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Cover:  
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Show photo, 'Toys' for  
big and little boys, girls  
included! Chris Runge's  
hand-fabricated Porsche,  
photo by Mark Koegler

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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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 Nord Stern membership

- Visit [www.nordstern.org](http://www.nordstern.org) to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).
- Or, send your check, payable to Nord Stern, to Todd via snail mail address below.

### Address Changes:

Please send any address changes or updates via [emailmembership@nordstern.org](mailto:emailmembership@nordstern.org)

### Mail renewal checks to:

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

### Nord Stern membership Options:

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for your expiration date

## 2021 Nord Stern Officers and Committee Chairs

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|---|---|--|---|
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## 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 skills and techniques 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, or the equivalent 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 to 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 are 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 John Velure

## Social Events and Making Memories.

Wow . . . Where did February 2021 go? We are down to six Saturdays to the first 'New Member Social' event and only 7 Saturdays before the 'First Fling' drivers training/education event. I thought February would provide more 'Garage Time' to prepare, but somehow the month was consumed with other non-Porsche related projects. But the Nord Stern Committee Chairs have continued to be busy planning great events for this year.

My dad joined PCA and Nord Stern back in 1983, shortly after buying a 1973 911T. And the first Nord Stern 'Social Event' I remember attending occurred back in January or February of 1983. My father and I headed out on a very cold evening to a Nord Sterner's house to look at his early 70's Porsche 911 that had just been converted to Weber carbs. The event was a more of a mixer – lots of socializing and a 30 minute overview by the owner and local mechanic that installed the Webers. Lot's of stuff made the event memorable. First, the 911 long-nose was black with beautiful chrome accents. When the rear bonnet was lifted, the Weber carbs stood out against the black engine bay. The owner let me sit in the 911 and to this day I still remember the black leather interior and that infamous Porsche aroma that filled the cockpit. Not only was the 911 memorable, but the surroundings were even more memorable. The garage was a tuck-under and heat was pumped in through a single vent from the house. This kept the garage at about 45° – warm enough to huddle for hours of conversation about Porsches and driving experiences in Porsches. The floor was carpeted with a green shag which not only provided insulation from the cold concrete but

created a unique sound deadening effect that would be tested later that evening. On top of an old refrigerator in the corner of the garage, which was filled with bottles of beer, was a television and VCR playing homemade video tapes of Porsche events. The video was taken at BIR as some of the footage included the chicane just before turn one – funny how I cannot imagine having to run through that today. The most memorable part of the evening was when the owner started the 911 and revved it up. The exhaust snapped from the two trumpet pipes. After a few minutes of revving the engine and filling the garage with that wonderful exhaust smell, the car was turned off, the garage door was lowered, and the conversation continued among the 20 to 30 people huddled in the little two-stall garage. I will never forget my first Nord Stern event. There are two things I love about our club . . . Driving cars that really connect you with the road and the camaraderie among people who really enjoy driving Porsches.

After 2020, I long to get back to reconnecting with Nord Sterners at both social get-togethers and the track. As we prepare to kick-off our first social event on Saturday, April 10th (New Members Social), I look forward to the upcoming scheduled of events in April and May. **Jim Southwell** and **Steve Albers** are Co-Chairing the New Member Committee and have begun planning the April new member event. We will provide more details in the next couple of weeks regarding the event.

*Continued on page 18*

## Advertiser Directory

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| Car Biz: Anderson Motorsport Inc, Diamond Interiors, Performance Auto & Audio, RSR Racesuit Rental, Schmit Towing , Trackside Tire, Luis Fraguada, Gates General Contractors ..... | 9  |
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## 2021 Advertising Rates

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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 -\$120 includes color |
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### Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high  
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 1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high  
 Back Cover: 8.5" by 7"

\* All ads B/W in print, color online. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated  
 \* 6-month pre-payment required for ad insertion, billed yearly



This particular issue ended up including some 'traditional' info for the start of the Driver Ed series, such as how to request a car number change, plus a number of 'home grown' articles I trust members will enjoy reading.

The list of assigned cars numbers is those that been assigned as of 3/2020 so while not up-to-date from last season, those of you requested and received different numbers won't see that info reflected here.

Don't miss Rick Moe's contribution about Dr. Jack Zimmer as this name SHOULD be one you need to know as members of this club! Thank you, Rick.

As I finish up this issue we are headed out to Colorado for a bit of skiing, keeping ourselves as isolated as possible in the interests of health although we both have now had our first vaccinations and will receive that second one upon our return. It's very hard for the Boeders to NOT get each year some time enjoying that other great passion of ours - downhill and cross country skiing especially in the mountains out West (or Europe for that matter). Hmmm, I sense a theme here, speed and adrenaline?!

As John so aptly details in his column, please note that a number of social outings are being planned and

organized for our benefit. As the restrictions ease here in the state we absolutely hope we can hold several of these that are indoors. In this issue I have several graphics giving some of the basics such as dates/time/locations and all registrations are Online at clubregistration.net whether there's a cost or not. Register now so we know potential numbers and can plan accordingly. If anything needs to be canceled there would be refunds for those events with a cost (not that many actually for social stuff not track-related).

My guess is as the temperatures finally ease up from our 'Polar' conditions, thoughts of getting a P-car out of storage and/or ready for summer driving, we will all be anxious to see what we can and cannot do. My personal hope is as more of us are vaccinated, numbers decline, organizations open more fully (I admit I have made reservations at places like the Arb and American Swedish Museum, it's just not my cup of tea to have to schedule what should be a spontaneous 'let's go take a walk at the Arb!' Sigh, I know there will be a day but it can't come soon enough. Anyway, lots to read, lots of get on your calendar and as always, come join us, help out, meet other members, or just have some fun!



## From the Editor . . .

*by Christie Boeder, 1973 911, Signal Orange*

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**MARCH**

- 9 Nord Stern Business Mtg**  
Location: Virtual 6:30 p.m. Social, 7 p.m. Meeting

**APRIL**

- 10 Nord Stern New/Membership Social**  
Time: 8:30-11:30 a.m. Location TBA
- 13 Nord Stern Business Mtg**  
Location: Virtual 6:30 p.m. Social, 7 p.m. Meeting
- 17 Nord Stern 'Track Rabbit' Novice Driver Prep**  
Location TBD, Time 9 - 11 a.m.
- 23 Nord Stern's First Fling Driver Training**  
Location: Brainerd International Raceway  
Registration: clubregistration.net
- 24-25 Nord Stern's First Fling Driver Education**  
Location: Brainerd International Raceway  
Registration: clubregistration.net

**MAY**

- 5-9 PCA Treffen - Scottsdale, Arizona**  
website: <https://treffen.pca.org/>
- 8 1862 La Carrera para Mexicana 'Fiesta Time'**  
6 - 9:30 p.m.  
Location: Create Catering/Dining Studios .
- 11 Nord Stern Business Mtg**  
Location: Virtual 6:30 p.m. Social, 7 p.m. Meeting

**JUNE**

- 10 Porsche and Pints**  
5 - 8 p.m. Location Boom Island Brewing
- 21-22 Nord Stern's Cheese Fling Driver Education**  
Location: Road America, Elkhart Lake, WI  
Registration: clubregistration.net
- 27 All Porsche Show**  
Location: Central Park/Dale St. Roseville, MN  
PreEvent registration @registration.net

**JULY**

- 11-17 Porsche Parade (<https://www.porscheparade.org/>)**  
Location: French Lick, Indiana  
French Lick and West Baden Resorts
- 23-25 Nord Stern's Loonacy Club Race and Driver Education**  
Location: Brainerd International Raceway  
Registration: clubregistration.net Details: TBA

**AUGUST**

- 5 Nord Stern Cars & Cigars' - Churchill's, Victoria, MN**  
Time: 5 - 8 p.m.
- 14 Nord Stern 'Wine on the Vine' - Location TBD**  
Time: 2 - 6 p.m.
- 26-28 Run for the Hills (Dakota Region of PCA)**
- 28 Nord Stner's Red Carpet Rally**  
Time: 7 - 10 p.m. Details TBA

**2021 SEPTEMBER**

- 14 Nord Stern Business Mtg**  
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting
- 17 Nord Stern's Final Fling Driver Training**  
Location: Brainerd International Raceway  
Registration: clubregistration.net
- 18-19 Nord Stern's Final Fling Driver Education**  
Location: Brainerd International Raceway  
Registration: clubregistration.net
- 24 Cirrus Airplane Station (tour), Duluth, MN**  
Time: TBA
- 24-26 Nord Stern's Annual Fall Color Tour (NOTE DATE)**  
Pier B, Duluth, MN Details to be announced  
Registration will be on clubregistration.net  
Pier B Room Block # 127474

**OCTOBER**

- 2 Nord Stern 'The Great Nord Chili Cook Off'**  
Location: The Barn, Lakeville, MN Time: Noon - 3 p.m.
- 12 Nord Stern Business Mtg**  
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

**NOVEMBER**

- 6 Nord Stern's 'The Crooked Turn' Year End Stand-up Dinne**  
Location and Time TBA
- 9 Nord Stern Business Mtg**  
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

**DECEMBER**

- 14 Nord Stern Business Mtg**  
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

*Note: Events on clubregistration.net open 90 days prior*

• Car Events of Interest •  
NOT organized by Nord Stern, or PCA

• MN CARS AND COFFEE • (See Ad)  
First Saturday of the month, May - October

• OCTAINE AND CAFFEINE • (See Ad)  
2nd Saturday of the month, April - Oct

• CARS AND CAVES •  
A monthly car show and garage open house held at the  
Chanhasen Autoplex from 8 a.m. - Noon

*\*\*Please note: Nord Stern sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. All other events of potential interest to club members may be added, upon request and dependent on space availability, to the calendar as a courtesy to the organizer, or organizing entity at the discretion of the editor.*



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Regional Clubs

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

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

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

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

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

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

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

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

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

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

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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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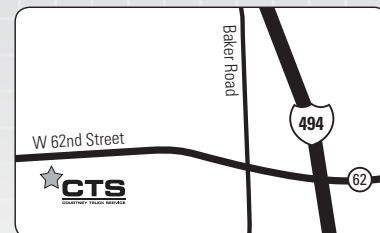
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Good question, isn't it. I keep thinking about what's derivative, having watched the first batch of episodes of the third reboot of Top Gear USA. Which is compounded by the fact that I'm now wading through season three of the original British version of Top Gear UK as we know it, circa 2003/4.

I'm inclined to believe it is laziness. Or maybe risk avoidance. And it appears to be a very American thing. At least in the entertainment field. Let's start with feature films. Remember them, pre-COVID? Remember sitting in theaters, watching prequels, sequels, sequels to sequels? The storylines and characters become "franchises," or so we are led to believe. I try to avoid them like . . . COVID.

Why? Excluding *The Godfather Pt. 2*, how many second-go-rounds can you recommend, if asked to pick just one film for a desert island? I rest my case.

Now, let's look at magazines about Porsches. In the UK. There's *911 & Porsche World*, *GT Porsche*, *Total 911* (because nothing else matters, they say, love that) and *Classic Porsche* (my favorite, because I own one.) What have we got, other than *Pano*, which really doesn't count? *Excellence*.

The same goes for general interest buff books. *Evo*, *Car*, *Top Gear*, *Octane*, magazines about motorsport, magazines about collector cars in general. Meanwhile, I've watched *Automobile* go away, *Autoweek* go to every two weeks and then go away, *Car & Driver* shrink to a featherweight shadow of its former self and *Road and Track* morph into . . . I'm not sure what its latest iteration hopes to be . . . A lifestyle brand of some sort?

