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**PORSCHE**



## PORSCHE

# S E P T E M B E R 2 0 2 1

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

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Cover: Photo by Ron Johnson  
2012 Boxster S Black edition  
#356 out of 987 made.  
Picture taken at Pine River airport

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

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

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

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

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

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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  
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Dayton, MN 55327

Reminder: Annual Dues are:  
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Nord Stern membership Options:  
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\$80 for three years!

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for your expiration date

## 2021 Nord Stern Officers and Committee Chairs

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

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

**Larry Andriunas**  
Maple Grove, MN

**Jeffrey Brunken**  
Delano, MN

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Edina, MN

**Jackson Fortney**  
Wayzata, MN

**Richard Haglund**  
Minneapolis, MN

**Austin Kraft**  
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**Phil Martin**  
St Paul, MN

**Michael Miller**  
Lakeville, MN

**Peter Mochel**  
St Paul, MN

**Warren Nelson**  
Newport, MN

**Dave Westphal**  
Chanhausen, MN

**Bruce Williams**  
Osseo, MN

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

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

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

***ClubTalk:*** E-mail listserv for member (Nord Stern) subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Also for last minute breaking news on upcoming events and activities. Subscribe at <http://listserv.nordstern.org/mailman/listinfo/clubtalk>, or any account edits, updates.

***Concours:*** A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity. Note: Nord Stern conducts an 'All Porsche Show' at which cars are 'shown' but not judged.

***Driver Training:*** A driving course designed to teach and enhance high speed driving 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

Well, I am writing this month's letter as I am watching the 24 Hours of LeMans. You know, they say the pinnacle of racing includes three races, the Indianapolis 500, the race at Monaco, and the 24 hours of LeMans. As many of you know, **Patrick Kelly** is one of the drivers for car #24 in the LeMans race this year. Pat started his driving career as a Nord Stern member and quickly progressed from Drivers Education to Club Racing and onto other levels of racing. It's fun to watch this race and see a Nord Sterner pounding around the track for hours. Pat is definitely living the dream of several of us track-junkies. Way to go Pat, well done!

August flew by. Although we squeezed in three great social and drive events. **Toni LaRose** put on 'Cars and Cigars' for those of us who are cigar connoisseurs at Churchill's Cigars & Gift Store. Derrick Smigiel, owner of Churchill's, not only hand selected three great cigars, but provided an overview on the farming of plants, production process, and the distribution of cigars. Just like a fine wine, the process is lengthy to produce a good cigar. The following weekend, we continued to enjoy another hidden gem on the west side of the cities – Sovereign Estate Vineyard in Waconia. We had a great turnout for 'Wine on the Vine' and I want to thank **Rick Tanler** for setting up the car show on the lawn – it was a beautiful day and the backdrop of the Porsche's, the vineyard and

the lake made it an incredible atmosphere. Following 'Wine on the Vine', we had fun 'Drive & Arrive' event from Joseph's Family Restaurant in Stillwater to the Eagan Condo Garages. We started with breakfast and then Theo Martianos and Steve Albers led two groups on a 90-minute drive. The Eagan Condo Garages in the Eagan valley is situated in a beautiful area. I know everyone appreciated the incredible hospitality that **Larry** and **Stacey Koland** extended to Nord Stern. Not only did they provide a wonderful lunch, but Larry would like to make it an annual event. I look forward to seeing the Eagan Condos next year as they will have built out another 40 units.

September is teed up to be another month full of events including Fall Fling (September 17-19), the Cirrus Aircraft Tour (which is currently on hold so stay tuned on that as it may need to be delayed til 2022 (September 24) and the Fall Color Tour (September 24-26). Calling all instructors, please respond to Jim Bahner's request for your help at the Driver's Training on September 17th!

Mark your calendars for October 2nd for Nord Stern's inaugural 'Great Chili Cook-Off' at 'The Barn.' This will be a great family event as 'The Barn' provides something for everyone including live music, a tire changing contest and great food. I still need 5 more people to step-up with their secret family recipe and join the **Chili Cook-Off**. Please contact me directly to submit your team...

I can't believe our driving season is winding down, let's squeeze every moment out of it. I look forward to seeing everyone at BIR!

## Advertiser Directory

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## 2021 Advertising Rates

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

**N**ord Stern welcomes our latest newsletter advertiser, Black Forest Performance, Inc. I asked owner, Dave Hartje, for some background and information on this latest shop dedicated to our favorite marquee: Porsche. Dave got back to us and I'll share the information here, check out their ad below! Based on a gorgeous, shadowy photograph that best displays in the newsletter online, Welcome Black Forest Performance.

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*Each project we undertake for our customers is designed with the customer, who specifies the look, feel and performance level that they desire. Our company motto is Performance Perfected, which is the standard we strive daily to meet. Please contact us to discuss how we can create your dream Porsche, we look forward to working with you.*

Website: [blackforestperformance.com](http://blackforestperformance.com)

## From the Editor . . .

*by Christie Boeder, 1973 911, Signal Orange*

As John details in his column, it sure has been a busy summer in Porsche-land and the calendar options absolutely continue into the fall months. Whew. Goes to show you have much we all love driving our P-cars and what a great outlet they are in these days of pandemic uncertainty (my phrase of choice, lately).

Pick an event, or pick them all, do join us at one of the upcoming activities whether it's on the track, a drive and arrive for a meal or two, to check out some local scenery, you name it, there's something for everyone. Including family-friendly with our upcoming Nord Stern Chili Cook-Off at the Barn in Lakeville on Saturday, October 2nd - which has stuff for the kids and adults!



And for sure read **Jim Southwell's** recap of his unique charity auction 'experience!'

See you at the next event . . .

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**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

**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.*

**2021**

**2021**

**2021**





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# 2021 Nord Stern's Fall Color Tour - On the Calendar!

You are invited to the Annual South Shore Nord Stern 2021 Fall Color Tour! This year's route will take you from Duluth west into Minnesota's scenic Northwoods along beautiful, winding roads where you will see gorgeous trees and abundant nature scenery. Begin with a chance to meet the people who make Nord Stern the fantastic club it is Friday night at the Welcome Party held in the Pier B Ballroom. Great food and beverages along with interesting conversations and breathtaking views of the famous Duluth Lift Bridge provide a wonderful backdrop for the evening.



- Depart from the Duluth Bayfront at Pier B on Saturday morning and take a journey with fellow Porsche enthusiasts into Minnesota's northern beauty in the height of fall.
- This will include a stop along the way to explore the state's rich logging history.
- Enjoy a delicious lunch in Grand Rapids along with the rest of the group! Reflect on the enjoyable drive in your P-car and converse with friends – new and old.
- After lunch, choose from several options for your afternoon activities ranging from exploring the Grand Rapids area to a spirited drive on the Edge of the Wilderness Scenic Byway before to heading back to Duluth to take in the sights of one of Minnesota's great cities.

For information about Pier B, check out their website: <https://www.pierbresort.com>. Ask for the Nord Stern discounted room rate referencing the block # 127474. For information about Grand Rapids area, the website address is: <https://visitgrandrapids.com/>

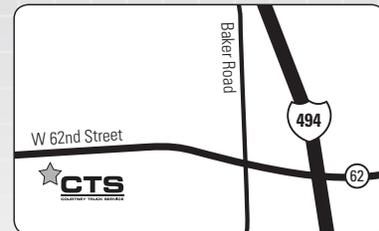
Registration is online at [Clubregistration.net](http://Clubregistration.net) (direct URL can be accessed off the Event Calendar online at [nordstern.org](http://nordstern.org)). RSVP by September 16 for the lunch count!

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It's been a very busy season here for Nord Stern, and every year, the Club Race at Brainerd International Raceway is one of our biggest events. Our Region has a strong track contingent, both racers and DE, and this year we had a full field. Some forty-eight race cars and ninety-three track cars, from our Region, Chicago, Denver, Texas, all over. Everything from newbie track entrants to grizzled club racers. Lots of action! As always, Nord Stern events are run by volunteers and I had raised my hand to work on the grid all weekend.

