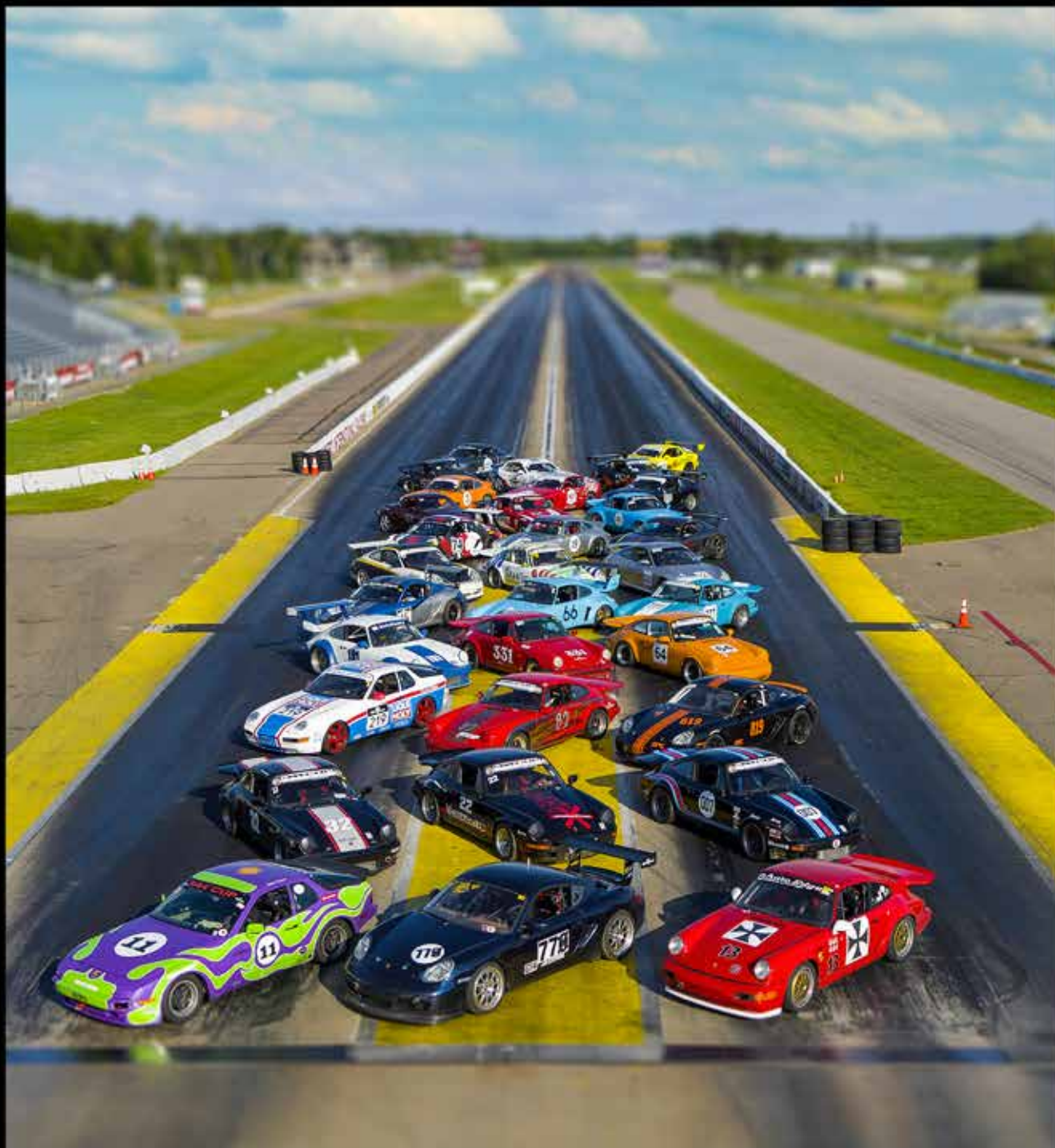


# Nord Stern Loonacy



**Brainerd International Raceway**  
**July 25-26, 2020**

Nord Stern Region PCA

SEPTEMBER 2020

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## Contents

### Departments

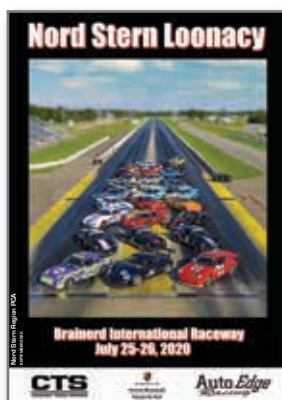
- 4 2020 Nord Stern Officers and Committee Chairs
- 5 So, Just What Do We Do In Nord Stern??!
- 6 The Prez Sez . . .
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 10 PCA's Zone 10 Directory
- 20 Where We Were . . . 60 Years!
- 35 Just 1/4 Inch
- 36 The Scans Continue . . .
- 38 Classifieds

## Features

- 11 In Every Era There's Only One Genius . . .
- 12 Nord Stern August Business Meeting Minutes . . .
- 14 Tire Recommendations! . . .
- 17 The Younger 'Set' aka Porsche Juniors
- 18 Le Mans 1970 Was A Tremendous Risk
- 22 Rain Makes for Excitement at Road America!
- 24 Out and Above at the 2020 Club Race . . .
- 25 Out and Above at the 2020 Club Race . . .
- 26 Out and Above at the 2020 Club Race . . .
- 27 Out and Above at the 2020 Club Race . . .
- 28 Out and Above at the 2020 Club Race . . .
- 29 Out and Above at the 2020 Club Race . . .
- 30 Le Mans 1970 . . .
- 30 Another 'Historical' Moment!
- 31 Nord Stern History Post #10 . . .

## Upcoming Events

- 8 2020 Calendar . . . Get Around with Nord Stern
- 31 Nord Stern History Post #10 . . .
- 38 Date Change . . . Upcoming event with InterMarque Club



Cover:  
Photo by Josh Hway of Dynamic Photoworks  
Front Straight with many of the 2020 Nord Stern  
Club Race Participants!

Poster layout Design  
by Bret Bailey

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.

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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 ?!

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

Nord Stern membership Options:  
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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!*

Watch here for an update on members joining in 2020!

### 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

**W**hew!! Our Loonacy Club Race/DE weekend at BIR is over and it was a hit with a record 75 racers and more than 70 DE drivers. The race was run as a single group, rather than splitting into two which made for some awesome racing.



The Porsche Club BIR lap record was broken not once, but twice by **Ryan Gates** and his dad **Bruce**. Intermittent rain threatened to stop the fun but the track dried quickly with little interruption for DE drivers or club racers. Covid-19 protocol

was a big concern and we were able to maintain a safe event for all, including our catered BBQ dinner. A big thanks to **Dave Sorenson**, **Dave Anderson**, and all the many volunteers who made this event possible. It was a moving target right up to the final days but we pulled it off. Special thanks to **Mike Hoke** who gave up his racing weekend to serve as our PCA Race Steward.

On a social event note, the Porsche's and Pints gathering at Boom Island Brewery was quite a success. We had great turnout and members enjoyed the brewery's products in a safe outdoor setting. I loved seeing the photo of a parking lot of Porsche's. Even the beautiful weather was perfect!

Our tour of the Cirrus Aviation facility in Duluth has been postponed due to Covid related issues. We will try to reschedule it for a later date.

Please keep in mind that PCA now requires all participants at our events to sign a Communicable Disease Waiver. You can now sign

this online at [clubregistration.net](http://clubregistration.net) once and you're covered until May 26, 2021. This greatly helps and speeds our event registration processes.

Last month I told you about an epic new event we are planning, featuring a scenic drive and a drive-in movie. The date has now changed to September 26 but we are moving full-speed ahead to make this happen. By collaborating with Porsche Minneapolis and Porsche St. Paul and their "Stay Driven" campaign, we are able to put this event on at no cost to attendees. Attendance is limited and you must register online at [clubregistration.net](http://clubregistration.net). We expect a big crowd including many Porsche customers who are not yet Nord Stern members. Sign up early. The drive-in theater is in Chetek, WI, a scenic 2-hour drive from the Twin Cities. There are many hotels around Chetek for those who prefer to stay overnight and drive back in daylight. We will be watching the movie "LeMans" with Steve McQueen, a classic motorsports film. Concessions will be available and attendees can buy raffle tickets to win several great give aways provided by our Porsche dealers, including:

- A Weekend with a 992 in the spring of 2021 – Limited to 300 miles of driving. Vehicle to be chosen by the Porsche store. Weekend to be mutually agreed upon.
- 911 Turbo S Model car – 1:18 scale - \$449 Retail Value
- Martini Racing Clock - \$300 Retail Value.

