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Cover: Photo by Lara Dant

Just a fun photo after a recent snowfall when Lara decided to capture the hood of her Porsche. Seemed rather an appropriate image for the month of January in the state of Minnesota!

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

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

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

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

Christie Boeder, Editor  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305  
612.845.4509 (cell) or  
editor@nordstern.org

Adv Mgr - Mollie Nygaard, advertising@nordstern.org  
Ron Faust, Staff Writer/Photog. 218.961.1617

Please contact staff for any event coverage you may need  
e-mail address: editor@nordstern.org  
website: www.nordstern.org

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

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

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

2. Second, join Nord Stern

- Visit [www.nordstern.org](http://www.nordstern.org) and remit dues via Paypal hotlink on the Membership page.
- Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
- Your membership information with PCA is available for our club's records.

3. To RENEW an existing Nord Stern membership

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

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Mail renewal checks to:  
Todd Smith  
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Nord Stern membership Options:  
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for your expiration date

## 2022 Nord Stern Officers and Committee Chairs

<b>President</b> Steve Kemp 15 N. Mallard Rd North Oaks, MN 55117	<b>president@nordstern.org</b>	<b>Historic Archivist</b> Kim Fritze	<b>archivist@nordstern.org</b>
<b>Vice-President</b> Jeff Eckroth	<b>vicepresident@nordstern.org</b>	<b>Insurance</b> Jeff Carlson	<b>insurance@nordstern.org</b>
<b>Secretary</b> Judi Sievers	<b>secretary@nordstern.org</b>	<b>Membership</b> Jim Southwell and Steve Albers Betsey Porter	<b>membership@nordstern.org</b>
<b>Treasurer</b> Todd Smith 13591 Pineview Ln N Dayton, MN 55327	<b>treasurer@nordstern.org</b>	<b>Met Council</b> Bob Kosky	<b>metcouncil@nordstern.org</b>
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<b>Driver Training</b> Ben Rogers	<b>dt@nordstern.org</b>	<b>Zone 10 Rep: Stan Thorne</b> sthorne.carguy@gmail.com cell: 913.633.0311	
<b>Drives</b> Theo Martianos, Nick Severson	<b>drives@nordstern.org</b>		



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!*

**Karen Apold**  
Albertville, MN  
**Bill Clancy**  
Lakeville, 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 Steve Kemp, 2012 Carrera 4 GTS, 2007 987.1 Boxster S

**H**ello Nord Stern members and welcome to 2022! I am excited to be able to serve the club as President in the coming year along with **Jeff Eckroth** as Vice President. Joining us for 2022 will be **Judi Sievers** as Secretary and **Todd Smith** as Treasurer.

As was mentioned in the last newsletter, your club held over 26 events last year including all four planned track events. I want to thank 2021 President **John Velure** and Vice President **Rick Tanler** for their leadership for the club along with all the Committee Chairs that made it happen. I would like to also thank **Betsey Porter** for her many years of service to the club as Secretary and **Jeff Bluhm** for many, many years of service as Treasurer. We will continue the direction they set to hold wide range of activities in 2022 for everyone to participate in – track, driving instruction, concours, social and driving events.

It's clear we are not yet done with COVID and we will react as we need to as the year goes on.

As you all know, we were not able to hold all the planned events in 2021. One event we could not hold in 2021 was our annual Party. The 2022 Annual Party is on January 22nd, so save the date! Our very own **Patrick Kelly** will be the guest speaker sharing with us his experience driving at the 2021 Le Mans and Spa-Francorchamps Races, so don't miss it. More details are coming soon.



My first event with the club was in 2007 with my newly acquired daily driver 987.1 Boxster S. Over the years since, the car saw many updates and changes and that's part of the fun. Porsche of Minneapolis, Porsche of St. Paul, Auto Edge, Imola Motorsports, Courtney Truck Service, Raymond Auto Body, and R&R Restoration all helped me maintain and improve the car. But special thanks to Bob Viau Jr at Auto Edge for his advice and guidance. I retired the Boxster from the track this year to drive it more on the road as I missed it. Its next club appearance will be the **2022 All Porsche Car Show** in June, 25 years since the first Boxster was introduced in late 1996! I am now bringing my 2012 Carrera 4 GTS to the track and learning how to drive a rear engine PDK AWD car. I thoroughly enjoy all my time at the track and the best part is meeting up with old and new friends there.