Since I was transporting a good bit of gear up to the track, I opted to drive my trusty Jetta, for its generous capacity. This put me in the position of being surrounded by some of the most desirable Porsche models made, at least four senses receiving input continuously. The weakest of the four would have to be touch, as for the first two days I never experienced a Porsche through the seat of the pants or by gripping a steering wheel. How could I remedy that?

Back to those desirable Porsche models. There were plenty of Cayman GT4 and 911 GT3 models tearing up the track. The race groups included a wide range - several 944s to a certain GT2RS Clubsport. At the undisputed top of performance capabilities on hand, were two spankin' new 992 911 GT3 Cup cars. We were all in the presence of a-Porsche-you-can-buy-from-PMNA greatness.

## The Ride of a Lifetime

by Jim Southwell, 2012 911 Turbo S  
photos courtesy 311RS/Peter Lapinski and the author

We see 'Cup' cars in our race groups every year, nothing new there, but these are the latest, greatest, swan-necked wing, double wishbone versions. They arrived with our friends from 311RS Motorsport of Long Lake, who are contesting the full Carrera Cup series this year. Ryan Gates, principal at 311RS, and Leh Keen have strapped themselves into these scarlet bolides for races at Sebring, COTA, and Watkins Glen and were headed to Road America two weeks after our Club Race. After that it's Indy, VIR, and Road Atlanta to complete the schedule. It's an extremely competitive series, with lots of pushing and shoving, three abreast, flying over the curbs action. As of Watkins Glen, Leh is 4th and Ryan 11th in the championship. Both drivers did a short session mid-day Saturday, and people were hanging on the fence and atop the timing tower to see these guys in action.

After the racing/DE action stops each day, it's customary to have a beverage and bench race a bit in BIR's lavish hospitality area. On Saturday, after two days of action,

Nord Stern includes a charity auction to benefit Courage Kenny, something the club has done for years. The highlight of the auction is the "live" portion, where more significant items are up for bid. This year, nothing really made the cut for live bidding, but El Prezo John Velure approached 311RS and proposed that they offer a ride along in one of the Cup cars with the money going to Courage Kenny. 311RS graciously accepted, and after a few bids were placed, Ryan Gates jumped into the 12 car, fired it up, and pulled it right into the center of the auction crowd, with a couple of good revs to bring up the excitement level. Bidding intensified, and Luis Sr. mentioned to me that whatever is bid should be tax deductible. All of a sudden I'm very interested. I interrupted JV as he was doing the final bid countdown, to confirm. Since he is a CPA and well-known tax attorney, I think, his answer did it for me. I upped the bid and won the auction!



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## Porsches and Lakewood Cemetary

*photos by  
Brandon Olson*



To honor long-time Nord Stern member, Jim Tourtillotte and his passion for Porsches, a surprise 'pop-up' of 30 plus members, driving their Porsches, gathered at the his life celebration at Lakewood. The call went out and in true fashion, Nord Sterners answered! It was deeply appreciated by his family as Porsches, Concours events and 914's were a huge passion.

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## TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2021

DATE	EVENT	SPONSOR	LOCATION
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>
<b>Oct 10th @*</b>	<b>MOWOG 11</b>	<b>MAC</b>	<b>Canterbury Park</b>

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

UPDATED 3/6/2021

\* Check the Met Council Website @ met-council.org for updates and added events

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

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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

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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

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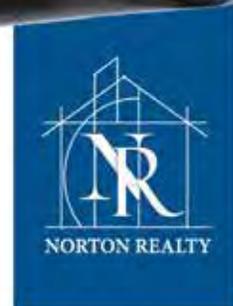
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# Clubtalk Chatter . . .

*courtesy Clubtalk*

## Racing Chatter

All right Clubtalkers there's a fair amount of racing on this weekend. Le Mans was great to watch, and great that we had access to 24 hours of coverage, which I thought was pretty unusual. Now this afternoon we have a choice of NASCAR from my home state of Michigan and Michigan International Speedway or the Lucas Oil NHRA drag racing series from our beloved BIR. I'm bouncing back-and-forth between the two here.

So I have a question to pose:

Who among us has any drag racing experience at a sanctioned dragstrip? I don't want to exclude anybody so let's also include any street racing experience. Tell us your story!

I'll go first. When I was about 12 or 13 we lived maybe 30 miles from Onondaga Dragway (Your Big Bite Action Strip!) in Michigan. Several times my dad and I took the family Chrysler four-door down to run it on the strip. As for prep we would remove the air cleaner, maybe check tire pressure, and open up the exhaust cut outs that the car had. The first time we ran we were incorrectly classed in C/Stock automatic and were way out of our league. Next time we talked to the guy doing the classification and he moved us down to F/Stock automatic. A much better situation but I don't think we won any eliminations at all. If I recall correctly we were turning 15 second ETs and about 85 miles an hour. Fun, but no trophy!

Jim Southwell

Drag racing was a short-lived thing for me. 1999, I built an FC RX-7 with a bridge ported 2 rotor Cosmo motor and 2 T66 turbos . . . Ran a best of 10.02. There was no road map then. I had a MoTec ecu, 1680cc injectors and 2 Bosch fuel pumps and it was off to the races... I ran a few times at Rockfalls and once at Desoto/Florida. I sold that car around 2001 to a gentleman from Puerto Rico, last I heard it's still alive, tube framed and running 7's.

Crazy times . . . Then!!! I bought a piston engine car...

Brad Apold

A long time ago I raced a B Gas 56 Chevy Sedan Delivery at the now defunct Bee Line Dragway in Phoenix, AZ. The car ran in the 12's but was up against cars built by local speed shops. I learned a valuable lesson: read the rule book before you build a car to go racing.

The slogan at BeeLine was "be fast or be last". I raced in the AHRA Winter Nationals and made it to the second round of eliminations. My competitor had some kind of drive line failure. Lost the next round to a black Anglia, Little Hoss driven by Johnny Loper. If you google it there are pictures of his car in the A Gas class. No mention of Tanler in his green 56 Chevy Sedan delivery.

Rick Tanler

I loved the gassers in NHRA classes. There was an outfit out of Lansing, and Lansing Speed Shop, that had a Henry J two-door sedan with a big Oldsmobile V8 set well back that was pretty outrageous. And how about the Stone-Woods-Cook A/GS Willys hat was a national runner back in the mid-60s?

I loved that stuff!

I was a regular fan through the initial era of the funny cars in the mid 60s. Those cars we're doing I think about 180 in the 1/4 at the time, with full-size Dodge and Plymouth

bodies, the axle moved forward about 18 inches and absolutely no aero.

Jim Southwell (<https://images.app.goo.gl/rWn7tnroA1WVxK9d7>)

I grew up in Chicago and went to US 30 Dragstrip nearly every weekend. I built a 57 Chevy 150 into a gasser, but like every kid of the day, I had no money. It had basically a stock 327 (I rebuilt the guy's engine and in turn he gave me the 327) with a single four barrel carb. I did cut the frame jussi behind the A arms, welded new rectangle tubing in its place and installed a straight axle with a one piece fiberglass front end. The interior was stripped, and not that they were light but that they were cool, it was fitted with



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- SEPTEMBER 11TH - OKTOBERFEST  
(GERMAN CAR SHOW)
- OCTOBER 9TH
- NOVEMBER 13TH (TBD)
- TBD - CIGAR CHARITY EVENT

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## Racing Chatter . . .

*continued from page 14*

GTO bucket seats. The rear end had 4:56 gears and the trans was a T-10 four speed. I don't remember exactly, but I think it ran C-Gas. It would run in the high 13's which was decent for the engine, but I would get my butt kicked by the big money guys, just like racing today! The guys with money go the fastest.

Before I built the '57, I raced my daily transportation, a '55 Chevy Belair with a 265, three-speed, shifted with a Hurst shifter of course, with stock rear end gears so I am guessing they were 3:70's. A big day was a 17:40 run pushing 80 mph and I felt like I was flying. Of course, in a '55 Chevy I was flying.



The Gassers are popular again . . . at car shows. They look fast sitting still and make a lot of noise.

