike Hoke** were in hot pursuit with best lap times within 4 seconds behind Watson. Group 1 was led by **Tim Watson** with a 1:53.564. **Greg Theiss**, **Justin Draper**, **Joe Ennett**, **Rick Polk**, **Bob Viau**, and **Erik**

Johnson all followed within 2 seconds.

Chris Welty wrote a great story of a driving school with the Hudson Valley Region at Lime Rock. For a few bucks more students got to drive with a pro. Chris was standing there and **Derek Bell** walked up to the car and jumped into the driver's seat. The instructor-student on-track notes are priceless. Bell: "...a bit of understeer here...come..on...come on...there we go...point the car, eh?" Bell: "Keep your speed and momentum up for the uphill turn. Don't back away from it." Chris: "I usually brake about here." Bell: "Seems slightly skittish." Chris: "It does that when it's sideways."

A little later and quotes were prophetically appropriate for 2020 events. Chris: "Of course I'm just...recovering from a cold and not up to full strength." Bell: "No problem. Just don't sneeze on me."

In "Concour Corner—Brushes" **Kathy Golik** of Allegheny region writes about how brushes can be handy in cleaning your car. She recommends a 3-inch paint brush with soapy water around headlights and windows. She says no detailer should be without several worn toothbrushes with soft bristles.

The Marketplace is short:

- Doug Arndt offers a 1984 944 class one club racer with three pages of new parts. Two races since built. Lap time of 2:02 @BIR. \$15,900/OBO
- 1975 914 1.8 L in silver/black. 41K miles \$8,500.
- 1969 912 Coupe. in ivory/red interior, restored, mostly original. \$6,000/OBO
- 1971 914 parts car for \$200.



Nord Sterner Rick Sojowski at that year's German Car Fest



Bob Johnson gridded First for practice race at Gingerman Club Race this past 4th of July weekend



Nord Sterner Mike Hoke exiting turn 9



Jim Oppenheimer of the Chicago Region



Chris Wally of Kansas City Region



Jim Vos of Central Wisconsin Region

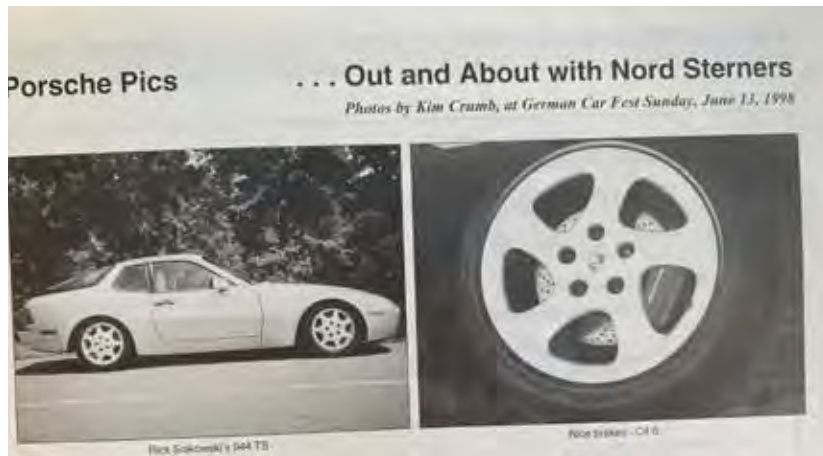
yle Momchilovich, at Gingerman Club Race July 4-5, 1998



Fourth of July at the track! Don Erickson and Brad Hepp doing what they do best...talking about driving!



Ron Smith (#23) waiting, ever so patiently (HA!)



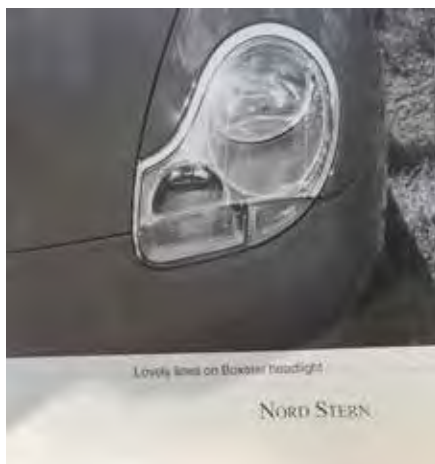
Rick Sakowski's 944 TS



Race brakes - C4 S



Lee Jacobsohn (#51) gridded for a practice race at Gingerman



Love's lines on Boxster headlight

NORD STERN



Greg Fresh's C4S - People's Choice Concours Winner



Nord Stern Marcus Gustafson exiting Turn 9



Led Sands of Chicago Region (#26) about to be passed by Nord Stern Fred Senn (#22)



Pat Witherspoon of Great Plains Region



For those of us who have never been to Bob's shop - it really is a wonderful building - even has clean floors! Photo by Christie Boeder



Susan Lee, Pam Vau, Pat Kittok, Gail Murphy, Bob Vau, Dorothy Erickson are all ears - Photo by Christie Boeder

