

# All Porsche Show '21

*Featuring 914/914-6's 1970-76*



Sunday  
June 27, 2021  
Roseville

- \* 10 a.m. - 1 p.m. display parking open at 9 a.m.
- \* Tin Fish Food Truck onsite
- \* All funds raised from the show benefit the Courage Kenny Sports and Recreation Fund
- \* \$20 per vehicle, PRE-REGISTRATION REQUIRED to park in the corral
- \* clubregistration.net - no onsite registration
- \* All makes and models welcome





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### Cover:

It's BACK! Our annual All Porsche Show on Sunday, June 27th. Come on out and park your Porsche along with a couple hundred others. Always a great time, Pre-registration required at [clubregistration.net](http://clubregistration.net) No onsite registration. Food truck on site, a few vendors, advertisers will be on hand, too. Participation not limited and general public is most welcome!

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

The editor reserves the right to edit all material. Articles and classifieds for publication in Nord Stern must be submitted by the 15<sup>th</sup> of each month prior to publication.

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

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

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website: [www.nordstern.org](http://www.nordstern.org)

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

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

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

2. Second, join Nord Stern

- Visit [www.nordstern.org](http://www.nordstern.org) and remit dues via Paypal hotlink on the Membership 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  
13591 Pineview Lane N  
Dayton, MN 55327

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

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

Check your mailing label  
for your expiration date

## 2021 Nord Stern Officers and Committee Chairs

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		<b>Zone 10 Rep: Stan Thorne</b> sthorne.carguy@gmail.com cell: 913.633.0311	



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

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

**Bradley Baron**  
Minneapolis, MN

**Mark Blomsness**  
Eden Prairie, MN

**Philip Fortmeyer**  
North Oaks, MN

**Thomas Kraus**  
Wayzata, MN

**Stanley Lim**  
Maple Grove, MN

**Guy Perera**  
Savage, MN

**Ryan Rimando**  
Maple Grove, MN

**Noel Volin**  
Hudson, WI

## 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

It's already June and the year is flying by. As some of you know, I have been attempting to wrap-up two car projects – an engine rebuild on a 914 and a fairly significant restoration project on a 968. Both of these cars are highlighted at this year's All Porsche Show. That June 27th show date is staring me down as I have a lot of work to do on both cars. With that said, June is an event filled month with five Nord Stern events that run the gamut – including everything from road trips to tech events, to track events, wrapping up the month with our annual All Porsche car show.

The 1962 La Carrera Mexicana social event (Cinco de Mayo Party) was a great success. We had over 150 people in attendance at the Autoplex in Chanhausen. More importantly, Lago Taco served over 500 tacos! The variety of P-cars was over the top. I would like to thank **Toni LaRose**, Social Chair, for pulling off such an incredible event. **Jim Southwell** and **Steve Albers** organized a great car show and sprinkled in a few door prizes. **Roger Johnson** worked with **Porsche Minneapolis** to have a Taycan at the event. I would like to give special thanks to **Andy Barker** and **Dave Anderson** for their management of registration both online and onsite – as usual, they make it look easy. Lastly, I would like to thank **Steve Flaten**, President of the Autoplex and Nord Stern member,

for hosting us at the Autoplex. Over the past two months, Nord Stern has conducted three (count 'em) events at the Autoplex and it's been a great site and venue. Thank you.

I have enjoyed see the uptick in the number of postings on Nord Stern's Facebook page – please keep posting! The variety of content is informative and fun to read. You will find everything from great spontaneous, afternoon drives to updates on member car acquisitions and, every so often, interesting tid-bits about Porsches.

Also, we are lucky to have a club historian. **Roger Johnson's** Nord Stern History series which is always a fascinating read. April's story about Nord sterner **Fred Senn** having a 1963 356B delivered to Fallon's Lobby on the 31st floor only reiterates the love we have for Porsches and the lengths we will go to keep them close.

As mentioned earlier, June is an event filled month. I think the old saying is fitting for this month – “buckle up - it's going to be a fun ride!”. On Thursday, June 10th **Toni Larose** has pulled together a great social event, Porsche and Pints, at Boom Island Brewery. On Saturday, June 12th, **Jim Southwell** has a tech event at Med City Detailing in Rochester. Not only will you learn about ceramic coatings, but you will get the opportunity to stretch the legs of your Porsche's with a quick trip to Rochester. The following week, **Theo Martianos** and **Nick Severson** have scheduled a fun route of twisty back roads from **Porsche St. Paul** to 45th Parallel Distillery in New Richmond, Wisconsin. In addition, they mixed in a little socializing and a great tour of the distillery. The next day, many of us track junkies will begin the trek

*Continued on page 32*

## Advertiser Directory

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## 2021Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	N/A -\$120 includes color
Back cover	N/A	N/A	N/A -\$120 includes color
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high

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

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

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

Back Cover: 8.5" by 7"

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

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

Just looking at the June calendar of events is nothing short of amazing. It's been more than year since our club has had a roster of outings, events, drives, socials anywhere near what is now on tap!

Please take a look at everything that's scheduled and join in where and when it fits your schedule. From a drive ending at a distillery (this is brand-new, by the way) on June 19, to 2 full days of Driver Ed at the ever popular and fabulous Road America track over in Elkhart Lake, WI June 21-22, to our HUGE annual All Porsche Show the last Sunday of the month June 27, and to not slight the Porsche & Pints event at Boom Island Brewery on June 10th (a repeat social that was super popular), there's truly NO excuse to sit around at home and 'do nothing.'

After all, we've all had more than enough of the 'can't do this, can't do that' of the past 15 months of the pandemic. By now, I'd bet a very significant number of club members have been vaccinated and feel comfortable getting outside and partaking in any number of their favorite Porsche passions/ From drives, to track stuff, to social time, to eating and drinking, we have it all.

If any of the past events set up this Spring are any indication of the desire of members to get involved, plan, participate and gather together as a community and check

## From the Editor . . .

*by Christie Boeder, 1973 911, Signal Orange*

out our fellow Porsche's, this year is already experiencing record turnouts and participation. I'm amazed, as someone who has been involved in the club for way too many years to count. But all from a very positive viewpoint!

As always, as your editor, I am most happy to publish and include photos and commentary by any and all members of their experiences in the club, of their beloved Porsche and it's attributes (or Porsche's, for that matter!) so please don't hesitate to get in touch and send your dot jpgs and dot docs my way and we will weave it all together each month, twelve times a year, into a newsletter that hopefully is interesting and informative.

And finally, we can actually say, see you at the 'Next Event.' Wow, that felt good to write (or shall we say, type) that out!



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**JUNE**

- 10 Porsche and Pints**  
5 - 8 p.m. Location Boom Island Brewing
- 19 Nord Stern's Star Prairie Run (Stern-Prärielauf) 2021**  
Start 9 a.m. Porsche St. Paul, see page 21  
Registration: clubregistration.net
- 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****2021**

- 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****2021**

- 5 Nord Stern Cars & Cigars' - Churchill's, Victoria, MN**  
Time: 5 - 8 p.m.
- 14 Nord Stern 'Wine on the Vine'**  
Time: 2 - 6 p.m.
- 21 Nord Stern "Destination Drive"**  
Time and location TBA - Save the Date!S.
- 26-28 Run for the Hills (Dakota Region of PCA)**
- 28 Nord Stern's Red Carpet Rally**  
Time: 7 - 10 p.m. Details TBA

**SEPTEMBER****2021**

- 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****2021**

- 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****2021**

- 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

**2021***Note: Events on clubregistration.net open 90 days prior***LOCAL 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, see Ad

**• CARS AND CAVES •**

A monthly event held at the Chanhassen Autoplex 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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## PCA's Zone 10 Directory

<https://www.pca.org>

### 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/)

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

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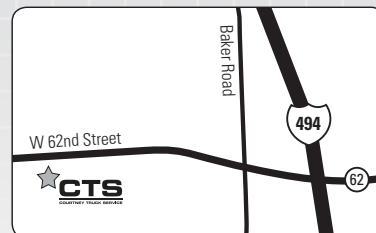
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“What Can Be Conceived . . . Can Be Created.” That’s the headline for a framed ad I have on my bookcase. I have a corollary ad beside it, which says “Only Those Who Dare Truly Live.” But the latter headline is for another day.

Conceived/Created features a Ferrari 308. Actually, both ads do. A Targa in one, a Berlinetta coupe in the other. I like to think the campaign was a motivation for what came to be called Ferrari Special Projects where, if you have an idea and bring the cash, the Scuderia will do whatever it is your heart desires.

Are you familiar with Ferrari’s program? No? You’re not floating in the right circles. Take James Glickenhaus’ P 4/5 by Pininfarina. Which is a take on what the Ferrari prototype racer would look like, if it were built today . . . only . . . he actually had Ferrari build his dream, in 2006.