Proceeds from the drawing will support St. Jude's

*Continued on page 15*

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

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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

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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

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Since, as usual, I am behind on finishing up this issue of the newsletter I want to feature the kudos for this year's amazing Club Race and Driver Ed weekend in late July - version 2020. Which was pretty darn right amazing considering the year everyone is having to navigate in this era of Covid-19 messiness and subsequent safety guidelines. The Brainerd club race was the first, potential, club race for the national club race program since the year began. While it took an enormous amount of behind the scenes work, phone calls, consultations, decisions, guideline crafting which many of us won't even know or guess as to what all it took, suffice it to say it 'got done!' And that wasn't always a given. It was a great turnout for both DE and club racers with lots of good action on track (see Chip's remarks, too). Kudos go to a lot of folks but here are just a few comments:

#### **Nord Stern Loonacy Club Race Weekend 2020!**

Huge thanks to **John Blackburn**, **Dave Anderson**, **Mary Driscoll**, **Chuck Porter**, and the great team of volunteers that ran such a great Driver Ed event this weekend!

– Cheers, Hal

And a huge thank you to **Kim Fritze**, registrar, **Dave Anderson**, **Mike Hoke** - steward, **Ryan McGee** - timing tech, the two scrutineers from down south - **Jon Jones** and **Jeff Wiggins**, starter **Judy Sievers**, corner workers, fire/rescue and . . . most importantly **Dave Sorenson**, eventmaster (again!) ( plus ALL the region leadership).

First PCA Club Race under Covid protocols, whew! What a great time under challenges. (If I missed anyone, sorry)

– Bruce A. Boeder

And to help Bruce with some of those misses . . .

**Steve Schmitt** for stepping in as Grid Master. I'd list his crew but I only met them when handing out updated Enduro grid sheets. Having worked grid in hot weather for a couple of years myself, I know firsthand what these folks had to endure over the weekend. Thanks!

**Hal Voges** for sitting alongside and working with **Ryan McGee** in the comfort of the Timing & Scoring suite to get the club race sessions timed with results printed for the racers. (I hear we've got a new PCA

## From the Editor . . .

*by Christie Boeder, 1973 911, Signal Orange*

club race lap record posted a couple times over the course of the weekend.)

**Steve Powless** and **Lara Dant** for manning the pace car for the sprint and enduro races. Fortunately, the club racers only needed them for the start of the races. (It was another great Club Race in spite of the threat of weather and the oppressive heat and humidity.)

**Christie Boeder** – Bruce, how did you miss her? – for handling practice and race results as well as handling parade lap donations. (Sounds like we got a decent donation to Courage Kenny even without the auction, which was sorely missed by many. Editor's Note: In excess of \$700 for Saturday alone!)



**John Blackburn** for organizing a full-blown DE event under the various protocol guidelines related to COVID and Stay Home MN. All under the watchful eyes of various National staff; both in attendance and remotely. I heard numerous positive comments – none negative – about about his virtual driver meeting. I have a feeling this may become a model for future DE events.

**Chuck Porter** manning the black flag station and making sure miscreant DE drivers got updated on safety rules and guidelines as needed.

**Lara Dant** and **Dan Perinovic** for ensuring that everybody had refreshments available at the end of the day.

Of course I have to thank my recently acquired sidekick, **Andy Barker**, that has stepped in as co-registrar and picked up registration activities when I was dealing with family issues, as well as all the complications that arose due to the pandemic and the logistics of how the Club was going to be the first national club race coming out of the COVID restrictions.

And lest I forget, **Mary Driscoll** for always willing to help with onsite registration duties and ensuring that everybody has proper credentials even though she's not always willing to go digging around in your helmets.

Now I'm sure I've missed some folks as well . . .

– David Anderson

Well said, Dave. And an enormous thanks to you. I think you had the biggest workload.

– Chip Smith

**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: POSTPONED**  
Leading the global general aviation industry by shaping the future of aviation (Duluth)  
11 am, registration clubregistration.net
- 26 Red Carpet Rally - Drive and Drive-In Movie**  
Sponsored by Porsche Mpls and Porsche St. Paul  
Details TBA
- 25-27 Postponed - Nord Stern's Annual Fall Color Tour**  
Pier B, Duluth, MN  
Our annual Fall Color Tour will be postponed to 2021

**OCTOBER**

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

**NOVEMBER**

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

**DECEMBER**

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

**2020 OCTOBER**

2021! Never too early to Mark Your Calendar . . .

**1 - 3 Nord Stern's Annual Fall Color Tour**

Pier B, Duluth, MN  
Details to be announced

**• Car Events of Interest •**

**NOT organized by Nord Stern, or PCA**

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**• 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.

*Notable Quotes:*

*"The rainstorms at night were extraordinary. At times the water shot straight across the track.*

*It was incredibly dangerous."*

*— Dr. Wolfgang Porsche, 1970 LeMans*





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

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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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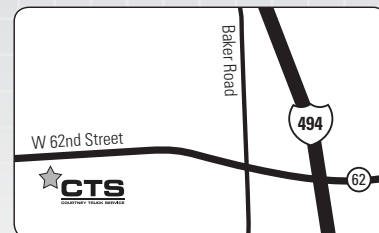
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At the start of “A Life of Speed: The Juan Manuel Fangio Story,” a documentary now available on Netflix, Jackie Stewart says something to the effect that, at any given time, there are millions of drivers on the roads, thousands of drivers with a competition license, and a few hundred who are real competitors. But only 21 in Formula 1. And, out of those 21, six are really good. Three are exceptional. And generally there’s only one genius.

Fangio, Stewart says, was the genius of his era . . . and maybe all modern eras.

Of course, I had a general knowledge of the Argentine. But it was sketchy. I seem to recall stories about, anywhere in his native country, Fangio would walk into a restaurant and everyone would immediately stand up, and clap.

Turns out, it was indeed like that at his funeral, in 1995, in his native village of Balcarce. Stewart, a pallbearer, along with Stirling Moss, Carlos Reutemann and a few other drivers, says that 10,000 mourners stood, absolutely silent, outside the church. When the procession came out, you suddenly heard a clap . . . then a second . . . then a third . . . then a thunderclap of applause.

What’s this all about? Here’s part of the answer. In the closing credits, they list his Grand Prix tallies. 51 races. 29 poles. 35 podiums. 24 victories. Five world championships. In four different teams. And he went to Europe to race at the ripe old age of 37. Fangio expected to race one season. He stayed for ten, retiring at 47.

“I had two accidents,” Fangio says. In his career. “Both were because I was tired.” The first came midway through one of the marathon long-distance races across Latin America in which Fangio competed earlier in his career. This one was from Buenos Aires to Caracas. Expecting to lay over in Lima, overnight, he was told he had to leave in the middle of the night, because of an expected coup d’état in the a.m. He proceeded to roll his car, killing his riding mechanic and best friend.

The second came at Monza. On Saturday, he raced in Ireland. To get to Italy the next day, he expected to hitch a ride with Prince Bira on his private plane, only to find that Bira had left early, having dropped out of the race. So he flew to London, then to Paris, where he was loaned a car, which he drove overnight to the

## In Every Era There’s Only One Genius . . .

by Danielle Badler, courtesy PCA Editors

track, arriving at 2 p.m. He started at the back, proceeded to pass cars left and right . . . and clipped a guardrail midrace. Fangio was hospitalized a second and final time.

Talk about how times have changed! And, remember, during Fangio’s era, 65 drivers died. Mika Hakkinen says three, four, five died every year in those days. Stewart counted 57 who died during his era. “Never drive tired,” Fangio simply says.

“I realized dying is not so bad,” Fangio says. “There’s no time to think . . . I believe in predestination . . . nobody dies before their time.”

