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Table of Contents

Departments

- 4 2021 Nord Stern Officers and Committee Chairs
- 5 So, Just What Do We Do In Nord Stern??!
- 6 The Prez Sez . . .
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 10 Clubtalk Chatter . . .
- 23 Schumacher, The Movie
- 24 Where We Were . . . 60+ Years!
- 27 Fuel Injection
- 30 Classifieds
- 31 History Post #36
- 36 From the Passenger Seat . . .

- 20 With summer track days waning . . .
- 28 Miscellaneous pics!
- 33 Who Doesn't Like to Drive!
- 33 September MNCars and Coffee

Upcoming Events

- 8 2021 Calendar . . . Get Around with Nord Stern

Features

- 11 It's Just a Sedan, or is it?
- 13 Just for Fun . . .
- 16 One More Scan . . . October Nord Stern Newsletter 1999
- 17 Monte and The Bottle of Scotch . . .
- 19 Out and About at Eagan Condo Event



Cover: Photo by Jerry Greene
At the 2021 Road America Driver Ed
event in Elkhart Lake, WI

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HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Second, join Nord Stern

- Visit 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 to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).
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Addresses available upon request for chairperson/s or Board members, email: editor@nordstern.org

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

Muzaffar Gafurov
Minneapolis, 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

The driving weather this year has been incredible. I write this month's article while sitting at BIR for Fall Fling. It's nearly 90° and there is a nice breeze at our backs as we hustle down the straight-away. We could not have asked for better weather to wrap up our track season.

I want to thank the following members for making the Fall Fling weekend happen. These include **Andy Barker**, **Dave Anderson** and **Mary Driscoll** who did an excellent job, as always, with registration and helping the newbies get settled. Also, **Jim Bahner** for putting together another great Drivers Training event, and **Bob Fleming** and **Rick Polk** for adding content to the driving school. It's great to have members willing to provide input and share their knowledge on driving. In addition, thank you to all of the instructors who carved out a Friday to help train Nord Sterners new to the track experience. Without you, we could not hold the school.

Big thanks to **John Blackburn** for overseeing the Drivers Ed portion of the weekend, and his management of Safety/Corner Works and the tower. In addition to John's efforts, there are members who been at the track in critical support roles such as **Chuck Porter**, overseeing Safety, and **Judi Sievers**, running the flags at the start/finish line. Lastly, I would like to thank all those club members who helped other club members with their cars, in addition to Auto

Edge (another great club asset), I saw several members helping other members with a variety of mechanical issues. It's that kind of camaraderie and collaboration that make this club such a great group.

As we wrap up the track season, I want to recognize the significant contributions that **Jim Bahner** has made to Nord Stern as Chair of the Drivers Training program. Jim has done an incredible job operating and advancing the program for the past several years. Twice a year, Jim has been responsible for guiding 15 to 25 new drivers through their first track experience. In addition to shepherding these new drivers, he has coordinated instructors and collaborated with those contributing content during the classroom sessions. On behalf of the club, I want to thank Jim for his many years of service and the incredible experience he's created for so many club members new to the track! As Jim prepares to hand the baton to the next Drivers Training Chairs, I want to note they are being handed a great training program thanks to Jim.

I look forward to reporting in next month's article about the Fall Color Tour coordinated by **Ron** and **Michele Johnson**. Given the warm and dry weather we've experienced, the colors should be perfect. If you find yourself on a scenic cruise in your Porsche taking in the fall colors, remember to take a few photos and send them to **Christie Boeder**, editor of our newsletter. We would welcome a short write up on your drive. She loves member generated photos and articles (editor's note; oh so true; color, color, color makes my day).

Mark your calendars for Saturday, October 2nd, for Nord Stern's inaugural 'Great Chili Cook-Off' at 'The Barn'.

Continued on page 7

Advertiser Directory

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Black Forest Performance	7
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Performance Auto & Audio, RSR Racesuit Rental, Schmit Towing , Trackside Tire, Luis Fraguada, Gates General Contractors.....	9
Caffeine and Octane	15
Courtney Truck Service	10
Dan Perinovic, State Farm Insurance	14
Dynamic Photowerks	30
Further Performance	36
Garage Gruppe	8
Garage Solution Condominiums	22
John Healy, Crown Bank	29
Higgins Insurance.....	15
Imola Motorsports.....	IC
LaMettry's.....	12
Medina AutoMotorPlex	13
Merrill Lynch, Peter Vickery.....	37
Midwest Clear Bra	34
Nurburgring, Inc., Rick Moe.....	35
Mollie Nygaard, Norton Realty	13
Porsche Minneapolis	IC
Porsche St. Paul	IC
Raymond Autobody.....	10

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Full pg.	\$123	\$107	\$70
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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

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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"

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These months sure roll around quickly, can hardly believe it's almost the end of September and fall weather is in the air. As I write this (and it's late, late, late for a more timely production but c'est la vie!) Fall Color Tour was this weekend and I already have a ton of gorgeous pictures from the event - weather was quite good and I can attest that there was some color as we were in Northern Minnesota for family commitments but did pop through Itasca State Park today (Sunday, the 26th) and it was popping (sorry for the pun) with all the maples in full red and golds. Just beautiful.

As always with timing, I just received the flyer from the Mercedes Benz club for the annual Old Log Theater outing which the club and Paul Bergquist put together and to which Nord Sterners are invited. It's been two years of course and we certainly hope many Nord Sterners will join in the fun of getting back to seeing live theater. Woot Woot. Here are the details:

Sunday, November 7th @ Old Log Theatre

- Social meet 11:30
- Brunch starts 12:00 Noon
- Show starts at 2:00
- \$59.95 pp covers lunch, show, tax, and gratuity

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RSVP by October 27th to Maureen Kvam at 952.474.0861

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange



5185 Meadville St., Excelsior, MN 55331

MNMB / Porsche Club Annual Theater event!

Meet up with Mercedes and Porsche Club members for an afternoon of fun, brunch, and entertainment at the old Log Theater for "The Play that Goes Wrong!"

November 7th

Social meet 11:30

Brunch starts 12:00 Noon

Show starts at 2:00

\$59.95 pp covers lunch, show, tax, and gratuity

Lunch choices are:

- Bone-out Short Rib with mashed potatoes, green beans, and au jus
- Chicken Breast with roasted red potatoes, green beans, and a cherry cream sauce
- Vegetarian: Pasta with house marinara and vegetables

Please call Maureen Kvam @ 952-474-0861 to **RSVP before Oct. 27th**

Please leave a message with your call back number if you reach her machine.