The cost? Please. You must be floating in a rubber duckie.

And, now, I read that Porsche has gotten into the act. According to Motorauthority, “Porsche had a similar program back in the 1970s called Sonderwunsch, German for ‘special request,’ though it was much more exclusive than Ferrari Special Projects. One of the cars developed via the original program is the 993-generation 911 speedster, of which just two were built. One of those was built for Jerry Seinfeld.”

What’s going on? “It is our goal to provide customers around the globe with even more accurately tailored and demand-based products . . .” says Alexander Fabig, head of the individualization and classic departments at Porsche. “Starting with new possibilities of individual components . . . we have the right option for every customer.”

Yeah, that’s right. Anything motive. Not just paint-to-sample colors for your new baby. Not just leather-covered air vents. Not just for Jerry Seinfeld. The whole enchilada. For us!

Which got me thinking. What special wish would I make, if I prayed really, really hard, and a Genie appeared in my garage? A real Genie, not a garage door opener. Let’s see. Porsche already makes a bicycle. A yacht. Watches. An apartment building, where an elevator raises your car, right up to your pad in the sky, so you can stare at your vehicle, from the comfort of your living room couch.

Let’s look for gaps in the product line. Gaps that all have a sport/mobility theme, that are in keeping with the essence of the brand.

## What Can Be Conceived . . . Can Be Created

*by Danielle Badler, courtesy PCA Editors*

First the cars. Let’s start by embracing the “outlaw” movement with . . . a modern incarnation of a 356. Sort of a politically correct rat-race renegade version, with turbo-charging and a Stinger exhaust, in coupe and convertible form . . . and a warranty. Or an updated 904. So sleek, so classic. I’d even allow Porsche to grow it a bit, like Ford did with its modern incarnations of the GT-40.

And, while we’re at it, how about a modern 935? With the new Turbo S motor dropped in? Or a modern version of the original 930 “widow-maker,” also with the new Turbo S motor dropped in? Or, and here’s a crazy idea, Porsche can market them both, together . . . one for the track, one for the street! Burial plots would be extra.

Or modern versions of the pure, iconic, race cars of the past. The F1 Porsche that Gurney drove. The Indy car that Teo Fabi drove. The 908-3 that won the Targa Florio. What to do with them? I don’t know. Ask Glickenhaus what he does with his P 4/5.

And, while you’re at it, ask Glickenhaus what a modern version of a 917 or 962 would be . . . and whether he’d like one. Or both.

There’s more. A few months ago, I recommended that Stuttgart make the Porsche of wheelchairs. Little did I know . . . just ask, and they could whip up a whole hospital mobility line, for the aging . . . or aged . . . customer. A walker, featuring genuine, shrunken, Fuchs wheels, performance rubber and hand-grips molded from a real, pur-sang steering wheel.

And, for the hospital staff, an electric scooter that will run down and pass anything marketed by Lime or Bird. For power, I’d ask Porsche to amortize that battery and fast-charging technology, developed for the Taycan. Think about the scooter’s performance, when doctors and nurses have really got to get to the ER. Call it the “Stat.”

And then spin off a street version. Or, yes, a Porsche of golf carts! I’m asking! Think parking lot burnouts. Four-wheel drifts on grass. An extra low-speed setting to get out of bunkers. Off-road capability, to track down that errant tee shot. How about making it float! To retrieve shots that are “wet.”

*Continued on page 32*

# Nord Stern May Business Meeting Minutes . . .

*submitted by Betsey Porter, Nord Stern Secretary*

## **President – John Velure**

- Meeting called to order at 7:04 pm. Welcome members and guests Judi Sievers and Karen Carson
- First Fling was great
- New Member Social was great
- Track Rabbit event was great
- Taco Social was great
- April minutes were approved

## **Vice President – Rick Tenler**

- no separate report

## **Treasurer – TBD**

- John will make sure the transition happens from Jeff to Todd
- Reimbursements should happen this week
- Re-send in your receipts

## **Secretary – Betsey Porter**

- no separate report

## **Advertising – Mollie Nygaard**

- Two new advertisers will start in June
- Dent Werks
- Black Forest Performance

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

- Show is a go!
- Will be a food truck (Tin Fish)

## **Autocross – Andy Golfis**

- no separate report

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

- no separate report

## **Charity – Mark Kriesch**

- no separate report

## **Club Race – Dan Perinovic**

- Dan will make a call with the steward.
- Corner worker staffing is becoming an issue.

## **Driver Education – John Blackburn**

- Passing rule compliance
- Make sure we cover this, with emphasis, with both the corner workers and the drivers.
- Dave and Andy are having an issue getting the run groups right. The usual way of car + experience + horsepower isn't working. Will discuss. Maybe add a run group.
- John B and Dan will talk about Club Race shortly.

## **Driver's Training – Jim Bahner**

- Road America – Dave needs a check so he can pay the corner workers.

## **Historic Archivist – Roger Johnson**

- no separate

## **Insurance – Jeff Carlson**

- Submitted coverage for Road America.
- We should have insurance for any event we organize and sponsor.
- Will we be having two rescue organizations at BIR going forward? Track events team will meet and make a decision.

## **Membership – Betsey Porter, Jim Southwell, Steve Albers**

- 694 Nord Stern members
- 66 new 2021 members
- 178 people have not renewed for 2020. We will send out one finalized personalized email and then drop from Club Talk and newsletter lists in June.
- Rochester social is a go, registration online, max 60 registrants.
- John V. would like a drive to be organized.
- Eagan Car Club – new Nord Stern member is a part of this club and would like to organize a social at the facility. Jim is coordinating. Looking at August 21. Maybe do a drive from Stillwater. More later.
- John V. would like a membership social at the Medina MotorPlex, Steve will organize.
- Membership will be at all the Saturday 'Cars and XXXX' events in the summer. See calendar for those.

## **Newsletter – Christie Boeder**

- No report

## **Rallies and Drives – Theo Martianos and Nick Severson**

- We are invited to participate in the Dakota Region's

Cars and Coffee in Fargo on May 23.

- Theo and Nick organized a Star Prairie Run drive, starting at Porsche of St Paul and ending at a 44th Parallel distillery in New Richmond, WI
- Porsche St Paul will have a coffee/breakfast food truck on hand
- June 19, \$20, 40 cars, 80 people

**Registrar – Andy Barker**

- no separate report

**Safety – Chuck Porter**

- no separate report

**Social – Toni LaRose**

- Porsches and Pints – 25 spots for Porsches will reserved out front.
- Please register ASAP (clubregistration.net) so brewery can plan for staffing, event is June 10
- Pig roast food truck
- Wine on the Vine – Rick T. will try and find out if this event is still viable

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

- Engagement remains high

**Shop and Tech Relations – Roger Johnson**

- no separate report

**Tours – Ron and Michele Johnson**

- Fall Color Tour - on the calendar
- Vino in the Valley (not scheduled 2021)

**Track Relations – Jim Bahner**

- no separate report

**Webmaster – Dave Anderson and Christie Boeder**

- No update

**Old business**

- no old business

**New Business**

- no new business

**Meeting was adjourned at 8:15 pm**



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# Towing Trailers . . . A Discussion

*courtesy Clubtalk*

**Q**uestion: I have done my share of towing trailers but not so much of trailering cars.

When towing a manual transmission vehicle on an open trailer do you:

- 1) leave in gear or out of gear
- 2) eBrake on or off
- 3) hook tow straps to jack points/tie down or through the wheels.

My intuition tells me one thing but my gut tells me another and I don't think track insurance covers losing my car off a trailer on 371 ;-)

– Andy Barker

I can only give opinions on questions 2 & 3 since I have a PDK... 2) ON, 3) Tie Downs. I did through the wheels for the first few months of trailering my car and almost every time the car moved from where I had originally loaded it.

– Ben Rogers

- 1.) In gear
- 2.) Brake on
- 3.) Can do both. If you have the 2-inch wheel straps and your wheels allow you to put the straps thru the wheels. For Concour cars that's a better way to go. For regular cars you can hook to jack points or hook around suspension. Many ways depending on the car to strap it down.

– Scott Kuhne

1&2 aren't that important if #3 is done right.

Although 1&2 are handy while you do #3 so you don't get run over.

If things go wrong while towing neither #1 nor 2 are going to keep the car on the trailer, #3 will.

Make sure #3 is done well with 2" ratchet straps (10,000# break strength) nothing smaller, at each of the 4 corners.

Jim Bahner

I agree tie downs at the jack points work better. I also tow in gear. I was advised at some point to tow in reverse so any theoretical wear on the gear is to a gear you use less frequently.

Scott Perkinson

Why risk wear on a gear at all?