But he also believed in preparation. Fangio was a mechanic before he was a race driver. This understanding of machinery, he believed, gave him a unique advantage. He could not just feel, he could understand the limits of the car, where maximum performance was. Moss is quoted saying he loved to follow Fangio on the track. Because his line was perfect, again and again. “It was a fantastic experience following someone as good as that.” From Moss!

According to Hans Hermann, his teammate at Mercedes in ’54 and ’55, Fangio would walk the track before a race. Or bicycle it. Or motorbike it, if it was a long course. He would study it for days, memorize every detail. “You have to help fate,” Fangio said. “Fate can’t do it alone.”

And he would work on his car with his mechanic. Once he polished the crankcase of his engine until it was perfect, until 1 a.m. Giving his team the time to reassemble the package, and giving himself time to sleep.

So, was he the best ever? Hakkinen says he drove a few of Fangio’s racers. The cars then were not designed for any form of comfort for the driver, he says. Just speed. “The gearbox, the steering. It was really difficult.”

Horatio Pagani says that, today, you need precision. Then, you needed art. Today, you add art to precision and you have a world champion. Then, you added precision to art and you had a world champion.

So, was he the best ever? In the film, Senna is shown saying it. Prost says it. Moss says it.

But we leave it to a researcher from the UK, who analyzed assorted variables – wins, losses, the team, the cars, the competition, the weather, whether the track is a street course or not.



# Nord Stern August Business Meeting Minutes . . .

*submitted by Betsey Porter, Nord Stern Secretary*

The meeting was called to order at 7 p.m.

## **President – Chip Smith**

July business meeting minutes were approved as posted in the August 2020 newsletter.

- Loonacy weekend was a huge success
- We had so many volunteers, it was amazing
- We had a record number of racers
- We had a great DE
- We had a great dinner
- Kim did a great job wrangling the racers
- The Zone 10 rep (not a racer) was impressed
- Zone 10 conference call. We are the largest region in the zone by membership numbers. PCA is now allowing two people in a car subject to state rules.

## **Vice President – John Velure**

- No report

## **Treasurer – Jeff Bluhm/Todd Smith**

- Via email, Jeff will collect money from ClubRegistration.net and pay our expenses for Club Race
- Kim Fritze says she is processing one refund for a person who crashed on Friday and didn't race.

## **Secretary – Betsey Porter**

- No additional report

## **Advertising – Mollie Nygaard**

- No updates, other than there is replacement copy for the Porsche Mpls and Porsche St. Paul ad

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

- no report

## **Autocross – Andy Golfis**

- No report, editor reports there is an updated calendar for MAC events in this newsletter

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

- no report

## **Charity – Mark Kriesch**

- no report

## **Club Race – Dave Sorenson**

- Dave did a super job!
- We took a photo of the racers with their cars on the drag strip using a drone and it turned out really great. Josh Hway directed the shoot and took the photo with his drone (which we got permission to use from PCA for this purpose). Bret Bailey will be making an art print out of the photo and we will make a poster for the racers. The image is this month's cover!
- Roger suggests working with **Solve**, the ad agency we are working with, on the printing and mailing of the poster.
- Roger will send the print to Club Racing News
- Chip reported on the feedback vis-a-vis the dinner, both positive and negative. Some were unhappy they had to pay extra for the dinner, but others also enjoyed the meal. We will think about adding the cost to the registration fee next year and then everyone gets a ticket. Maybe \$25.
- 125 people bought the boxed dinner.
- We had the fastest thing that Porsche makes on the track, along with the slowest thing and we had no carnage.
- John Blackburn suggests a deputy Safety person to give Chuck a break at points over the long weekend.
- Chuck indicated people were very courteous when pulled in to the black flag station. It's an educational process, drivers did very well considering most were unfamiliar with our rules.
- Chip says we should double check that the corner workers know our passing rules for all run groups.

## **Driver Education – John Blackburn**

- We can have two in a car for Final Fling!!
- Jim Bahner, will ask which instructors are comfortable with this and will make a list. We will determine how many participants we can have based on those willing to instruct seated in a vehicle.
- Windows will be down; doors open when in grid; visors down; mask or balaclava on under helmet.
- John suggests we re-work the slalom exercises and classroom time to accommodate social distancing

and reduce the time people are lingering two to a car when not in motion.

- Chip will look at buying a larger tent so we can maybe do more activities outside.
- The virtual driver's meeting went well at Club Race, can probably do that again for Final Fling.

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

- No additional report

#### **Historic Archivist – Roger Johnson**

- No report

#### **Insurance – Dan Perinovic**

- No report. Get insurance for drive-in event

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

- Steady stream of new members signing up.

#### **Newsletter – Christie Boeder**

- Via email, Christie asks for Club Race photos/articles

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

- Final Fling is open
- Will set up the drive-in event

#### **Safety – Chuck Porter**

- We need to nail down the face covering requirements for all promotion for our Final Fling so everyone knows.

#### **Social – Toni LaRose**

- Via email, the brewery event was very well attended.
- Betsey indicated more cars were there than there were registrants, so word of mouth boosted attendance.
- We should do one on the east side, there are plenty of breweries in St Paul, etc.
- Cirrus tour will be postponed until next year.

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

- Misty started a raffle on the FB page for a Porsche cup, post a photo of your favorite p-car.
- Keep posting, positive engagement is key!

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

- No Report

#### **Touring, Rallies and Drives – Ron Johnson**

- Fall Color Tour postponed til 2021 (Oct 1-3)
- Vino in the Valley cancelled for 2020

#### **Track Relations – Jim Bahner**

- Chip will get a plaque for the BIR owners to thank them for 50 years. Will present at Final Fling or a TBD Fall dinner.
- We want them to know they are very important to us.

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

- No update

#### **Old business**

- Red Carpet Rally – Roger
- Drive- in movie tour to Chetek. WI. Roger has been working with Porsche of Minneapolis and Porsche of St Paul. Based on Porsche NA's new marketing strategy of "Stay Driven", they were

looking for something to do and this seemed like a good fit.

- The current plan is to start at each dealership and drive to the theatre "on our own", rather than as an organized drive. They don't want to create the possible negative appearance of a parade of expensive cars driving around.
- The dealerships have agreed to take on ALL the costs, we won't have any tickets anymore, all are welcome, up to the limit of the theatre's capacity.
- Their charity is St Jude's, so they will be offering some raffle items for that. (see Chip Smith's column for details!)
- Roger recommends we apply to PCA for a \$750 subsidy for this event.
- New date is Saturday, Sept 26
- Do a commemorative cup, *Solve* will work on this.
- The cap is 275 cars, then a waiting list. We will not confirm registration in Club Reg until our waivers are signed.

#### **New Business**

- No new business

Meeting adjourned 7:52 p.m.

Respectfully submitted, Betsey Porter,  
Secretary



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## Tire Recommendations! . . .

courtesy ClubTalk

### The Question:

I want to get real feedback from the club on Michelin Pilot Sport 4S, Super Sport, or Sport Cup 2.

Replacing the OEM Pirelli's on my Targa. Will be used on the road in summer and 4-6 track days a year.

Still developing driver capability and car control before I jump to track slicks! (*editor's note: good idea and an approach well documented to be a 'best practice' - no pun intended*)

— Andy Barker

Andy, Welcome to the very slippery slope. I have tried all those tires on track and street.

Super Sports - great tire on street and competent track tire. Awesome on the track in the wet, I use them whenever it rains on the dedicated track car (Boxster S)

Pilot Sport 4S - current street tire on the C4 GTS. Supposed to be successor to Super Sports and better, I can't really say they are better or not but they are not worse. Also used them with that car on the track. Worked well in dry and excellent in wet. Turns out a C4 GTS with DSC controller and PS 4S tires is pretty awesome when it's raining out there.

Sport Cup 2 - for me neither here nor there. Not comfortable with them in the wet and not as good as Nitto NT01, Hoosier R7 on the track. Others use them on summer daily driver, but I want more water shedding as I drive street cars when it rains.

If you are going with one tire for all, I would recommend the Pilot Sport 4S, but can't go wrong with Super Sports. You will eventually want a second set of rims for the track, but you can do lots of great learning with either of those.

— Steve Kemp

I think Steve nailed it on the tires. The Super Sports and the Pilot Sport 4S are pretty much the same tire. It may depend on your wheel size which one you select. Both are superior in my opinion (others may disagree) to the Pirelli P Zeroes. These really are more street tires than track tires, although they certainly could be used on occasional track days. But if you really are going to do as many as 6 track days per year, I would consider going with dot track tires (but not slicks).