Please contact Paul Bergquist if any questions

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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

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NOT organized by Nord Stern, or PCA

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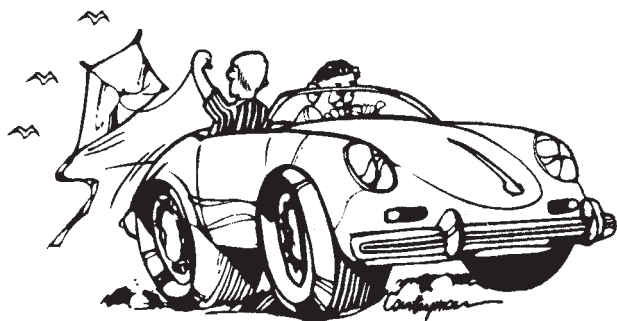
• OCTAINE AND CAFFEINE • (See Ad)

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.*



Prez Sez . . .

continued from page 6

Toni Larose has pulled together a great family event to wrap up the social season. The event will be held at 'The Barn'. The two-story, old barn will include live music on the second floor and fun challenge events on the first floor. That's right, this is our inaugural year for two challenge events – 'the Bare Engine Torque Wrench Challenge' and 'the Speed Tire Change Challenge'. These challenges are not just for the track rats in our club, but everyone. The Speed Tire Change Challenge is a timed team event – so find your partner and start practicing. The highlight of the event is the Chili Cook-off. We have eight teams competing for three very cool and coveted trophies.

Until next month keep driving the Wheaties out of your Porsche.

– John, El Prez



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Clubtalk Chatter . . .

courtesy Clubtalk

Newsletter

I don't often hear from members regarding our monthly newsletter and the never-ending rounds of producing and getting it off to the printer with what is hopefully relevant material and content. In this era of all things digital, it is not of course the main source of calendared, upcoming events for the club. Those are often a bit of a moving target - although this year there certainly has been many organized from very early on and are in our calendar and on the website! Do check there often as that's where updated info is mostly likely to be posted.

With the above said, I had to share a little note I received recently (or should I say email since not too many folks still write note and mail them . . . sigh, a dying art perhaps). This was fun and I enjoyed touching base with Jim:

Thanks for keeping me on the mail list so I can see the monthly result of your much appreciated efforts! This month I was surprised to see my name in the "Where We Were---60+ Years" feature. This section always triggers some good memories of our past years with Nord Stern; especially when the names of some of us old timers show up and get me recalling the great track days, road trips and gatherings. We loved those many good times, especially John Dixon's Fall Color Tours with side trips to Ely and Canada, etc. and those Wisconsin twisties, wow!

We are living in AZ full time for over 7 years and plan to stay. I'm still driving my 2012 911 C4S cab, Macadamia Brown over tan full leather, nearly every day. This IS Arizona --only one day of "all day" rain in 8 years and that was just last week--.

Thanks Christie, and please pass on our greetings to anyone who remembers and call, text or email if you or anyone else get down here for vacation or a move (and yes, I have their contact info!)

— Jim and Janet Thole

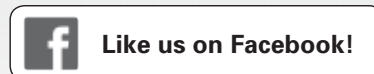
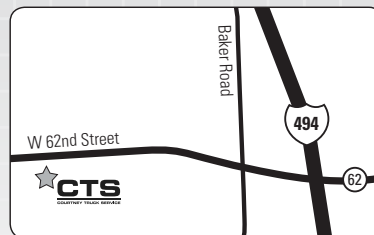
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When our 2-car garage was occupied by a 1985 Porsche Targa and a 2008 Cayman, we realized it was a bit of a downer. (“What?? Two Porsches a downer?!!) We couldn’t take friends on trips with us or offer to drive when going out to dinner with them. How gracious is it to ask people to fold themselves into a fetal position to get into your car? And to give someone a fun ride in either car, it was one person at a time. That was a lot of ride-giving at certain gatherings.

The dilemma was that we didn’t want to buy a bigger house with a bigger garage to house a bigger vehicle (or two). (“Why not? What’s the problem with that?”)

So, what did we do to solve the problem? We traded the Cayman for a 2008 Targa 4S. With two back seats and a bit more room! Now we had two cars with back seats in both of them. Dilemma solved?

No, dilemma not solved. (Except that the 2008 Targa was a great purchase and we love the car.) We did try using the two back seats (with maybe 6 inches more room than the 1985 Targa) for ride-giving, and it was a hoot getting a tall couple in the back and driving around several times on roundabouts, watching their heads sway back and forth in the rear-view mirror. They didn’t mind the 10 minute ride with their knees at their chins. We also took our 6’3” neighbor to lunch, but he only rode in the back seat once, swearing he’d take a taxi instead of doing that again. He did look like a pretzel when he exited the car. So we still had the dilemma.

Then along comes the Panamera. A Porsche model with four spacious seats! Wow, let’s think about this. So we did, and we researched and asked a lot of questions. Porsche St. Paul was very helpful and let us take one out for part of a day to test it. It was nice to think about the extra seats, and the extra storage area for luggage on long trips. We could be kind and offer to take friends to lunch more often. But a club member reminded us, “But it’s a sedan! Don’t forget that! It’s a sedan!” Uh oh. Did it not look like a Porsche? Was it sporty enough? Was it fast enough?

We continued considering it and we didn’t forget that it was a sedan. We knew we’d have to replace one of the Targas, so that was not fun to think about. And we contemplated the thought that we’d never get the high-fives from kids or the compliments that we used to get for our two-door Porsches that people thought were racecars. It might just be a humdrum sedan, end of story. But we’d have four seats! We could take tall neighbors to dinner! Great.

It’s Just a Sedan, or is it?

by Marsha Drake, 2008 Targa 4S
and ...

Well, to make the long story shorter, and to reveal the happy ending – we did sell the 1985 Targa (for a nice price and to a happy new owner) and purchased a 2010 Panamera (with details for another story at another time). It’s a sedan.

But it’s not JUST A SEDAN! In the several years we’ve owned it, we haven’t gone a single week (and sometimes not a single day) without getting a compliment about the pretty car, the gorgeous color, and wow what a nice car, I really like your car. We’ve been amazed and happy that other people appreciate the car as much as we do. It is beautiful (Ruby Red Metallic with cream interior) and it’s a great travel car with lots of room. Even our 6’3” neighbor loves it and is very happy now when we drive it to pick him up at the airport. Kids walking down the street still sometimes turn their heads to look back at us when we drive by, or to point at us in recognition of a Porsche.