One of my personal areas of focus in 2022 will be to work with our new Driver Training Chair **Ben Rogers** to update our training process for both students and instructors. I'm also very active in **PCA Sim Racing** regionally and nationally. It's a fast-growing part of the PCA community, both for competitive online racing and driver development for the track. Give me a shout if you interested in jumping into PCA Sim Racing! 2022 racing seasons will feature the new 992 Cup car as well as GT3R and GT4!

Over the next month, we will be finalizing the dates for 2022 events. If you have ideas for new ones, I would love to hear them! I am interested in event ideas for Cayenne and Macan owners as well as newer members. For 2022, I would like to work even more closely with our great local Porsche dealers on events and involve neighboring PCA regions as well. On the calendar already you will find five

*Continued on page 30*

## 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):

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

Back Cover: 8.5" by 7"

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

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

As we slip into yet another year and one that perhaps will see an 'end' to Covid being the main topic of many a conversation (we can only hope), I'd like to take just a moment and recognize some of the 'unsung' and behind the scenes people and companies that help make our club strong, viable, with many opportunities to pursue our automotive passions whether that be track activities, drives, rally's, meet-ups, technical sessions/workshops, social stuff - after all, it's about the people! And who might that be? Our outgoing and incoming presidents have both worked hard to acknowledge all the volunteers who give of their time and talents on behalf of the club. So I sure don't want to duplicate any of those efforts!

I do, however, want to give a huge shoutout and acknowledgement to all the advertisers here in our newsletter! Their commitment to financially support the publication and mailing of the newsletter, supporting some of our events with either monetary contributions or hosting events, conducting tech sessions, you name it, these truly are important people in the Nord Stern world! Some of our advertising businesses are owned by Nord Stern members, or are their employers, but nevertheless I am extremely grateful for their commitment

## From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

in 2021, and many, many have been with us for years and some of our recent will hopefully stay with us. These businesses are great resources, as can often be attested by many a testimonial!.

So thank you, advertisers and here's to 2022!

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**JANUARY**

- 8 Tech Session @ JDC**  
10 a.m. More details online
- 11 Nord Stern Business Mtg**  
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting
- 22 or 29? Nord Stern Holiday Party 6 p.m.**  
Exact date and Location/Details: TBA

**FEBRUARY**

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

**MARCH**

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

**APRIL**

- 9 Wizard Products - Automotive Detailing Demo**  
Chanhassen AutoPlex Club House  
Details TBA, 10 a.m.?
- 12 Nord Stern Business Mtg**  
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting
- 22 First Fling Driver Training**  
Location: BIR - Donnybrook course  
Registration will be online at clubregistration.net
- 23-24 First Fling Driver Ed**  
Location: BIR - Donnybrook course  
Registration will be online at clubregistration.net

**MAY**

- 10 Nord Stern Business Mtg**  
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting
- 14-15 Nord Stern Driver Ed**  
Location: BIR - Comp course  
Registration will be online at clubregistration.net

**JUNE**

- 20-21 Nord Stern @ ROAD AMERICA DE**  
Location: Road America, Elkhart Lake, WI  
Registration will be online at clubregistration.net

**JULY**

- 8-10 Nord Stern Loonacy Club Race and DE**  
Location: BIR - Donnybrook course  
Registration will be online at clubregistration.net

**SEPTEMBER**

- 16 First Fling Driver Training**  
Location: BIR - Donnybrook course  
Registration will be online at clubregistration.net
- 17-18 First Fling Driver Ed**  
Location: BIR - Donnybrook course  
Registration will be online at clubregistration.net
- Sept 30-**

**2022 Oct 2 Annual Nord Stern Fall Color Tour!**

Location: HQ Pier B in Duluth, MN  
Registration will be online at clubregistration.net

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

**LOCAL CAR EVENTS OF INTEREST  
NOT organized by Nord Stern, or PCA**

**2022**

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

**2022**

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

**2022**

• **CARS AND CAVES** •  
A monthly event held at the Chanhassen Autoplex 8 a.m. - Noon

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



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## Out and About with Nord Stern . . .