I have never towed with my car in gear. Bob Johnson told me to leave it in neutral to avoid any possible wear. And I wouldn't engage the EBrake, but that's not an issue with the Orange car as it doesn't have an EBrake

If a tie strap fails I doubt the EBrake or having it in gear will save the car

I towed for years with the straps going they the wheels but added tie downs simply as an easier alternative 10+ years ago.

And be sure the safety chains on the trailer are secured to something solid in the tow vehicle rather than the hitch to avoid the "George, isn't that our trailer and car passing us?!"

Bruce Boeder

I put my trailer wheel chocks on one of the car's wheels. Maybe because I am short of space in the trailer.

Bret Bailey

I suppose I should throw my \$0.02 in.

- 1) I leave it in neutral, with the 2) eBrake on, and 3) hook my tow straps to the four permanent attachment points that were put on the car to tie it down while towing.

Todd F Smith

Lots of trailering experience here. Horses and cars. Horses always move.

Weight balance on the trailer is most important. 60/40 e.g. 60% of weight on tongue of truck. Too much front or rear balance will cause trailer to fishtail under speed or wind. Transmission in neutral as it will wear out syncros and or break stuff in your transmission. Strap to frame slots just beyond each wheel, near the jack points. Cross strap the tie downs, e.g. left wheel to right strap hook. This prevents cross movement. Strap the car as tight as you can checking all 4 tie downs and flip the ratchet upside down to prevent it from accidentally getting hooked and releasing.

I have had a number of emergency braking situations and had all kinds of stuff move tip over and such but the car has never moved.

Michael Stewart

I also tow w/car on trailer with only the e-brake applied; use chocks only when the car is being readied for securing, then they go in the toolbox of the towing truck. ( I own a pair of rubber chocks I picked up from the road, found while stopped to check securing straps. I assume they fell from a trailer in transit with those same chocks working loose. ) I have used them before en-route, but

*Continued on page 27*

*NORD STERN JUNE 2021*



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JULY 10TH  
AUGUST 14TH  
AUGUST 21ST  
(EXOTICS EDITION)  
SEPTEMBER 11TH - OKTOBERFEST  
(GERMAN CAR SHOW)  
OCTOBER 9TH  
NOVEMBER 13TH (TBD)  
TBD - CIGAR CHARITY EVENT

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Vintage Time Trials Invites You

**September 24-26, 2021**

**Alma and Waumandee, Wisconsin**

Open to vintage vehicles 1991 and older

**Agenda for the weekend in Alma and Waumandee:**

- Friday evening: Depart from a winery in the hills above Alma for a parade run of the Time Trials course followed by wood-fired pizza at a genuine Wisconsin pizza farm
- Saturday: Time Trials with mandatory drivers meeting at 8:30AM **(rain date Sunday)**
- Saturday evening: Awards banquet serving broasted chicken with all the trimmings
- Sunday morning: Free tour of a private car museum in Alma with gorgeous 1900s Franklins

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

**Advance registration required:** \$149 per driver by June 30, \$169 by July 31, \$189 by Sept 15 deadline. Make check payable to "Vintage Time Trials LLC" and mail to Vintage Time Trials, 695 Sherwood Ave, St. Paul, MN 55106. Or pay via PayPal adding \$4 service charge to [waumandeevintagetrials@gmail.com](mailto:waumandeevintagetrials@gmail.com). Sorry no refunds. Drivers should get six runs. See you on the course!



2.3 miles

16 turns

430-foot ascent

Driver Name (as you would like it to appear on your nametag and award certificate)

\$149 \$169 \$189

Year, make, model, color, requested car number

Email and phone

Emergency contact name and phone

\_\_\_ Award banquet dinner(s) at \$20 each = \_\_\_

\_\_\_ Total payment \$ \_\_\_

Waumandee 2021



Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.



Questions? Call Tom at 612-237-1883 or email [waumandeevintagetrials@gmail.com](mailto:waumandeevintagetrials@gmail.com)

## Nord Stern History

by Roger Johnson

In 2011 former Porsche factory driver David Murry went to Le Mans driving the Robertson Racing Ford GT.

David became a friend of Nord Stern in 2009, PCA Club Racing started the Pro Coaching Program and piloted the program at our Loonacy Club Race. The program is still in place today and David continues to be the Pro Coach. He returned later that year to be the guest speaker at our



50th wrap-up dinner which was held at Carousel Porsche. A friend of Nord Stern to this day.

for, the official assigned to each pit box put a stop to it almost immediately.



Robertson Racing had a program where you could have your name on the car. We put together a consortium of Nord Sterners to have the Loonacy logo ride along for the 24 hours. I like to think it brought them good luck as Andrea and David Robertson with David Murry became the first married couple to podium at the classic race.

David Murry with a banner on the pit wall in front of the Robertson pit stand at Le Mans. Of course, like almost everything at Le Mans that you don't pay exorbitant fee

*(Editor's note: The banner was auctioned off at one of our Nord Stern Club Race/Loonacy Weekend festivities during the Courage Kenny Live Auction and lo, and behold, the Boeders were the winning bidders. The banner graces our garage to this day and I see it every single time I drive into the garage which is of course more than once day.)*

# Clubtalk . . . Nord Sterners Contribute

*courtesy Nord Stern's Clubtalk Listserv*

## First Fling Kudos

Wanted to thank the Club, **John Velure, Dave Anderson, John Blackburn, and Kim Fritze:**

For making some Parade Laps court at the First Fling. I asked if it would be possible for the new Northern Star Mustang club (a recent merger of the Southwest Suburban Mustang club and the Upper Midwest Shelby club) to take



a couple parade laps when we held a weekend club drive in the area.

Everyone was so gracious in making it happen in addition to watching the Porsches on track.

I think we have

a number of members who had no idea what it was like to be on track, or even know how well their cars would handle.

Wonderful to see how two clubs can assist each other in the love of whatever cars we drive. Thank you again.

– Steve Flaten

## It take a Village - A Project Car

I did a “drive by” visit to the Twin Cities to collect my project car and get it ready for shipping. Okay, it was a 3+ day drive by, so obviously I’m old and slow.

A very big thanks to **Lon Tusler**, who ferried me around on Monday to pick up all of the pieces, even though they were hours apart and damn, it was cold! Then he helped me “package” up the project for shipping on Tuesday.

Thanks to **Lee Jacobsohn** and **Nick Summers** for allowing me to use their shops to get this project ready to be shipped, and to assist in this packaging.

And thanks to **Don Lawrence** who is going to haul it down to NC (North Carolina where Jon now lives in retirement!) for me.

There has been a long list of other Nord Stern members that have offered help and assistance and, I actually feel guilty I could not take advantage of all the offers. As my plans seemed to work out without any hitches, I’m still stunned I didn’t have to call in those favors.

This is a club that I feel honored to be a part of and that I can count on its members to assist in any need another member might have. Thanks to all!

– Jon Beatty

Holy fun project! This should be an amazing car!!

– Brad Apold

*Editor’s Note: Jon’s project car is on the opposite page 19 and it just BEGS for a Caption Contest!*

*The first entry is by my significant other who contributes the smusings which I rather like quite a lot.*

*All submissions welcome, though!*

## Electric Vehicles??!

What are folks feeling about the Taycan and the push for Electric Vehicles? I helped my daughter buy an electric vehicle, Nissan Leaf, and questions and metrics regarding these vehicles are different. For example, you don’t ask what is the MPG, but what is the range.

Lots of things are different, such as how long should I expect the vehicle to last. What are the failures to expect over the years of ownership, and who is going to fix those. The battery range continues to decrease each year and in cold weather, my daughter will not even take the car, as the range is significantly diminished. And then there is the infrastructure for charging, which is in its infancy.

I see Ford announced that it expects to sell 100% electric in Europe by 2030. [https://www.wsj.com/articles/ford-to-invest-1-billion-in-german-electric-vehicle-plant-11613561987?mod=searchresults\\_pos2&page=1](https://www.wsj.com/articles/ford-to-invest-1-billion-in-german-electric-vehicle-plant-11613561987?mod=searchresults_pos2&page=1)

This is a huge shift in personal transportation and I feel like I don’t know enough about this future. How is everyone else feeling about this? Maybe we could have a tech session about these vehicles?