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Sedan . . .

continued from page 11

So we're very happy with our not-just-a-sedan, but the best compliment actually came a few months ago when I took the Panamera for a shopping trip. I had just gotten out of the car, locked it, and walked toward the store, as another car pulled up to my left and parked.

Two doors opened and closed, and I heard a few words exchanged between the two people but couldn't distinguish what was said.

Then as I heard the next comment in a clear male voice though, I just smiled and kept walking forward, quite sure that there was



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a woman with the man that spoke the words,
"Not HER! The CAR!"

Left: 2010 Panamera 4S (check the pdf file
online to see this beautiful Panamera in color!

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Oct 3rd @	MOWOG 10	MAC	DCTC
Oct 10th @*	MOWOG 11	MAC	Canterbury Park

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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

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Just for Fun . . .

photo by Christie Boeder

Loved this trailer spotted at the Road America HAWK event this past July: *Some people collect art . . . We Race it!*

ClubTalk . . .

continued from page 10

2021 Loonacy Club Race and Drivers

Education

What a great time this weekend. Fun, clean, close racing! A large number of DE participants having fun. Tons of old and new members showing up to hang out and spectate. No doubt a successful charity auction. Thanks to all who made it happen

– Bruce A. Boeder

100% agree! Thanks to Eventmaster Dan Peronvic and his team who made it happen!

– John Poor

John, thanks for making the tow! I counted eighteen out of forty-eight cars from regions beyond Nord Stern.

– Jim Southwell aka “Gridwell”

I have to chime in here as well, having been a racer for quite some time, and not racing this

year, seeing behind the curtain and watching the team of people run this event is really quite a astonishing! My hat is off as well to the entire team who donated their time to make this unique event happen

– Jerry Greene

Local Porsche Shops

I have mentioned it before on Club Talk but we are really lucky to have very strong shops in town to take care of our Porsches and other cars.

Not only do we have two great Porsche Dealerships, but we are blessed with other great local options like Courtney’s, Auto Edge, Imola, etc.

I have several good Courtney’s stories where they have gone that extra 100 miles for my family and me.

My favorite was the local Toyota dealer wanted \$2,200 to replace seals on a Corolla engine that the dealer said was leaking oil. (Though no oil

was ever on the garage floor and the dipstick read full on every check). Courtney’s checked the car carefully and then told my daughter that she did not need to do anything.

This weekend (February 2021), a wimpy Japanese ECU became too cold Saturday night and decided to stop communicating on one of our Infinitis. This left the car in limp mode.

We had it towed to Courtney’s. Lo and behold, Katelin was able to squeeze it into her schedule and the car is now running great!

Thanks to Courtney’s and all our shops for their trust worthiness and support of our club.

– Keith Jones



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One More Scan . . .
October Nord Stern
Newsletter 1999



Above, back cover of the October 1999 Nord Stern newsletter
Possible, probable, perfect caption:
Radios for ONE cart team

Cruising, not streaming

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When Alan Friedman started the Club Racing Program for Porsche Club of America, he strove to make the program as simple as possible. That encouraged regions, and eventually PCA zones, to host club races.

In the second year of the program (1993), Bob Fleming, a longtime drivers education participant and fellow Nord Stern Region member, and I went to our region board with a proposal that we host a club race at Brainerd International Raceway. The Nord Stern region had a long drivers education event history and we both thought it was time for the region to step up to this new, exciting program. The Nord Stern Board agreed and targeted a Thursday-Friday date in August, right before the region's summer DE, and roughly a month after Chicago Region's first Club Race at Road America (also a non-weekend event). Bob and I were tasked with the jobs of being the local club race chairmen.

We immediately got in touch with Alan Friedman by phone (which now seems like a novel concept). Alan was surprisingly patient with us neophyte race chairman, although he did get his dander up a bit when discussing corner worker coverage. He demanded also to know who the "race control" was, to which I responded, "race control?!" That was quickly remedied.

I'd had some contact with Vintage Racing although I hadn't participated in a race as such. But I did know that races longer than the standard sprint races seemed to hold some interest for many racers. I accordingly proposed a 90-minute "Enduro" to Alan to be held as part of the Brainerd Club Race, in addition to a sprint race. Alan quickly dissuaded me of that idea as he correctly pointed out that we were going to have enough going on without complicating the weekend with refueling, etc. In addition, he was a bit concerned about the ability of our racers to

go longer on track than 10 laps or so.

The first Brainerd Club Race was a success, and although we only had 35 racers in attendance we had DE sessions along with various social activities including a catered dinner held in one of the pole barns at Brainerd during a classic Minnesota summer downpour replete with thunder and lightning. Being a glutton for punishment, I volunteered to be the race chair for the second Brainerd club race the following summer. It was even a bigger success, although I discovered to my chagrin that dinners off-site at local resorts included tax and gratuity, which weren't included in the price quoted, nor in the cost of the dinner tickets . . . Luckily the region board covered the overage.

Shortly after the second club race, still glowing from the fun of chairing a race while also racing my 911SC in it, I called Alan Friedman and told him I'd be interested in working in whatever role he might have in the national program. Without missing a beat, he asked if I would be interested in being the Sponsor Coordinator. Even though I had no idea what that meant it sounded fun, so I jumped at it. The good news is I didn't have to look far for sponsors for the program as the Hoosier Road Racing Manager called me, plus other companies who saw a potential market for their racing and Porsche related gear. I went to the Lake of the Ozarks Parade in 1996 and made a presentation to the "national club racing committee" which at that time consisted of Alan, Axel Shields, Bob Barker, Harry Hall, Anita Moyle, Pat Moyle, Mike Melton, Tom Charlesworth, and Monte Smith.

Monte and I hit it off immediately. We had racing in common, downhill skiing, were both dog lovers, and married to wonderful, patient women (editor's note: I'm not editing that out but it did make me blush!) We didn't talk politics as even then I think we sensed we might be on polar ends of the spectrum. Our main interest was in making PCA Club Racing a better program.

Fast forward to January 1998. I had continued to think about the longer race/enduro idea. Monte had replaced Alan as national chairman, but Alan

Left, Monte suited up to race



Monte and The Bottle of Scotch

...



Scotch . . .

continued from page 17

was still involved. Monte and his wife, Sue, lived outside of Liberty, Utah, on the east side of the Ogden Valley. They invited Christie and me to join them for two evenings, when we were skiing at the Alta Ski Area in Utah, but the snow conditions were unusually poor so we were happy to join them.