I made the jump to sportscars with a 1960 Sunbeam Alpine. it was the car James Bond drove in Dr. No, the first Bond movie. I ended up owning two Sunbeam Alpines one to drive and one for parts.

The part I love about racing is the fixing and the satisfaction of saying "I built it".

Rick Tanler

Dave Roberts

# Cruising, not streaming

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# The 65th Porsche Parade



and I am hustling down a twisty road. I notice? That I've picked-up a tail. Hmmmm, white in color, it's not a Charger or Explorer, still I dial it back a notch. A few miles later the lights come on behind the front grille. Oh-oh, we're going to have a discussion about my rate of forward progress. The officer comes up to the window and says "20 over buddy, this isn't 55, it's 40." I reply? "Na, I was just enjoying your twisty road." "What are you doing here?" "I'm going to spend a week in French Lick." (Which is only about 20 miles away.) We discuss some area highlights, he mentions that he goes to the Casino. I mention the Wes Baden Springs dome. This is not idle chit-chat, it's an interview. He's "testing," and from my answers he can infer that I actually intend to do what I've said: be a tourist in his county. The tone shifts. "You didn't cross the centerline, the tires never made a sound . . . But I was having a hard time keeping up." I said nothing. I get the feeling that he was kind of entertained, that he had some fun "keeping up." He holds all the cards, my silence is an admission of that, I'm not going to pretend otherwise. Then he asks: "Give me your license, I want to check-up on you." Now is when I'm glad I've kept my record clean, because that can be what tips-the-balance at times like this. He comes back a few minutes later, with no

paperwork in hand. He hands me my license back and says. "This is a warning, slow down." And? "I must tell you, there is a bridge out ahead on Hwy 150 a few miles from Wes Baden, you may have to backtrack or find a route down smaller roads." I go over the map with him, and thank him for the heads-up on that. Whew, just a C.E.O.K., aka a close encounter of the official kind.

I detour down some back roads into French Lick, it's Saturday evening and the Porsche vibe is the center of attraction in this unique and interesting small town. The Concours Prep area is a hub of activity, and I



I've returned from the 65th Porsche PARADE, this year held in French Lick, Indiana. Just when this state of flux started, that is etched in my memory. I was at the Rolex 24 at Daytona in late January 2020. I read about a significant wave of hospitalizations in China and had an "oh no, it's looking like it could be a pandemic" realization. I had read the history of the 1918 Pandemic, that left me with few illusions about things staying "normal." I figured the huge rise in global travel in the last 100 years would provide extra means for it to spread even faster. Suddenly life took on a whole new level of uncertainty. The last 18 months have been difficult and challenging time for all of us, a huge jolt in The Force. But vaccines were developed at a record pace, and a strong dose of American "can do" was part of the making-it-happen.

This is an extended way of saying that I feel lucky to be on this trip to the '21 Porsche PARADE, after its cancellation in 2020. If the last year-and-a-half has taught us anything about the fragility of life, it's that little is actually assured. As I drive through Illinois it's pouring rain for hours, I did opt to take the black four-door sedan, so I am not grimacing like I would be had I been driving a concours-prepared Porsche. As the afternoon wanes, I've crossed into Indiana. I am near the end of the route,



the PCR's (Parade Competition Regulations) do give guidance when the cars are so equal the Judges are near a kind of deadlock. That would be? In that case, the length of ownership shall be considered as a tiebreaker. One car had 27 years with its owner, the other about 9 years. Settled fairly, again without politics or excess stress: Position #1 goes to a meticulously cared-for 968 Cabriolet. Meanwhile they have begun handing out awards to many of the class winners, they drive-up and I think it was on Facebook Live. I found a 356 especially interesting, it was unusual for being shown with much later Design 90 wheels, it won Class PP10T - Preparation Touring/Modified.



Paul and I head for the Art Show Reception. It's held in the area above the lobby of the restored French Lick Hotel. This party is for the Artists and their Guests, if you're going to be at a future Parade and want to be there,



please let me know. We're having first-class nibble food and the expected libations, as they announce the majority of the winners. (Bottom left: Entry lobby of French Lick). (Above, the special PCA logo table). I earn a second place in photography for a front-quarter-view of my 928 GT, titled "Porsche Eyes." We surely did play Porsche hard all day!

Tuesday is Rally Day, and sans a Porsche you can't compete in that event. A morning spent relaxing and then? I head to the Ice Cream Social at the end of the rally, which is also the site of the RC Cars Competition. Next? There are a couple seminar sessions and then it's time to? Get suited-up for the Concours d'Elegance Social and Dinner . . . and I do mean suited-up, I'm dressed for this right down to wearing Porsche cufflinks. This is a dinner to celebrate a contest of elegance, after all. It is a multi-course affair with a marsala braised beef short rib as the main course and key lime for dessert. Tasty. They do give out various national awards, and the finale includes some remaining Concours Awards. One of them is? Scott Kuhne and his 914-6 winning the 1st Place Restoration Award for Class RS02F, and earning a Zuffenhausen certification with 297 points (photo below). Nord Stern members got a preview of his car at the '21 All Porsche Show.



Wednesday begins the Autocross. I was going to drive a GT-3 as part of a special Porsche Quest that I'm on that requires a fast six-cylinder car. But? The auto market is particularly crazy this year, car shortages are everywhere. So? A few weeks before PARADE, my friend/car owner was offered way more than he paid for his 3, even after 20K miles. Great ROI for him, and "oops, ride got sold" is a change of plans. Class M5 Open would have run on Thursday, so I had planned this day for other activities anyway. One of which was? The Historic Domes of the World Seminar in the atrium at the West Baden Springs. I did start my college education as an architectural student, so anything as stunning as the West Baden Springs Hotel has an interest for me. How could anybody not be interested in something that was called the "8th Wonder of the World" when it was built? In this case the people who actually saved this historic treasure shared the challenges and urgency which made all the difference. Including? That they spent over thirty million dollars in the late 90's to restore the exterior and to make it structurally sound. They hadn't even decided what to do with it yet! I put an executive summary of the extraordinary Wes Baden story in a sidebar, with some photos.

The miracle of this audacious and superlative edifice still being here for us to enjoy today is not lost on me. I think of the many Parades I've attended over the years. Every site had something, examples? I think of the Parades at Olympic sites: '94 Lake Placid and '12 Salt Lake City. The Monterey Parades, '90 and '14 . . . a car event on the Monterey peninsula with Laguna Seca, etc . . . you don't have to ask me twice! So having a Parade at the "8th Wonder of the World?" That's just so PCA!

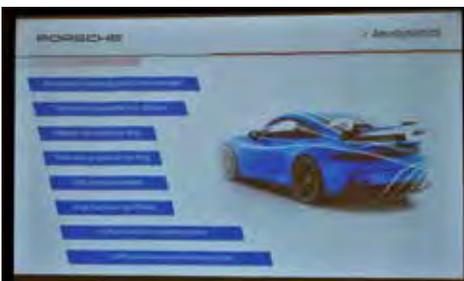
What to do with Thursday, when I would have been at the autocross. There is never a lack for things to do at Parade. There's a demo TSD rally, and Tech Tactics live. Plus? There is the Gimmick Rally, which you can do w/o a Porsche. It ended with the movie LeMans at a drive-in theatre. Nord Stern kind of beat 'em to the punch on this one last fall (aka The Red Carpet Rally at the Stardust theater!)