– Greg Stanich

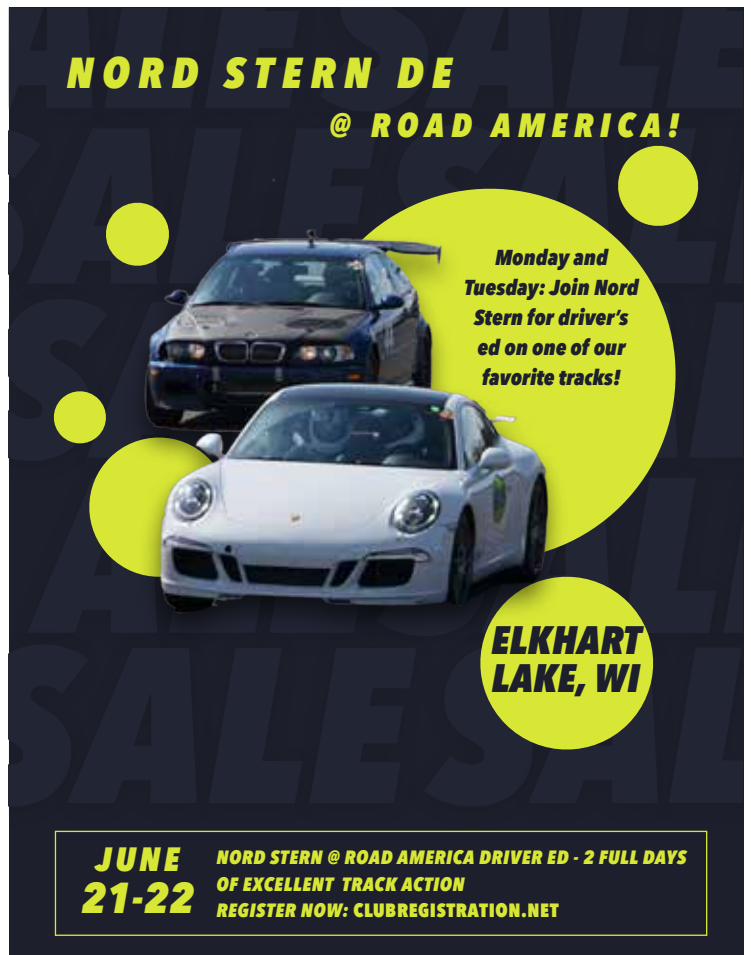
Sadly, this is coming . . . Could be why sports cars in general seem to be on the rise (supply/demand?) in fear of what is to come.

I’m not exactly a fan of all electric yet. Hybrid still seems like the better way to go IMO. Using a motor to charge a motor makes more sense. Plugging in a car and have to be rpm/speed conscious ? Doesn’t interest me much... Performance wise, it should be exciting to see what happens... I will wait for a while.

– Brad Apold

I think electric is the way to go for golf carts. I prefer roll-up windows in cars!

– Rick Tanler



## Caption Contest!

*Photo submitted by Lee Jacobsohn*

Send in Your best line/s to 'editor @ nordstern.org

First entry, from Bruce Boeder, "That'll rub out just fine!"

# First Fling 2021

*Random photos from this year's first track event held the last weekend in April at Brainerd International Raceway (aka BIR!), Photos by Alex Bellus unless otherwise noted*



Yes, that is snow on the hoods and roofs of the Porsches parked outside, photo by Mary Driscoll, a not so fun way to start the day however it's didn't last long.



A big SHOUT OUT to two of the hardest working, crucial volunteers in Nord Stern: Dave Anderson, left and Andy Barker, our registrars who provide so much of the back end work of event - we'd be lost without them. Photo by Mary Driscoll.



## Upcoming New Event

June 19, 2021

### Star Prairie Run (Stern-Prärielauf) 2021

#### *Agenda*

- Gather at Porsche St. Paul - 9 a.m.
- Refreshments from Misfits Coffee @ the dealership
- Drivers Meeting - 20 mins
- Itinerary / Maps handed out
- Leave for drive @ 10 a.m.
- Your end goal includes a beautiful, 66-mile route
- 45th Parallel Distillery 1570 Madison Ave, New Richmond, WI
- Register online at [clubregistration.net](http://clubregistration.net)  
Cost \$20, per person
- Includes Beverage of your choice, pizza, and a distillery tasting and tour
- RSVP by June 17th, Space is LIMITED!



NORD \* STERN

### Star Prairie Run (Stern-Prärielauf) 2021





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## TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2021 - Tentative

DATE	EVENT	SPONSOR	LOCATION
June 5 & 6	PRACTICE #2 & MOWOG #5	MAC	BIR
Jun 19 & 20	LOL AUTOX #2 & AUTOX#3	SCCA	WINONA
<b>June 20th @</b>	<b>SUPERSUNDAY AUTOX</b>	<b>COM</b>	<b>DCTC</b>
June 27th	MOWOG #6	MAC	DCTC
July 4th	INDEPENDENCE DAY		
July 17 & 18	Practice #3 and MOWOG #7	MAC	DCTC
<b>July 25th @</b>	<b>LOL AUTOX #4</b>	<b>SCCA</b>	<b>WINONA</b>
Aug 1st	Practice Event #4	MAC	DCTC
<b>Aug 8th @</b>	<b>AUTOCROSS</b>	<b>CVSCC</b>	<b>CHIPPEWA FALLS</b>
Aug 22nd	LOL AUTOX #5	SCCA	WINONA??
AUG 29th	MOWOG #8	MAC	DCTC
Sep 5th	LABOR DAY WEEKEND		
<b>Sep 12th @</b>	<b>SUPERSUNDAY AUTOX II</b>	<b>COM</b>	<b>DCTC</b>
Sep 18th (Sat)	Practice Event #5	MAC	DCTC
Sep 26th	LOL AUTOX #6	SCCA	WEST SALEM
Oct 2nd	MOWOG 9	MAC	DCTC
<b>Oct 3rd @</b>	<b>MOWOG 10</b>	<b>MAC</b>	<b>DCTC</b>

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

UPDATED 3/6/2021

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

SCCA TRACK NIGHT IN AMERICA @ DCTC: MAY 7, JUN 18, JUL 9, JUL 21, AUG 18, SEP 24

PCA DRIVER EDUCATION at BIR: APR 23-25 SCHOOL & LAPPING; JUL 23-25 LAPPING; SEP 17-19, SCHOOL & LAPPING

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 21st & SEPTEMBER 20th

SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES MAY 29-30 & JULY 3-4

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

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

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

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

SCCA (LOL)= Sports Car Club of America, LAND O LAKES REGION--www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-554-7105

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

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CHIPPEWA FALLS = NORTHERN WISCONSIN FAIRGROUNDS, 225 EDWARD ST., 54729

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

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

WINONA = SOUTHEAST TECHNICAL INSTITUTE, 1250 HOMER RD. WINONA, MN

# Where We Were . . . 60+ Years!

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

May 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*

The front cover of Nord Stern for April of 1999 featured an early and distinctly classic 911 parked next to the grid at the 1998 Club race. Club legend **Ron Faust** took the picture. **Mark Kittock** provided the back cover shot. The picture was that of his son Phillip seated in the legendary Daner Porsche 962, the 1994 LeMans winner. The picture was taken when father and son were visiting the 1998 Monterey Historics.

Our editor Christie praised **Heidi Lindemer** for showing skills other than those related to driving. Earlier in the year, Heidi won the US Ski Association's overall downhill skiing championship for her age group based on stellar performances at Winter Park, Colorado. Fast on both the track and the slopes, Heidi coaches the Alpine Team at the Minnetonka High School and the ninth grade girls' soccer team. Congrats were appropriately offered....

**Club President Mike Selner** offered praise for those who made the first event of the 1999 season run smoothly. The Spring Fling was organized by **Nick Cirillo** and **Erik Johnson**; thirty novice students received needed training. The entire event ran well; even the weather cooperated. A



Phillip Kittock, son of Mark Kittock, seated in the legendary Daner Porsche 962, the 1994 LeMans winner

few weeks later, the second driving event of the young season occurred at the Dakota County Technical College.

**Scott Mayer** organized the school on Saturday and served as the eventmaster on Sunday. Behind the scenes workers included **Vic Lee**, **Andy Schmidt** and **Bob Kosky**.

Mike's Unserleiter also offered an interesting report on his discussion with **Scott Quick**, the new manager of BIR. Scott advised that the track's official name was now the "Colonel's Brainerd International Speedway, Inc." New investments to the facility were promised, including improvements along the frontage of Highway 371. Other new features were to include nicer camping facilities, new and up to date (!) restrooms and even a trackside convenience store. Not sure that all of these improvements transpired, but promises were made to President Mike.

**Bill Groschen** provided a page of great Porsche Pics from the 1999 First Fling. Featured was Bill's car bearing No. -300 Degrees. Fast Lady Jenny Sheehy was also pictured waiting to take No. -300 out on the track to see what it could do.

Jenny Sheehy, referenced above, was a two-time World Karting Champion who was persuaded to participate in the Club's First Fling driver's school. As Bill Groschen reported, Jenny certainly knew how to drive with speed. She was also interviewed by KARE 11 TV during the First Fling, providing some good publicity for Nord Stern.