*Motor Trend*? Sorry, I've never read it. Decades ago, I thought of it as some sort of commercial Consumer Reports for cars. That they'd cover events like the Mobil Economy Run. Remember? Neither do I.

And the thing is, the UK is the size of New York State. And in that land mass they cram some 68 million people. How many are in New York? I'll save you the time to look it up. 20 million souls. So, with three times the population, they have to drive from London to Wales to find empty enthusiast roads. That would be like driving from NYC to Mt. Marcy.

And yet, they invented Top Gear. I did some research. Turns out, it's a money machine for the BBC. At the launch of the 2015 season, some 500+ million

## What Is It About Being Derivative?

by Danielle Badler, courtesy PCA Editors

gearheads, or should I say petrolheads, tuned in, the same night, worldwide . . . To the UK version! There's a German variant, a French variant, an Aussie variant, a Russian variant, a Korean variant and, apparently, a Chinese variant. There may be more.

Why? Well, I'm really loving the first few seasons of the Clarkson/Hammond/May iteration. And the reason is very simple. They know what they're talking about. And they drive cars I'd like to drive. In ways I'd like to.

Seeing who can go from London to the Hotel de Paris on Casino Square in Monaco – Jeremy in a Jag, while Richard and James must take public transport – the Channel Train and the TGV. Who wins? Sorry, go watch the episode.

I did a search on the backgrounds of the hosts. Turns out they were all working journalists of some sort before the iteration was launched in 2002. And you can tell. In a heartbeat. In those years they had a segment called The News, where they actually chronicled current and future models, discussed traffic laws, styling trends. They had a wall, where they would put photos of cars, rated by how "cool" they are – from left to right, seriously uncool, un cool, cool, and sub-zero. Was it crazy? Provocative? Yes!

So, what do we get? I have a confession to make. I got through most of the first season of the first iteration of Top Gear USA. Then I gave up. It was clear from the outset that Tanner Faust was the only one who knew what he was talking about. Turns out, it lasted six seasons. I had no idea.

Iteration two entirely passed me by. For the record, it lasted one season, eight episodes.

What do we make of iteration three? Well. I'll give them one thing. They've had to produce the series under the cloud of the Pandemic. Which has clearly meant no studio audience . . . Actually, no studio. And no audience at all. Locations are, uniformly, without another soul in sight. It can't be easy.

Dax Shepard is the big name. And he's obviously a car guy. He's big, loud and boisterous. He's from Detroit. How do I know? In every episode, he's wearing a tee-shirt from his hometown. Then there's Jethro Bovingdon, who, according to Motor1, has been writing about cars, and racing them, for 20 years. He's a Brit. Somewhat diminutive. And Rob Corddry, who's a Hollywood writer/actor with four Emmys to his credit. He found fame on The Daily Show with

# Nord Stern February Business Meeting Minutes . . .

*submitted by Betsey Porter, Nord Stern Secretary*

The February meeting was called to order at 7:02 pm

## **President – John Velure**

- Welcome members and guests Paul Capeder, Dmitri Shtulman, Mike Mady, Jesse Xiong
- January minutes were approved
- John will work on updating the emails PCA has for chairs.

## **Vice President – Rick Tanler**

- No separate report

## **Treasurer – Todd Smith**

- No report

## **Secretary – Betsey Porter**

- No separate report

## **Advertising – Mollie Nygaard**

- Checks are in the mail or ads are under review for the majority of advertisers currently not paid. Jim S. will talk to Further Performance to see if they are interested in renewing. Ad is not running.

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

- No report, date set and on the calendar

## **Autocross – Andy Golfis**

- No report

## **Board of Directors – Chip Smith, Roger Johnson, Lara Dant**

- No report

## **Charity – Mark Kriesch**

- Mark indicates he knows someone who knows someone in the childrens' hospital world and will work on the car show idea.
- Requests we start putting out feelers for big ticket items for the Club Race auction. Contact Mark with ideas or items, never too early.

## **Club Race – Dan Perinovic**

- Chip suggested based on last year's feedback that we make the dinner part of the cost of the event, with the ability to add and pay for additional tickets in clubreg. \$25 per person
- Will also try to do another overhead photo on the track.

## **Driver Education – John Blackburn**

- Need to finalize helmet and belt rules, tech forms

- Create a checklist of what to bring to events for newbies

## **Driver's Training – Jim Bahner**

- If we can't have a school on Friday at First Fling, we will offer Advanced Lapping.
- Jim will work on creating a document for instructors outlining our training program.
- Still no clarification from PCA about schools for 2021; two in a car like normal or follow the leader modified are two ideas.

## **Historic Archivist – Roger Johnson**

- No report

## **Insurance – Jeff Carlson**

- Applied for insurance for First Fling. All events will be applied for shortly. Will send Certificate of Insurance to registrars.

## **Membership – Betsey Porter**

- Nathan is unable to help with Membership activities this year due to his son being on a competitive traveling basketball team.
- **Jim Southwell** and **Steve Albers** have agreed to step in and help with the co-chair duties.
- Nord Stern has 643 members as of Feb 9
- 200 2020 members still need to renew.
- We have acquired 13 new members in January and 4 so far in February! We had 99 new members join in 2020.
- Jim and Steve will work on scheduling new member socials at Auto Edge, Imola and Werkstatt.
- Betsey, Jim and Steve will meet to discuss membership strategy.

## **Newsletter – Christie Boeder**

- Appreciates Mollie's attention to detail in terms of making sure ads are correct and current.

## **Registrar – Andy Barker**

- All finalized events are set up in clubreg and available for registration
- First Fling is open and we have registrants already

## **Safety – Chuck Porter**

- We need to make a decision soon on devices so people can purchase if needed



- Helmets, Restraints, HANS devices

#### **Social – Toni LaRose**

- May Fiesta is finalized, just need the contract signed by John V, they already have our deposit from 2020.
- Christie has created posters for all current events.
- John V will send out monthly eblasts
- Roger and Chip will work on Red Carpet Rally
- Rick T. will work on Wine on the Vine

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

- Misty has posted two PCA posts we were asked to promote, will continue with the monthly schedule they sent us.
- Betsey will create Facebook events for all finalized events and add the posters to Instagram.

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

- No report

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

- Fall Color Tour – via email, Michele indicates they are all ready to go

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

#### **Track Relations – Jim Bahner**

- All track dates are set, RA contract is in hand, BIR contracts TBD
- A small group will meet to discuss corner workers for 2021 events.

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

- Add to the Volunteer page a way to express interest in event mastering an event.

#### **Old business**

- none

#### **New Business**

Meeting adjourned 8:32 p.m.

Respectfully submitted, Betsey Porter



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# Porsche at the Indianapolis 500

## Part 2: But for the 6 Inches of Mercury

by Tom Beeler, courtesy Central Indiana Region of PCA

### Second in a series on Porsche Indy car history

*Tom Beeler is a long time CIR member and has been a motorsports journalist for over 30 years. His extensive car collection includes a couple of Porsche's, several Indy 500 pace cars, an E-Type Jag, a McLaren (that's for sale) and even an AMC Gremlin.*

Porsche will compete in the 1980 Indianapolis 500, in partnership with the California-based Interscope racing team, as part of a three-year program to win the Memorial Day Race. In addition, the Interscope Porsche will be entered in all United States Auto Club sanctioned Indy car events.

“Competing at Indianapolis fulfills an old dream of Porsche's,” said Manfred Jantke, director of racing for the German car manufacturer, ending years of speculation about Porsche entering the Indy event.”

So read the story on Page 10 of the New York Times' Sports section on December 16, 1979. But the final story would wind up being more complicated than that.

IMSA veteran and team owner Ted Field approached Porsche chairman Ernst Fuhrman about acquiring an Indy car-ready (new heads and turbo, running methanol rather than gasoline) version of the race-proven Porsche 935 turbo-sixes for an exploratory Indy car effort, with Interscope sponsorship and driving duties assigned to three-time Indy 500 veteran Danny “The Flyin’ Hawaiian” Ongais.

There was little support within Porsche for an Indy car program. Following Porsche's Formula One success in 1962, Ferry Porsche — never a fan of open-wheel racing — moved all of the marque's racing focus to sports cars, starting with the 904. By 1979, Porsche's 935



Danny “The Flyin’ Hawaiian” Ongais at tested the Interscope Parnelli/Porsche at Ontario Motor Speedway.



Interscope Parnelli/Porsche as it looked in 1980  
(Photos courtesy of Champion Porsche)

and 936 programs were performing consistently well. Porsche's head of motorsports, Huschke Von Hanstein, was reluctant to join Indy car with Field's Interscope program, preferring Dan Gurney's All-American Racers. Gurney had a previous relationship with Porsche, having raced the Porsche 804 through the 1962 F1 season, winning the French Grand Prix.

Nevertheless, Fuhrman and Field won out, and Porsche began its Indy car engine development.

The chassis would be a Roman Slobodysnj-designed Parnelli, an evolution of the Lotus 72. Slobodysnj was no stranger to successful Indy cars, having designed the All-American Racers Eagle chassis — winner at Indy in 1973 and 1975.

Engines had been stressed members of the total Indy car package for several years, meaning the engine itself was bolted to the chassis, and the rear suspension was connected directly to the gearbox. The Porsche 2.65 turbo flat six engine could not handle this structural stress, so a tube-frame engine cradle was designed onto the chassis to accommodate the powerplant.

Time for a brief history lesson. By the end of the 1970s, a majority of Indy car team owners, at the instigation of Dan Gurney, had splintered off from the traditional Indy car sanctioning body, USAC, to create



A Porsche poster that was done in anticipation of the 1980 '500, however it was not to be

Continued on page 41

NORD STERN MARCH 2021



## Porsche Historical Background . . .

courtesy [https://press.porsche.com/prod/presse\\_pag/PressResources.nsf/jumppage/unternehmen-pcna-history?OpenDocument](https://press.porsche.com/prod/presse_pag/PressResources.nsf/jumppage/unternehmen-pcna-history?OpenDocument)

In an age when most of its competitors have been absorbed into larger manufacturers, Porsche remains a staunchly — and profitably — independent maker of high-performance sportscars. The Porsche name has become synonymous with sports cars and racecars because that is what company founders Ferdinand Porsche and his son Ferdinand (“Ferry”) set out to build when they first set up shop with 200 workers in 1948.

The senior Porsche, whose engineering experience included Daimler-Benz, established an independent design and engineering firm in 1931 and designed the Volkswagen Beetle. He brought a half-century of experience with innovation, from a turn-of-the-century four-wheel drive gasoline/electric hybrid vehicle to the virtually unbeatable Auto Union Grand Prix cars of the 1930s.

The younger Porsche helped grow the new company and was instrumental in designing the first Porsche sportscar, the 356. Though sporting just 40 horsepower from a rear-mounted, slightly souped-up Beetle engine, the first Porsche quickly made its mark with agile handling, as well as attributes almost unknown among sportscars of the day — comfort and reliability.

Porsche introduced its own engines in the mid-1950s, along with more powerful versions of the 356. After the 356 came a true legend among modern automobiles, the Porsche 911. Ahead of its time when introduced in 1964, the rear-engine 911 evolved over three decades when Porsche introduced a completely new 911 Carrera for 1999. The lineage includes 911 S (1967), the 911 Turbo (1974 [1976 in the U.S.]), the

first 911 Cabriolet (1983) and the first all-wheel drive 911 Carrera 4 (1990).