I brought up my idea of an Enduro Race to Monte during dinner at their home. He replied, "Let's work out the rules this evening." We accordingly adjourned to the living room with a bottle of single malt and several legal pads. Our wives said good night and went to their separate bedrooms. Even the dogs disappeared after a couple of hours of our talking, writing, talking again, revising and rewriting what became the "PCA Club Racing Enduro Protocols." We eventually finished that bottle of scotch and retired to our respective bedrooms.



The next morning, we reviewed the Enduro Protocols and found them reasonable (!) and in essence a "cookbook" for hosting or racing in a race longer than a sprint race which included

a mandatory Five-Minute pit stop. Later that spring, the Enduro Protocols were rolled out to the racers and by summer several club races held Enduros. And the Enduro Protocols remain largely unchanged to this day.

Schumacher . . .

continued from page 23

explain his, shall we politely say, possible errors in on-track judgment, several times, over the years. Regarding Adelaide in '94, Damon Hill says "Put me in his car, in his situation, what would I do? I don't know." What Michael did do is punt his competitor out of the race.

How he got to Ferrari in '96. Ross Brawn says Niki Lauda, who was connected to the

Scuderia at the time, said to Willi Weber that Michael should become a world champion at Ferrari, "and you'll be able to throw away your passport."

The only catch was that the Ferrari was a disaster on the track. Says Brawn, what motivated Michael, then already a two-time world champion, is that he wanted to do something that hadn't been done before . . . by Senna, by Prost. And so he did.

Mercedes; "It was personal, I needed to drive, to compete."

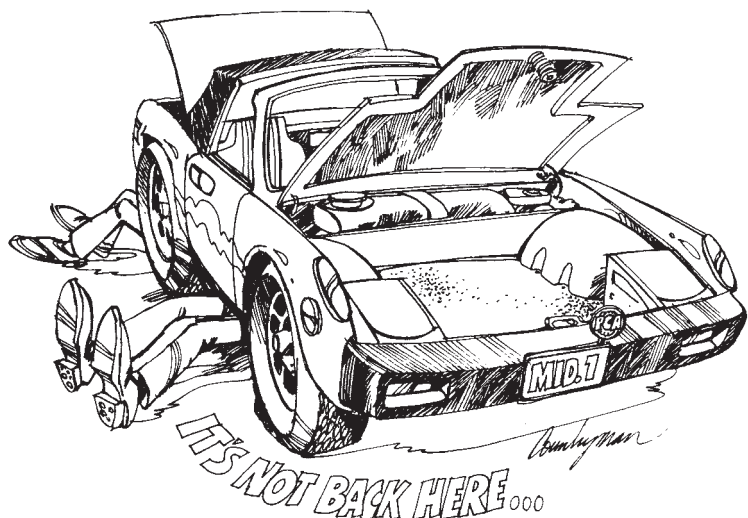
Flash to Meribel, France, 29 December 2013. Apparently, the retired race car driver offered to Corinna that they could go, instead, to Dubai and go skydiving. "Michael wouldn't just go for one jump, he'd do 24 jumps, all day long." But they didn't. "I always felt he had a few guardian angels," she says. "It never occurred to me that anything could happen to Michael.

"I never blamed God for what happened," she says. "Of course, I miss him every day. But . . . it's different, but he's here and that gives us strength. Michael always protected us, and now we're protecting Michael."

"Fate is unpredictable," Corinna says. But watching the documentary "Schumacher," and learning and enjoying and growing are not. It's worth your time.

Logging five consecutive world championships for the Scuderia.

On retirement; "I retired because I didn't have the passion and motivation anymore." On coming out of retirement with





Out and About at Eagan Condo Event
photos by Michael Grabner



With summer track days waning . . .

And fall foliage reminding us yet another season, just a few random track scenes from past days to prolong the memories of some of our summer fun.







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I always start a video on things motive with the hope it will rise up and join the pantheon of cinematic greats. And, most times, they don't. Oh, don't get me wrong. Some are very good, very entertaining, especially if you have gasoline in your veins. But are they going to stand the true test? Of time? Are you going to watch them, again and again, for the pure enjoyment? It's doubtful.

And that's what I think of "Schumacher," which was just released on Netflix. It's good. It's entertaining. You learn a great deal about the quiet and polite, the aggressive and purpose-led, the complex German.

But does the documentary join "Grand Prix?" "Le Mans?" Does it match up with "Senna," which is probably the video that's most similar?

Let me answer my own question my own way. Exactly 30 years have passed since Michael burst on the F1 scene. And it's been eight years since his tragic skiing accident. Let's face it, that's many Grand Prix seasons ago. The brain fades, the details go blurry. What the film does is bring it all back in technicolor. And it adds a lot of details at the edge, a lot of texture and context. And that's where we find the heart of the story – remembering and re-experiencing, and learning, pieces of the story that add to a better appreciation of his accomplishments . . . And tragic latest chapter.

For example . . . I had no idea that Schumacher came from relatively modest means. How many pilots on the grid today can say that? Lewis, for sure. But most are the sons of gazillionaires. It makes a difference. Michael's father, Rolf, got him and his brother started in go-karts at a very early age. And Michael showed his promise very early on. Using cast-off equipment that he and his father literally made competitive.

Yet he might have faded away into the paddock, if it weren't for Willi Weber, Michael's agent, who spotted the talent and literally bankrolled him in competitive carting. Which led to a rapid rise in Formula tiers.

And Eddie Jordan, who had Michael "sit in," midway through the '91 season. "I always liked to give youth a chance," he says. It was Spa, and Schumacher qualified seventh. Which made him an instant star. And led him to a seat with Benetton, after one race. "One race, and I was with the fourth best team in F1," Michael says. "Formula 1 made me an offer."

He won his first Grand Prix a year later, at 23.

Corinna, Michael's wife, is quoted on-camera throughout. At one point, she says they married before the glory.

Schumacher, The Movie

by Danielle Badler, courtesy PCA Newsletter Editors
October 2021 Column

"No one could sense what would happen." Willi Weber describes sitting down with him in a town square for a snack . . . and that it was the last time Michael could be incognito in public.

In the opening sequence to the film, you see Michael and, I would presume, Corinna scuba diving. Then it's one lap of Monaco. He says, "The feeling to not go over the top or under. Do it and it's satisfying . . . to reach 100% . . . that's my target."

Flash to Imola in 1994. I remember watching Senna's crash, live. But I completely forgot that, when it happened, he was fighting tooth and nail with Schumacher. And that the information on Senna's condition, immediately following the accident, was scant at best. Apparently, the drivers had no idea about Senna's condition until after the race.

Michael says in an interview that, at the next race, at Silverstone, he took a rental car around the track and, at one corner, said to himself, "this is a point on the track where I could be dead." And he reached another corner and said the same thing. The night before the race, he says, "I wasn't sure I could be in a race car. It was something very strange." He woke up in the middle of the night, slept maybe three hours.