I think it really depends on how much street vs. track driving you plan to do. Is your car a daily driver or an occasional back road Sunday driver. If it really is an very occasional street driver, going with the Cup 2s will be fine. It will also depend to some extent what suspension, brakes, and wheel alignments you are using. How is your car set up? For example, if you are planning to use track brakes I would tend to go with grippier tires. And the Michelin Sport Cup 2s will be just fine at this point. Not a grippy as Hoosiers but are more consistent and will last longer especially if you are planning dual use.

But if you are already really committed to 6 track days per year, as Steve said you really will want to get a second set of wheels with dedicated track tires (but not slicks which you mention).

— Nick Cirillo

Steve just answered this for all of us. Totally agree

— John Blackburn

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Genius . . .

*continued from page 11*

The conclusion? Teams matter most. If you're part of a poor team, you will not win. But drivers matter. And Fangio is at the top of the list of drivers who matter. Others were similarly versatile, in any conditions, dry or wet. Senna and Schumacher, for example. But nobody did it in four different cars, won consistently in four different cars. On four different teams. And that's the difference. Which is difficult to see being repeated in the modern sport.

Stewart echoes this point. "Fangio always knew which team to go to. In my era, you had three-year contracts. Today you have three-year contracts, sometimes five years. You can't switch machinery like he could in his day." And consistently win.

"When you're in your prime, it's hard to retire," Fangio says. "My plan was one year in Europe. I did ten. I grew tired of racing. I decided it was over."

Yeah, I know. Remarkable. A remarkable life. Watch the documentary. See for yourself.



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**PORSCHE CLUB OF AMERICA**

Prez Sez . . .

*continued from page 6*

Children's Hospital. Details for this event will be released shortly.

As we near the fall, colder weather will force us to get creative on ways to hold safe indoor events. Rest assured, member safety is our top priority and we will NOT hold an event if we can't do it safely within the state and federal Covid-19 guidelines.

That's it for now.

— Chip Smith

2020 Nord Stern President



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## 2020 Nord Stern Club Race (The Loonacy) and Driver Ed

The father/son team of Bruce and Ryan Gates set a new PCA track record at Brainerd during the Loonacy Enduro driving a GTA3 (2019 GT2RS ClubSport). According to my PCA minimum lap times workbook, the previous record of 1:38.325 set in 2016 with a GTC5 (sorry, don't have a driver name handy). Bruce set the new record of 1:36.205 in lap 3 of the Enduro. Son Ryan, nearly bested dad with a lap of 1:36.416 after taking over the wheel during the mandatory pit stop.

Unfortunately, the duo lost the Enduro by 52 seconds due to a pitstop that was 96 seconds slower than the winning team of Jeff Majkrzak and Leh Keen.

The PCA track record was broken a few times over the weekend. In Saturday's first sprint race of the afternoon, Bruce set a (then) new lap time of 1:36.592 in lap 2, but that was bested by Scott Neal in the following lap with a 1:36.365. That time held until Sunday morning when Bruce set the new record with an average speed of 116 MPH on the 3.1-mile Donnybrooke road course.

The Loonacy Club Race this year had some great pack racing on Saturday afternoon and Sunday morning. Twenty-four different classes were running at this event with a total of 75 cars registered.

If you missed this year's event, be sure to put the 2021 Loonacy Club Race on your calendar for next summer!

— David Anderson

Thanks Dave for pushing out the stats. It was for sure an incredible weekend that will be hard to duplicate next year. Incredible lap times traded between the Gates. Last night Joel and I were giving Jeffrey (my older son and driver) a hard time that he could not best my 2:00.83 in his NA944. Funny how inferior I feel looking at the Gates' times — it's almost like I was in a Fred Flintstone car. I guess we both have lots of room for improvement.

Cool stuff, great event,

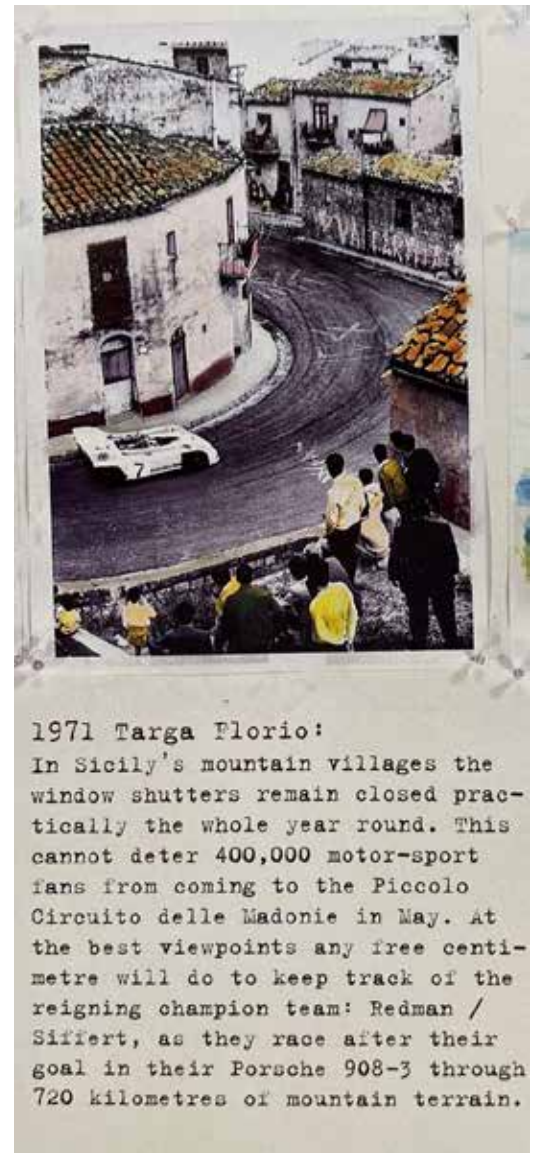
— John VeLure

## So You Like Gulf Blue!

Wonderful article in the newsletter (by Nord Stern member **Jim Southwell**, August 2020)! As usual, so much information I didn't know. I've always loved gulf blue but didn't know the story of how it got from a Pennsylvania oil company to Porsche race cars (via England). I also noted the Joe Siffert photo from the 1970 Targa Florio race. Porsche published a very similar image from the 1971

Targa Florio, this time with Redman and Siffert driving a 908. This one shows some of the crowd. The photo always makes me think of the sound those cars must have made echoing up from the city streets at that spot. This image was from 2001 Porsche calendar. The typewriter text was from the back of the calendar where they gave the explanation for each month's photo.

— Ron Faust



## MAC Autocross Events 2020

Andy Golfis recently checked in with MAC regarding how AutoX events were going in light of Covid-19 restrictions and here were the comments:

Well after speaking to EVERYONE in the cities that we run in, to making our own Covid Preparedness plan as well as an club specific plan we started to have events at the End of March. So far we have had 5

*Continued on page 16*





A very cute photo of Finley Goodman (grandson of Nord Stern members Carrie and Michael John) driving his own Porsche! Red hair and all.

Below: Cason was hard at work this weekend helping me take out the side windows on the 71' T. The Milwaukee cordless ratchet is one of his favorite tools in the garage.



## The Younger 'Set' aka Porsche Juniors



Above, some of the latest photos of super Jr. Porsche member Cason Olson, as reported by dad: We're making use of the garage space we have by being able to perfectly place the car in the garage!

Below: We don't know what we're doing, but we're having fun doing it!





# Le Mans 1970 Was A Tremendous Risk

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

Porsche and Le Mans have always been a family affair. This was also the case with the first overall victory exactly 50 years ago. Dr. Wolfgang Porsche remembers.



Nothing has changed. It feels like a time capsule. The furnishings exude the flair of Germany's Wirtschaftswunder—the miraculous postwar economic recovery when Porsche grew from a small family enterprise to a sports-car company of worldwide renown. Successful showings at Le Mans played a key role in its rise.

Lined with dark green leather, the executive desk is currently covered with seven decades' worth of photos of Le Mans. Dr. Wolfgang Porsche's eyes sparkle upon spotting himself as a thirteen-year-old on the pit wall with his father in 1956. "Of course I loved to accompany him," he says. "But I wasn't allowed to go every time because the race was always held during the school year."