Early the next morning, 7:30 a.m., it's time for the LN Engineering Historical & Technical



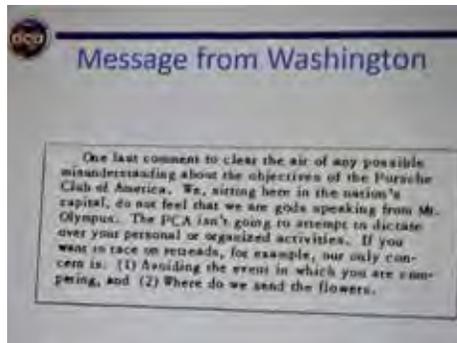
Quiz. A few years back they combined the 928's with the 924/944 & 968's. This only tends to impact the designated "Model Specific" portion of the quiz, which is 25 questions. There are 50 "Generals" and then five tie-breakers, just in case. How many 928 Questions did I actually get in the Model Specific portion? Seven. While I never owned one of the 4-cylinder cars, I do have a soft-spot for the 944 Turbo S, the product of the 944 Turbo Cup racing series. This year I did a little more studying on the 924-944-968 cars, now that those are a permanent part of "my" section of the quiz. Good thing, as those got 18 of the 25 questions. How did I do? They use a three times multiplication of the model-specific to give those more weight vs. the Generals for the Class Scores. I win Class Q07M for the Transaxle Cars with a "96." Of the 18 Classes (9/Men, 9/Women) only the Class Winner of the Early ('65-'77) 911/912 - Q02M gets a higher score, a "97." It's the nectar of victory for that night, champagne, for earning that.

Later there was a whole slate of Tech Sessions. I really enjoyed Michael Tam's presentation enumerating many of the clever engineering details about the 992 GT-3, he's PCNA's Product Manager for the 911 & 718 models. Then it's Nathan Merz and Car Market Trends. I go through them back-to-back and next it's



"65 Years of PCA History" with R.J. Wilmoth, who is the PCA Historian. He has gone through

the many PCA HQ boxes all the way back to the beginning. In particular, I found this one artifact, an early "announcement" from PCA HQ, especially amusing. See what you think? (Editor's note: this really made me laugh!) Afterwards, it's time to celebrate with friends, the bubbly flows.



Saturday, where has the week gone? There is the Parade of Porsches, symbolically commemorating that part of the original Porsche Parade. (photo above – Official Parade photo of cars in rows at the start) Next? There's



the Volunteer party. Everybody who has worked two or more shifts gets lunch on the club. Paul had to head home early, his worker ticket had SIX shifts . . . that's three days of volunteer working!



Wes Baden understands my priorities, I have a room on the top floor with a balcony that looks directly across the magnificent atrium at the PCA stage for the Victory Banquet. (photo below) They have an attention to detail that



impresses. Oh? They called me in advance to ask "is there is anything they could do for my stay?" When you arrive, the setting also lets you know this is something special. This isn't going to be the usual drill: I.D., credit

card, key, next. They really delivered special event support, another example? There were four possible photo room keys. I chose the blue GT3 for mine. The sumptuous room was meticulously appointed with an in-period style, but now updated to have modern space and amenities, it's the very definition of luxury. Surrounded by all this, it wasn't hard to imagine myself in a forthcoming Roaring 2020's!

The Victory Banquet is the finale, and it's another spectacular plated dinner. I make no promises about Parade being "low cal." Me, I'm dressed for the occasion, including a special tie that seems to catch people's eyes enough to elicit compliments. They announce the Tech



The '22 Parade will be in the Pocono's, the third week of June, at a Kalahari resort, which has a big water park. '23? The second week of June, Palm Springs. See you there?!

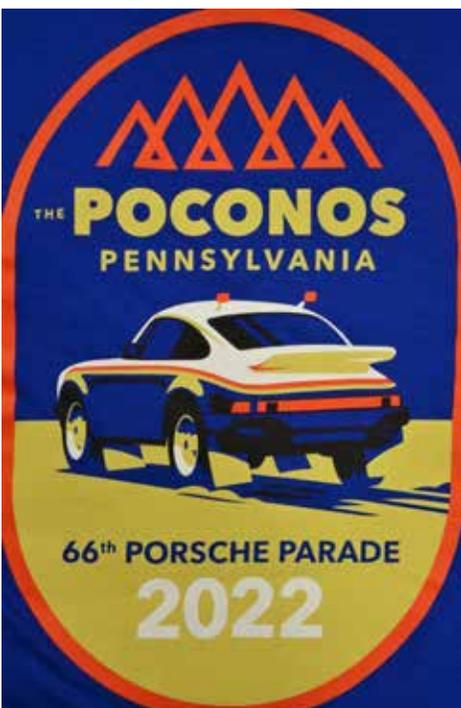
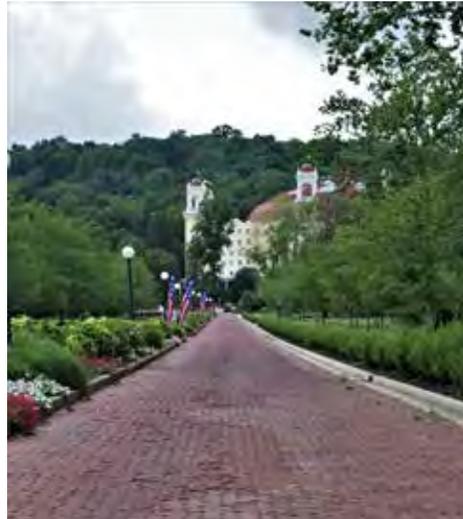


Attention to detail! Above, gorgeous accommodations  
Left - the Room Keys  
Below and below left, the restored architecture and beautiful grounds at the resort.



Quiz awards, I even hold mine above my head in an extra flourish! Later we do a photo at the official backdrop. (photo below, by Ron Carr)

It's all over too soon. When I'm checking out, I tell the desk lady that I give them the highest possible compliment. She clearly wants to hear what that is. With a slight pause, I say: "I don't want to leave." I explain that I'm usually the get-on-down-the-road hustle-it type. Not this time. The exquisite room with the elegance of a bygone era somehow has an elusive ability to make the vicissitudes of today's world melt away . . . this time I'd rather just stay.





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**Quite the auction item up for grabs**

Ohmygod, what have I done? With beer-fueled confidence, I had made my move. It seemed everyone at that point wanted to advise me on what undergarments to wear the next morning, and questioning me if I could keep it together on such a ride. 311RS said they'd do two ride-alongs, and Clarke Simpson matched my bid and snagged the second.



**Auction winner tries on the goods**



**Clarke Simpson gets in on the action**

Sunday morning, I arrived at the 311RS paddock, and they outfitted me with a fire suit, helmet, and HANS device. One of their crew got me strapped in, and both Ryan and Leh were ready to go. Ryan led the way with Leh following. Some details: the cars weigh 2,770 dry, have an electronically shifted six-speed gearbox, and an 8,750 RPM redline. Big aero, tires and brakes, and 510 hp. You know it's gonna scream!

Just gradually release the clutch, no need to



**We're gonna take you out there and see what you're made of**

bring the revs up, we're rolling through the paddock. Lots of gear noise, abrupt body motions, and an increasing heartbeat. Ryan led the way onto the track with Leh in close



**Guaranteed to stick in the corners**

pursuit, down the straightaway through One, towards Two. Half a car length apart! The demo simulated an actual race as to car placement and maneuvers. One lap to warm things up, three flyers past the tower, and one lap to cool down was the program. After the first lap I cinched

my belts tighter and crossed my arms and held onto the shoulder straps. Good God, were we flying. Not enough superlatives to convey the acceleration, cornering, and braking.



**311RS professionalism on display**

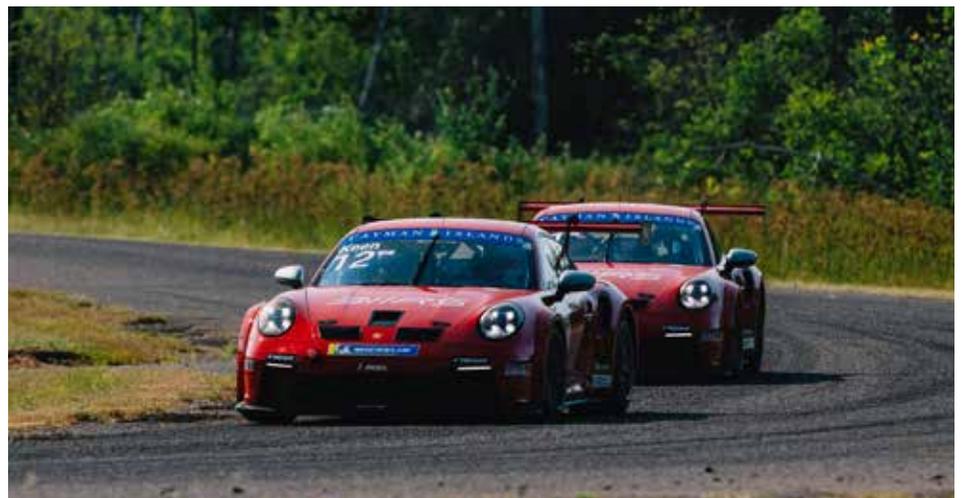
The big Michelins grip like a tree frog and the brakes are like God's own anchor. Ryan let Leh go first after the first lap, so we had open track. I made a conscious effort to keep breathing, as I found myself clenching various muscle groups to handle the forces, and I didn't want to pass out, it was that intense.