**Bill Groschen**, ever-busy back in 1999, provided a will-written guide on how to become a Club instructor. As Bill noted, you can expect no pay, embarrassment when your student fails in turn three, and perhaps view or two of the image of Jesus while negotiating several of the more challenging turns at BIR. Bill accurately reminded that

Cover shot, by Ron Faust and which the editor mis-identified as an 'early 911' - what was I thinking!



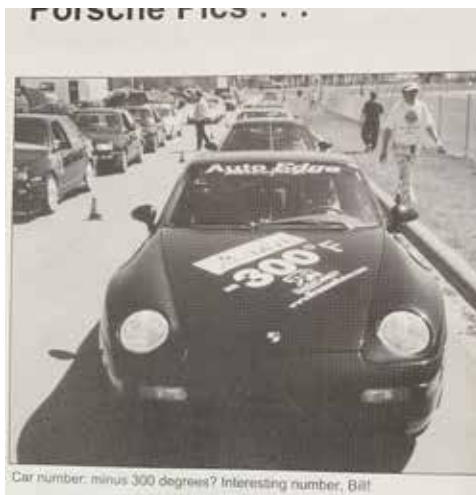
most all students are just trying to simply GO FAST when they have probably never exceeded 83 miles per hour, even on a straightaway, until now, when you are sitting next to them hoping for the best. Please thank your instructors.

**Dick Meinstma** authored a fascinating history of BIR from its inception to 1979. Dick was kind enough to provide detailed reading material on the track's history which our tireless editor **Christie Boeder** summarized. Early financial failures were recognized as a transition to the use of the facility by drag racers, who put fans in the seats. Paul Newman's presence was noted and was the prestigious Can-Am series. More installments were promised.

Marketplatz from 20 Years Ago

- **1969 912 Coupe**, ivory/red interior. Restored, 5 Speed, Koni's, H-1 halogens, fog lights, luggage straps. \$6,000. Call Bruce Hedge.
- **Early 1984 944**, coal over black. Class I club racer, fastest car available, built by AutoEdge. \$17,000 firm. Call Scott Anderst.
- **914-6 PCA GT4**. Fresh 2.7 twin plug engine by Johnson. 917 brakes, fuel cell, full cage into suspension. Mounted rains and slicks too, very fast and really easy to drive. \$27,000 with custom trailer. Call Leon.
- **1983 928 S**, metallic blue with interesting blue leather. Automatic transmission, 93,000 miles. Transmission oil and filter recently changed, new AC compressor and

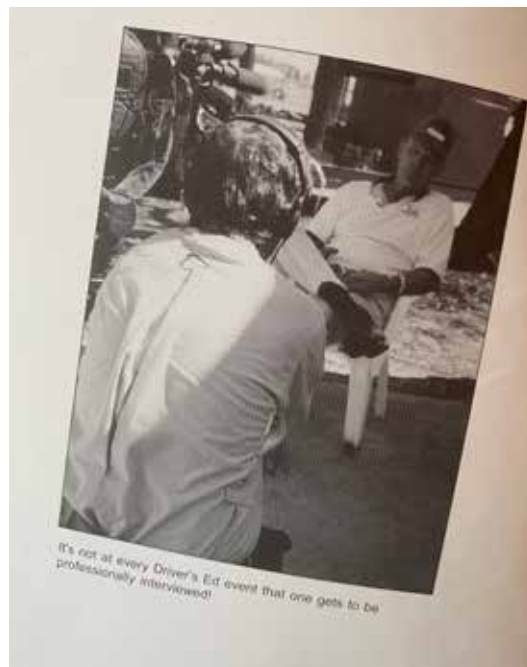
new exhaust system. 4.7 liter V8 engine; very quick on regular gas. \$7,500. Call Dave Trumble.



Car number: minus 300 degrees? Interesting number, Bill



- **75 J Stock 914. 2.0-liter**, custom full cage, race seat, seat back brace. Glass bumpers, Kerry Hunter headers, new front rotors with Pagid orange brake pads. Alignment and corner weights by Johnson Autosport, below minimum weight. Must sell. \$6,500 or best offer. Call Jim Andrews.



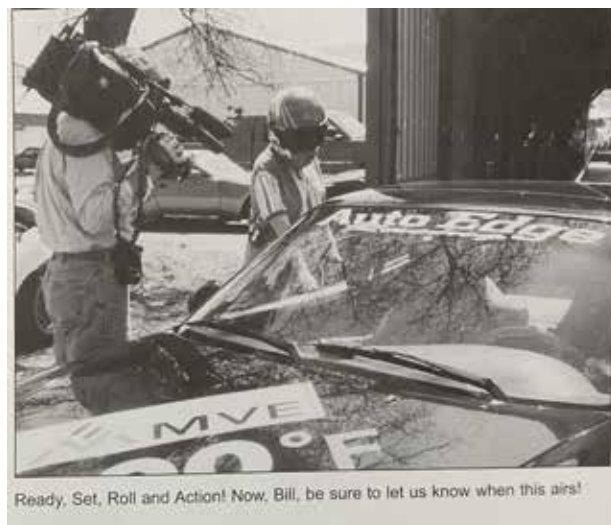
It's not at every Driver's Ed event that one gets to be professionally interviewed!

**You Asked! So here it is - more social to include:**

**"Friday Night Socials"**

**2nd Friday of the month - starting in March**

As part of the upcoming '99 Nord Stern social calendar, there will be an opportunity for members to get together the second Friday of each month at rotating venues to share a few beers and celebrate the end of the week with others that appreciate fine German craftsmanship. The full social calendar is now in the Nord Stern 'Kalendar' on pages 6 & 7 of each issue and includes the *Friday Night Socials*. So Mark Your Calendars and join in the fun!

Ready, Set, Roll and Action! Now, Bill, be sure to let us know when this airs!

# The Scans continue . . .

Timing!									
Nord Stern First Fling Time Trial Results - May 2, 1999									
Place	Class	Car#	Name	Region	Car	BEST TIME	Run #1	Run#2	
1	1M	30	Vaughn Johnson	NS	75 914	2:08.753***	2:09.233	2:08.753	
2	1M	137	John Canico	N	79 92	2:14.233***	2:14.233	2:57.680	
3	1M	43	John Rebane	NS	74 914	2:20.122***	2:20.122	2:20.322	
1	2M	149	Arnie Olson	NS	88 924S	2:10.051***	2:11.080	2:10.051	
2	2M	214	Tom Volkman	NS	87 924S	2:16.709***	2:18.433	2:16.709	
1	3M	408	Dave Trumble	NS	83 928	2:12.219***	2:12.219	2:12.285	
2	3M	75	Richard Hutton	NS	87 944S	2:13.020***	2:15.032	2:13.020	
3	3M	308	Curtis Beaumont	NS	83 928	2:19.408***	2:19.408	2:27.382	
4	3M	138	Roy Henneberger	NS	89 84	2:25.781***	2:25.781	2:26.615	
1	4M	146	Pam Vian	NS	89 944S2	2:00.791***	2:00.791	2:01.328	
2	4M	109	Mark Skweres	NS	89 944S2	2:01.090***	2:01.090	2:03.392	
3	4M	38	Cliff Anderson	NS	92 968	2:03.866***	2:05.854	2:03.866	
4	4M	106	Mark Kitzcock	NS	86 944 T	2:04.717***	2:06.837	2:04.717	
5	4M	41	Bill Vial	NS	90 944S2	2:05.883***	2:06.777	2:05.881	
6	4M	207	Chuck Porter	NS	86 944 T	2:07.007***	2:08.536	2:07.007	
7	4M	122	Don Bondle	NS	88 944 T	2:07.061***	2:07.706	2:07.061	
8	4M	141	Luis Fraguela, Jr	NS	89 944S2	2:08.132***	2:11.194	2:09.132	
9	4M	107	James Thede	NS	93 968	2:11.093***	2:13.583	2:11.093	
10	4M	223	Tom Swoope	NS	86 944 T	2:13.288***	2:14.936	2:13.288	
1	4W	380	Jennifer Sheehy	OOR 94 968		2:02.115***	2:02.990	2:02.115	
1	5M	77	Dave Galey	NS	88 944 TS	1:58.542***	1:57.110	1:56.342	
2	5M	143	Bob Houston	NS	89 944 T	1:57.971***	2:02.330	1:57.971	
3	5M	39	Mike Selzer	NS	89 944 TS	1:59.281***	2:00.387	1:59.281	
4	5M	104	Dave Ashman	NS	89 944 TS	2:02.185***	2:02.185		
5	5M	161	Brad Hupp	NS	89 944 T	2:03.179***	2:03.871	2:03.179	
6	5M	184	Brad Fresh	CHB	94 928	2:07.878***	2:09.404	2:07.878	
7	5M	132	Scott Gerdinger	NS	89 944 T	2:13.248***	2:13.550	2:13.248	
1	8M	13	Chip Smith	NS	79 911SC	2:01.981***	2:03.476	2:01.991	
2	8M	52	Paul Olson	NS	80 911SC	2:02.048***	2:02.491	2:02.048	
3	8M	20	Victor Lee	NS	78 911SC	2:03.087***	2:03.332	2:03.087	
4	8M	158	Peter George	NS	70 911S	2:07.895***	2:08.621	2:07.895	
5	8M	228	Mark Sawatsky	NS	80 911SC	2:09.373***	2:09.373	2:09.414	
6	8M	220	Barry Sawatsky	NS	80 911SC	2:09.629***	2:10.418	2:09.629	
7	8M	277	Harvey Robideau	NS	83 911SC	2:10.894***	2:10.894	2:10.928	
8	8M	151	Todd Kretzel	NS	83 911SC	2:19.402***	2:19.572	2:19.402	
9	8M	224	Len Tinsler	NS	80 911SC	2:30.400***	2:30.400	2:34.099	