Porsche introduced a series of front-engine models in the 1970s, starting with the four-cylinder 924 (1976) and the unrelated 928 powered by the company’s first V-8 engine (1978). From the 924 sprang the more powerful and sophisticated 944 and 944 Turbo, and finally the 968 in the early ‘90s. Porsche retired both the 968 and 928 in 1995 to focus on development of the rear-engine 911 and mid-engine Boxster.

Porsche is also synonymous with racing, and Porsche cars began competing almost immediately. To date, Porsche cars have won an estimated 24,000 auto races around the world, including more than 50 class wins at Le Mans.

### *Continued from February 2021 Nord Stern*

On April 9th, Porsche unveils the new 911 GT3 for the first time in North America. On April 20th in Shanghai, Porsche officially unveiled the Panamera—the German carmaker’s first all-new, built-from-the-ground up vehicle in seven years. By June, final assembly of the Panamera is at full capacity at Porsche’s Leipzig facility.

In September, Porsche debuts the GT3 RS, GT3Cup Car, and 911 Turbo and 911 Turbo Cabriolet and 911 Sport Classic (not available in the U.S.) at the Frankfurt Auto Show.

On October 17th, the Panamera is launched to the U.S. market. At the L.A. Auto Show, Porsche reveals the exciting new Boxster Spyder.

*Continued on page 38*



NORDSTERN.ORG

# NORD STERN '21 FIRST FLING DT AND DE! APRIL 23-25

*Driver Training on Friday, April 23 for Novice, and  
Advanced Lapping participants*

*Driver Ed on Saturday AND Sunday, April 24-25*

*Registration: [clubregistration.net](http://clubregistration.net)*



For more information/questions: email [DT@nordstern.org](mailto:DT@nordstern.org) for Friday's DT info or [DE@nordstern.org](mailto:DE@nordstern.org) for First Fling DE

If you are one of the 85% of Americans who doesn't regularly check tire pressure, you need nitrogen.

We take in nitrogen with every breath. Air is composed of:

- 1% Water Vapor and Other Gases – Escapes up to 250 times faster than Nitrogen
- 21% Oxygen – Escapes 3-4 times faster than Nitrogen
- 78% Nitrogen – The largest molecule in air, dry, non-flammable.

Because of their large size, nitrogen molecules are the least permeable and stay in your tire longer.

It's not about the nitrogen. It's about reducing oxygen, water vapor and other gases.

By reducing the percentage of oxygen, water vapor and other gases in your tires from 22% to 7% or lower, your tires will maintain proper pressure longer than if you use "plain old air." For example, with 95% nitrogen in your tires, they retain optimal pressure three to four times longer.

Proper tire pressure is a big deal. Maintain it with nitrogen, and you'll see these three primary benefits:

- Increased Fuel Efficiency – Correct tire pressure keeps the manufacturer's recommended "contact patch" on the road. This lessens the rolling resistance and maximizes fuel efficiency.
- Longer Tire Life – When it comes in contact with other materials, oxygen causes oxidation. Oxidation can make rubber brittle and cause it to lose tensile strength. In addition, at high temperatures and pressures, oxygen reacts and damages inner tire liners and belt packages; nitrogen does not.
- Increased Safety – Under-inflated tires cause 90% of blowouts. Nitrogen provides more reliable pressure for reduced blowout potential.

#### **Other benefits:**

Improved TPMS (Tire Pressure Monitoring System) Performance – If you have a new car, you likely are plagued by a flashing light telling you your tire pressure is low. For example, one woman's light was going off every four to five weeks. After inflating with nitrogen, her light didn't reappear for 53 weeks!

More Predictable Pressure Fluctuation – NASCAR

## Why Nitrogen? . . .

*by Marty Noonan, originally published in The Circuit, GranPrix Region of PCA, 2009*

teams use nitrogen so they can more accurately predict tire pressure fluctuation. Regular compressed air can fluctuate considerably when water vapor is present.

Longer Rim Life – Rim rust caused by condensation from water vapor and other gases can get caught in valves and create slow leaks in tires. Nitrogen is completely dry, so it eliminates the potential for condensation.

Why not eliminate all oxygen and water vapor?

What's right for me – 95% or 98%?

Numerous studies have proven that nitrogen in tires reduces the volume of gases that escape more quickly and cause damaging oxidation. However, research also has shown that nitrogen purity beyond a certain point does not provide additional benefits. In fact, with nitrogen purity above 93.4% in passenger tires, oxygen actually begins to migrate back into the tire. You can get all the benefits of nitrogen with a purity level between 93-98%.

Bridgestone/Firestone researchers say that 93-95% nitrogen is all you need.

According to Ford Motor Co., there is no difference between 96% and 99% nitrogen purity.

#### **Who Else Is Using Nitrogen?**

NASCAR - NASCAR teams use nitrogen because it allows them to more accurately predict tire pressure fluctuation. Nitrogen fluctuates with temperature change, but it does so less than when water vapor is present. In addition, higher nitrogen levels eliminate the explosive properties of oxygen (oxygen loses its explosive properties at around 9% or less) NASCAR uses bottled nitrogen for portability. The bottles are delivered to the track by Praxair.

Commercial Airlines – The Federal Aviation Administration requires nitrogen in aircraft tires because it reduces the potential for water vapor freezing at high altitudes. In addition, airlines such as Boeing use nitrogen membranes or "OBIGGS" on-board inert gas generation systems (OBIGGS) to layer fuel tanks with inert nitrogen. Again, this reduces the potential for explosions. Just imagine if the Pinto had incorporated this technology 30 years ago, we'd still be driving them. Maybe . . . OK ~ Not!!

U.S. Government – NASA and the U.S. military use nitrogen for many of the same reasons it used in commercial aircraft.



Food Processors and Packagers – Oxygen hastens both the chemical breakdown and microbial spoilage of many foods. Think meat, potato chips, cookies, etc. To help preserve foods longer, processors and packagers often use modified atmosphere packaging (MAP) and controlled atmosphere packaging (CAP) that replaces some or all of the oxygen in the air inside the package with nitrogen.

So why did I even bring this up?

I had the Michelin Pilots on my 2006 911 Club Coupe gyroscopically balanced and nitrogen filled to extend tire wear, extend shock absorber life, and improved gas mileage. I've used gyroscopic balance and nitrogen in my Porsche tires for over 30 years and have found all the above to hold true. Nate Jones of Nate Jones Tire Company in Long Beach, CA introduced me to nitrogen when I bought new tires for my 1969 911S Targa back in the early 1970's.

Nitrogen, we breathe it and our tires need it!

Additional notes from Marty: I use nitrogen in all my tires, Carrera S, Cayenne S, and wife's Tesla. Very dry gas with less temperature sensitivity. TSPMS don't corrode and seem to last longer. Downside is finding shops that support nitrogen.

Every 10° or so of temperature change will affect the air pressure in your tires. That is why it is important to check pressures often to maintain proper pressure. Nitrogen is more stable and is not affected by temperature. The airlines use nitrogen in all the aircraft tires for that very reason. I forgot Costco, and also Discount Tire supports Nitrogen.

Another event scheduled in April is 'Track Rabbit'. This event is designed to help the Novice Driver prepare for the upcoming 'First Fling'. We want to make sure everyone is prepared for the first drivers training and education event of the year. More details regarding the event location and time will be circulated in the next couple of weeks.

Toni LaRose, Social and Rick Tanler, VP are planning a great party to celebrate Cinco de Mayo in May. The '1862 LaCarrera para Mexicana' will be held on Saturday, May 8th at Create Catering and Dining Studios. Not only will there be great Mexican Food, but we are planning to have a team challenge. There will be more information coming about this team event in next month's newsletter. But I need your help to make this a great event. Please sign up for the event in the next few weeks as we need to get an accurate count for food and beverage. Registration is on [clubregistration.net](http://clubregistration.net) with all the details - it's be a fun, food-filled event!

I look forward to kicking off a year filled with unique and fun social events. We are working to create events for everyone in our club. I welcome any additional ideas you may have and, more importantly, I welcome your help to make these events an 'over-the-top' experience.

Jon Stewart. I couldn't find anything about his experience with cars, and it shows. He's the slowest.

Am I reaching when I say the three are . . . Derivative? Of the big three who spawned a movement worldwide?

And the segments. Ahh, it hurts. A winter shoot in the Colorado Rockies featuring a Lamborghini Urus, a Porsche Cayenne Turbo SE Hybrid and a Bentley Bentayga. They all try to maneuver through a snow-covered track . . . And all get stuck. I mean, that's it. Then they drive the vehicles on two-lanes and . . . Have fun. Then, the next thing you know, The Stig – yes, they have one too – is lapping the Lambo on their exclusive test track, which is Willow Springs.

That's it. I mean, that's it. No real evaluation of the vehicles themselves. How about whether they'd prefer one over, say, a Gallardo, or a Turbo S, or a Continental GT? Is that too complicated? We'll never know.

And that's the show. Sort of a 'merican, scaled back, risk-adverse, dumbed-down . . . Derivative . . . Version of the mother ship, of the franchise. What did I expect?

## Do you Like Receiving the Newsletter?

**Y**our editor actually hopes you do. BUT if you have NOT renewed your subscription to Nord Stern, I will be removing your name from the database that we use for our mailing labels as the upcoming April issue. Membership has been reaching out to individuals whose expiration date is 2020 - please take note and take a moment to ante up the \$30 for the next year or \$80 for three years. Your dues goes a long way in defraying the productions costs of the newsletter. Many, many regions of PCA no longer produce a print product because of costs. We still do as we feel the value is worth the effort and expense.

And we hope you, as a PCA member in the Nord Stern Region feel the same way.

To confirm, it doesn't concern your PCA membership but strictly applies to the Dues for our region of PCA, Nord Stern, collects.

Renewal is easy, checks CAN be mailed to our treasurer (see officer page) but we also have a PayPal link off our website: [www.nordstern.org](http://www.nordstern.org)

Driving Instructors have their favorite idioms, popular sayings, they use to reinforce something. One of my favorites is “*a happy tire chirps, an angry tire screams,*” it is used in discussions of the laws of physics; automotive suspension engineering and the need to manage the tire’s contact patch. The simple message, keep your tires happy, don’t make them scream.

Another frequently repeated idiom is “*smooth is fast*” and it too relates to car control, physics and automotive engineering. If you are driving smoothly your tires will remain happy.

I am blessed with an analytical mind, I analyze everything. I admit to being baffled by gravity and pretty much everything that requires one to understand subatomic forces. Much of automotive engineering is a response to the mysterious force of Gravity. Gravity creates weight. We put wheels under heavy objects to move them more easily. We attach wheels to suspension components and power wheels. A high-performance car is an amazing feat of human engineering.

I remember my most important driving tip. At a track event many years ago, I complained to Bob Johnson. I said, “*my car is slow.*” Bob replied instantly, “*I can make your car go faster, the rest is up to you.*” From that day, I committed to becoming a better driver.

I had the misconception that good racing drivers were fearless. I began to wonder what makes one fearless. There are lots of good reasons to be afraid of driving a high-performance automobile on track in traffic. Fear puts our senses on high alert. When our senses are turned to their highest possible setting, our brain speeds up. It is all part of human neurological science. I concluded that our cars respond to the laws of

physics and indeed there are always ways to improve our car’s performance. Human performance relates to human neurological response and much harder to improve.