On the last flyer, Ryan passed Leh right before Turn Ten, and Leh followed about eighteen inches off Ryan's right rear corner. We were going for the points and the win! Quickly back onto the pit lane, out of the car, and Clarke was strapped in. Repeat.

So, I found the remedy to my Porsche experience sensory deficit, big time. And remembered to keep breathing!

Check out 311RS Motorsport:  
Social: @311RSMotorsport  
Search "311RS Behind the Wall" on YouTube  
<https://www.311RSMotorsport.com/>

**Below: Not just a ride, but racing action!**



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

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

The front cover of Nord Stern for September of 1999 featured a smooth shot of the left rear quarter panel of one the 911s belonging to the *No Boys Allowed* racing team (principal Susan Arndt). Photo taken by Andrew Arndt. The rear cover shot was a bit of a mystery, having arrived anonymously in the mail to our fearless editor **Christie Boeder**. The photo was of a man struggling and feet flaying out of the driver's side open door of a 911 obviously set up for club racing. The picture was suggestive in nature and lacked a caption, as it does to this day. Suggestion's welcome. (Well, I did subsequently find out it was Tom McGlynn demonstrating just how young, fit, and passionate about racing he was and still is to this day!)

Our overworked editor Christie reported on the upcoming September club social, to be held at the Black Forest restaurant in south Minneapolis. A favorite of the Boeder family, it was where their son Geoffrey discovered spaetzle. Christie also reported that Nord Stern's monthly newsletter once again placed first in class in the annual club newsletter contest conducted by PCA. Christie noted that national competition for the award had become tough, with several other large clubs offering excellent publications as well.

Club President **Mike Selner** once again published a piece explaining what Club Talk was and how it benefited all Club members. As your humble scribe, I must conclude

that Club members back in the 1990s needed an awful lot of basic instruction as to how something that now is so common - a List Serve - actually functioned.

Mike also offered praise and thanks to many for the Club's annual Drivers Education event



Club Race sponsor, Bob Johnson, not only races but gets to work, too!

at Road America. Eventmasters **Joe Rothman** and **Fred Jacobberger** and register **Mark Skewers** ran one cool show in light of temperatures pushing 100 degrees trackside. Mike also reported on the success of the Club's expanded "Women's Only" drivers' school. In an effort toward inclusion, and with many new Club members eligibility was expanded to novices of both genders. **Susan Lee, Michelle Rothman, Sue Salata and Nick Cirillo** all scrambled to make this a great event.

President Mike next reported on the Club's "Mid-Week" event, held on a conveniently-available weekend (?) in July. **Doug** and **Susan Arndt** served as Eventmasters and even arranged for perfect weather, which was enjoyed by all. Those attending took note of the recent improvements at the track, including a new front entrance and a pair of new buildings near the gate. Some in attendance even commented on the nice landscaping (??) present throughout the facility.

**Bobby Piper**, a well-known racer throughout the Nord Stern region, wrote a great piece on the rain-soaked Annual Club Race of June 19th. Driving a G class 911 SC, Bobby finished first in class and second overall in the BIR event. Bobby began club racing in Seattle, where a wet track was not uncommon. Piper's success netted Courage Center of Golden Valley over \$14,000.

**Andrew Arndt** supplied a set of great photos of the race in the rain detailed by **Bobby Piper**. Two pages of race results were also provided; things were quite competitive. Andrew also provided pages and pages of pics surrounding the June Club Race in his Out and About with Nord Stern feature.

**Kathy Golik** shared a series of tips for routine maintenance guaranteed to lead to success at the next Coucours event. Washing your Porsche once a week is not too often if you like Concours success.



Cover shot (Above), of Nord Stern September 1999 with it's No Boys Allowed Racing Team 'name'. Championed by then Nord Stern member Susan Arndt.

Continued on page 35

NORD STERN SEPTEMBER 2021



Exiting Turn 9 is Alberto Magallon (#97), Bruce Boeder (#3), and Roger Johnson (the 'other' one) during Club Race Group 2's very close competition



The Cow Car (Rick Polk's #06) and Randy Alexander doing battle



A lot of traffic down the straight between turns 9 and 10



Greg Flish's 1999 996, the official Pace Car at the Club Race!



'Tail-end' shot of Susan Arnold's 911, Car #59



Hank Godfredson's 1974 911 (GT35)



Close up of Race Group 4 in the grid. note the umbrellas!



Bob Johnson's 1997 993T (GT1R)

**Editor's Note:**  
I do love the fact that many photos in these 'later' issues were captioned and members identified (we all look so young in many of these pics that I am not sure I'd always recall who was who!)

The photos of Bob Johnson of Johnson Autosport are some of our favorites of Bob!



Bob Johnson does a minor mechanical check between laps at the Trainers Club Race!



On the track, in the rain!



But perhaps the best 'rear end' shot of all, they shall remain nameless!

**TIMING**

**Nord Stern 1999 Club Race Results: Race Group Four**

Pos.	No.	Name	Class	Laps	Diff. Time	Best LapTime	Additional Data
1	104	Watson, Steve	GT1R	12	21:30.848	01:38.474	92 C2 Turbo
2	50	Johnson, J. Robert	GT1R	12	00:01.025	01:38.702	97 993T
3	90	McGlynn, Tom	GT2R	12	00:55.466	01:44.531	88 911
4	49	Hoke, Mike	GT3S	12	01:05.867	01:45.031	71 911
5	06	Polk, Rick	GT3S	12	01:06.700	01:45.779	73 911
6	21	Plüner, Joel	GT3S	12	01:22.162	01:46.783	73 911
7	5	Godfredsen, Hank	GT3S	12	01:23.573	01:46.252	74 911
8	26	Sanda, Lad	GT2R	11		01:49.835	99 996 Super Cap
9	107	Alexander, Randy	D	11	00:22.596	01:51.197	89 944CS
10	8	Randall, Ronnie	C	11	00:22.947	01:52.488	95 911RS
11	123	Smith, Gary	E	11	00:27.704	01:52.634	91 944S2
12	04	Cloud, Gary	GT3S	11	00:48.231	01:54.669	79 930
13	78	Beard, Bill	GT3S	11	00:48.386	01:54.348	70 914.6
14	12	Senn, Fred	D	11	00:50.302	01:54.493	92 911
15	610	Phelps, Grant	GT3R	11	01:06.257	01:55.436	73 911
16	7	Johnson, Roger	D	11	01:08.824	01:55.241	93 RS Am
17	185	Lloyd, Bill	C	11	01:13.729	01:57.634	99 996
18	53	Ryan, Rich	E	11	01:17.908	01:57.315	89 944T
19	105	Vandoren, Brooke	GT1S	11	01:19.833	01:54.699	82 930
20	23	Bullock, Marc	D	11	01:24.481	01:58.145	93 RS America
21	52	Neustrom, Mike	D	10		2:00.820	88 911 Targa
22	68	Wittam, Jim	EX-2	10	00:05.793	01:59.756	
23	59	Arnold, Doug	EX-2	10	01:10.349	02:01.564	73 911
24	224	Bazmart, Mandy	C	10	01:24.212	02:10.513	99 996
25	39	Oppenheimer, Jim	GT2R	5		01:40.005	88 993
26	438	Jacobshagen, Fred	GT2S	5	02:58.088	02:15.736	73 911
27	63	Isbell, Gerald	GT1S	0			1990 911