Skipping school was not exactly an option, even in the race-crazy Porsche household. The entire family would go more regularly to the Nürburgring for the German Grand Prix, which was often held during summer vacation.

The photos of Le Mans are also a journey back in time for Wolfgang Porsche, who's now seventy-seven. They show glimpses of different periods of his life up to the present day.

A photo taken in 2017, for example, reveals not only how the young teenager has changed since the 1950s but the changes in the world of motorsports as well. It shows Wolfgang Porsche in the control room. In the twenty-first century no one sits on the pit wall with a stopwatch and handwritten charts. Instead, engineers sift through enormous volumes of data on their monitors to develop the best strategy for the twenty-four-hour race.

*"The rainstorms at night were extraordinary. At times the water shot straight across the track. It was incredibly dangerous."*

— Dr. Wolfgang Porsche

But the inimitable magic of the classic endurance contest remains unchanged – for Wolfgang Porsche as well. "For me it's not just about being there but supporting the entire Porsche team," he says. "I suffer through the mechanical issues and am thrilled when we succeed."

Teloché



1979: "The Porsche team used the garage in Teloché for decades. It had a family-like quality to it, and friendships developed with people in the town. The neighbors were always stopping by to visit. It's unthinkable today."

*"The atmosphere at our workshop was both casual and highly professional."*

Porsche has had all manner of tragedies and triumphs in Le Mans, and no manufacturer has been more successful on the course near the Sarthe River. The photos reveal an unparalleled devotion to the iconic race.



1956: "My father was really excited every time he headed off to the race with our factory director Hans Klauser, who's on the right in this photo. You could feel how happy they were."

Since the very first appearance of two modified Porsche 356s in 1951, no year has passed without the presence of Porsche race cars driven by factory or customer teams. Which is why Le Mans is also known as "Porsche's living room."



1970: A rare visit of his mother Dorothea Porsche to Le Mans

In a photo from 1970, Wolfgang Porsche spies his mother Dorothea, who didn't regularly attend the epic race, next to his father, Ferry. That was the year of the eagerly awaited first overall Porsche victory by Hans Herrmann and Richard Attwood in the 917 short tail. A car and an event that Wolfgang Porsche will never forget. That win was a "phenomenal milestone," he says. "It was the first time we showed we could beat the really big names. It was a breakthrough on the international stage."

The Porsche DNA

1970s and 1980s: "A wild time. I had good and friendly relations with all the drivers. (...)



1981: "Our victories at Le Mans showed that turbos are fuel efficient and well engineered, which was crucial for the success of the production models."

Above: Jacky Ickx and Derek Bell's winning Porsche 936, Le Mans 1981



1981: "For me it's not just about being there but supporting the entire Porsche team. I suffer through the mechanical issues and am thrilled when we succeed."

Above: Derek Bell, Jacky Ickx, Dr. Wolfgang Porsche



Hans Herrmann and Richard Attwood, LeMans 1970



1982: Helmuth Bott, Dr. Wolfgang Porsche, and Jochen Mass.



(...) Especially Jacky Ickx, Derek Bell, Jochen Mass, and of course Hans-Joachim "Strietzel" Stuck. Strietzel is still good at anything he touches and his cheerful nature is infectious."

Above: Derek Bell and Hans-Joachim Stuck



1986: Overall winners Derek Bell, Hans-Joachim Stuck, and Al Holbert with the Porsche 962 C.

The next half a century brought eighteen more overall victories—too many to list individually. The race in 1976 holds a special place in



# Where We Were . . . 60 Years!

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

September 1998

By Kevin Egan

Curated by Ron Faust, proud owner of a 1980 Weissach 911 SC, a 50th Anniversary 911 and a 356.

The front cover of Nord Stern for September of 1998 shows **Bob Fleming's** classic 1965 911 at the long-gone summer German Car Fest, with the photo taken by the late **Jill Daneu**. On the back cover, we have a nice shot of **Jim Seubert's** early 911 and the "new" 996 displayed nose-to-nose at the Maplewood 996 tech session.

**Kevin Zuch** provided all with a delightful story of his expedition to near-by Oregon to pick up a 1986 944 Turbo Club Sport factory race car which he had purchased sight-unseen. The trip was an adventure filled with speed, scenic highways and many local characters. 1,960 miles later, Kevin returned to Minnesota with a solid car and many great stories.

**Kim Crumb** detailed his participation in the huge 1998 Porsche Parade in Steamboat Springs, Colorado with several club friends. Kim's 928 GT was a concours star once again and the Parade was first class. Club president **Ron Smith** was in attendance, as were members **Scott** and **Kelly Mayer**. Our fearless editor **Christie Boeder** won the national newsletter competition once again, a stellar performance that continues to this day. (Aw, shucks, I totally credit all the wonderful members who send content, fabulous photos, along with a strong organization that executes many events every year never fail - well, we won't count this crazy year!).



**Jill Daneu** illustrated the June 1998 German Car Fest with a couple of pages of cars and Nord Stern people as they and their Porsches were out and about.

**Fred Senn**, the chief instructor of the Club's training schools, authored an interesting piece on instructors and their interactions with the *Woman's Only Driving School*. Fred probed the delicate question of how the women's event committee selected instructors for its program. Fred promised to volunteer for the event again, even though he remained uncertain that qualities beyond skill and experience were considered by the Committee.

**Dick Petersen's** article on track event tech inspections was reproduced from an earlier edition of the Nord Stern newsletter to explain needed technical inspections. Dick's comments are as relevant today as when they were written years ago: mandated inspections prior to participating in high-speed track events protect all. Spot checks of cars will ensure that the full field is track-worthy.

Marketplatz from 20 Years Ago

- 1988 928 S4—Blue with 53,000 miles and rare 5 speed. Great shape, but no asking price. Call Ron Johnson.
- 1989 944 Turbo S—White with 80,000 miles; never raced. Very clean, but again, no asking price. Call Ron Johnson.
- GT2 Club Race Car—993 bodied, 930 chassis; both new. "Perfect" club race car, many podium finishes during past two years. 1st at Brainerd, 1st at Heartland Park, Minnesota GP 4th. All for \$95,000; extra engine available. Call Tom McGlynn, who's restored 1992 USA Carrera Cup 964 happens to be featured in this year's August Nord Stern newsletter.
- 1984 944 Class 1 Club Racer---pages of new parts. Very competitive car; 2:02 at BIR. \$15,900. Call Doug Arndt.
- 1969 911---ivory w/red interior plus 5 speed. Good condition & restored. \$6,000 or OBO

Left, cover of the September 1998 issue: Bob Fleming's 1965 911 at the German CarFest this past June, photo by Jill Daneu





Back cover photo: 'Nose to nose' Jim Seubert's early 911 and the new 996 on view at Maplewood 996 Tech Session, photo by Jim Seubert



Roy "Born to Wax" Henneberger stands guard over his 944  
Roy, you missed a spot!

## Porsche Pics . . .

## Out and about with Nord Stern

Photos by Jill Daneu at German Car Fest Sunday, June 13, 1998



Rick Sogorekko and his 968 Cabrio



Dick Beers puts the finishing touch on his 993.4



1998 996 on view at Maplewood Imports.  
Photo by Jim Seubert



Mitch "King of the Q tips" and his shiny 944 Turbo



Attentive crowd checking the new 996 on the lift at Maplewood Imports.  
Photo by Jim Seubert



1998 9  
Photo 1



Kim Crumb, "Are you hitching home?"



Kim Crumb to Dick Beers: "You're not thinking of opening that Coke by my car?"

# Rain Makes for Excitement at Road America!

*Text and photos by Jim Southwell*

Summer wouldn't be complete without a trip to Road America, and plans were made early in the year to attend the IMSA Sports Car Weekend, featuring the IMSA WeatherTech SportsCar Championship. Let's get the branding right, shall we? I presented this idea to my buddy JB in January, and he quickly signed on. We needed one or more guys to fill out the roster, and got to four participants, with the fourth volunteering his vehicle for the abuse. He'll get invited back next year for sure! Disclaimer: the other three guys are BMW CCA members, and we drove a Jeep. I had to get that out of the way right up front.