Porsche Pics

... Out and about with Nord Stern

Photos by Geoff Boeder at BIR Club Race Group 2 June 21, 1998



Jim Voss of Central Wisconsin Region exiting Turn 9

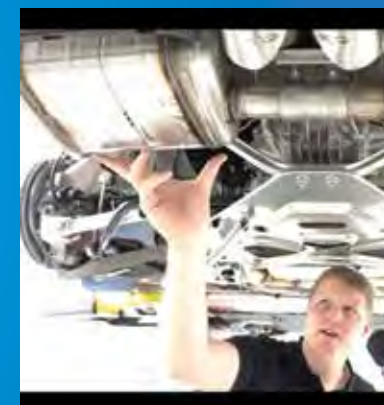


Finally, a picture that shows some speed! Definitely not a 'cow in the pasture' pic. It's actually Tony Shaween of Chicago Region.



Don Erickson and Brad Hepp rotating tires - never an idle moment

Notice all the grass, the paved paddock we see today was yet to be!



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Nord Stern History Posting . . .

by Roger Johnson

Early in PCA's Club Racing Program, trophies were discouraged. Nord Stern went tongue-in-cheek with these wool lumberjack-style hats for the two race winners in 1993.

The next four years the hats were awarded to not just the overall race winners, but to all class winners and each year the hat was a different color but still a wool Paul Bunyan lumberjack style hat from the Bemidji Woolen Mills. My bet is there are a few floating around in various members' closets?! I drag mine out once a year to wear snow blowing. VBG.

— Bruce A. Boeder



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			
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.cvsc.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

And, Nord Stern member Bob Fleming designed this logo for the first Club Race at Brainerd in 1993!



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AUTOMOTORPLEX.COM/EVENTS

Porsche Numerology

by Pedro Bonilla, Gold Coast PCA, March 2017 Die Porsche Kasette

There are very few that can keep up with the numerology and the acronyms that Porsche has used throughout its years of existence.



The first Porsche sports car was the 4-cylinder, mid-engined, 356 (1948). Eventually the engine got moved rearward and that's

how it went into production (and where the engine has stayed ever since, in the 911).

There were several versions of the 356. There was the "A", the "B" and the "C". There was a Speedster, a Cabriolet and a Coupe. There was even a Carrera (in honor of the Carrera Panamericana).



Then, the 356 was no more. It gave way to what has been the longest production of a single model by any automaker ever, the 911 (Nine-Eleven, or in German, Neunelf).



The first 911, which came in 1964, wasn't one; It was a 901. Porsche was forced to change it's designation due to a trademark infringement with Peugeot, so it became a 911. Its powerplant grew from 4 cylinders in the beginning, to 6 cylinders eventually.

The second 911 (1969) was a 912 but had a smaller, less powerful, 4 cylinder engine. Then Porsche started offering different versions of its flagship vehicle.



First the "S", then, in '73 and '74 there was the "RS" (Rennsport) and even an "RSR IROC".

In 1974 there was a Carrera RS and a racing version, the RSR. There was even a Carrera RSR Turbo.

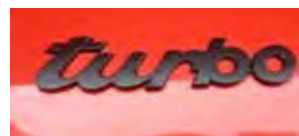


Between 1967 and 1977 Porsche made the 911 A, B, C, D, E, F, and G Series cars.

In 1976, the second 911, the 912, was resurrected and was offered as the 912E.

One year later Porsche replaced it with the 924, which wasn't a 911 anymore.

But back to the 911s.



Between 1975 and 1989 there was the 930, which was the 911 with a turbo. It was also just

known as "The Turbo".

In between those years, the 911 SC (Super Carrera) the 911 CS (Club Sport), the 3.2 Carrera Supersport (last of the original 911s), a Cabriolet and a Speedster had made their debut.



In 1989 the 911 was still a 911 but

underwent drastic changes and



became the 964. The next year, a 964 Turbo came to market. The RS was offered again, and an RSA (RS America).

In 1994 the 964 became the 993 although it was still a 911. These were to be the last of the air-cooled 911s.

The 993 was available as an S, an RS, a C2S, a C4S Turbo and Turbo S.

In 1997 a smaller water cooled flat-6 was produced and put into a 2-seater, mid-engined, entry-level Porsche, the Boxster. But that's another story altogether.

Then, in 1999 the 911 got water-cooled and became the 996 (with larger version of the Boxster engine). It was offered as a Carrera



In 2005 the 911 was now the 997. This one was offered as a Carrera, Carrera S, Carrera 4, Carrera 4S, Turbo, Turbo S, GT3, GT3 RS, GT2, and GT2 RS.

In 2012 the 911 again changed and became the 991.

In between many of the aforementioned 911 production years, other models were developed. Some were produced and sold quite well. Others were very limited and were produced as street cars just so that Porsche could homologate the model to go racing.

We can mention, in sequential, not chronological order:



Now, if you knew all those model numbers and their singularities you are a certified Porsche Numerologist!