**1999 Nord Stern Club Race Results: Race Group Two**

Pos.	No.	Name	Class	Laps	Diff. Time	Best LapTime	Additional Data
1	68	Watson, Tim	F	15	28:47.979	01:53.697	
2	4	Thres, Greg	F	15	00:00.163	01:53.112	89 944S2
3	62	Draper, Justin	F	15	00:02.206	01:53.922	86 944T
4	82	Ehren, Joe	F	15	00:09.160	01:53.818	86 944T
5	21	Vickery, Terest	EX-1	15	00:41.831	01:54.960	73 911
6	70	Theiss, Leo	F	15	00:57.227	01:56.701	91 944S2
7	50	Johnson, Rew	G	15	01:00.697	01:56.125	78 911SC
8	80	Greene, Jerry	F	15	01:08.011	01:57.444	87 911 Carrera
9	38	Piper, Bobby	G	15	01:15.914	01:57.466	911 SC
10	137	Salter, Matt	F	15	01:16.242	01:57.787	88 911
11	97	Magallon, Alberto	F	15	01:16.517	01:58.307	85 911 Carrera
12	1	Broder, Bruce	D	15	01:18.130	01:58.015	80 911SC
13	80	Johnson, Roger	F	15	01:21.883	01:57.331	80 911SC Turn
14	75	Sanda, Scott	GT-SR	15	01:30.324	01:58.812	79 924
15	17	Vicari, Greg	F	15	02:03.024	02:00.551	73 911S
16	86	Summers, Nick	GT-SS	14		02:01.061	72 914
17	145	Cusson, Dick	G	14	00:02.200	02:00.982	78 911SC
18	227	Nabst, David	T	14	00:02.915	02:00.365	89 944 S2
19	86	Hollen, Jim	F	14	00:06.595	02:00.239	85 911
20	69	Russburger, Steve	G	14	00:08.224	02:00.511	82 911SC
21	13	Smith, Chip	G	14	00:09.021	02:00.189	79 911SC
22	72	Weiss, David	H	14	00:19.997	02:01.548	73 911T
23	69	Taylor, Richard	F	14	00:20.965	02:00.438	84 911
24	94	Bryant, Jim	F	14	00:25.055	02:02.122	83 944
25	84	Arnold, Dave	GT-2S	14	00:29.037	02:02.715	70 914.4
26	58	Ortman, Jim	H	14	00:30.011	02:01.258	87 944S
27	124	Kelso, Scott	F	14	00:30.539	02:01.591	88 944
28	25	Rothman, Aye	F	14	00:31.894	02:02.410	85 944
29	31	Woodard, Ralph	F	14	00:49.094	02:03.376	85 944
30	31	Anderoni, Larry	F	14	01:01.040	02:04.888	87 924S
31	14	Solstad, Tom	GT-SS	14	01:01.184	02:04.478	73 914
32	125	Lynch, Fred	G	14	01:27.837	02:06.566	81 911SC
33	180	Clark, Garfield	F	13		02:10.981	73 914.4
34	87	Barnes, Rob	F	13	00:12.800	02:11.190	814
35	19	Carter, John	F	13	01:16.786	02:15.466	74 914
36	96	Allen, Jason	H	8		02:00.585	73 911
37	1	Hoke, Mike	EX-1	4		02:04.762	89 944S
38	71	Jacobshagen, Fred	F	2		02:00.862	86 944S2

SEPTEMBER 1999



Photo Left, yup, that's Tom McGlynn attempting who knows what - gotta ask him if he remembers what the heck he was doing! Or attempting to do.



R THE GERMAN 914  
THE PHRASE HE USED

916 that was in the U.S. until a German bought it a little while ago and took it back to Germany. Photo courtesy Werner Kostka.



The late Ferry Porsches own 914S with 8-cylinder engine. He got it as a present on his 60th birthday. Only 2 were build, but are different in body shape. The other one has bigger pop-up lights. Photo courtesy Werner Kostka.

## Famous American Racecar Driver

by Pedro P. Bonilla (GCR PCA)

Every now and then, instead of technical stuff, I also like writing about personal stories relating to Porsches. This one in particular has just a hint of Porsche content but it mostly relates to my other passions, Formula1, and little karts that go fast and burn gasoline laced with nitro-methane and castor oil, so here it is:

Back in the last century, in the 1990s, in another life, when I was part of the corporate world, I had to travel constantly. One of those trips took me to Brazil, São Paulo to be more precise.

I had been to São Paulo multiple times before but I'd never had any free time to see the sights, since my hectic schedule usually was: overnight flight from the US, go to hotel, shower and change, go to long meeting, then to dinner with business host, back to hotel for a few hours of sleep, early morning visit to the plant, wrap up negotiations, back to airport, evening flight and return home. Repeat next week in another country.

On this particular trip we were able to reach our business agreements very quickly and suddenly found ourselves with some free time.

My business host asked me if there was anything that I'd like to see or do while in São Paulo and I told him that there were actually two things that I'd love to do.

One was to pay my respects to the greatest racecar driver ever, Ayrton Senna, who had died just the year before, and the other one was to visit the Formula 1 track of Interlagos (Autódromo José Carlos Pace).

My host, who was an F1 maniac like 99.9% of Brazilians, was all smiles. He told me that it would be a pleasure for him to take me to both places and as an added bonus we would take his beautiful Guards Red 944S (this is the extent of the Porsche content).

We chitchatted a little as we made our way to the Morumbi Cemetery in São Paulo which took about 90 minutes, as we fought through the intense traffic of the largest metropolis of the Southern Hemisphere.

When we arrived you could hardly tell it was a cemetery.



It looked more like a park, since you couldn't see any vertical



headstones or monuments. We slowly made our way to the big tree in the center of the concentric rows of tombs, each with a small, discreet plaque on the recently mowed grass.

Ayrton Senna's is very simple and somber. The bronze plaque reads:

Ayrton Senna da Silva

21-03-1960 01-05-1994

NADA PODE ME SEPARAR DO AMOR DE DEUS.

Nothing can separate me from the Love of God.

We spent there about a half hour and left without saying a word. It was a moving experience, since Senna had been my all-time favorite racecar driver and I had followed his career very closely. His fatal racing accident was still fresh in my mind since it had happened less than a year before while he was leading the 1994 San Marino Grand Prix at the Autodromo Enzo e Dino Ferrari in Imola, Italy.

After we left the cemetery we headed south.

"Let's go see Autódromo Carlos Pace. It's only about 10 kilometers" (6 miles) my host said, breaking the silence with a cheerful voice.

Indeed it was a quick drive but when we got there the main entrance was closed!

We parked to the side and I walked up to the cyclone fence to try to see the cars that were on the track. I couldn't see the track from there but I could hear the screaming engines of various 4 cylinder powerplants going around the track.

My host had walked to the gate, a few yards away and I could see him talking to someone on the other side. After

*Continued on page 2*

Famous . . .

*continued from page 27*

a short time, he waved me over and said: “Get in the car, we’re going in”.

I asked him how he had got permission and he said: “Oh, I just told the guard that you were a famous American racecar driver visiting Brazil and that you wanted to see the track”.

Immediately I jumped in the car, the gate opened and we drove in. We made our way to the tunnel and to the infield, then to the pits. What I had been hearing was a foursome of Formula 3 cars that were practicing and were now coming into the garages.

We got out of the car and walked all around, looking at the cars, equipment, etc.

After about 30 minutes, when we were about to head back to the car, I heard someone call out my name but I didn’t react. Pedro is a common Brazilian name so it must be some other Pedro, I thought.

“Pedro!” the voice called out again and this time I turned around. “I knew it was you!” he said.

I can’t believe my eyes. There, in front of me was one of my former rivals from my old Karting days. We both had made it twice to the CIK’s (Commission Internationale de Karting) Pan-American Championship 25 years earlier.

In 1970 I had bested him, finishing in 11th and he in 13th place overall, and two years later he bested me by only 1/10th of a second grabbing

10th place and leaving me out of the final runoff championship race.