My idiom for this, “*your hands have eyes, your feet ears.*” We have all experienced this in our daily driving, we subconsciously

## Performance Driving Idioms . . .

by Rick Tanler, 914

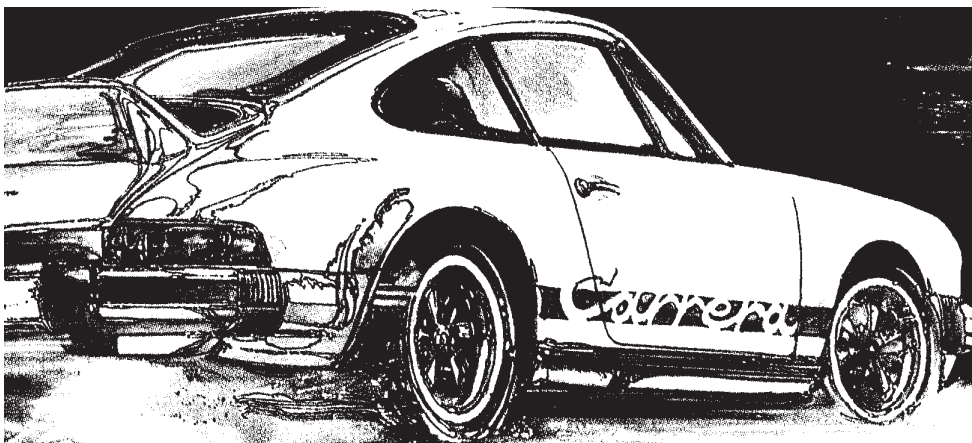
steer toward things that capture our attention. Our feet react to our ears. Our inner ear is our sense of balance and our feet react automatically, when we sense imbalance. We can trip, stumble, but not fall because our feet react at a subconscious level. Our brains are not listening to our bottoms when we are driving. Human Neurology is far more complicated. I concluded that high performance driving is conscious driving. Good drivers are highly conscious of what their senses are seeing and feeling. Fear is transformed into an intense focus.

When we put on a helmet it reminds us that it is time to engage our brain and senses that reside inside the helmet. We strap ourselves into form-fitting race seats to hear (feel the car) better . . . And for safety. Most of us have mastered subconscious driving in our daily commute. Our brains must be consciously engaged when we are on track. Our brains direct our eyes and ears to see and feel braking points, turn-in marks corner apexes and track-out boundaries for every corner on every lap. Doing this well requires that we understand how cars and drivers work. Juan Manuel Fangio, described as the greatest racing driver, said:

*“There are those who keep out of mischief, and there are the adventurers. We racing drivers are adventurers; the more difficult something is, the greater the attraction that comes from it.”*

High performance driving is difficult. So as our club’s first track day adventures approach, it is time to tune up the brain, the car and sign up! See you there.

- Friday, April 23, 2021 Nord Stern First Fling Driver Training
- Saturday and Sunday, April 24-25, 2021 Nord Stern First Fling Drivers Education







## Interested in the Macan, Cayenne, Panamera or Taycan?

PCA's new Performance News monthly e-newsletter features the latest news and information about all four-door Porsches.

Performance News offered by PCA is geared for four-door Porsche owners and enthusiasts interested in the latest news articles and feature stories about Panamera, Taycan, Macan, and Cayenne vehicles.

PAST EDITIONS: <http://archive.aweber.com/awlist5184484>

SIGN UP TODAY: <https://ww2.pca.org/email/performance>



# PORSCHE CLUB OF AMERICA



# PORSCHE & PINTS

Thursday June 10th

5 - 8 p.m.

Family Event - Join us back @ Boom Island Brewery

- \* Outdoor Patio, Indoor tables
- \* Non-Alcoholic options
- \* Food track
- \* Don't Miss the Fun

BOOM ISLAND

BOOM ISLAND BREWERY

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Register @ [clubregistration.net](http://clubregistration.net)

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Tuesday: Join Nord  
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NORD STERN @ ROAD AMERICA DRIVER ED - 2 FULL DAYS  
OF EXCELLENT TRACK ACTION  
REGISTER NOW: [CLUBREGISTRATION.NET](http://CLUBREGISTRATION.NET)

All Makes &  
Models Welcome

## All Porsche Show '21

Central Park, Roseville, MN

Sunday  
June 27, 2021  
Roseville

- \* 10 a.m. to 1 p.m. with display parking opening at 9 a.m.
- \* Food trucks will be available on-site for lunch
- \* All funds raised from the show benefit the Courage Kenny Sports and Recreation Fund
- \* Suggested donation: \$ 20 per vehicle

NORD STERN REGION OF PCA HOSTS

## A May Fiesta 1862 Carrera Para Mexicana

join us for a fabulous food festival  
and celebration

MAY 8, 2021 | 6 PM | CREATE CATERING  
DINING STUDIO | \$70 PER PERSON  
[CLUBREGISTRATION.NET](http://CLUBREGISTRATION.NET)



# LeMiles of Smiles and Miles of Racing

by Rick Moe, Nurburgring

There once was a boy named Jack. Jack loved anything and everything with wheels. As Jack grew, he ran the wheels off tricycles, bicycles, progressed to model race cars and as soon as possible, actual racing cars.

The progression was rapid; a MG 1100 sedan led to Alfa Romero's, formula Fords, Lotus 23B, Lola sports racers and formula cars and of course, Porsche. His Porsche racing stable throughout the years included 911S, 914/6, 906 and 910. Jack was active in the national racing scene during the 1960's and 1970's. He held numerous track records and won national SCCA titles. So why have you not heard of this local Minnesota boy racer turned national champion? There was this other local guy



Beginnings



Model Racing

by the name of Jerry Hanson. He ran in the big bore race class, not to take anything away from Jerry, but that is where the press kept the spotlight.

We now know that Jack loved to race, but what in the world does this have to do with Nord Stern?

This Jack is Dr. Jack Zimmer, a remarkably successful Orthodontist. If you or your children or just about anybody in the world has a great smile, you can thank Dr. Zimmer. Dr. Zimmer was at the fore front of invisible braces and numerous other orthodontic procedures. A

successful practice afforded him with the means to pursue racing at a high level.

In a more direct connection to our Nord Stern club, Dr. Jack Zimmer was the founder of Carousel Porsche-Audi in Minnesota. During the 1960's, West Side Volkswagen in St. Louis Park handled Porsche sales and service. Jack was dropping a fair amount of cash at West Side, keeping his Porsche race and street cars maintained. Late in the 1960's, Porsche-Audi of America was expanding and required that you must have a stand-alone store selling and servicing the Porsche-Audi brand. West Side was not willing to do this. As Jack so colorfully put it *"Joe Larson was the top dog of auto dealerships in Minneapolis 1969-70 and he pretty much told Volkswagen of America to get stuffed."*

The sales manager at West Side Volkswagen, Howard Laplant, had mentioned to Jack that he might



906 Porsche

Ice Racing



investigate buying the Porsche franchise. Jack had just opened his Brooklyn Center Orthodontist office in 1966. With a wife and young kids, this was a bit of a stretch to even consider taking on a new venture with which he truthfully, had no experience.

Jack may not admit it . . . He learned everything about driving fast from Rhonna.

Jack and Rhonna had married in 1957, their marriage had weathered med school, opening the clinic, and the never-ending task of raising a young family. After some serious soul searching between them, they decided to go ahead and purchase the Porsche-Audi franchise. Over the kitchen table they decided to name the new venture Carousel Porsche-Audi, a nod to the famous turn at the Nurburgring Racetrack. Jack brought along a couple of partners in the venture. Dr. Merv Rosen, an Oral Surgeon from Illinois and Dr. Ronald Pflieger, another Orthodontist from Fridley.



Carousel Racing Team



Dealership Hauler

No big surprise, Merv and Ronald were also accomplished race car drivers. The price of a Porsche-Audi franchise in 1969? Let us just say that the front door on the new Pohlad Porsche dealership in Golden Valley probably cost more.

Jack, Merv and Ronald set up the new Porsche-Audi franchise in 1968. They leased Bud Grossman's used truck store in Hopkins, Minnesota. When representatives from the Porsche Factory inspected the "new" dealership, their comment was that the used car lot looked like a Christmas tree lot with lights strung around on poles. As Jack tells it, the Porsche representative said *"ve vill stripe the lot and use modern pedestal fluorescent lighting and make it look like an SS motor pool."*

They demanded a few other changes, and the store was up and running. Humble beginnings to say the least. Things were not going well that first year. On the showroom floor sat a 911S, a 914, and a few scattered trade-ins out in the lot. Sales were few and the money that the three partners had



invested was running out fast. Jack and partners had knocked on a lot of bank doors to secure funding for their new venture. The banks were not too thrilled to invest in an obscure German sports car store.

Porsche was an exceedingly small player during this period. Total production in 1968 was around 14,000 cars worldwide. Volkswagen during the same year had production of just over 1.2 million. Chevrolet and Ford were each producing almost twice as many cars a year.

Jack and his partners were, in fact, facing the real prospect of having to close the shop. Then, one fateful cold winter day, Jack was in the showroom trying to look busy. In Jack's own words *"some long-haired hippy in a f\*\*\*ing leather fringe jacket wonders into*



*the showroom and asks me how much the 911S cost."* Jack blows the guy off and says, *"the price is on the windshield . . . Look for yourself."*

Meanwhile one of Jack's partners was in a windowed office facing the showroom. Jack thinks he has gone crazy because he is doing the air guitar thing. Guy looking at the 911S says he will buy it and introduces himself as John Deutschendorf. Jack has no clue who this guy is, but he certainly understands the big check the guy is holding - payment in full. Well, that guy was none other than



Jack may not admit it . . . He learned everything about driving fast from Rhonna.

John Denver. Denver had just sold his song *Leaving on a Jet Plane* to Peter, Paul and Mary, who made it into a number one hit.

After John Denver and Jack's partner clued Jack into just who this "hippie" was, the deal was made on the 911S. John Denver, along with his wife Anne, took a few pictures with the Porsche at the dealership. The photo appeared in the local paper. A few days later, Jack received a call from a local banker, Bill Jude. Jude had been a classmate of Jack's at St. Thomas. Having seen the clientele that a Porsche-Audi dealership could attract, Bill's bank was willing to loan all the money needed to make the struggling dealership a success. The result was a new Porsche-Audi dealership along what was then highway 12 in Golden Valley, and as they say, the rest is history.

Jack is also responsible for our club's successful and long-lasting association with Brainerd International Raceway. Jack had orchestrated the first Nord Stern events, at what was formerly known as Donnybrooke Raceway back in 1969. Jack and Carousel continued support for the club events at BIR until he sold the dealership in the mid 1980's. Long-time members will also remember Karousel Racing. The original name was Carousel Racing; however, Porsche would not let Jack use the same spelling as the Porsche-Audi franchise. Direct from Jack, *"I never made peace with the name Karousel. I know the "K" name is on some of my race cars, but I don't like it."* Karousel was a racing parts store that





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## Where We Were . . . 60+ Years!

curated by Ron Faust, 1980 Weissach 911 SC, 50th Anniversary 911, 356 and Kevin Egan, 2018 718 Cayman

### March 1999

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

*Assisted by Kevin Egan, a humble owner of a 2018 718 Cayman*

Our front cover of *Nord Stern* for March of 1999 featured a great shot of **Ron Faust's** yellow Boxster S, photographed by Ron at the 1998 Club Race. The back cover is a picture of young **Rachel Rothman**, doing her best to read a resent edition of the *Nord Stern* newsletter. Rachel was known to be one of our editor's favorite youngsters. **Joe Rothman** took the back cover picture of his daughter.