1	8W	129	Susan Lee	NS	78 911SC	2:03.994***	2:04.460	2:03.994	
2	8W	166	Eleanor Renwick	NS	81 911SC	2:14.036***	2:14.451	2:14.036	
1	9M	42	Steve Sherf	NS	85 911	2:01.178***	2:01.178	2:03.147	
2	9M	17	Jon Beatty	NS	85 911	2:01.782***	2:02.393	2:01.782	
3	9M	140	Pius Engenmann	NS	86 911	2:02.055***	2:02.447	2:02.055	
4	9M	105	Michael Bowers	NS	98 Boxster	2:12.800***	2:12.800	2:14.183	
5	9M	225	Edmund Vasquez	NS	85 911	2:36.076***	2:42.281	2:36.076	
1	10M	2	Roger Johnson	NS	93 911 RSA	1:56.503***	1:56.503	1:57.145	
2	10M	90	Ron Lewis	NS	90 911 C2	1:56.995***	1:58.304	1:56.995	
3	10M	92	Daryl Fortier	NS	95 911	1:58.478***	1:58.478	1:58.535	
4	10M	35	Nick Cirillo	NS	91 911 C4	2:07.300***	2:07.388	2:07.300	
5	10M	206	Patrick Finn	NS	91 911C2	2:07.755***	2:11.407	2:07.755	
6	10M	218	Jason Hedeen	NS	86 911 T	2:08.794***	2:08.794	2:08.920	
7	10M	229	Gary Yee	NS	87 911 T	2:12.087***	2:19.703	2:12.087	
8	10M	157	Rick LaVerdiere	NS	95 911	2:15.304***	2:18.088	2:15.304	
9	10M	196	Curtis Shoemaker	NS	92 911C2	2:17.669***	2:18.858	2:17.669	
1	10W	135	Susan Cirillo	NS	91 911C4	2:09.886***	2:09.886	2:10.072	
1	12M	172	Alex Plechash	NS	92 911C2T	2:10.196***	2:12.496	2:10.196	
1	P1	318	Rod Johnson	NS	911 T	1:55.585**	1:56.405	1:55.585	
1	P2	78	Bill Berard	NS	87 911 T	1:55.206***	1:55.206	1:55.773	
2	P2	438	Fred Jacobberger	NS	73 911	2:01.991***	2:02.059	2:01.991	
1	P3	83	Greg Fresh	NS	86 944 T	1:51.559***	1:51.559	1:52.710	
1	P4	46	Bob Vian	NS	89 944S2	1:55.330***	1:55.330	1:55.408	
2	P4	881	Nick Summers	NS	72 914	1:57.849***	1:58.013	1:57.849	
3	P4	72	David Weisel	NS	73 911	2:05.490***	2:05.818	2:05.490	
1	P5	76	Bob Vian, Jr.	NS	83 944	2:13.257***	2:15.660	2:13.257	
1	N	10	Larry Tivy	NS	87 Audi 5000	2:06.224***	2:07.277	2:06.224	
2	N	169	Rod Osgood	OOR	96 BMW M3	2:06.443***	2:07.178	2:06.443	
3	N	128	Brian Hedeen	OOR	94 Mazda Rx7	2:08.297***	2:11.038	2:08.297	
4	N	421	Jeff Sherf	OOR	91 Corvette	2:11.255***	2:11.255	2:11.441	

## Out and about with Nord Stern

Photos courtesy Bill Groschen at First Fling, 1999



Fast Lady, Jenny Sheehy, with Bill's car, awaiting her run group. Obviously having a great time, learning lots.



The ever-serious Mr. Groschen and Jenny tightening those straps, yes, we do oo. fast!



# Cruising, not streaming

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## Trailerling . . .

*continued from page 14*

always rubber bungee cord them to the vehicle with connecting chain or rope that's tying those chocks together, wrapped **BEHIND** the tire. Just as an added measure of safety should they come free

On regular pickups, SUVs, or run of the mill vehicles, I use the attaching tow points built by the maker. On a Porsche, M/B, or Mercedes, they get the wheel 'cradle straps' wrapped around the tire/wheel combo.

I've never had an issue with a vehicle moving or falling off, **OTHER** than once with an icy deck on a steel bed. The X5 moved to the deck's right, off the road crown high side, just enough to cause concern: maybe 4 inches sideways. Just due to expansion joints and rough surfaces from around southern MN to the RRV on a long distance haul from the south east.

State (maybe even Federal law) states one need cross the safety chains from trailer to hitch

of tow vehicle . . . Not hang down left to left, right to right. Observe that nearly **ALL** people neglect to do this while towing. It may be to take the slack out or to bind the chain into a more of straight line pull should it be needed during a catastrophic loss of trailer from the hitch. I would not want to be written up for it by DOT on an over zealous mission to garner revenue, by having improper safety chain methods.

Only a couple of small points to add as I made another 600 mile run today:

- a. Local enforcement has told me a 'new game of thrill' has come into focus lately: vandals pulling the safety hair-pin or snap-pin on one's trailer latching pin while stopped for fuel, rest stop, food, etc. Same with the latching pins on your ramps. So . . . Always walk by the hitch point and make sure your hitch is snubbed in and locked after leaving it unattended. (Makes me feel about the same as I do about computer hackers) Tarring and feathering would be the perp's

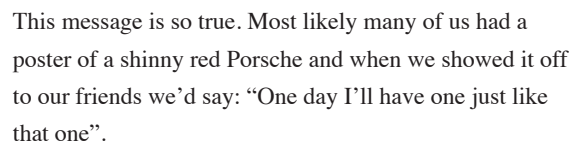
least worries if caught. Just imagine the ensuing carnage of your trailer and load coming adrift at 70 mph after 10 miles down the road from your last stop.

- b. Lay a hand across the wheel hubs of the trailer after a good tow down the road and check for heat. Catching a dry bearing before it galls the axle shaft is much better than a couple hours wasted on the roadside with tractor trailers strafing your load a foot away. I service the wheel hubs every 5,000 miles of use at minimum, especially if the loads have been near weight maximum or in really cold / hot weather
- c. Electric brake controller. Every load and every vehicle have differing settings. One of my Super Duty's tows and brakes great at it's factory setting of '9' with load, and at '7' empty. The 6.2 liter gasser S.D. likes a different setting pulling the same load or it will slide the trailer wheels if set too high. Nearly the same Fords using the same

*Continued on page 32*

*by Pedro Bonilla, GCR PCA, June 2018*

Let's take a look at a few print ads from yesteryear:



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### “For your listening pleasure”

Again, simple message but very true statement. I catch myself doing it with my Boxster every change I get.



### “World Peace”

And finally, one of my all-time favorites. It’s absurd, but probably very, very true, and that’s why it works.

## 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.*

### Set of 19" Cayenne S wheels

Fit all 2007-2010 Cayenne models. P955-044-600-32 19 x 9 with 60mm offset. Colored Star Wheel Center Set P955-044-600-11. They have approximately 8,000 miles. I used these on my 2009 Cayenne S with winter tires for winter driving and stored during each summer. Retail in 2008 was \$3733.53 for set and \$231.06 for centers at Porsche St. Paul. The wheels were manufactured in November, 2008. The TPMS sensors are probably at the end of their useful life. One wheel has some curb damage, the other three have some tiny imperfections. I think a wheel repair \$100-\$125 here locally. Asking \$200 each (\$800 set) or Best Offer. Marty Noonan, 562-832-8255 or martynoonan@

me.com.

### 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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### 2021 All Porsche Show is a 'GO!'

A 914 at an earlier All Porsche Show, photo courtesy Phil Saari who encourages one and all to come on out on Sunday, June 27th at Central Park (Dale St entrance) in Roseville.