"He blocked out everything else," says Corinna, by way of explanation. But, therein lies a controversy that probably will never be resolved. Because it doesn't



Where We Were . . . 60+ Years!

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

October 1999

This could be called “**The Dave Arundel**” issue, as he contributed a four and a half page article discussing three of our favorite tracks and included photos from four events. He titled it “*My Life in Motorsports, Or Racing Around the US.*” It must have been a busy month making it to the Target Grand Prix in Cicero, IL, the Pebble Beach Concours, the Bric (Brian Redmond International Challenge) at Elkhart Lake, WI, and the PCA Club Race there.

On the Club Race at Road America he comments that “*the escalation in cost and preparation of the cars is palpable. Where will it end?*” (editor’s note: NEVER) And this was 22 years ago. **Bob Johnson** qualified on the pole, but had to retire early due to mechanical problems. Dave observed that there is more passing on one lap of a club race than in an entire F1 race.

The Monterey Historics were celebrating 50 years since the creation of the Audi brand. Four of eight surviving Silver Arrow Auto Union race cars were displayed in Monterey that year. The Germans had hidden these in caves during the war (the ultimate barn finds). Although

Dave had a long list of highlights for the month, a “lowlight” was the \$75 price for a paddock pass at the Target Grand Prix. (editor’s note: that feels ‘expensive’ 22 years later!)

A four and a half page article on a **Hurley Haywood** interview came from Florida Crown Region. Regarding his favorite track, he says: “*I look for three things in a track: an airport close by, nice hotels nearby, and good food/restaurants.*” When asked his opinion on the toughest track to drive, he listed Mosport as probably the most dangerous track in North America, followed by Laguna Seca, Sears Point, and Mid-Ohio. Of all your major wins which would you consider your best? “*One of my greatest experiences was winning Le Mans the first time I drove it.*” Favorite pre-1999 water-cooled Porsche? “*Without a doubt . . . the 994 Turbo.*” On track driving: “*Driving smoothly is the entire key to going quickly on a race track . . . The only time a car is perfectly balanced is sitting at the curb. The minute it pulls away from the curb it is out of balance. Our job as racing drivers is to keep the car in balance. . . Adjusting from oversteer to understeer. Those two things are in constant flux and you have to drive right in the middle.*”

Bruce Boeder contributed a story about two Canadian brothers from Winnipeg he got to shepherd through driving school. Nord Stern normally doesn’t allow two students sharing one car for its Driving School (aka Driver Training), but Bruce thought at least he could talk hockey with them. They brought a custom Factory-paint-to-match purple (!! Prince fans?) SC on a flatbed truck pulled by a large semi. They were definitely NOT your usual Nord Stern Driving School students. Mark was a long haul truck driver; he wrote the story for our newsletter. Barry ran a repair shop at the time and had done some modifications on the SC, changing the fuel injection system and other things. Both had some ice racing experience up north. Both did mid 2:09’s, so our gifted instructor Bruce must have shown his teaching talent and didn’t get smushed.



Left: 252 MPH in 1937! Display at Monterey Historics, August 28-29, 1999. Photo by Dave Anderson



Erik Johnson, Bobbie Piper, wife Molly and their child

Out and about with Nord Stern

Club Race, Road America Labor Day Weekend 1999



Rapid Ron Draper, looking quite dapper!



Porsche 959 Super Car - in person!

Porsche Pics . . .

Out and about with Nord Stern

Photos by Dave Arundel at Monterey Historics at Laguna Seca August 29, 1999



Dave says "I want that car!" a Ford GT40



Rolling out a Silver Arrow



Lots of history: 1967 Porsche 910 ch#910-017



Johnson Autosport at Road America (Editor's note: love these panoramic shots!)

Out and about with Nord Stern

Pebble Beach Concours d'Elegance August 28, 1999



The Legend: Phil Hill (he is the one in the middle, if there is any question! Dave on left, Noah on right)



This is a gorgeous bright yellow (wish this was in color!) and is a new 996 Cup Car



Audi R8R at Laguna Seca



Strapping Michael in (note huge padding around neck)



Michael seeks tips from Mario



Jimmy Vasser shares me down



What was Frank Williams doing in Chicago?



Historic F1 class at Laguna Seca coming through turn 4

Photos by Dave Arundel at Target Grand Prix Race



My old racing buddy, Dan Gurney!



Juan Montoya, eventual race winner.



The lawn at Pebble Beach (Editor's note: - and it gets more crowded. The panoramic shot certainly does not exaggerate the scope and scale of this major car event. It truly is magnificent and an overwhelming display of many significant, unusual and exotic cars.)



Oooh, Cadillac's 2000 LeMans car



Dave: I am tempted to hop in and drive away!



Dave's Favorite at Pebble Beach: Lagonda!

We all know that our beloved Porsche engines need air and gas to produce power, but how do the two come together since one comes from the outside and the other from the tank?

The first question is what year Porsche? And that's because throughout the years there's been continuous development in the way that gasoline is delivered to the engine and how it's mixed with the incoming air.

The air delivery is pretty basic. Outside air is sucked into the intake box, passes through a filter to make sure that it's clean, passes through the carburetor (early cars) or the throttle body (later cars) and then gets directed to the cylinders through the intake plenum manifolds. On naturally aspirated engines, the engine itself sucks in the air. On forced induction engines, the air is compressed or charged before it gets to the cylinders.

On the very first Porsches, 1948 – 1974*, air was pulled in, as described, and the carburetor would be responsible for providing the metered gas. Liquid gasoline does not ignite; only its vapors in the presence of oxygen, so carburetors use a set of jets to atomize the liquid gasoline in order for it to mix with the incoming air. These older engines used a completely mechanical system to try to obtain the optimal mix ratio (air - fuel) of 14.7:1 otherwise known as the stoichiometric point.

(*) Mechanical fuel injection was introduced for the first time in a Porsche in 1969, but it did not become standard until 1974, then evolving to digital management in 1984.



Carburetor

As more efficiency in the engines was required, mostly to make more HP for racecars, better ways of mixing air and gas were developed. The next step after the carburetor was fuel injection.

Fuel Injection

by Pedro P. Bonilla (GCR PCA), August 2018

The earliest and most basic type of fuel injection is the single-point. It simply replaces the carburetor with a fuel injector nozzle in the throttle body which is where the air inlet (butterfly) valve is located. Though not as precise as the evolutions that followed, throttle body injection (TBI) meters fuel with much better control than the carburetor it replaced.