*courtesy Paul Bergquist*

### Advertiser Kudos!

My son has a 2011 Porsche Cayenne Turbo with Sport Seats. The driver's door side seat has developed a small rip in the un-vented side bolster.

Any suggestions for an upholsterer?

Thanks! Eric Axelson

Harry's the man at Diamond Interiors (<http://www.diamond-int.com/>).

He's done a number of jobs for me, all first class.

– Jon Beatty

Harry Unger at Diamond Interiors is the best. He's also an advertiser in Nord Stern. 763-588-9378.

– Dave Hatzung

### '77 911 Targa Work

I am looking for input on how I should best spend some saved up money to put towards my 1977 911 Targa with a donor 1980 3.0Lt engine.

To be transparent, I have no deep pockets. I have saved up \$4k because I work for a company that really appreciates their front-line stakeholders and have been able to set aside all those funds in a side bucket during these past two years of Covid.

As stated, above. I have a 1977 911 Targa that originally had a 2.7lt engine and was replaced with a 1980's donor 3.0.

My car is running great, but if I were to put some cash into the mechanicals, should I do a top end rebuild, bottom end rebuild or refurb the transmission?

So, if you were me, where would you park your money?

– Michael Grabner

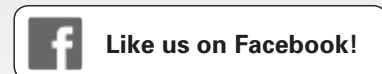
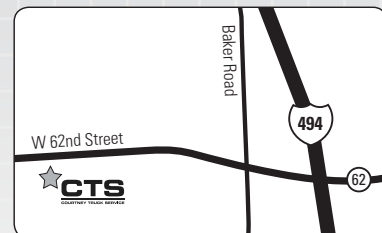
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**M**eeting was called to order at 7:35 pm

**President – John Velure**

- This is our first time meeting in person in two years!
- Thank you to **Ryan Gates** and 311 for hosting us this evening
- Will be passing the baton to the new officers, **Steve Kemp (President)**, **Jeff Eckroth (VP)**, **Judi Sievers (Secretary)**, and **Todd Smith (Treasurer)**.
- Thank you to departing officers and chairs, **Betsey Porter**, **Rick Tanler**, **Jeff Bluhm**, **Jim Bahner**, and **Chuck Porter**.
- Thanks to the hard work of **Jim Southwell**, **Betsey Porter** and **Steve Albers** on membership, and **Dave Anderson**, **Mary Driscoll** and **Andy Barker** at all events handling registration and forms
- Thanks to **Christie Boeder** for the newsletter and website work.
- Thanks to **Misty Martianos** for social media work
- Our budget is in really good shape for 2022
- We would like to get more people involved as co-chairs in 2022.
- Thanks to Central Iowa Region President **Drew Hillman** for attending the meeting, we want to try and partner on some socials and drives in 2022.

**Vice President – Rick Tanler**

- Thanks to John for a great year.

**Treasurer – Todd Smith**

- No report

**Secretary – Betsey Porter**

- No report

**Advertising – Mollie Nygaard**

- No report

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

- No report

**Autocross – Andy Golfis**

- No report

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

- Roger thanks John for recruiting new officers.

**Charity – Mark Kriesch**

- No report

## December Nord Stern Business Meeting Minutes...

**Club Race – Dan Perinovic**

- No report

**Driver Education – John Blackburn**

- No report

**Driver's Training – Jim Bahner**

- New chair is Ben Rogers, welcome and thank you

**Historic Archivist – Roger Johnson**

- No report

**Insurance – Jeff Carlson**

- No report

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

- As of Dec 14, we have 658 members of Nord Stern, including 125 brand new 2021 members.
- 120 non-renewed members from 2020 will be notified a final time and then removed from Club Talk.
- We went to 20+ events in 2021 to engage new members and current membership.
- We held three membership events, went to ALL the car shows in the summertime.

**Newsletter – Christie Boeder**

- No report

**Registrar – Andy Barker and Dave Anderson**

- Want to have all track events live on January 1

*Continued on page 12*

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## Meeting Minutes . . .

*continued from page 11*

- Need a name and cost for new May 2-day event

### Safety – Chuck Porter

- No report

### Social – Toni LaRose

- Annual party dates – Jan 15 or 22 or Feb 5
- Looking at a few venues still, Kellermans in White Bear Lake, also a winery
- Pat Kelly still hoping to be our speaker
- Steve will work with Toni and others on a giveaway of some kind.