We looked at each other not knowing what the greeting protocol should be. Do I smack him or shake his hand?, I thought to myself.

We then just hugged and patted each other in the back. Kind of hard if I remember correctly.

He then asked me: “What are you doing here?” I said: “Just looking. I’m in São Paulo till tomorrow and came by to see the track. What about you?” I asked. He said: “I am coaching some young drivers at the Kartódromo Ayrton Senna, over there, next to the track”. Then he said: “You think you still have it in you?” I answered: “Do you have a helmet for me?”

He said: “Let’s go and find out! Follow me in your car”. He hopped into his golf cart and we followed in the car. We made our way out of the infield and onto the circular access road towards the Karting School’s track. There my old friend had his guys quickly prepare two of the training Karts for us and we went at it.

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We did 8-10 laps passing each other several times. This was a much friendlier battle than our previous encounters and I still remember the feeling to this day. It was just wonderful! ... and to top it off it was at Senna’s hometown track, where he had raced his Kart and won many times.

We spent another 45 minutes or so there and we were shown around the compound. After being all caught-up, in our lives, we hugged again, promised to keep in touch and I headed back to the car with my business host.

When we were in the car, just leaving the track my host turned to me and said: “Wow! I wasn’t lying when I told the guard that you were a famous American racecar driver. Who knew!”

Happy Porsche’ing, Pedro



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# 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.



### 1989 944 Turbo S

Velvet Red Metallic/ Linen, 54,000 miles, 18" wheels All service records. Asking \$25,000 or best offer. Loren 612-201-4304 lorendrums@comcast.net

### Set of 4 Victor Equip LeMans rims

19 x 8 & 9.5. Rubber is outdated. Rims in very



good shape. \$999/OBO, Glen Page 492.955.9648

### WANTED TO BUY

Set of two D90 16" 7, 8 or 9". May consider tires as well. Glen Page GPR Region. 402.955.9648

### 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

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JOSH HWAY  
612-516-5351  
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## History Post #34

by Roger Johnson

### 40th Anniversary of 911

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

Nord Stern also helped out Carmichael-Lynch from time to time. Mid-morning in June 2003, I received a slightly panicked call from a contact at CL. She related that they had gotten a very short fuse project regarding the recognition of the announcement of the then 901 at the Frankfurt Auto Show in 1963. The plan was to use a Monte Carlo Rally theme using an old photo from the rally that originally featured three 356s and Photoshop in an early 911, an '80s 911, and a new 996. They needed to quickly put together the three cars for a photoshoot. I told her this was no problem, and of course she wanted to know how quickly we could get the cars together. She was a little speechless when the response was "before lunch."

Only a matter of days later the photoshoot was organized and **Bob Fleming** brought his '65 911, **Dave Weisel** his 1989 Silver Anniversary 911, and I bought my new 996. The shoot was in an empty parking lot at Flying Cloud Airport. We met late afternoon and as is typical with something like this, there was a bunch of lining things up, signing waivers, and mostly standing around waiting for the right light.



(See below). They had used that final photo in the actual ad campaign!

This was a pretty significant ad campaign. Direct mail, dealer posters, merch, all sorts of stuff. Very fun to know the Nord Stern connection. It also really cemented our relationship with Carmichael-Lynch which was very strong for as long as they had the Porsche account.

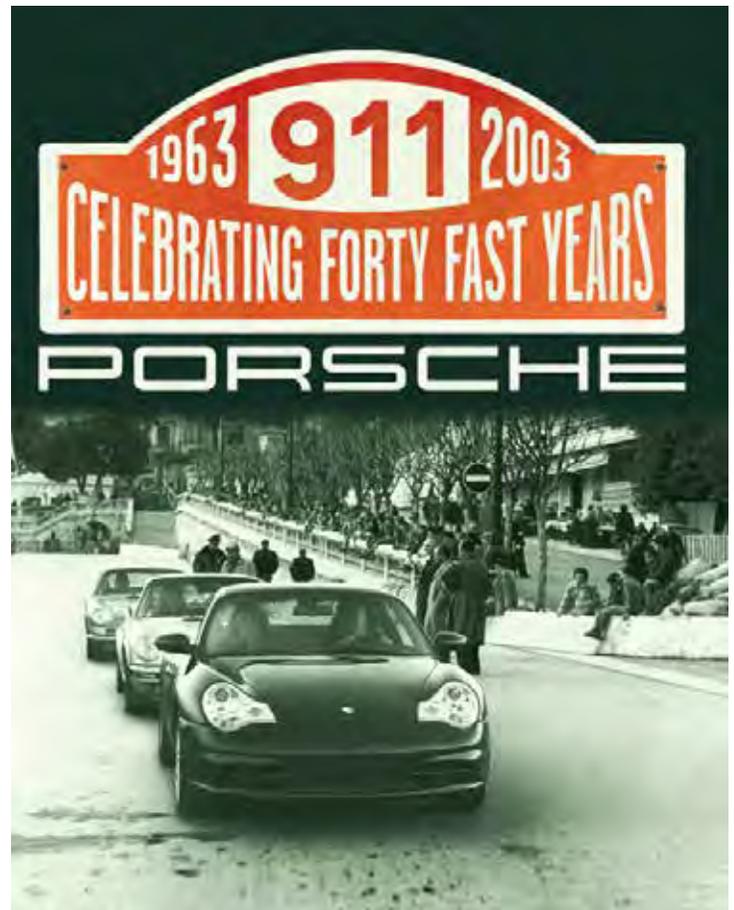


Above: **Bob Fleming, Roger Johnson, Jim Holton, Dave Weisel** and two classic 911s

They really wanted to pay for the use of the cars and we agreed on a nice print from the shoot as compensation. When it was darn near dark, they got us in our cars, Dave and Bob in the passenger seat so they were visible in the line of cars. We thought this was the shot for us and were pretty enthused about what it would look like. But like most photo shoots, they just end and you don't know what the results are.

A few weeks later a courier dropped off a package at my door. In it was a framed poster of the final product.

*NORD STERN SEPTEMBER 2021*



# French Lick & Wes Baden: THE STORY

by *Kim Crumb,*  
photos courtesy *Wes Baden Resort*

There are natural mineral springs in Orange County, IN. The salt in those attracted animals, and later those attracted French fur trappers. Hence the name “French Lick.” In the 1850’s the northern part of this area got the name of Wes Baden, which was a reference to Baden Baden, a spa town in Germany that was known for its mineral springs. In 1887 the Monon Railroad built an extension that brought guests to the area, causing a big increase in tourism. Mineral spring water was considered to have a wide range of positive health benefits. There was the French Lick Hotel and the Wes Baden Springs hotel, just a mile apart. But? The Wes Baden Springs hotel caught fire in 1901, no guests were injured. What then? The current owner, Lee Sinclair, offered the property to his new competitor at the nearby French Lick hotel, Thomas Taggart. He was rebuffed, with Taggart saying that he would expand instead. Sinclair then set about to build a spectacular circular, domed, hotel. It was the largest self-supported dome in the world, and remained so for the next 6 decades . . . talk about “go big or go home!”

Using bridge construction for the 200-foot diameter dome covering the atrium, he had a 500-man construction crew work 10-hour shifts, six days a week to ensure that the new hotel would open in one year flat. When it opened in 1902, it was often referred to as the “8th Wonder of the World” for its opulence and the unprecedented size of the domed atrium. All went fairly normal, until? The Stock Market Crash of ’29, which meant that many guests moved out quite suddenly. The building was donated to the Jesuits in 1934. Much later, in 1966, it was bought and donated to the Northwood Institute. When that school location closed in 1983, it resumed being a hotel again, but without a big renovation. This ended in bankruptcy and the hotel property was tied up in court for nearly a decade. Minnesota Investment Partners bought the hotel for only \$500,000 from the bankruptcy receiver in 1994. As part of MIP, Grand Casinos had an option on

the property, but let it expire a year later, when they failed to get a casino license. In 1996, MIP accepted an offer of \$250,000 from HLF (Historic Landmarks Foundation of Indiana.) This is when the Cook Family stepped in and funded the exterior and structural restoration. There is a documentary about that, titled “Save of the Century” by WTIU Public Television.