But in 1969 Porsche chose to use the newly developed Bosch Jetronic System, which injected fuel into a port just above each intake valve. This system was widely used until the mid 70s. The injectors were all interconnected by a pressurized fuel line known as the fuel rail and dispensed fuel by opening and closing at precise times throughout the engine's cycle. Nominal fuel pressure in the rail is about 3.5 BAR or 50 psi. When more air was given by the driver when the accelerator was depressed, the Jetronic system answered by keeping the injectors open a bit longer by lengthening the pulse-width of the ground signal to the injector and thus obtaining the perfect mix (14.7:1). Typical fuel injector pulsewidths can be as little as 1.5 – 2.0 milliseconds (ms, or thousandths of a second) to over 20 ms at higher RPMs and loads. The positive terminals of the fuel injectors are always supplied with voltage, as long as the ignition is on. The switchable ground-path which completes the electrical circuit is controlled by a transistor in the electronic control unit (ECU).

Porsche has maintained their relationship with Bosch throughout the years and therefore has implemented most of their versions of fuel injection technologies, modified for the particular needs of the current Porsches at the time.

D-Jetronic was introduced in the four cylinder 914 because it was more than adequate for low-revving engines such as the VW Type IV used in the 914s which used a single throttle body and individual fuel injectors for each of the four cylinders. This system proved to be prone to mechanical wear and therefore inaccuracy in the mix so it was not used in the 6-cylinder 914s.

The next version was the L-Jetronic which used a mechanical airflow meter for the first time to determine the amount of fuel metered into the cylinders. This version

Continued on page 28

Fuel . . .

continued from page 27

was applied to the 1.8L 914s (1974 – 1976).

Measuring the amount of air proved to be much more efficient than the previous arrangements



Fuel Injectors

and determined the direction of further development.

In 1983 Porsche used the Bosch Motronic System which integrated the electronic ignition timing control and the fuel control into a single control unit. From that point on, both Porsche and Bosch refer to this unit as the DME (digital motor electronics) instead of the ECU (engine control unit), although you may see it used indistinctly even today. The first offering of the DME came in the 944 with the 928 and 911 following closely behind in 1984. This system required very precise measurement of engine speed and position, so various engine component position sensors were introduced

(crankshaft, camshaft and flywheel). On later versions, oxygen sensors were also integrated into Porsche's Motronic Systems to obtain better catalytic converter function and to also correct excessive lean or rich conditions.

Many more developments were introduced into the Motronic Systems as time went by, such as onboard diagnostics (OBD), hot-wire mass airflow sensors (MAF) in the 32-valve 928, new onboard diagnostics (OBD-II) in model year 1996, additional oxygen sensors downstream of the cats, VarioCam technology (1997 Boxster and 1999 and Carrera), electronic throttle control (drive-by-wire in the 1999 Carrera and 2000 Boxster) but the fuel injectors remained basically unchanged for 40 years...

... until Direct Fuel Injection first appeared in a production Porsche in with the introduction of the new 9A1 engine of the 997.2 in model year 2009. As the name implies, fuel is injected directly into the combustion chamber, leaving just air being fed through the intake manifold. Injecting fuel directly into the cylinders (at pressures close to 2,000 psi) offers better homogeneity of the air-fuel mix.

Because DFI can inject the fuel closer to the source of ignition (spark plugs), it produces a more even explosion in the cylinders. The fuel mixture is therefore burnt more completely, increasing efficiency, reducing emissions and improving power.

But it's not just benefits that DFI brings to modern cars. There have been a few issues.

Because of the extremely high fuel pressure needed to operate, fuel pumps have been not-so-reliable although getting better.

Another issue inherent to DFI is that because only air now flows through the intake valves, carbon deposits that were previously washed off by the gas-air mix now tend to create deposits on the valves.



It's ironic that Porsche and other manufacturers introduced "new" DFI technology in 2009 when Mercedes Benz had used it and discontinued it in the 50s. My Dad's 1957 300SL had DFI and he was always complaining about carbon deposits in the intake valves.

Like the old saying: Old is new again!



Early Rick Polk Cow Car (or what Rick hopes his car looks like when he whizzes by the crowd!)

Miscellaneous pics!

by Jerry Greene

Below and right are from this year's Road America DE (aka Cheese Fling)



Above, at the Paddock club in Elkhart Lake: L to R: Joe Ostrander, Rick Polk, Eric Polk, Jerry Greene, Randy Bauerfeind, Troy Petersen

Left: Driver's meeting led by Dave Anderson

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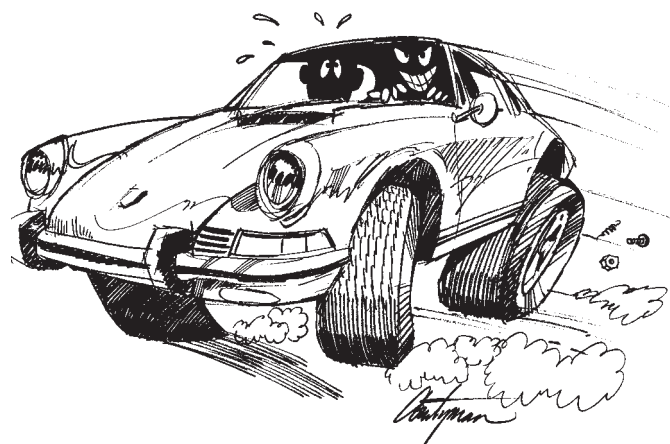
Set of 19" Cayenne S wheels

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

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I believe it was 1986. Nord Sterner Peter Muldowney was working for 3M who was supplying the Circuit de le Sarthe with reflective material for their little race known as the 24 Hours of Le Mans. Peter connected with his 3M counterparts in France and put a group together to take in the race. They ran into the Schutz family at the race and this photo was taken.

Unfortunately Peter Schutz passed in 2017. I ran into Sheila and Lori at the 2019 Porsche Parade and then sent Lori this photo. She remembered it exactly. Lori is very involved with PCA to this day.