Two of our group had attended the RA International Challenge vintage event just the weekend before, so we knew a little bit about what to expect. RA had done an excellent job of preparing for spectators for that event, with good signage and hand sanitizing stations in this age of Covid. Hardly an issue at the first event, as it was very sparsely attended. The IMSA race brought many more people and by and large the crowd was respectful and observant of the new guidelines, as Wisconsin had enacted a masking mandate just days before we left. The rest was up to us.

Social Distancing was not an issue in the Paddock, as there was no access for spectators. Bicycle rack-type barriers were set up keeping people at least fifty feet away from the first few teams near the tunnel, after that it was blocked by transporters and a narrow guarded gate for the credentialed personnel. "Stop right there, fella!" Now, this is one of the things we really look forward to at IMSA events, and one can usually walk right up to the rope line at the teams' paddock spots and watch what's going on with the cars between sessions, talk to the techs and maybe a passing driver. Not this time. I had taken the initiative of contacting a few insiders to possibly grants



Patrick Long partnered with Ryan Hardwick, took 5th in GTD

us some access, and that went nowhere. There would be no team autograph session, no grid walk and no WeatherTech Girls! Dang! Tell me there's bratwurst so I at least feel normal!

Saturday we spent most of the day going corner to corner to take in the action, mostly One and Seven, on the hillside. Practice filled most of the morning, and we got our first chance to see the new Corvettes and RSRs. The Corvettes looked good and sounded more "European" than their C7.R forebears, less V8



Vanthoor had the GTLM lead early

basso profundo. The RSRs, now with separate side exhaust outlets, have lost none of their higher-pitched 9k RPM scream, and are the best sounding cars on the track. IMHO. Qualifying was in three fifteen minute segments, with GTLM going second. With only six cars, all drivers had plenty of room to stretch, and at the end Laurens Vanthoor in the 912 car took pole. The first for Porsche in five years at RA! Makowiecki took sixth, with only a .74 second spread over the field. Porsche and Corvette on the front row!

Sunday again dawned overcast and gray, with a storm threatening the last hour of the race. We arrived for breakfast at the Gear Box at Five, famous for their "Egger" sandwich. Cars were soon lining up on the false grid, our best chance to see the cars up close. The new RSRs have a wide, rounded look to them and the plain light gray and white paint scheme is I think a big improvement over last year's black-red-white look.

We elected to try out the newer viewing area inside the Kink and on down to Canada Corner for the first half of the race. The speeds and sounds approaching Twelve are very exciting, and inside Twelve itself puts one quite close to the action. The sounds of the cars going up through the gears is brilliant! Lap one saw the Corvette overtake the 912, but Vanthoor took the





Frank Makowiecki qualified the 911, here exiting Seven position back at Eight about thirty minutes in. The real drama started with the rain with :53 left. Bamber was leading GTLM with Tandy in third at this point. Looking good! Within a minute, under heavy rain, a Penske Acura Dpi pulled out of the pits in front of the oncoming 912 forcing Bamber to execute a graceful 450 degree spin to end up on the tire wall at One. Tandy had a similar encounter with a BMW at the kink on the final lap, but recovered to take fourth. Bamber ended up sixth, two laps down.

Will Moderna distribute a vaccine using JDC-Miller Motorsports?



Last appearance of the current RSR at RA!

I am only touching on the action here. Lots more storylines involving local favorites JDC Motorsports in Dpi and Pat Kelly in LMP2. I suggest reviewing the race on YouTube at <https://www.youtube.com/watch?v=0cpfr4UgCIE>. Copy that into your browser and enjoy!



Right: Just a blur, the club race field entering the straight along BIR during this year's Loonacy Club Race Race and Driver Ed. LOTS of action.

– Photo by Josh Hway





## Out and Above at the 2020 Club Race . . .

A few of the many, many exciting, fun moments from this year's record-setting Loonacy Club Race at BIR! Photos by Josh Hway of Dynamic Photowerks

























Wolfgang Porsche's heart: the Porsche 936 was the first turbocharged car in history to win Le Mans. A few years into the energy crisis, debate was heating up in some countries over whether to ban cars, making this win all the more valuable. "We showed that turbos are fuel efficient and well engineered, which was crucial for the success of the production models." Porsche had only recently introduced the 911 Turbo as its first road-going production car with a turbocharged engine.

***"Racing remains fundamental to Porsche. It's in our genes."***

Close connections between racing and production continued when Porsche sent a factory team back to the top LMP1 class of the world's toughest endurance race in 2014. Three overall victories in a row—in 2015, 2016, and 2017—continued to fuel Porsche's story of success, not only at Le Mans. The Porsche 919 Hybrid generated valuable expertise that went into developing hybrid production vehicles and Porsche's first all-electric car, the Taycan.

Wolfgang Porsche spent those years cheering in the pit as well. "Racing remains fundamental to our brand. It's in our genes," he says. "And I'm happy to champion that cause in my position as Chairman of the Supervisory Board."

Le Mans



2016: "The end couldn't have been more dramatic. The Toyota in the lead just rolled to a stop right when it passed the line for the final lap. That meant it dropped out completely, and we won in the last few meters. I decided to go to the Toyota pit area and congratulate the team on their outstanding performance. I wanted to show that you should never lose respect for your opponents. Fairness is ultimately what sports are all about."

He was also there with his team at the dramatic end of the race in 2016, when Toyota appeared sure to win, only to be overtaken by Porsche literally in the final meters.

***"Anything can happen in those twenty-four hours."***

In 2017 he and the team went through the emotional ups and downs that only a twenty-four-hour race can offer. More than an hour was needed to change the electric motor on the front axle of the 919 Hybrid with start number 2. "It felt like we took the whole car apart

and put it back together," he recalls.

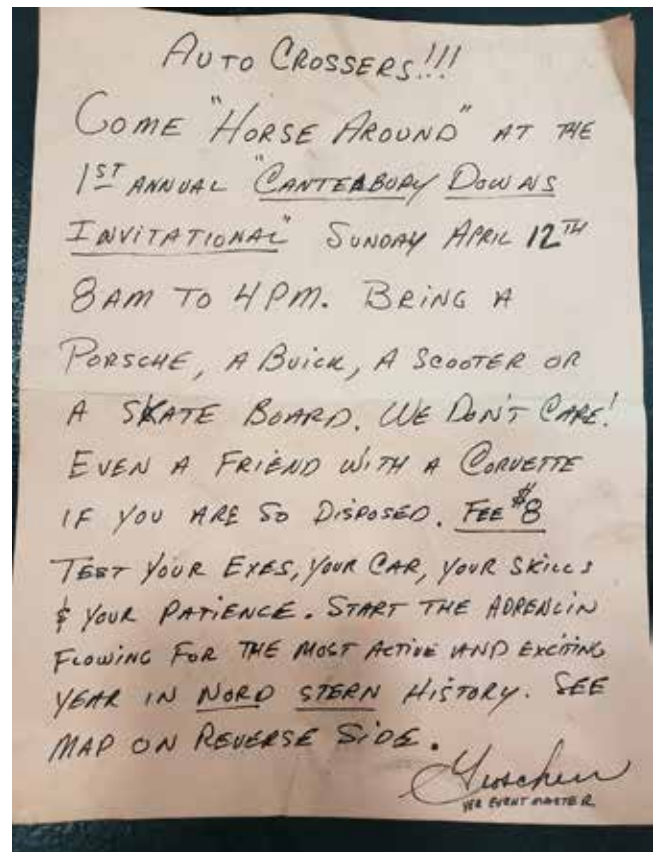
With what appeared to be hopeless prospects in the fifth hour of the race, Earl Bamber, Timo Bernhard, and Brendon Hartley then embarked on an unbelievable comeback. "Just a few hours before it was over, our number 1, which was in the lead, had to leave the race, and then the two Toyotas did too," he says.

Once again, he felt sorry for the rivals but also delight at what had seemed an impossible victory for the underdog trio. "Never give up—that's the Porsche mindset. The race isn't over until you cross the finish line." Hang in there and be there when it counts. Despite the end of the LMP1 era, Wolfgang Porsche still comes to Le Mans whenever his schedule allows. "I'm excited about the performance of our GT cars," he says. "That's of great interest to me, because our customers drive in that class too. And nothing is more important to us than our customers." Yes, Le Mans is a family affair—and every customer is part of the family.