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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

Green Porsche Envy

by Tom Roos, Hurrican Region of PCA, Der Wirbelstrum

If you were to research the frequently quoted phrase, “the Eskimo have over 80 words for snow,” you would find controversy and confusion. If I were to tell you that Porsche has had over 70 variations of the color green, would you buy that? You should.

I’ve always been attracted to some of the less popular colors. Bless



356 Speedster w/custom Hardtop, Fjord Green/ Tom Roos

you guys that like black, silver and gray. These have certainly been the bestselling colors over the last few years; they’re just not my first choice. Fellow Hurricane member, Bruce Reeves, knowing my penchant for green cars (at the time I owned three green Porsches), sent me a web link a while back that showed 63 different greens. This

was certainly fun to peruse, as it peaked my interest and spiked my curiosity. For starters I was surprised that there were as many as 63, but seeing one that I knew existed (a former car of mine), left off the list, made me wonder how many greens Porsche has offered since 1950. Fashion dictates popular colors over the years, and car colors follow these trends as well as clothing, and other more obvious consumer items. It is interesting to track these trends and how they have affected Porsche’s offerings.

My research starts with 1950, and although Porsche started building cars in 1948, the move to Stuttgart started the first true regular production years. Porsche typically offers colors for two or three years at a time, and that holds true starting in the early 50’s. During



356 Convertible D Stone Gray, Jim Lamb

years 1950 thru 1952, the 356 model was available in 25 different colors, four of which were green. During these years, two outside coachbuilders actually produced the bodies, Porsche added the drive trains and finished the cars. The 1953 to 1955 models continued two



356A Coupe - Glacier White, green tint is very noticeable in person

of these original greens, and added another. All of the production cars were painted in lacquer. The 1956 model year started the use of enamel paint and brought along one more new green, “Lago.” They obviously caught this error and came through with three greens in 1999. To get you as up to date as I can the last version GT3 RS was available in Lizard Green. The 992 comes in Adventurine Green, but that was available during the 993 years.

In addition to the link Bruce sent me, I used a couple of reliable books, and supplemented these with Porsche sales literature, to come up with this information. I verified the online information, as my trust of the internet is dubious. I could not verify 11 of the greens on the original list of 63, but my current, confirmed total is 77 different Porsche factory greens. This list is just for sports cars, no four door Porsches have been included. My list includes no “paint to sample” colors, only standard and special colors. Always in the old days, and even now with a little persistence and a lot of money, Porsche will paint a car to match any \$ample color you provide.

I will continue my diligence and see if I can dig up some more. If you would like a list of all 77, please send an e-mail to: troos911@gmail.com.

Note: Update from original publication in May/ June 2009 issue of *Der Wirbelstrum*: PCA has a new website, Rennbow where you can check out many of the colors Porsche has offered over the years.



356A - Lago Green, Darrell Bryant



Cayman R - Peridot Green, Darrell Bryant

What is Rennbow?

RENNBOW is the Largest Collection of Porsche Images on the Web, Organized by Color. You can:

- Upload your own images
- Search for an individual color

- . . . or you can see a giant color chart and images of nearly every color ever offered by Porsche! <https://rennbow.org/>



996 - Ocean Jade Metallic, Darrell Bryant



Another view from last year's Loonacy Club Race and DE with 2020 President Chip Smith's 'Red Baron' #13

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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.

Clubtalk . . .

continued from page 16

Key word: Road. That Porschemower is clearly in the field.

– Rich Iwen

Could be worse. After sedans, water cooled, SUVs, and electric, maybe it's a cycle prototype.

– John Rebane

So Michael, What kind of an engine does this "thing" have? Inquiring minds want to know if it is a "real" Porsche. ;-)

– Jon Beatty

Man, to think I turned my 356 into an Outlaw when I could have done this. Another missed opportunity.

– Dave Roberts

Looks like a 912 to me. If it has the original engine, that's worth something.

– Lon Tusler

It appeared to have an engine but I couldn't tell you if it was Porsche or Volkswagen. It was sitting on private property next to a walking path which ran along the highway. It didn't have a for sale sign, but it almost looked like it was put there to sell.

– Michael John

What does a rear clip for a 912 go for these days?

– Keith Jones

This looks like something I would have seen in Bangkok next to the Tuk-Tuks and Klong boats. (Editor's note: now that really made me laugh!)

– Michael Bowers

Maybe it was just totally destroyed before . . . it is hard to look at, that is for certain!

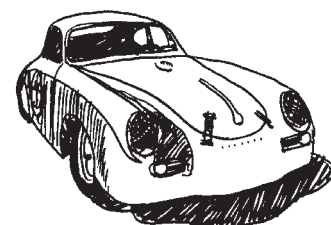
– Klaus Schneegans

I am just so pleased and proud it's right here in Minnesota. Normally you need to go to Alabama for this level of accomplishment.

– Mark Schumacher

Well, Jon (Beatty) said he was looking for a project!

– Nick Cirillo





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