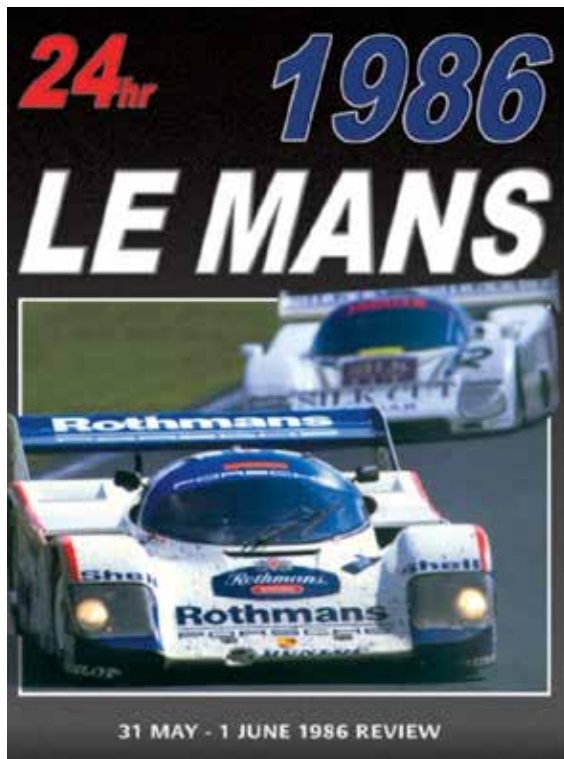
This Clubtalk/History post during Le Mans got me reminiscing about an experience at the 2015 24 Hours. I admit I got more than a little carried away and put together a video so you can get a feel for it.

Hope you enjoy.

<http://website.nordstern.org/le-mans-at-night/>

During this year's 24 Hours of Le Mans there was some discussion on Clubtalk of the corners Indianapolis and Arnage being tight (for Le Mans) and dark during the night as the group followed Nord Sterner Patrick Kelly's effort in the famed race. I'm teaching myself video editing so I thought I would put together the linked video from my 2015 Le Mans.

The thread got me reminiscing about my trip to the race in 2015 along with Nord Sterner Paul Olson and a couple of Paul's friends. For spectators at Le Mans there is an entire cottage industry of services and experiences you can buy such as parties with retired drivers and helicopter rides



History Post #36

by Roger Johnson

LeMans

www.nordstern.org

during the race. An experience that caught our eye was a Le Mans at Night experience. Basically they took us to various places around the track in the middle of the night. At the agreed hour, British guy picked us up with a van and we took off bouncing down what in many cases were not roads at all. We went to the far reaches of this massive track – 8.47 miles around. If the guy abandoned us, we would still be lost there somewhere.



Above: L to R: Bill Groschen, Peter Muldowney (Nord Stern President 1988), Teresa Vickery (Nord Stern President 1992), Peter Vickery (Nord Stern President 1995), Peter Schutz (President and CEO of Porsche), Sheila Schutz, John Kauffman, Lori Schutz.

Much of the track is regular roadways. For example, the run from the Mulsanne corner to Indianapolis is the road that connects of villages of Mulsanne and the outskirts of Arnage. It is roadway D140. We cut through backyards and farm fields and as you will see in the video, he took us to where most don't go and for good reason. I recall stumbling through the very dark woods, trying to use my iPhone as a flashlight, and being led right up the guardrail in various places around the track. It was a very memorable experience. Mostly I remember the track being very dark and then cars with very bright headlights blasting by at incredible speed.

Continued on page 35



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PORSCHE CLUB OF AMERICA



September MNCars and Coffee

A big turnout of Porsches, including not one but two Singers!

Photo by Merrill Aldrich

Who Doesn't Like to Drive!

courtesy Clubtalk

As mentioned in a previous post, I moved to Edina from Rochester and I am looking for suggestions on lightly trafficked, challenging roads nearby. I'm retired so weekday mornings are not a problem and obviously it may require a little driving to get to the outskirts of the metro area.

Any ideas?

– Bruce Franklin

When I lived in Carver, I used to take Carver Co Rd 40 down along the MN river valley. Not a long drive, but a great, close to home drive to clear the head after a day of work.

– Mark Kittock

- Navigate to the intersection of Hudson Road South and Stage Coach Trail South in West Lakeland Township (just south of Interstate 94 just prior to the Wisconsin Border).
- Proceed south on Stage Coach Trail South to Afton. Reaching Afton, proceed south on the Saint Croix Trail South to Hwy 10.
- Go east on Highway 10 to Prescott Wisconsin. In Prescott, turn South on Highway 35.
- In Diamond Bluff, the Nauti Hawg is an

interesting stop for libations. After passing Diamond Bluff turn north on County Road O. Caution: The Gendarmes in Diamond Bluff use an unmarked silver Chevy pick-up truck for traffic enforcement.

- Drive north on Highway O to Trimble, then go east on Highway 10 to Ellsworth. Make a pitstop in Ellsworth at the



Ellsworth Cooperative Creamery for cheese curds or homemade ice cream (alternatively Vino in the Valley is nearby on 450th Ave.) Leave Ellsworth southeast on Highway 10.

- Proceed southeast on Highway 10 until reaching County Road A. On A, go south until reaching Highway 35.
- On Highway 35 proceed Northwest towards Bay City. (Alternatively, proceed south through Stockholm and Pepin to cross the Mississippi back into Minnesota at Wabasha).

- At the intersection of Wisconsin Highway 35 and US Highway 63 in Hager City, turn southeast to cross the river into Red Wing. In Red Wing, proceed west on Highway 61.
- Leave Highway 61 going south on Highway 19. Leave 19 on Norelius Rd in Vasa. In Vasa turn north on County 7 Boulevard.
- Follow County 7 through Welsh, then back north to rejoin Highway 61. Reaching Highway 61 proceed west to Highway 316, then go north on 316.
- Leave Highway 316 on 200th St., East. Reaching Highway 54, the Ravenna Trail, turn north.
- Follow the Ravenna Trail to Hastings. In Hastings, take a picture of your Porsche in front of one of the Canadian Pacific trains at the rail yard.
- End of mission!

– Chuck Barr

Thanks Chuck!

We live in Minnetonka and in Wacouta on Lake Pepin. What I love here is so many folks referencing my weekend drive to Wacouta through Prescott into Red Wing via 35....

Just south of me in Frontenac is County Rd 2. Take that for a few miles in what is a glorious trip of beautiful scenery and curves.

Spend the day in Red Wing in the land of the driftless - the hidden gem of Minnesota. The other County Roads in the area are equally as grand.

– Eric Axelson



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History . . .

continued from page 31

So in thinking about this I reached out to driver friend of Nord Stern David Murry for some first hand experience. He quickly responded with this:

I thought night driving there was much easier than places like Sebring. Look how reflective and well painted the white lines are and you can see the turn arrows painted that help with references as to where you are and where to turn. The brake markers are reflective and the guardrails and trees reflect light really well. When you are around other cars it's even better with their headlights helping too.