A batch of new members recognized in March gave testimony to the steady growth of the Club. Joining were members from three states, including **Darrell Frett** from LaCrosse, Wisconsin and **Cal Townsend** (Cal served as president eventually) from Algonquin, Illinois.

Club President **Mike Selner** noted the hard work of social chair **Susanne Borofka** and her success in scheduling a number of fun and driving-related events for 1999. Mike reminded all that **Roy Henneberger** again is seeking rally organizers for the coming season.

**Mike** also announced that *Nord Stern* would be hosting the Midwest's first PCA Club Race enduro in June. **Mike** assured all that Event Masters **Jim Holton** and **Chip Smith** promised a great weekend for all Club Racers, drivers' ed participants, and guests.

**President Mike** also reminded all that 1999 was the 40th anniversary of the founding of *Nord Stern*. At that time, *Nord Stern* was only the 13th chartered region of the Porsche Club of America. By 1999, PCA claimed a full 138 regions and nearly 45,000 members.

**Dick Roe**, the Club's longtime friend and track manager at BIR was let go, along with all the management team at Brainerd. The new manager, Scott Quick, assured all that it will be business as usual at Brainerd International in the coming season.

Our award-winning editor **Christie Boeder** reported on the sudden death of member **Ben Robertaccio, Jr.** with **Bill Groschen** giving a touching tribute to Ben. **Christie** also explained what *Club Talk* was all about and urged Club

members to join the email service.

**Dean Podeveis** provided a great article on his first Porsche and its untimely demise. Dean's car, a 1969 911S Targa, came to him via a seller in Detroit. "Some rust, but low miles" was probably the best description of the dark blue Targa. Dean described a drive with a college friend ("Winks") where the car had some difficulties with a large Dodge station wagon. Bald rear tires on the 911, coupled with Wink's misunderstanding of trailing throttle oversteer, resulted in a spinout on a curve north of Madison, Wisconsin. The ensuing impact buckled the frame of the 911 and prevented the Targa top from fitting into its opening. A picture of the 911's crumpled rear end that had spun into the front of that big Dodge was likewise provided. (Ouch)

**Kevin Zuch** outlined the upcoming 1999 Drivers' Ed sessions. First Fling was set to occur between April 30th and May 2nd. Kevin explained the required inspection of vehicles and the need for a helmet. **Mark Skweres** was to serve as the Drivers' Education registrar for the season, backed up by DE Instructor chairs **Nick Cirillo** and **Erik Johnson**. Safety chairs for the coming season were set to be **Jim Potts** and **Joel Pfister**. **Kevin** reminded club members they should try to participate in at least one high-speed event at BIR; he promised that all participants would leave with a serious case of the perma-grins.

*Continued on page 40*

Below: A beautiful shot of a certain Boxster at last year's Club Race (1998), Nice Angle by photographer Ron Faust







could you guys do that; total out the business end of a 911S?" My heart sunk even lower, it was history.

That was 25 years ago, my latest car? A



Son Ben, III with his dad, Ben Robertaccio, Jr. on a gorgeous sunny day at the track —photo courtesy Marcia Robertaccio

Note, this 914 is still being championed by Ben's son, Ben, see photo on BACK PAGE

## Attention Porsche Enthusiast! Mortgage Marketing's Porsche of the Month



Bill Berard testing the limits at Road America! Please send us your Porsche Photo so that we may feature it here as the "Porsche of the Month". Also, call Bill for any of your home financing needs or questions regarding your present mortgage. He's as competitive off the track as on and so are his rates and terms!

**There is only one turn 1 BIR**

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## Spring Parking Lot AutoCross Dakota County Technical College 'School' on Saturday May 15, 1999

1300 East 145th Street  
Rosemount, MN

- Eventmaster: Nick Cirillo (612) 942-9669
- Cost: \$30+ (Space limited)
- Requirements: Sued 90 or newer helmet, roll bar strongly recommended for cabriolets. Boksie/roll bar acceptable if driver's torso is cleared by 1 inch when in a normal driver position.
- Registration: 9:00 a.m.
- Directions: From 35W southbound take County Rd. 42 exit in Burnsville. Go east on County Rd. 42 for 16.3 miles. Make a right turn at the second driveway and go south to the driving facility.



## Announcing: 7th Annual Nord Stern Fall North Shore Tour!

Friday, Saturday, Sunday  
October 1 - 3, 1999

Headquarters: BlueFin Bay (1-800-BlueFin)  
Eventmaster: John Dixon 612 939-9071



Photo credit: Tour attendees; Nancy to Vito, photo by Jill Gabeau

**FAST**  
In the 1972 "Can Am" Merik Donohue driving the 917/10 went through turn one (BIR) at 200 mph. He qualified on this pole 1:25.208 and George Folmer 2nd at 1:25.647 averaging 126.745 mph. **Thats fast!**

**SAFE**  
While leading the race, Donohue's left rear tire blew to turn 1 at max speed, he spun, then went over the top banking lip and slid to a side stop. No injury. His estimated speed in turn 1, 200 mph! **Thats safe!**

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## Historical . . .

*continued from page 17*

In an age when most of its competitors have been absorbed into larger manufacturers, Porsche remains a staunchly — and profitably — independent maker of high-performance sportscars. The Porsche name has become synonymous with sports cars and racecars because that is what company founders Ferdinand Porsche and his son Ferdinand (“Ferry”) set out to build when they first set up shop with 200 workers in 1948.

The senior Porsche, whose engineering experience included Daimler-Benz, established an independent design and engineering firm in 1931 and designed the Volkswagen Beetle. He brought a half-century of experience with innovation, from a turn-of-the-century four-wheel drive gasoline/electric hybrid vehicle to the virtually unbeatable Auto Union Grand Prix cars of the 1930s.

The younger Porsche helped grow the new company and was instrumental in designing the first Porsche sportscar, the 356. Though sporting just 40 horsepower from a rear-mounted, slightly souped-up Beetle engine, the first Porsche quickly made its mark with agile handling, as well as attributes almost unknown among sportscars of the day — comfort and reliability.

Porsche introduced its own engines in the mid-1950s, along with more powerful versions of the 356. After the 356 came a true legend among modern automobiles, the Porsche 911. Ahead of its time when introduced in 1964, the rear-engine 911 evolved over three decades when Porsche introduced a completely new 911 Carrera for 1999. The lineage includes 911 S (1967), the 911 Turbo (1974 [1976 in the U.S.]), the first 911 Cabriolet (1983) and the first all-wheel drive 911 Carrera 4 (1990).

Porsche introduced a series of front-engine models in the 1970s, starting with the four-

cylinder 924 (1976) and the unrelated 928 powered by the company’s first V-8 engine (1978). From the 924 sprang the more powerful and sophisticated 944 and 944 Turbo, and finally the 968 in the early ‘90s. Porsche retired both the 968 and 928 in 1995 to focus on development of the rear-engine 911 and mid-engine Boxster.

Porsche is also synonymous with racing, and Porsche cars began competing almost immediately. To date, Porsche cars have won an estimated 24,000 auto races around the world, including more than 50 class wins at Le Mans.

### *Continued from February 2021 Nord Stern*

On April 9th, Porsche unveils the new 911 GT3 for the first time in North America. On April 20th in Shanghai, Porsche officially unveiled the Panamera—the German carmaker’s first all-new, built-from-the-ground up vehicle in seven years. By June,



# Helmets Revised . . .

by Pedro Bonilla, GCR PCA, March 2018

One of my first Tech Articles, when I started writing, was “The Safety Helmet”. That was 9 years ago, and I think it’s time for an update.

The development of the safety helmet has been quite dramatic. The first racers (around the 1900s) wore leather caps mostly for protection from the wind, if anything else.

By 1912 a few were using inflatable rubber head covers derived from aeronautical use. From the 1920s through the 1950s protective



helmets were made using compressed media, such as cork or paper and these slowly replaced the original leather contraptions.



These early fiberglass

helmets incorporated cloth liners that were size-adjustable, similar to how construction hats are fitted. As time passed, polystyrene liners replaced the ones made of cloth. These were the first helmets that we could call safety helmets. From that point on, helmets provided increasingly better protection but also added weight. By the 1980s helmets were approaching the limit of what a racer might be reasonably expected to wear.

Fortunately for us now, advances in materials, in construction and in testing during the last 30 plus years have made safety helmets lighter, stiffer and much better at impact-absorption. They are also more comfortable to wear since the materials used for the interior (liners) have also greatly improved.

The other major significant advance was the incorporation of frontal head restraints systems. This was the most significant advance in the last three decades. The system tethers the helmet to the driver’s upper torso, so in a frontal crash, the inertial

But the biggest change from the design standpoint has been the transition from open-face to full coverage. The vast majority of racers

today use a full-face helmet.

load of the head and helmet combination is managed by the tethers, rather than by the driver’s neck muscles and cervical spine.

By the beginning of this century, HANS (Head And Neck Support/System) devices started being required for pro racing. Today, just about every single form of racing, whether amateur or professional requires its use and every Snell-certified helmet must include hardware compatible with these tether systems, integrated into the helmet.

Consumer awareness has improved as well. Enthusiasts and racers alike understand what they are purchasing and why, and there’s no question that buyers are more educated and safety conscious than ever before.

In our original Tech Article from 9+ years ago, we detailed the different standards that the Snell



Foundation recommends for different applications.

Snell still tests every helmet and those that meet their strict standards get their stamp of approval. Snell’s current competitive or SAtype standard is:

SA2015. This is what the Foundation recommends for all levels of auto racing which is almost identical to the FIA 8859-2015 standard.

These standards are set much higher than the DOT (Department Of Transportation) standards, but there is even a higher standard than the SA2015. Snell’s



Elite Standard EA2016 which is similar to, but more demanding than the FIA 8860-2010 standard. Helmets

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meeting these (Elite) standards provide more than 20% better impact protection than a Snell SA2015 helmet. Because of the exotic materials used, such as carbon fiber, these are complex and very expensive to manufacture. They are generally used by drivers at the highest levels of competition, such as Formula1, Indy Car and IMSA.

As carbon fiber and other super materials become more affordable, Snell's EA test demands will be written into their SA standard and the EA designation will disappear.

Snell issues a new standard every five years and these standards are the most common helmet requirements for auto racing in the US. Most sanctioning bodies allow helmets meeting the two most recent Snell standards, i.e. SA2015 and SA 2010. NASCAR allows only the most recent Snell rating. The next

Snell Foundation standard is due in 2020 and at that time the SA2010 will be deemed obsolete. (editor's note: which is where we are now, now that's it 2021!)

Looking into the future, we can expect to see more and better insulation to reduce decibel levels inside the helmet, lighter weight overall, increased air flow inside the helmet, better perspiration absorption and improvements in visor retention. Adding hearing protection to the helmet shell could greatly reduce the hearing loss so common in race car drivers as well as improve their performance by relieving some noise fatigue. Better air flow could also improve performance as well as it can reduce the dangers associated with overheating.