Register online at clubregistration.net to make your suggested charitable donation. You'll then be able to park your Porsche in the corral with similar models. Everyone, though, is invited. Tin Fish Food truck, a sales area, a few vendors. There is offsite parking, too.

This year is featuring the 914 and 914-6's but ALL makes and models are welcome. Event is rain or shine!

Dr. Johnson is best known for his guide to 356 authenticity. This book is similarly thorough, complete and detailed. This third addition has updated information and pictures in color. It is an invaluable resource for anyone interested in a 914 Porsche. There are nine chapters, five appendices and a comprehensive index. There is also a background discussion of how Porsche, VW and Audi part numbers are configured and their relationships. An interesting page on the family tree of the various iterations of the Porsche 914 is also included.

Chapters cover all aspects of the vehicle, ranging from Chassis via Interior to Brakes, Suspension and Transmission. The appendices offer a wealth of information including exterior color (by name, number and code) for each year/model; chassis, engine and transmission numbers, and a 'Spotters Guide' to the features unique to the various years.

914 and 914-6 PORSCHE is well illustrated with pictures to clarify details described in the text, some of which, though, would benefit considerably with the addition of colored arrows to highlight specifics. A nice touch is the inclusion of factory parts diagrams to precisely identify components being discussed in the text.

Some 117,000 914s were built during the 7 year period 1970-1976. As described and illustrated in this book, there seem to have been almost 117 different versions, considering changes to valence, headlight boxes, cowl/strut bracing and especially the evolution of the bumper structure to comply with on-going changes to US Bumper requirements. Additional changes were made during the years to interior configuration and materials, including presence or absence of consoles of several different designs, the adjust-ability or non-adjust-ability of the passenger seat, and the upholstery of the seat bottoms.

This reviewer finds that the organization of this book, (by component and its year by year changes), to be very practical and useful. When you are looking at a car, you usually look at only a part of the car at a time. When looking at, say a door pillar, it is nice to have a presentation of the year by year changes in the striker plate. This book provides a set of eight pictures illustrating the changes to the rear bumper, and a set of ten pictures showing the various versions of rear panel scripts, 13 pictures of the various wheels used. There is even a set of six pictures of different tachometers used on 914s.

Since the 914 was long considered a bastard step-child of Porsche AG, it never really gained the respect it deserved

## Book Reviews for Porschephiles

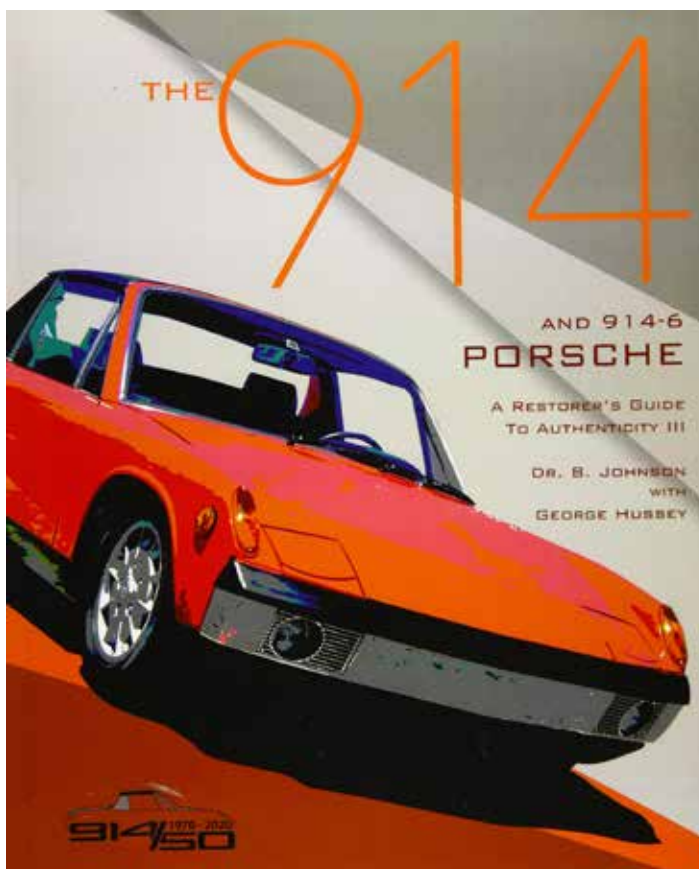
*by Bruce Herrington, Orange Coast Region*

### 914 and 914-6 PORSCHE A Restorer's Guide to Authenticity

*By Dr. B. Johnson with George Hussey., Published November 2020 by Beeman Jorgensen, Indianapolis, IN.*

as, arguably more Porsche than the 356. For this reason very few 914s currently running have been kept anywhere near all-original. This book is essential to identify the tweaks when considering a purchase, or out of curiosity about your own 914, or even for the purpose of being a knowledgeable on-looker at a Concours or a Cars & Coffee..

914 and 914-6 PORSCHE is soft bound with 128, 9x11 inch, glossy pages. It should be available for \$39.95 from your favorite book seller (ask for it), or from Amazon.com. Note that if you buy direct from the author, at [www.tpr-inc.com](http://www.tpr-inc.com), access to an on-line gallery of images from the book is included in the price. Otherwise, the digital images are a \$9.95 extra cost option.



## And How Would . . .

*continued from page 27*

factory installed controller and only a year apart, but the factory controller has different sensing parameters co-ordinating the trucks ABS with the trailering brakes. Just a point made to not assume all settings are the same day to day, truck to truck, or changing weather conditions allowing the same 'feel'.

Happy and Safe towing!

– Don Lawrence

I would add to focus on the basics:

- Tongue weight as stated earlier very important.
- Good tires on trailer.
- Brake system on trailer functioning well and if trailer has ebrakes that are tied to integrated brake controller in the tow vehicle that you understand and set the balance correctly.

Have always left in gear and used large wheel straps, crossing the rears. I can't find any good info on the larger web supporting in gear versus neutral. Usually means it doesn't matter much as long as the car is strapped securely.

– Bill Cilby

Lots of good advice here, and I really have little experience to offer. But I did pick up what may be a valuable tidbit from a more experienced person: after towing a bit, maybe ten or fifteen miles, stop and check the tension on the tie downs to take up any slack from the original setting.

– Jim Southwell

## Conceived . . .

*continued from page 11*

Or just head right out to the seashore. For a whole new category of Porsche motorsport. A motorized kayak? Or canoe? I'm asking! How about the Porsche of Skidoos? Can lithium-ion batteries swim? Or float? In salt water? That's what Weissach is for. To test out new product and propulsion ideas!

And, finally, the quintessential ask. The Porsche of pick-up trucks. It's not for me. I hate the damn things. I'm asking for the future of the brand. In this country, pick-ups account for . . . swallow hard, I just checked . . . 20.1% of the new car market. Here's a headline from CNBC, this past January – "Pick-up trucks dominate America's 10 best-selling vehicles . . ."

Are you listening, Porsche? What are you waiting for? Chop a Cayenne. Chop a Macan. Boom. Full-size and mid-size pick-ups. Ready to compete in the largest vehicle segment in the country. These vehicles sell with Porsche-size margins. Just ask the Big Three. And then, you want a bed cover? You want raised ride height? You want an electric powertrain? You want deviated stitching? You want logo floor mats? Just ask!

When I was growing up in the metro NY area, late-night radio was dominated by ads for a certain clothing store that was open all night. Their tag line was "money talks, nobody walks." Now, conceive of what you could do with that, Porsche. I'm asking.

## Prez Sez . . .

*continued from page 6*

to Road America. **Dave Anderson's** annual Cheese Fling event always includes lots and lots of track time. We wrap up the month with **Phil Saari** and **Hal Voges** putting on the All Porsche Show at Roseville Central Park (see cover of this issue for most of the details for registering - suggestion donation of \$20 per vehicle to park in the corral with all proceeds to benefit Courage Kenny). This year's show will highlight the 914 and 914-6's 1970-76. If you have one of these models please bring it to the show!

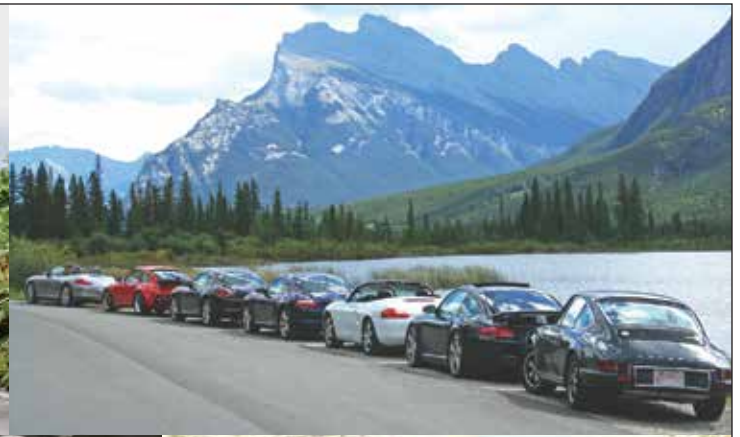
Well, if your June was not busy, I think we have filled it with a variety of Porsche events. Please note there are several other non-Nord Stern events on the calendar including several autocross events put on by MAC and COM. Check out [www.nordstern.org](http://www.nordstern.org) to get the latest news. Enjoy the dizzying month ahead.