I always thought LeMans was generally pretty good to drive at night. After the Dunlop bridge that left/right is a bit dark and a few other places but overall pretty good. In 1998 when I was there with Porsche's LMP1 car, we had an electric short issue which caused our headlights to go out when we went to the brakes and come back on at turn in when we released brake pressure.

I went through the infield when I was there during the race one time and it blew my mind how big it is. You can certainly get lost and have no idea where you are or where the track



is. A tour with someone that knows it would be worth it for sure.

We used to drive Watkins 24 hour races in Firehawk years ago. There was no track lighting, headlights were dim, and the area was super dark. When you went down the laces the track went downhill to the left and your headlights went up to the right. It was like driving blind!

I know everyone who has done the Sebring Club Race night race would whole-heartedly agree. There are couple of construction light towers to light the whole back part of the track. I can only imagine the Glen with no lighting.

Hope you enjoy a little Le Mans at night.

— Roger Johnson

Good Video!

Like Roger said, his iPhone makes it much lighter than it is. Ann & I went over with Bob Koski back in 2000 and Bob worked his usual

post at the Mulsane corner and Ann & I work a post between the 1st and 2nd chicane on drivers right. At 2 of the 3 stations we staffed, you flag with the overhead lights and are either looking into the bright lights coming directly at you or the taillights going away. At the time, there was just triple armco and a few feet between you and the cars. Got up to work our late shift in the dark and as I was walking reverse course to the first post I worked during the shift, I tripped over that rear corner of the bodywork of a car that must have gotten ripped off during our shift off. Someone had to have gone out onto the track in the dark and picked up all of the pieces with just a yellow flag protecting them from getting hit.

Drivers are a bit different in Europe. At the time the marshals could put out a yellow flag or yellow light and "take the track" to clean up oil or debris while the drivers use the other lane without a full course yellow or safety car.

As Roger said, you can get on small roads and trails and get to places that normal spectators never get to see. With our marshal credentials, Ann and I stood out on pit lane on Sunday afternoon talking with a friend of ours who was working as a pit reporter for an American TV network. As cars came in, the pit crew

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.

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

Rick Moe
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History . . .

continued from page 35

would herd us out of the stall with a rope just as the car was coming in for a stop. We could have reached out and touched the cars driving down the pit lane. We also got to see Mario Andretti smash a Panoz into the armco at the Indianapolis corner, cross the track and drive it through the gravel trap. A cross track worker, scaled the fence, and ran out to drag all of the carbon fiber off of the racing surface in between cars going full speed. The car was toast after that and DNF'ed the event. The next time we saw the cracked tub, it became a static rolling display over at Road America.

If you ever have a chance to go, take it and plan to wonder around the track during the whole event and if you can get a tour as Roger did, you can enjoy what you wouldn't see if you sit in the same seat.

– Chris Hefty

Great video, Roger. Mesmerizing. Thanks for sharing.

– Ron Faust

Love the video. Hope to make it there one day. Definitely on my bucket list. Thanks.

– Stanley Lim

My God, Roger, this is beautiful! Thank you for sending it. I'll watch it several more times and show it to Andrea, etc. You do amazing work! I agree with everything Dave Murry said about driving Le Mans at night. It is well marked with reflective paint. As he said though, it is easier if there are other cars. Put someone 100 ft. ahead of me and one about 500 ft. ahead, and then I feel organized!

– David L. Robertson

From the Passenger Seat . . .

continued from page 38

storage space – hoping the good, dry weather will hang in there until at least mid-November. Somewhere, along this storage journey, my boys have convinced me there is a fabulous benefit for us to have space away from home, though I am having a hard time remembering when that exactly happened.

Looking back, I sometimes fondly remember the days when we simply drove downtown one sunny Saturday morning, parked the “summer car” and

drove away until April – the good old days! (Cue the laughter here). As the garage doors close on our storage for the year – tucking

our cars in for hibernation, here's wishing all of you had lots of amazing adventures with your summer cars. As the “pit crew”, “repair sidekick”, and partner in this car crazy household – I am simply taking a deep breath and doing a little happy dance that the cars are put away for awhile!

Happy Fall everyone!



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Tis the Season for . . . Car Storage!

by Jill Velure

The fall is upon us. Cooler nights and shorter days are now part of the norm. Like many of you, this is a time when we start to get everything cleaned up outside and put away “summer stuff.” This might be everything from raking leaves and cleaning flower beds out to putting away the outdoor furniture. I even very carefully inspect the driveway before the first snow so that there is nothing left outside that can get caught in the snowblower (this comes from some unfortunate experiences!).

With the changing seasons also comes the closure of “fun car” season – the time when we can have special cars available to drive on the streets. There is this little window of time in the fall when it is definitely time to put a car in storage BEFORE the first snow and salted road happens (sort of like choosing the right date to have your sprinklers blown out before a pipe bursts). This is a tricky time to predict. Sometimes in the fall, the weather is so amazing that no one wants to put the car away. When that happens, “winter” can sneak up on you.

Early on, we had a small two-car garage. It was an old garage, not attached to the house, so it was not a great place to store any “special cars.” There were regularly small rodents seeking shelter in that garage. During those years, we stored a couple cars downtown in an old warehouse. We would pick



New garage . . .

late in October or early November to take the cars down to storage. Prior to storage, we would clean the cars inside and out along with a fresh oil change. It would take multiple trips or an extra driver. It was an event that signaled the coming of winter (sort of like cleaning out the dead plants from flower beds and gardens in the fall).

When we built a new home, a larger garage was definitely part of the plan! I couldn't wait to have the storage available right at our house. No more trips to the warehouse downtown – which was always such a project each fall and spring. Because we were at home, there was no more worry about choosing a date too late into the fall and risking snow and salt. It seemed the best thing ever to me! We would park the cars to be stored in the third



Putting it ALL away . . .

stall, turned sideways, close the door, and call us “ready for winter.” Turns out, it still took a Saturday – or a whole weekend – to move everything around and park the cars in a particular arrangement.

Then, because we had more room, we started to acquire more cars, because, why not? Before we knew it, the extra space in the garage was suddenly FULL! At one point, there wasn't room for my car, which does not go over very well at our house. The brilliant “solution” for this appeared on a large trailer one Memorial Day weekend. It was two hoists that could be set up in the garage, allowing us to store a few more cars up on the hoist, which would give us more room, right? Assembling those hoists was a family project that we got to “enjoy” together – fun times! This worked well for about a year . . . Until our oldest turned 16 and started adding more cars to our family total.

Now, we have what I call “additional space off-site.” The boys now have space in a hangar west of the cities. There is space in the hangar for others as well, so now, in the fall, the boys spend several weekends loading cars in the



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