Text first published in the Porsche customer magazine Christophorus, No. 395.

## Another 'Historical' Moment!

Editor's Note: I do so love the sophistication of some early PR efforts on behalf of event organization! Not sure of the year, but it was for sure more than awhile ago. And yes, Bill Groschen is still a Nord Stern member. Such enthusiasm, hard to resist.



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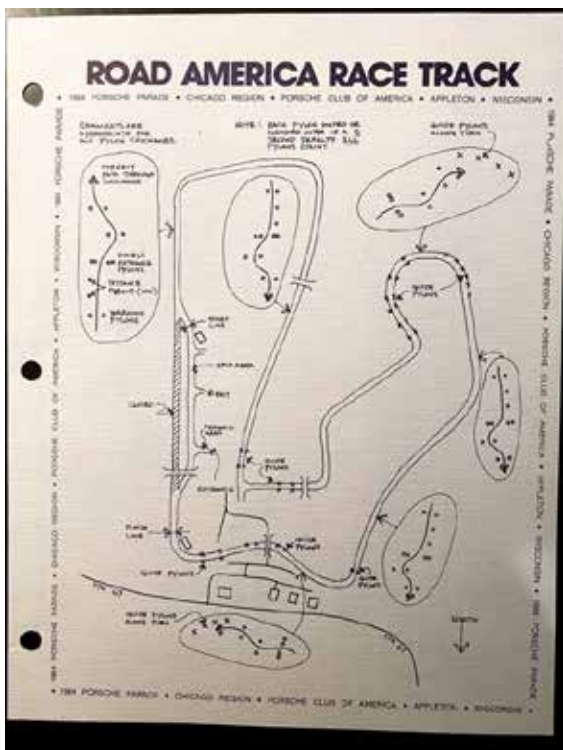
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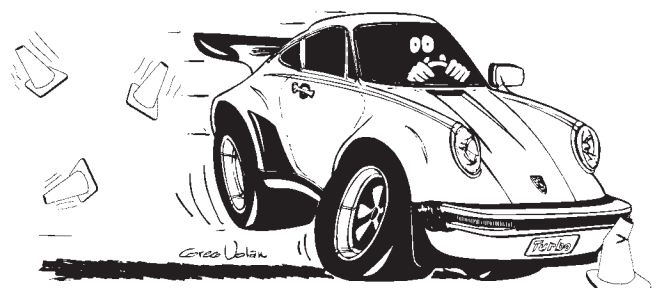
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## Nord Stern History Post #10 . . .

by Roger Johnson



The 1984 Porsche Parade was held in Appleton, Wisconsin with the autocross held at Road America (in Elkhart Lake, WI). Quite a few Nord Sterners participated. You would think with all the track experience in Nord Stern, especially at Road America, that Nord Stern would clean up in the autocross. Well, not so much. As you can see here, the track was turned into a sea of pylons. See this track map. I believe you only got three runs. For those of us who had experience at Road America, it was all very confusing . . .!



# TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2020 Check the Website for Covid-19 Updates! (Updated August 2020)

DATE	EVENT	SPONSOR	LOCATION
Due to Covid-19 please check Met Council website for the latest scheduling			
SEP 12-13	PRACTICE & MOWOG #8	MAC	BIR
Sept 20th @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sep 27th	LOL 60th OKTOBERFEST AUTOX (#6)	SCCA	WEST SALEM
Oct 3rd (Sat)	MOWOG #7	MAC	DCTC
Oct 4th @	MOWOG #8	MAC	DCTC
Oct 10/11	MOWOG #9 and MOWOG #20	MAC	CANTERBURY

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS (UPDATED AUGUST 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: 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.cvsc.org](http://www.cvsc.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

DUNWOODY=DUNWOODY TECH COLLEGE, MINNEAPOLIS MN

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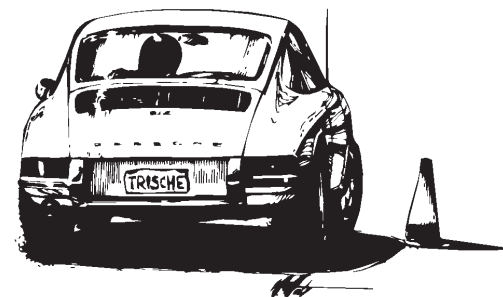
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NOVEMBER 14TH**

**\*10TH ANNUAL  
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Just a quarter of an inch drop in the window is all your convertible needs to allow the door to open without hitting the convertible top's frame.

In order to water-seal properly, the cabriolets slightly raise the window so that it tucks under the top's frame after the door closes.



But because it is under the frame, when opening it needs to drop the 1/4 inch. The factory accomplishes this by installing a microswitch on each of the car's door latches.

As you start to pull on the door latch (interior or exterior) a microswitch closes and sends a signal to the Central Locking System (CLU) telling it to drop the top edge of the corresponding glass by 0.25 inch. When the door opens, the glass clears the frame and stays lowered until the door is closed again.

But, sometimes they start acting up and the top's edge of the window catches on the frame as the door is being opened or won't allow it to close. Slamming it harder is not the answer as it could cause the window to shatter.

You have to find what's causing it in order to get it fixed.

In rare occasions the microswitches are damaged or are disconnected when some work has been done in the door panel. They are easy enough to measure to make sure they are closing the circuit when the door latch is pulled.



There could also be a problem with the electronic part of the door locking mechanism. This is also a common failure.

But most of the time, probably 9 out of 10, it'll be

the window regulator that's the culprit. The way the window regulator works is by a motor which moves the base of the window



## Just 1/4 Inch

*by Pedro Bonilla, Gold Coast PCA, January 2015 Die Porsche Kasette*

up or down on two elevator tracks as a braided steel cable winds or unwinds on the motor's pulley. It's very simple but it requires the braided cable to be taught at all times.

Eventually with age and heat, one of the plastic cable guides breaks, allowing the cable a little slack. When you now pull on the door latch the motor moves the required steps, but the slack in the cable doesn't move the window at all or just 1/32 or so. You can test by pushing down on the top edge of the glass. If the window lowers the required amount, the regulator is damaged and needs to be replaced.



Replacing it is not terribly complicated, but it requires removing the door's panel with all of its associated hardware which can get tricky because of its clips, screws and connectors, both mechanical and electrical. In most cases the side-impact airbag will also need to be moved in order to allow enough room to remove the old regulator and install the new one.

Each regulator is specific for a model year and side of the car. I do not recommend purchasing used because of the likelihood of the aforementioned piece of plastic breaking because of age.



Happy Porsche'ing, Pedro



John Mayer's new Beetle - awesome car (red, of course!)

# Daneu at German Car Fest Sunday, June 13, 1998



Bob Fleming takes a break from polishing his car to supervise John Mayer at the grill