Some auto racing series and tracks allow racers to wear a minimum DOT or Snell M-rated motorcycle helmet. These helmets

are not fire-retardant, they are not reinforced for head-and-neck restraints, and most importantly, they are not designed to withstand impact with a roll cage. Snell SA helmets are designed for auto racing, so that's what a racer should wear. Tracks that allow motorcycle helmets think they are helping the racer save a few bucks, but they are putting the racer at risk.

Keep your chin strap tight and ... Happy Porsching



## Classifieds

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

### 2009 986 Boxster Hardtop

Like new, black metallic Z8 Color Option. Located in Hopkins. \$4,000. 612.275.5482. Mike

### 1970 911T Coupe

All numbers match. Condition original: Still have the old parts and they will go with it. No visible rust. The battery boxes are in great shape. Windshield was replaced. The tin between the battery boxes was corroded and replaced, fix looks good. One front turn signal lens was replaced so it looks new rather than the patina on the old one.

The CDI box was giving me fits so I have a regular coil and condenser installed. Photos show fiberglass ducktail and front bumper I have the originals and all trim. I have the "S" trim pieces but they are a bit pitted. I have the original Blaupunkt radio and steering wheel. You can have the original Fuchs if you like. I have original tool kit with most of the tools. Repainted in original color but needs either a proper repaint or a good wet sand. Service records, manuals and options booklet. Dash and all interior parts are in great shape. It has a rebuilt fuel pump that is intermittent. Buyer is responsible for arranging shipping. \$65,000. Mike, thelancials@msn.com.

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Printed in European Style with lots of white space on the pages, the beautiful pages are achieved in part by using a small font. You won't necessarily need a magnifying glass, but make sure your readers are handy. Another annoyance is that there are no captions for the interesting inside and outside cover pictures, and the Image Credits are given in alphabetical order by vendor, not by page.

The story begins with the People's Car as virtually a market-ing tool for Hitler's Democrat Socialist Party, and how, after the war, no existing European or American car company was willing to get involved in run-ning Volkswagen. But the Brit-ish government desperately needed vehicles to enable its personnel to get around the British Zone. After examining an early Beetle, officials ordered a batch of 20,000 cars from the factory in August 1945, and they doubled that number several weeks later. By the time those orders were filled, Volk-swagen, virtually an employee owned company, was a viable business. Incidentally, this past December 27th was the 75th anniversary of one of the most important dates in VW his-tory - series production of the Type 1 (which we know as The Beetle), was launched on December 27, 1945.

Roughly one year after Beetle production became signifi-cant, the cargo vehicles (Transporter, Kombi and Microbus) joined by the Samba in '51 (who remembers what the differ-ences are ?) entered production. Today the production figures from the ancient early '50s seem huge – 62,500 vans in 1956 alone, with a comparable number of Beetles – figures that would skyrocket by the '70s.

The eight chapters including Not Like the Other Ones, Early Beetle Folks and Screen and Gallery, tend to be topic focused rather than strictly chronological, and also tend to skip around from Beetle to Bus and back again. A great deal of historical data on design, production quantities and prices are included. Despite these details, this book is more a collection of anecdotes about Beetles and Buses than an encyclopedic history.

BEETLES AND BUSSES details the various specialized commercial versions of the van and pickup models and the camper versions - first as kits then as completed vehicles. There is a discussion of all electric and hybrid vans and pickups pro-duced in

## Book Reviews for Porschephiles

*by Bruce Herrington, Orange Coast Region*

### Volkswagen Beetles and Busses: Smaller and Smarter

*by Russell Hayes, published 2020 by Motorbooks, Beverly, MA, USA*

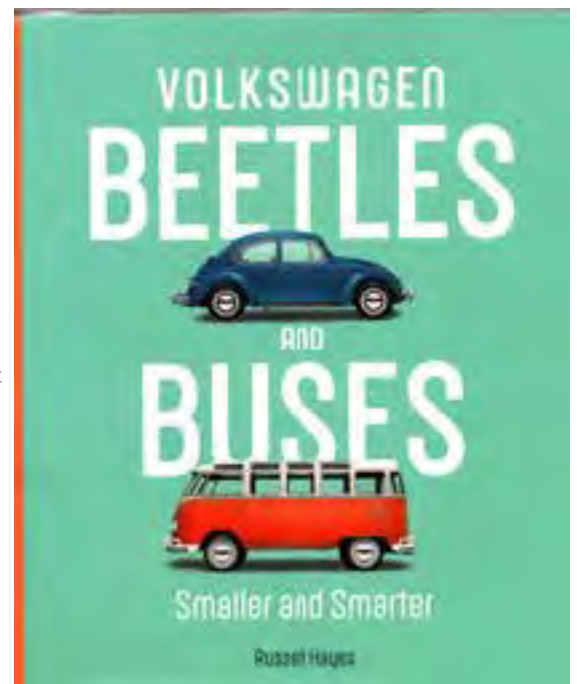
small developmental quantities in the early '70s, but dropped after the fuel crisis ended. Interestingly, mention of the last German beetle ~16,255,500 built on January 19, 1978, and the last beetle convertible 330,281 on 10 January 1979 occur on page 108 of this 176 page book. The VW story is bigger than most Ameri-cans realize. Even the almost extinct air-cooled van sold 4,800,000 units between 1967 and 1979.

One entire chapter is devoted to VWs in movies; bit parts exclusively until the Love Bug series made the car the star. The origin of the name Herbie turns out to be very mundane, but it took eleven different vehicles to perform Herbie's various tricks in the first film. There is also a chapter on iconic pictures and album covers that, intentionally or unintentionally, show VWs in the background.

Extensive discussion of the Beach Buggy and Baja Bug phenomena explains how VoA first tried to distance itself from these heretics, then came to embrace at least the Baja versions. The Cal Look and the Hippie Buses are also dis-cussed, but from a somewhat British viewpoint.

There is considerable discussion of the eco-politics of Beetle production in Brazil and Mexico. The New Beetle is included, described as designed in Simi Valley, CA, and first produced in Mexico. Detailed stories of a few owner experiences are includ-ed to illustrate or explain the VW lifestyle. One story makes reference to a VW/German auto garage in Laguna Canyon.

BEETLES AND BUSSES has 176, 8.5x10 inch heavy-weight gloss pages with 200 color pictures and a very extensive three page Index. It is very well illustrated with mostly Eu-ropean pictures. It should be available for \$40.00 from your favorite book seller (ask for it), or from Amazon.com.



## Car Number Assignments & How to Request a Change

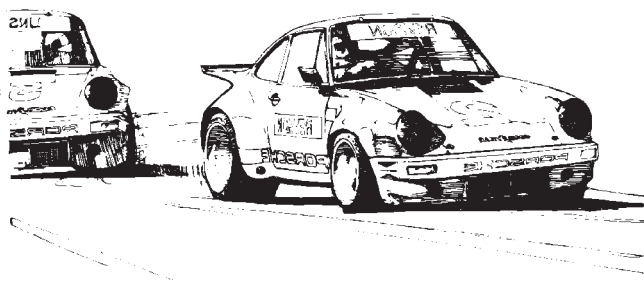
The 2021 DE track season is fast approaching and it's time, once again, to open the car number registration period. Car numbers are used at our Brainerd (BIR) and Road America track events to help with identification. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

Please help to keep the car number assignments up to date by reviewing the published list. If you have an existing number that isn't assigned to you, but you've used it at a track event in the past 3 years, let me know. On the other hand, if you see your name associated with a car number you're no longer using, let me know that as well.

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

### Requirements for maintaining a car number assignment

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



|  |                            |                   |                   |                   |
|--|----------------------------|-------------------|-------------------|-------------------|
| <b>Send Requests To:</b><br><br><b>Dave Anderson,</b><br><b>Andy Barker</b><br><b>Registrar</b><br><b>Email: registrar@nordstern.org</b> | <b>Current Car #:</b>      | <b>Choice #1:</b> | <b>Choice #2:</b> | <b>Choice #3:</b> |
|  | <b>Driver Name:</b>        |                   |                   |                   |
|  | <b>e-mail (preferred):</b> |                   | <b>Phone:</b>     |                   |



# Car Number Assignments from 3-2020

|             |          |       |              |            |     |            |          |     |             |             |     |
|-------------|----------|-------|--------------|------------|-----|------------|----------|-----|-------------|-------------|-----|
| Car #       | LName    | FName | Gates        | Aaron      | 40  | Majkrzak   | Alex     | 126 | Sorenson    | David       | 311 |
| Addison     | Thomas   | 65    | Gates        | Bruce      | 991 | Majkrzak   | Jeff     | 211 | Southwell   | Jim         | 63  |
| Alvero      | Gumer    | 109   | Gates        | Jackie     | 19  | Martianos  | Theo     | 808 | Spielman    | Cindy       | 824 |
| Amendola    | Gary     | 328   | Golly        | Jim        | 44  | Martinson  | Daniel   | 95  | Steffens    | Clay        | 981 |
| Anderson    | David    | 104   | Greene       | Jerry      | 37  | McGee      | Ryan     | 17  | Steinberg   | Michael     | 409 |
| Anderson    | Keith    | 6     | Grothe       | Rick       | 051 | McGovern   | Keith    | 464 | Steingas    | Mark        | 357 |
| Anderst     | Scott    | 01    | Haaland      | Neal       | 176 | Meyer      | Jess     | 690 | Stewart     | Michael     | 113 |
| Andreasen   | Karl     | 149   | Hanson       | Brian      | 110 | Meyer      | Jess     | 788 | Tan         | Ed          | 268 |
| Arhart      | James    | 16    | Hedeen       | Jason      | 22  | Moe        | Richard  | 10  | Tan         | Kevin       | 775 |
| Bahner      | James    | 25    | Henneberger  | Roy        | 56  | Moe        | Richard  | 130 | Thai        | Paul        | 5   |
| Bailey      | Bret     | 82    | Hoeglund     | Cory       | 51  | Muldowney  | Dan      | 511 | Thomson     | Richard     | 20  |
| Baird       | Glen     | 115   | Hoeglund     | Cory       | 987 | Neal       | F. Scott | 665 | Turkbias    | Jay         | 888 |
| Bennett     | Grant    | 133   | Hoke         | Kaitlyn    | 491 | Neal       | Scott    | 004 | Tusler      | Lon         | 94  |
| Benson      | James    | 58    | Hoke         | Michael    | 49  | Nelson     | Bryan    | 757 | Tusler      | Lon         | 996 |
| Berard      | Bill     | 970   | Holton       | Jim        | 66  | Newman     | David    | 31  | Twite       | Tylar       | 99  |
| Billingsley | Dave     | 04    | Hull         | John       | 69  | O'Brien    | James    | 240 | Unterseher  | Reed        | 762 |
| Binek       | Paul     | 1     | Huth         | Noah       | 707 | Oudin      | Tim      | 168 | Vazquez     | Edmund      | 911 |
| Bjornson    | Brad     | 816   | Hyland       | Brandon    | 199 | Pallandino | Thomas   | 913 | VeLure      | Jeffrey     | 26  |
| Blackburn   | John     | 28    | Ingebrigtsen | Paul       | 140 | Perkinson  | Scott    | 9   | VeLure      | John        | 14  |
| Blackburn   | John     | 425   | Ingebrigtsen | Paul       | 295 | Petersen   | Troy     | 84  | VeLure      | John        | 968 |
| Boeder      | Bruce    | 3     | Ivey         | Shannon    | 303 | Peterson   | Mike     | 93  | Viau Jr.    | Bob         | 146 |
| Brown       | Jason    | 136   | Jenkins      | Scott      | 420 | Pfister    | Teresa   | 21  | Viau        | Robert      | 46  |
| Carideo     | Tony     | 188   | John         | Michael    | 217 | Philbrick  | Ian      | 03  | Voges       | Hal         | 964 |
| Carlson     | Jeffrey  | 41    | Johnson      | Ron        | 195 | Polk       | Rick     | 06  | Walker      | David       | 209 |
| Clark       | Matt     | 24    | Johnson      | Vaughn     | 30  | Porter     | Betsey   | 167 | Warford Jr. | John        | 814 |
| Cliby       | William  | 999   | Johnston     | Matt       | 417 | Porter     | Charles  | 67  | Warford Sr. | John        | 214 |
| Colliton    | Brett    | 727   | Jones        | Matthew P. | 777 | Puffer     | Peter    | 824 | Weiner      | Alan        | 34  |
| Connors     | Timothy  | 111   | Kemp         | Steve      | 137 | Reader     | Nathan   | 200 | Welch       | Robert      | 59  |
| Corcoran    | Bill     | 32    | Kemp         | Steve      | 37  | Redmond    | Mischa   | 701 | Wen         | Jonathan    | 71  |
| Courtney    | Mike     | 61    | Kessen       | Brian      | 35  | Robideau   | Harvey   | 277 | Windfeldt   | Greg        | 7   |
| Davis       | Jeff     | 75    | Kileen       | Tom        | 131 | Robinson   | James    | 118 | Wolfson     | Bill        | 07  |
| Dekutoski   | Mike     | 433   | Kirvida      | Drew       | 18  | Roman      | Clifford | 44  | Yee         | Gary        | 45  |
| Doering     | Gordon   | 2     | Kirvida      | Drew       | 23  | Romsaas    | Jackie   | 64  | Yerigan     | Bruce       | 134 |
| Doering     | Gordon   | 711   | Kirvida      | Kevin      | 77  | Russell    | Bill     | 186 |             |             |     |
| Donofrio    | John     | 997   | Kirvida      | Nick       | 12  | Russell    | Tom      | 86  | Retired     |             |     |
| Eigenmann   | Pius     | 98    | Larson       | Glen       | 50  | Ryan       | John     | 101 | Paul        | Binek       | 1   |
| Elasky      | James    | 38    | Larson       | Glen       | 865 | Sabers     | Michael  | 215 | Roy         | Henneberger | 56  |
| Erickson    | Keith    | 27    | Laumbach     | Derek      | 302 | Sabers     | Michael  | 33  |             |             |     |
| Erik        | Wikstrom | 316   | LaVerdiere   | Richard    | 88  | Sabers     | Michael  | 57  |             |             |     |
| Fahden      | Shea     | 78    | Lawrence     | Don        | 908 | Sabers     | Steven   | 171 |             |             |     |
| Finke       | Rodger   | 43    | Lawrence     | Pam        | 90  | Schellhorn | John     | 263 |             |             |     |
| Fitz        | Kevin    | 951   | Lee          | Victor     | 129 | Schmitt    | Steven   | 410 |             |             |     |
| Fleming     | Bob      | 8     | Lee          | Victor     | 29  | Schumacher | Mark     | 719 |             |             |     |