Still, what to actually do with the building had not been determined. When a Casino license was finally granted in 2005, that was a turning point. The interior would be refinished as a historic hotel. The French Lick Hotel was purchased and sympathetically renovated as



the new Casino was built and those both opened together in November 2006. The Wes Baden Springs Hotel renovation was finished in 2007 and all three properties have

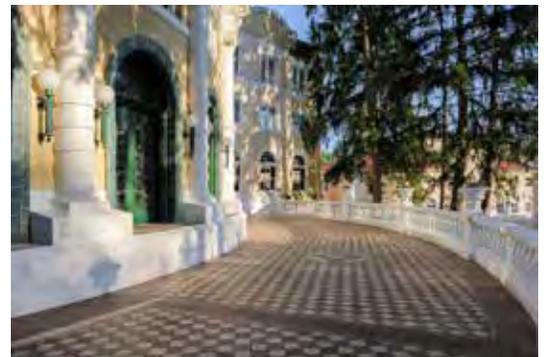
operated together since then.

Wes Baden Springs has been on the Historic Register since 1974 and was named a Historic Landmark in 1987. Conde Nast Magazine and AAA recognize it as a top historic hotel. Even the American Society of Civil Engineers has designated the hotel as a National Historic Civil Engineering Landmark . . . What a range of recognition!

There was a book published in 2015, titled “Risen from the Ashes – The History of the West Baden Springs Hotel,” if you want more details. When I checked the recent Cannes Film Festival virtual pre-screenings? Apparently there has been a film done at Wes Baden Springs titled “So Cold the River.” I think it’s in the flavor of a supernatural thriller such as “The Shining.” This will add a worldwide audience that can’t help but notice this unique Wonder-of-the-World setting. That the ’21 Parade site was also the set for a Hollywood movie, what could be more PCA? I can’t wait to go back.



Above and left, the **BEFORE**  
Below, the **AFTER!**





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**MORE INFORMATION:** <https://www.porscheparade.org>



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September 1999 . . .

*continued from page 24*

The Lusticesachen column was written by Werner Kostka of Hanover, Germany. The piece detailed the German celebration of the 30th birthday of the Porsche 914 and included several interesting photos. The article was submitted to our fearless editor without being solicited. Werner advised Christie that he had no contacts in this country, but thought that Porsche fans might enjoy his article. We did.

Lusticesachen continued with a lengthy article written by Cindy Hill of the Florida Crown Region offering a detailed interview with racer Hurley Haywood, a 30-year veteran of the track wars. Haywood, a three-time winner at Le Mans, a four-time winner of the Daytona 24 Hours and a two-time winner of the 12 Hours at Sebring, answered a series of questions posed by various Porsche owners. The article was very interesting and quite long.

Don Vidoll of the Connecticut Region authored an elaborate article on how to diagnose braking problems when you are sitting in the driver's seat. Topics such as high pitch squeal, low pitch growl, heavy scraping, pulsation, and pull were all explained in graphic detail. It was suggested that this kind of information will either help you

to repair a brake problem yourself or point your mechanic in the correct direction for a fix.

Marketplatz from 20 Years Ago

- 1975 914, 1.8 liter, silver, low mileage. New brakes, garage kept in winter. \$5800. Must sell. Call Brian Bukowski.
- 1961 356B engine, serial number available. Hear it run and you won't believe it. \$1,500. Call Erik Erikson.
- 1989 944 S (2 ), red with black interior. Like new, 25,500 miles. \$18,500. Call John Phillips in Nebraska.
- 1997 993 Carrera Coupe. Black with cashmere interior, big red brakes, tech art brake cooling kit. B&B exhaust, K&N, extra wheels with R-1's. Vehicle is in perfect condition, always winter stored. 6,900 miles. Asking \$62,000. Call Brad Palm.
- 1972 Guards Red 911, number 727. 2.7-liter engine, Webers, SSI, oil cooler, Carrera suspension, Charlie bars, and a fuel cell. Built by Johnson Auto Sport, G stock PCA class or vintage class and can weigh as little as 2050 pounds. Very competitive car, sub two-minute times at Brainerd international Raceway. New

Hoosiers included. \$25,000. Call Todd Hoeft.

- 1985 911 Carrera, blue with blue leather interior. 112,000 miles. Sunroof, F&R spoilers, working air conditioning, Bursch with test pipe, lowered, aligned, and balanced. Hot Laps, Koni's, and all of the track goodies. Truly a great street and track car. Meticulously maintained. \$18,000. Call Jon.
- 1991 911 Turbo. Red with tan interior, which still smells of leather. Built in front and rear radar detection. Car cover, winter battery charger, new tires, and all original items. Stored in winter and garaged in summer. 28,000 miles. A truly beautiful Porsche in perfect condition. \$52,500. call Jerry Supino.

Note the lack of email addresses for contact info! Your editor had email starting several years earlier (same one in fact) and was ever so slowly seeing the advantages, perhaps a few disadvantages to this new-fangled way of communicating . . . those All Cap messages!

Wow, this recap of the issues brought back a LOT of memories of how busy we were that summer with Porsche stuff.

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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.  
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# Great time was had on a perfect summer day @ 'Wine on the Vine' in Waconia

*photos by Rick Tanler*



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MAP3081682 | AD-03-21-0317 | 472574PM-0520 | 03/2021

## From the Passenger Seat . . .

by Jill Velure

Depending on what seasonal schedule you follow (astronomical start or meteorological start), summer is drawing to a close. While the days mostly remain sunny and warm, the evenings are definitely cooler.

In the fall we often hear the phrase, “*Friday Night Lights*.” Friday Night Lights often bring up images in our mind of cool evenings, stadium lights, and football games. In mid-August, I attended a meeting of “football moms” to learn about the high school football program and connect with other moms new to high school sports. Many of the moms with seniors talked fondly of cookouts before the Friday night games and bonfires afterwards as a way for players and parents to build connections and memories together.

While those are fantastic images, let me give you another version of how Friday Night Lights look at our house.

Quite often racing events and car shows occur on the weekends. All of these types of events are on the calendar for MONTHS in advance of the event actually happening. No matter how much advance notice there is, there always seems to be some type of car preparation that has to occur on the Friday night before the event. My “field” on a Friday night is usually the garage.

Years ago, we had a garage with a single light in it along with the light bulb from the garage door opener. To help augment that we had a couple of those lights where there was a single bulb and a metal shield around it to help reflect the light. You plugged it in, but it had a



handy clamp on it that could be hooked to the rafters or something like that. As long as you had a good, long cord, you could use it close to the car. We thought it was pretty great when we installed one of those “trouble lights” that was on a retractable cord. We then added in some lights that were on a stand – like contractors and painters use – and that really lit up the garage. If I compare this to a football game, we would be at the local park with just the glow on the street lights on the field.

Eventually, that wasn’t enough and we upgraded the garage. The new garage has tons of ceiling lights. Now, you can really see the “field.” To make it even better, technology with lighting has really come a long way. We now have lights we charge and then use without having to plug them in anywhere. They are so bright that you might be blinded for just a bit if you happen to look right at them.

Not only do we have “*stadium type lighting*,” but our Friday nights definitely build memories and camaraderie between us. If we don’t want to spend all night in the garage, we work as a team. I have quickly learned how to find a nut or washer in the dark on the driveway, and we all are very careful to hold the smaller lights in just the right place to get the job done. There is always fun conversation, music (from the kids’ playlists) and laughter (because laughter makes everything better). Occasionally, we even have “*spectators*” when our neighbors stop over to check out what is going on in the garage – especially when ALL the lights are on.

There are no cookouts – only takeout, and absolutely no fires allowed (though I recently had a cooling system overflow on me in the driveway one dark night this summer, if that counts). I often hear my colleagues say things like, “the family that plays together, stays together.” I tried to tell my kids that “the family that WORKS together, stays together.” I am not sure they believe me, but they are always willing (or strongly encouraged) to be that extra set of hands when we are working out in the garage.

At the end of every summer, I often wonder where my weekends went . . .

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