Nord Stars Driver's Education Time Totals Matweek August 8-9, 1998									
1	2M	18	Scott Andersen	NS	85 844	2:00:118***	2:00:906	2:00:118	
2	2M	124	Scott Kufner	NS	88 944	2:02:888***	2:02:980	2:02:888	
3	2M	25	Jon Rothman	NS	95 844	2:03:368***	2:04:238	2:03:368	
4	2M	109	Mark Stowers	NS	85 844	2:04:077***	2:04:077	2:04:077	
5	2M	171	Steve Lindome	NS	944	2:04:218***	2:05:266	2:04:218	
6	2M	209	Gary Bertram	NS	944	2:12:553***	2:13:607	2:13:584	
7	2M	452	Dan Erickson	NS	944	2:15:223***	2:15:323	2:15:223	
8	2M	149	Arnie Olson	NS	9243	2:16:292***	2:17:790	2:16:292	
9	2M	214	Tom Vollman	NS	9243	2:21:750***	2:22:438	2:21:750	
1	2W	197	Marge Andersen	NS	85 844	2:02:262***	2:02:594	2:02:262	
2	2W	177	Heidi Lindome	NS	944	2:05:302***	2:05:898	2:05:302	
3	2W	721	Jennifer Mancke	NS	87 844	2:17:713***	2:17:713		
1	3M	408	Dan Thomsen	NS	928	2:11:774***	2:12:431	2:11:774	
1	4M	165	Jon Pelt	NS	908	1:59:426***	1:59:056	1:59:738	
2	4M	191	John Kunkuk	NS	87 928 34	1:58:790***	1:59:790	2:00:511	
3	4M	306	Bill Garschke	NS	908	2:00:013***	2:00:014	2:00:013	
4	4M	223	Jon Blum	NS	86 5442	2:00:134***	2:00:534	2:00:138	
5	4M	41	Bill Ford	NS	90 844 82	2:00:799***	2:00:799	2:01:413	
6	4M	215	Jon Fick	NS	908	2:00:021***	2:00:021	2:00:055	
7	4M	806	Jon Hilde	NS	87 8447	2:00:024***	2:00:024	2:10:258	
8	4M	512	Karen Kelly	NS	944 82	2:10:384***	2:11:380	2:10:384	
9	4M	768	Kath Ernsbach	NS	944 82	2:15:612***	2:15:612		
1	4W	145	Dan Gudebe	NS	944 82	2:16:216***	2:16:701	2:16:216	
1	5M	18	Kim Cronk	NS	89 828 07	1:54:327***	1:54:335	1:54:327	
2	5M	18	Mike Selby	NS	89 944 75	1:57:047***	1:57:034	1:57:094	1:57:333
3	5M	77	Dave Galey	NS	82 844 T 5	1:58:609***	1:58:680	1:58:609	
1	5W	12	Nancy Smith	NS	944 75	2:05:810***	2:06:888	2:05:810	
1	6M	8	Bob Fleming	NS	85 911	2:08:811***	2:08:814	2:08:823	
1	6W	801	Bob Johnson	NS	911 3C	1:56:171***	1:57:753	1:56:171	
2	6M	1	Bruce Buecker	NS	80 813C	1:58:011***	1:58:121	1:59:101	1:59:300
3	6W	100	David Lyndal	NS	78 9113C	2:02:568***	2:03:412	2:02:568	
4	6M	61	Bob Fane	NS	80 813C	2:05:576***	2:05:728	2:05:576	

Continued on page 17

## The Scans Continue . . .

Always so interesting to see how the club used to track times during Driver Ed!

Competition was often fierce, albeit friendly. And the end of the year awards ceremony enjoyed by many.

1	8M	102	Victor Lee	NS	78 9113C	2:07:133***	2:07:133	2:07:488	
1	8W	352	Sam Lee	NS	78 9113C	2:04:557***	2:04:557	2:05:154	
2	8W	166	Elaine Rensick	NS	81 9113C	2:09:703***	2:09:703	2:09:448	
1	9M	97	Albert Magallon	NS	83 911	1:53:827***	1:53:827	1:56:983	
2	9M	42	Sara Skiff	NS	85 911	1:58:187***	1:58:676	1:58:187	
3	9M	56	Jan Holm	NS	85 911	1:59:329***	1:59:128	2:00:202	
4	9M	191	Jeff Larsson	NS	84 911	2:18:027***	2:18:026	2:19:077	
5	9M	430	Ted Bertson	TA	84 911	2:18:666***	2:19:331	2:18:666	
1	10M	90	Bob Lewis	NS	90 911 C3	1:56:987***	1:57:872	1:56:987	
2	10M	301	Bob Burard	NS	930	1:57:052***	1:58:990	1:58:019	1:57:052
3	10M	54	John Condon	NS	89 911 C4	2:02:807***	2:02:887	2:03:771	
4	10M	19	Nick Crofts	NS	91 911 C4	2:04:369***	2:04:369	2:04:591	
1	10W	18	Jan Watson	NS	80 C4	1:59:388***	1:59:584	1:57:006	
2	10W	114	Laura Connor	NS	89 911 C4	2:00:007***	2:00:426	2:00:007	
3	10W	135	Steve Cottle	NS	91 911 C4	2:00:727***	2:00:836	2:00:727	
1	P1	8	Steve Watson	NS	90 911 T	1:42:866***	1:43:684	1:42:866	
1	P2	49	Mike Hoke	NS	71 911	1:43:416***	1:44:528	1:43:416	
2	P2	21	Paul Phelan	NS	73 911	1:45:390***	1:45:399	1:45:726	
3	P2	121	Tamara Victory	NS	73 911	1:42:503***	1:43:300	1:42:503	1:42:488
4	P2	134	Brian Smith	NS	88 910	1:42:719***	1:42:733	1:43:123	
1	P3	24	David Smith	NS	82 911 T 32	1:33:204***	1:33:787	1:33:204	
2	P3	178	Greg Fresh	NS	9447	1:39:047***	1:39:023	1:39:047	
3	P3	688	Karen Zach	NS	86 944 T 25	1:36:310***	1:36:310	1:36:813	
1	P4	46	Bob Vior	NS	49 944 82	1:33:812***	1:33:746	1:33:812	
2	P4	71	Lee Jacobson	NS	80 944 82	1:34:368***	1:34:368	1:34:702	
3	P4	186	Pam Vior	NS	80 944 82	1:39:388***	2:00:513	1:39:388	
4	P4	727	Todd Heath	NS	73 911 T	2:03:887***	2:03:804	2:03:887	
1	N	582	Nick Zyden	OOD	Viper GT3	1:46:783***	1:46:245	1:46:783	
2	N	599	Steve Melback	OOD	Corvette	1:50:742***	1:50:949	1:50:742	

Nord Stars 17



Greg Fresh demonstrates how a little elbow grease goes a long way!



Eventmeisters Nancy and Mark Cree pose proudly by their 944



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Clubtalk . . .

*continued from page 16*

events with the largest being about 120 drivers (at the time the largest autocross event in the country). We currently have an event at DCTC on August 2, followed by a weekend at BIR for an autocross there on the 12th and 13th.

Our plans and systems were our modification of SCCA plans and it turns out that a lot of our plans the SCCA has implemented. I had the people in charge of the SCCA Rallycross for MN contact me as well over how we were able to have events so I gave them help as well as contacts. So far so good on the season!

– Ryan Thompson

### Shop Recommendations

Can anyone recommend a facility that does a good job of placing a clear bra?  
Thanks,

– Mike Cihlar

<https://clearbramn.com/> Yes, Midwest Clear Bra. Chris Michibata (sp?) did a great job on our 1973 911 race car.

– Bruce A. Boeder

Another vote for Midwest Clear Bra! Chris has installed on several of our cars. They do great work. Also had them do window tinting.

Thanks, Rick Dagenais

And John Biesecker has corrected my spelling of Chris Mizuhata's name!

– Bruce A. Boeder

Midwest Clear Bra for me, too, For my P car AND daily driver. Window tinting, too.

– Judy Sievers

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

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I will be a curator for a private Porsche collection.

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

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

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## 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.



Editor . . .

*continued from page 7*

Also, thanks to President **Chip Smith**. I know he was involved in getting us past numerous issues which allowed us to have the first PCA race in months.

**Mike Hoke** also gave up a chance to race at his home track where there was a large field in his class, so that we would have a steward.

– Bret Bailey

And we've forgotten to thank **Lynn** and **Paul Beyl** at Trackside Tire for their 20+ year of tire support for our track events. Most members don't realize what it was like before they started at track tire support. Thanks Lynn and Paul!

– Bruce A. Boeder

Absolutely. Thanks, Paul and Lynn!

– Chip Smith

In case anyone at the Club Race was wondering why Bruce Boeder needed to be towed back to the paddock, his car ran out of gas on the 2nd to last lap of the Enduro.

I am starting a GoFundMe page to get him 2 extra gallons of fuel for his next race so Christie doesn't worry when he doesn't come around the start finish when expected.

– Todd F Smith

Nord Sterners,

The Porsche Club slogan "*It's not just the cars, it's the people*" really came to life this past weekend at the 2020 Loonacy club race. Locally we had more than 30 club members who volunteered to take a role, or two, or three to make sure the first PCA race since February was a success. And it was a huge success! Both of the sprint races on Saturday had 65 cars on the grid and the enduro on Sunday fielded 49 cars. This remarkable turnout resulted in exciting, incident-free racing that was enjoyed by drivers and spectators. The feedback from the racers was really complementary to the club members that welcomed them and showed them the Nord Stern hospitality. I'm proud of all of you and thank you for all you did!

Best regards, Dave Sorenson

2020 Nord Stern Club Race Eventmaster



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