## Nord Stern History Post . . .

*courtesy Roger Johnso*

The racing season is just kicking off with the 24-Hours of Daytona last weekend and PCA Club Racing's 48 Hours at Sebring this weekend (February 5-7).

Let's look at the considerable racing success Nord Sterners have over the years behind the wheel of their Porsche's. I will have several posts on this subject in the near future. Here is **Tom Countryman** taking a victory lap with his Speedster at Road America. Not sure of the year but around 1963.

(editor's note: Note he's carrying the checkered flag - the subject of winners taking a lap with their winning flag just circulated on Clubtalk. A real fan favorite to see.)







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

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Of recent, I have accepted an opportunity to continue my career in a new direction.  
I will be a curator for a private Porsche collection.

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

Rick Moe  
nurburgring, inc.  
shop@dasring.com

## 2021 Nord Stern Track Schedule

*by Dave Anderson*

Okay all you track junkies, the 2021 “Fling” dates have been recorded! Mark your calendars now for this year’s dates.

You can always find current dates for Nord Stern activities on the website calendar which you’ll find on the navigation bar (NavBar) under Events->Calendar. Or use this direct link to the Upcoming Events landing page: <https://website.nordstern.org/calendar/>. You can filter specific event types by selecting from the Tags pulldown. For example, click on the tag Fling or Track for a summary listing of all track events in 2021.

Here are the dates if you don’t want to explore:

- First Fling April 23 (DT) and 24 – 25 (DE)
- Loonacy Club Race  
& Fast Fling Driver Ed July 23 – 25
- Cheese Fling June 21 – 22 @ Road America
- Last Fling September 17 (DT) 18 – 19 (DE)

The event haven’t been placed on ClubRegistration.net (ClubReg) but reminders will be sent when they are available. Note that Nord Stern Region of PCA typically opens track event registration 90 days prior to the actual event date. You can always opt in for a direct text messages from ClubReg when any event opens for registration.

Be sure to check out the Driver Training and Driver Education landing pages for more information about requirements and how to get started with ClubReg.

## Historical . . .

*continued from page 15*

**2010** - February - Porsche begins selling the new Boxster Spyder.

March - Porsche begins selling the new 911 Turbo and the GT3.

On March 1st - Porsche reveals the spectacular 918 Spyder concept at the Geneva Auto Show.

June - Porsche begins selling its all-new Cayenne S and Cayenne Turbo.

On June 5th - the V-6 powered 2011 Panamera and Panamera 4 went on sale in the U.S.

On July 28 - Porsche announces that it will build the 918 Spyder.

One year after its international market launch, on September 10th, the Porsche Panamera reaches a production milestone of 22,518.

Matthias Müller becomes the new Chief Executive Officer (CEO) of Porsche AG, officially, on September 29th.

In October - Porsche Cars North America begins selling the V6-powered 2011 Cayenne.

As part of its 60th anniversary celebration of selling cars in the U.S., Porsche Cars North America conducts a My Porsche Classic Search and locates what it believes is one of the oldest Porsche's sold in the U.S.- a lovingly restored 1952 Strawberry Red 356 Cabriolet.

The My Porsche Classic Search also yielded the discovery of another distinguished and even rarer Porsche - a blue 1950 356 Cabriolet. This car is one of the very first series production 356s built in Stuttgart.

On November 1st - Porsche Cars North America begins selling its first hybrid production vehicle ever-the 2011 Cayenne S Hybrid.

**2011** - Porsche announces the Panamera S

Hybrid and the Panamera GTS models.

Porsche hosts Rennsport Reunion IV at Laguna Seca in California.

**2012** - The new generation of the Boxster is announced.

The second-generation Porsche Cayenne GTS and Turbo S are announced.

**2013** - Porsche celebrated 50 years of the Porsche 911 with a special anniversary model.

The new generation of the Cayman is announced.

The Porsche Macan S and Macan Turbo have their world premiere at the Los Angeles Auto Show.

**2014** - The Porsche 911 Targa debut at the North American International Auto Show.

For the first time, the Porsche Boxster and Porsche Cayman are offered as GTS models, which premiered at Auto China in Beijing.

The new generation of the Cayenne will be launched in four versions in the United States: Cayenne Diesel, Cayenne S, Cayenne Turbo, and the world premiere of the Cayenne S E-Hybrid, which is the first plug-in hybrid in the premium SUV segment. This model, together with the Panamera S E-Hybrid and the 918 Spyder, make Porsche the world's only car manufacturer to offer three plug-in hybrid models.

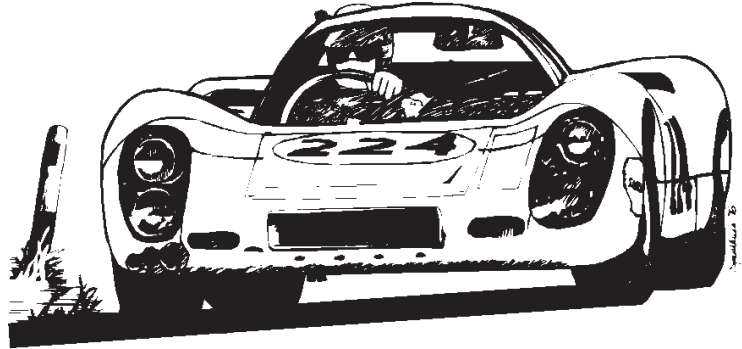
Porsche celebrated three world premieres at the Los Angeles Auto Show 2014. The 911 Carrera GTS, the Cayenne GTS, and the Panamera Turbo S Executive Exclusive Series, a special edition limited to 100 units worldwide.

Porsche Cars North America has a record

sales year with 47,007 units.

**2015** - The new 911 Targa 4 GTS and Cayenne Turbo S are revealed at the North American International Auto Show.

Porsche opens the \$100 million Porsche Experience Center and headquarters in



Atlanta, Georgia.

The new generation Boxster Spyder is revealed at the New York Auto Show.

The Cayman GT4 and 911 GT3 RS models are announced.

Porsche 918 Spyder production is completed.

Porsche takes the overall victory at Le Mans.

Porsche holds Rennsport Reunion V at Laguna Seca in California.

**2016** - Porsche announces 718 boxster and 718 Boxster S models

911 R and 718 Boxster models debut at Geneva Motor Show

Porsche announces 718 Cayman and 718 Cayman S models

Porsche founds Digitization Competence Center

Porsche launches Digital lab in Berlin, Germany

The 911 GT3 Cup Race Car and Panamera 4 E-Hybrid debut in Paris

Porsche opens Motorsport headquarters and second Experience Center in Carson, California



The 911 RSR makes debut at Los Angeles Auto Show

**2017** - The One Millionth 911 rolls off the production line

Porsche announces Panamera Sport Turismo models

Porsche debuts third generation Cayenne in Zuffenhausen

**2018** - Porsche announces the official name of the first purely electric Porsche, the Taycan

Porsche holds Rennsport Reunion VI at Laguna Seca in California

Porsche debuts eighth-generation Porsche 911 in Los Angeles, California

**2019** - Porsche debuts first fully electric vehicle, the Taycan

Porsche returns Formula E after more than thirty years

PCNA expands monthly vehicle subscription plan, 'Passport', following successful pilot program in Atlanta

PCNA achieves 10th consecutive year of annual sales growth

## Passenger Seat . . .

*continued from page 42*

neighbor (who loves to be in the middle of the action with the boys) nearly all weekend to assemble the two hoists and re-assemble the contents of the garage. While waiting for the manufacturer to set up the hoists would have been the preferred option, I will say that it built some great memories with the boys that we still laugh about to this day!



My advice, for what it is worth, is to go ahead and unlock your time for those "just a minute projects," and if you can, take the minute (or 30 minutes) because time spent together is never time misspent.

## Zimmer . . .

*continued from page 23*



(A very young) John and Anne Denver at Carousel with their new 911S

Jack and Rhonna operated in Crystal in the mid-1970's. Karousel was the local and national "go to" place for fiberglass body parts and miscellaneous go-fast parts for 911 and 914 Porsche. The brand continued under the ownership of one-time local club member **Hank Godfredson**, it was renamed GT Racing and is now run by his son Joel and Doreen Godfredson in Colorado. (Note: GT Racing continues to be a sponsor the National PCA Club Racing program, in fact.)