Below, Photo by Jim Southwell

Getting ready for an upcoming Nord Stern Membership Social at the Chanhassen Autoplex

Best viewed in color perhaps, the sudz all over this Porsche totally obscures the paint and ends up lending the photo a black and white 'vintage' look, or, could one say 'is it really Spring and that's NOT snow? Are you sure?'  
Guess actual green grass gives it away!





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**MORE INFORMATION:** [www.pca.org/activities](http://www.pca.org/activities)



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# Drivers Education Safety Requirements Update

*courtesy John LeVure, President*

With track season is upon us, I thought it was important to provide everyone with an update on PCA's position on safety equipment. If you have any questions, please email me a private message – [president@nordstern.org](mailto:president@nordstern.org)

## **Helmets (Requirement – 2015 or new Snell Rating)**

PCA requires that helmets have a 2015 or 2020 Snell rating. Drivers are urged to be diligent in replacing their 2010 Snell Rated helmets, but some models are yet to arrive at retailers, and some Drivers report helmets ordered last fall have not yet arrived. With that said, Snell 2010 helmets are acceptable through the remainder of 2021. Helmets should not have any visible cracks and chin straps should be in good condition (no fraying).

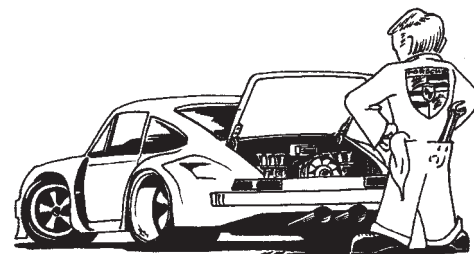
## **Factory Seat Belts/Harnesses**

Factory or better seat belts or harnesses must be installation in both seats. The belts/harnesses must be securely mounted, belts/harnesses must not be frayed, and equal (that means identical or same as) belts/harnesses must be provided for the passenger and driver.

## **Harnesses (ADDITIONAL REQUIREMENTS – MUST READ)**

If Driver chooses to install a 5-, 6-, or 7-point harness, several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must:

- Include an antisubmarine strap.
- 5-, 6- or 7-point SFI or FIA approved competition harnesses are required and must be properly mounted in accordance with the manufacturer's specifications. The SFI standard requires seat belt to be replaced every two years based on date of manufacture. The FIA standard requires the seat belt to be replaced every five years based on date of manufacture. It is left to the driver's discretion as to whether the belts should be replaced more frequently than required.
- Have all harness attachment points secured/mounted in an approved manner consistent with the manufacturer's instructions.
- Be used in conjunction with a seat that has the supplied routing holes for the shoulder



and antisubmarine belts.

- Have the shoulder straps mounted in an approved manner consistent with the manufacturer's instructions.
- Four-point systems are not allowed, EXCEPT as noted below, in Porsches because of the integrated headrest supplied by the factory. If vehicle does not have the integrated headrest supplied by the factory a 4-point harness system can be use.

In addition to the standard SFI and/or FIA-approved five- and/or six-point system, a 4-point system is allowed in non-Porsches that meet the following requirements:

- Meets the Federal Motor Vehicle Safety Standard 209.

*Continued on page 36*

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

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

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

Rick Moe  
nurburgring, inc.  
[shop@dasring.com](mailto:shop@dasring.com)

## Safety Requirements . . .

*continued from page 35*

- Attaches to the factory seat belt mounting points.
- Each belt is designed to work in a specific vehicle and that vehicle tag must be attached to the belt system.
- Four Point Belt Exception: Schroth has developed a 4-point harness for specific newer Porsche models only. These models are the 918 Spyder, 2015 GT3, 2016 Cayman GT4, 2016 Boxster Spyder, and 2015 GT3RS, and these models must also be fitted with the Full Bucket Seat Option P11 as provided by Porsche. The belts are Federal Motor Vehicle Standard 209, and as such they are deemed street legal and approved by federal seat belt safety regulations. These belts also have labeling confirming the intended use for these specified Porsche models.

### Head and Neck Restraints (HANS)

#### REQUIRED with Harnesses (Non-factory Seat Belts)

For those cars with harnesses (non-factory 3-point seat belts), Drivers are required to have a Head and Neck Restraint (HANS). That means both passenger and driver must have equivalent HANS safety equipment. Instructors providing in car instruction during Drivers Training event please follow direction from DT Chairperson.

When using a head and neck restraint device, it is recommended that one follow the SFI Recertification process for the head and neck restraint device. The instructions for this can be found on the device. Additionally, it is recommended that the straps be replaced every five years.

### Equivalent Restraints

I know I am being redundant, but both passenger and driver must have equivalent restraint components – that includes Factory Seat Belts or Harnesses and Head and Neck Restraint (HANS) devices.

### Tech Inspection

A car must pass an inspection by an approved


shop or individual each track season – for 2021 you need to provide an updated Tech Inspection Form dated in calendar year 2021. Tech forms must be presented to the Driver Check-in Desk at the participant's first drivers education event for the year. Up to date log books will be accepted for race cars.

More details and the tech form can be found on our club website. <http://nordstern.org/tech-inspection/>

Please make sure you comply with all of the requirements listed above to make our driving event safe for all participants. We look forward to seeing you at the track.

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# From the Passenger Seat . . . “Spare Parts”

by Jill Velure

Lately it seems like Facebook has erupted with those posts from random people and organizations that ask you to answer a question in the comments. I recently saw one that said, “Do you remember this?” and there was a picture of a rotary phone. I always chuckle a little when I see how many thousands of comments there are under the post and I realize how many of the “older generations” are reading Facebook. I keep watching for a post showing a picture of a full page of classified ads on actual newsprint – a true relic in our car crazy household.

In the early 1990’s, we subscribed to the newspaper. We only chose to get the Saturday and Sunday editions because of the sale flyers and the WANT ADS! Those were the best two days of the week to peruse the Classifieds. Each weekend, I would take all the sale ads while John combed the want ads for autos or anything else that might catch his eye. He would circle the ones that interested him, and then he would start calling the people about their item for sale. Sometimes we would pick up an “Auto Trader” magazine from the racks just outside the grocery store to supplement the hunt.

Now, I know that you are thinking this is no big deal, but he was sorting through the ads EVERY Saturday and Sunday, without fail. It didn’t matter if we were actively

looking for or even needing a car.

Most weekends this ongoing treasure hunt might only amount to a lot of calls. Every once and awhile, there would be a diamond in the rough – a newer model car for a great price or an upgrade to the mower or snowblower. If you found something worthwhile, you actually got their address and drove to their house to

purchase it and bring it home. This usually involved me riding along and then helping with the trailer and the straps. Almost everything was very local and rarely out of town. Little did I know, that would soon change!

The newspaper itself, after being read, went into the recycling bag so that we could use it out in the garage for oil changes or under a car parts as we worked on a project or two (bleeding the brakes, and on and on). It served many purposes!

Then, we had the advent of the Internet. Suddenly, there was an abundance of ads available anytime and any day of the week. No more waiting for the weekend Classified Ads. A virtual Pandora’s box was opened. Craigslist, Facebook Marketplace, car magazines online along with dealer websites – Wow! So many to choose from and so little time. Looking for the next thing can now happen early in the morning, at the dinner table, and while we are driving in the car. You can really never get away from it.

This newer version of classified ads has taken us cross country to buy cars and parts. We have met people in the US who sell parts out of barns and warehouses in their “backyards.” There have been cars in our garage from states on the east and west coasts. One car purchase, early in the Internet advertising age, was made in Florida. Lucky for me, that included a one way ticket to Florida, where I enjoyed a three-day “vacation” when we were carefully parking the car at the hotel and restaurants, and then a lovely 24 hour trip home driving in a Porsche. Our trip home also included a 3 hour “nap” on an exit ramp in Tennessee parked between two semi trucks. Growing up, my parents never just pulled over on the road and slept, so this was a big deal. It wasn’t exactly the spring break I thought would happen, but it certainly was an adventure – all due to an ad on the Internet.

While my boys love that you can now find ANYTHING you want, I really miss the days when the “want ad” treasure hunt only happened on the weekends, and we had a ready supply of newsprint for my planting, crafting and garage projects!



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