Now that boy Jack is old man Jack, he can reflect on a life well spent chasing his passion. His hard work and dedication have benefited many generations of not just Porsche owners, but the entire automotive world. Proof positive that one man's dreams can indeed make the world a better place. Having all those great smiles is not a bad addition.

Next article, a look at some of Jack's special cars.



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# Iconic 911 Sticking to Gas . . .

By Hannah Elliot • Bloomberg

If you've been holding your breath eagerly anticipating an all-electric version of the effervescent Porsche 911 sports car, you'll want to exhale. It's going to be a while.

Porsche boss Oliver Blume has indicated in no uncertain terms that a 100% battery-powered 911 isn't coming in the foreseeable future - if ever.

"Let me be clear, our icon, the 911, will have a combustion engine for a long time to come," said Blume, chairman of the executive board at Porsche AG, during a phone interview. "The 911 is a concept of the car that is prepared for the combustion engine. It's not useful to combine it with pure electric mobility. We believe in purpose-designed cars for electric mobility."

The news signals a change of heart at the German automaker. At a business conference last year, Klaus Zellmer, president and chief executive of the luxury automaker's North American division, indicated that an electric version of the 911 was on the drawing board.

Blume conceded that the decision to keep the two-door sports car powered by internal combustion is an outlier to the company's overall plan. According to that plan, by 2025, half of all Porsche vehicles sold will be either fully battery electric or plug-in hybrid.

It also is likely to hearten the legions of Porsche faithful who drive the 911 because it retains the tactile urgency and grit of gas fueled machines rather than the immediate, silent, gearless power found in electric cars.

Introduced in 1964, the 911 has undergone eight generations and myriad variants including Targas, convertibles and 'Turbos. More than 1.1 million have been sold to date.

But for all the talk of the most recognizable and possibly beloved Porsche, the 911 is

far from the most popular. The Macan and Cayenne SUVs were Porsche's bestselling models in the United States during the third quarter of the year, followed by the electric Taycan sedan. America is Porsche's second-largest market behind China

## A new model coming?

Were Porsche to make an all-electric sports car, Blume said, it would likely be a new model altogether.

"I think for the future there is also space for very sporty, pure electric sports car to add to those [other] sports cars," he said. "There are big opportunities."

Porsche has committed to investing 15 billion euros (\$17.7 billion) in electric mobility, sustainable production, and digitalization over the next five years, according to Blume. It is also scouting partners to develop synthetic "e-fuels" using 100% renewable power sources to comply with increasingly stringent emission regulations that would eventually prohibit internal combustion engines from the road altogether. That development would help sustain the 70% of Porsche cars made that are still on the road today - the vast majority of which gulp fossil fuels - as well as the millions that will remain in the next 10 to 15 years.

"To stop combustion engines isn't the right discussion," Blume said. "We come from both sides [electric mobility and e-fuels] to reduce CO2."

Meanwhile, the old-fashioned 911 enthusiasts opposed to any tinkering with their favorite toy shouldn't get too comfortable. The specter of a rumored 911 hybrid, if definitively unconfirmed by Blume, seems clear.

"In the future for the 911, there are good ideas for a special kind of hybrid, a very performance-oriented hybrid, where we use, for example, a 400-volt system for our electric engine," Blume said. "That's more or less our idea of how to continue with the 911."

## Where We Were . . .

*continued from page 24*

**Rob Martin**, the Rennsport Region co-chair, wrote an informative piece on crossing the boarder into Canada for the upcoming Porsche Parade in Mont-Treblant, Quebec. Lots of custom forms were evidently needed in 1999 to cross back and forth smoothly.

Everything you needed to know about valve covers in older 911s was provided by **Wayne Depmsey**. Wayne was the owner of Pelican Parts, a California auto parts dealer.

## Marketplatz from 20 Years Ago

- 1972 Porsche 911 PCA GT2S—consistent podium finisher. 1<sup>st</sup> place at Road America; motor, transmission and brakes all fresh. 3.5 twin plug, 375 hp. One set BBS, one set Jungblood. Weight 2100 pounds; plexiglass all around. A first-class car. Contact **Marcus Gustafson** or **Bob Johnson**.
- 1973 Porsche 914-4, 1.7 liters. Very good condition; not much rust. Removal top; yellow with black. Photo available. \$3,100 or best offer. Call **Steve Jech**.
- 1974 Porsche 911 Coupe—gazelle metallic, 18,700 original miles. Exceptional, well-preserved classic 2.7 liter coupe. Original components galore, including Blaupunkt AM-FM radio, power windows and power sun roof. An antique Porsche in a time capsule. \$13,500. Call **Dave Rosen**.
- Miscellaneous parts—two pairs of Fuchs wheels, one set is 8 x 16; the other is 9 x 16. 1986 944 turbo offset, spokes painted silver (the nicest things on our car) \$1,800 for both sets. Small Cobra seat, a steal at \$150. Call **Bruce Boeder**.





car (USAC 0031) was purchased by noted collector Matthew Drendel. The noted Porsche specialist restoration shop, Gunnar Racing, brought the #25 Interscope car back to its

1980 glorious potential. After Drendel passed away, his family listed the cars in his collection in Gooding & Company's 2012 Amelia Island auction. Bidding on the Interscope Porsche failed to meet reserve following a pre-auction estimate of \$350,000-\$550,000.

G&W Motorwerks purchased the car from the Drendels, and in 2016, they listed the Interscope Porsche on eBay with a Buy-It-Now of \$599,000. No takers at that price. The car eventually resided with the folks at Champion Porsche.

Step One: In 1966, the Al Stein privateer twin-Porsche failed to make the Indy 500. Step Two: Factory Porsche engines might have made the show fourteen years later, but Porsche didn't take the chance.

It would take an Indy and Porsche veteran driver and a full-on Porsche factory push seven years after the 1980 Ted Field effort to realize the Indy 500 dream — albeit awkwardly.

## Indy Part 2 . . .

*continued from page 14*

the rival Championship Auto Racing Teams (CART) in pursuit of more money. While most of the 1979 Indy car season races were sanctioned by CART, the Indianapolis 500 remained sanctioned by USAC. This would be the case in 1980, as well.

The Interscope Parnelli/Porsche tested in the spring of 1980, and reportedly broke the Indy car track record at Ontario Motor Speedway.

News travels quickly in the Indy car paddock. It's said that the leading figure in USAC's Indy car series, A.J. Foyt, Jr., lobbied USAC to reduce the turbo boost Porsche had initially been given, the stock block engine-based 54 inches of mercury, to 48 inches - the same boost given the Cosworth DFXs engines being run by the major teams in both USAC and CART.

One other mitigating factor was USAC's hope that Porsche's arrival in USAC Indy car racing would see them become a customer engine manufacturer. Porsche is believed to have expressed no interest in making customer engines.

Rules-making is a fickle process in motorsports, and this situation was no different. Possibly bowing to pressure by Foyt, or possibly in response to Porsche's unwillingness to build customer equipment, as they did in other series, or possibly both, USAC altered the rules a month before the 1980 Indianapolis 500 and cut the boost available to the Porsche's KKK turbo to 48

inches. Porsche wasted no time in expressing their displeasure. They pulled the plug on Ted Field's Interscope program before the car had a chance to run a lap of practice at Indy. They packed up their estimated 630 hp (some say 800 hp) flat six, and went home to Stuttgart. The engine was believed to have laid the engineering ground-work for the highly successful 956/962 series IMSA sports cars.

Ted Field lobbied Porsche to allow him to run the car with the mandated lower boost, feeling that, though the car wouldn't be as dominant, it would certainly be competitive. A firm "Nein, danke!" from Porsche came in response.

The three Parnelli/Porsches built for Indy were never run in combat, either at Indy or in CART, and were eventually sold to Vasek Polak. At Polak's death, the one complete



## From the Passenger Seat . . .

by Jill Velure

In every household, time is a precious commodity, and I try to guard mine as John and I have two boys that are in a variety of different sports. It's funny how 48 hours (or 2,880 minutes) on Saturday and Sunday are just too short as it is. Each weekend I spend a generous amount of time running around town filling up on the essentials that we need for the upcoming week. Then, after carving out some time for a quick workout, it is on to the "chores" of laundry and home projects. A little time on Sunday to pen a school newsletter for work and some math plans for the week, and voila! It's Monday again!

Every weekend I wonder HOW those fabulous bloggers I follow online, who show amazing home organization projects or meal prep, manage to get it all done? Seriously! I have a perfectly capable husband, two fine boys, now young men, in my house – why can't we get the weekly prep done on Saturday morning so that we can do some of these home projects? Then, I start the "video in my mind" of how the weekend really happens and the one phrase keeps replaying in my mind, *"can you help me, it will just take a minute."*

Before I move on, let me be clear, sometimes (rarely) these are projects of my own making (like washing my car, moving furniture, or reorganizing our storage room). Also, I am not one to shy away from a mechanical project – I love puzzles or projects that involve piecing things together. Around the house, I have been known to research and fix faucets, refrigerators and other appliances before I call a repair man.

At our house, this one common phrase usually consumes more than "just a minute". I have found that "it will just take a minute" breaks down into three different categories. Those that take 30 minutes and those where I need to be "on-call" for the remainder of the day or weekend because I will be asked to help out for just a few minutes every hour. I now know what it feels like to be an ER doctor.

The first category is really just for a short, 30 minute type of project. First, I have to admit, that I have learned a lot when helping out with the projects. These one-time interruptions often include jack up a car, rotating tires, replacing brake pads or manually bleeding brakes. They are not skills I ever expected to be able to do on my own, and they are never skills I ever imagined I would do when I was growing up.

The second category of projects require multiple interruptions (like 5 to 8 minutes) throughout the day and each interruption needs 20 to 30 minutes. Interestingly enough, these "asks" most often happen when I have 20,000 things to get done before Sunday night.

Over the years I have learned that there is a distinctive queue that

occurs before an "ask". The door between the back hall and the garage has automatic closing hinges. When I hear the door slam shut that usually indicates that one of my boys is hurriedly coming in the back door to 'ask for help'. This pattern seems to have been passed on from one generation to the next generation because all three of my boys repeat the same pattern.

The last category, the projects I really dislike are the 'weekend killers'. Oftentimes, these are surprise projects that I had no idea were on the schedule but seemed to materialize sometime during Friday morning or afternoon, and is not completely organized until I arrive home. These projects are pitched as lasting only for an evening or a couple hours, but end up consuming the entire weekend!

Three years ago, I was driving home on the Friday before Memorial Day weekend. I was so excited to have a long weekend, and I was really looking forward to having the extra time to help get things organized for the end of the school year. It was also a weekend with no kid sports, so that was like a double bonus along with the Monday off from work.

When I arrived home, I saw the car trailer sitting in the driveway loaded with a huge stack of what looked like various colored metal beams. As I pulled into the driveway, I saw the boys rolling cars out into the driveway. I quickly remembered

that John had ordered a couple of 4 post hoists. When the order was placed, I was told that the manufacturer would install the hoists. John quickly met me at my car and told me that the manufacturer could not set up the hoists for a week but he had watched a video that showed how easy it was to set up the hoists. John assured me that it would not take much more that Saturday morning to put together both hoists. Unfortunately, It didn't feel that easy at Saturday morning turned into midnight and the following Sunday morning. It took all four of us along with our







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Ben Robertaccio racing his dad's 914 on track at Road America last year,  
Photo by Jessica Johnk

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