### Social Media – Misty Martianos and Betsey Porter

- No report

### Shop and Tech Relations – Roger Johnson

- No report

### Touring, Rallies and Drives – Ron and Michele Johnson, Theo Martianos, Nick Severson and Judi Sievers

- Fall Color Tour, dates are set
- Vino in the Valley

### Track Relations – Jim Bahner

- No report

### Webmaster – Dave Anderson and Christie Boeder

- No report

### No Old business

### New Business

- New 2022 president **Steve Kemp** was handed the presidential briefcase and traveling trophy by John V
- Steve is excited to contribute to the club after attending many track events.
- Buying a Porsche connected him to a lot of new people.
- New VP Jeff Eckhoff is a recent p-car buyer is also excited to join and lead
- Want to focus this year on drawing in more young people to the club

- Would like to partner even more with the local dealerships
- Working with Ben R and John B would like to work on training the trainers and updating the instructor roster. Will also update driver's training.
- Club Race also needs more local support and help, happy to have more help and volunteers.
- Would like all members to volunteer if possible
- Work on cooperating with other local clubs

- Update the events calendar as soon as possible in 2022
- Wants to find a better way for chairs to communicate, perhaps a Google doc or folder.
- Please NOTE: 2022 meetings will be 2nd Mondays, place TBD.

Meeting adjourned 8:30 p.m.,

Respectfully submitted,

Betsey Porter, Secretary



**Mollie Nygaard**  
Realtor

[Mollie@NortonRealty.com](mailto:Mollie@NortonRealty.com)

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

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

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

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

BEETLES AND BUSES details the various specialized commercial versions of the 'van & pickup' models, and the camper versions - first as kits then as completed vehicles. There is a discussion of all electric and hybrid vans and pickups produced in small developmental quantities in the early '70s, but dropped after the fuel crisis ended. Interestingly, mention of the last German Beetle - 16,255,500 built on January 19, 1978, and the last Beetle convertible 330,281 on 10 January 1979 occur on page 108 of this 176-page book. The VW story is bigger than most Americans realize. Even the almost

## Book Reviews for Porschephiles

*by Bruce Herrington, Orange Coast Region*

### VOLKSWAGEN BEETLES AND BUSES: Smaller and Smarter

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

extinct air-cooled van sold 4,800,000 units between 1967 and 1979.

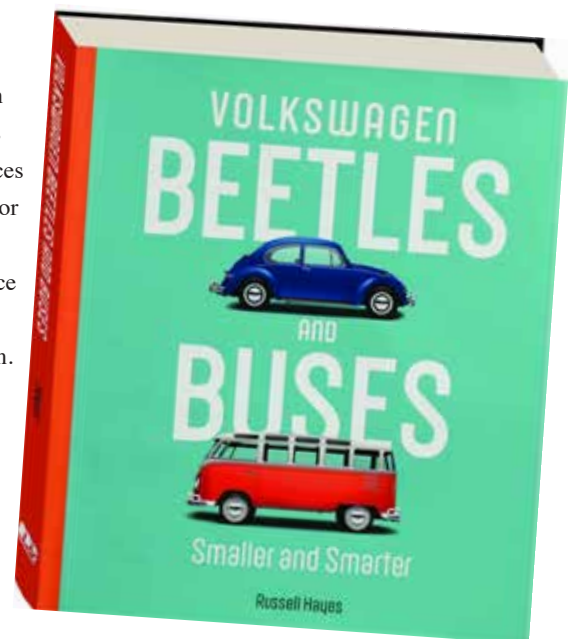
One entire chapter is devoted to VWs in movies; bit parts exclusively until the Love Bug series made the car the star. The origin of the name Herbie turns out to be very mundane, but it took eleven different vehicles to perform Herbie's various tricks in the first film. There is also a chapter on iconic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

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

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

BEETLES AND BUSES has 176, 8.5x10 inch heavyweight gloss pages with 200 color pictures and a very extensive three-page Index. It is very well illustrated

with mostly European pictures. It should be available for \$40.00 from your favorite book seller "(ask for it,)" or from Amazon.com.





## Clubtalk . . .

*continued from page 10*

If the car is running great and doesn't need any engine or transmission work, then I'd save the \$4k until a problem comes up.

If you keep it in the bank, you can dream about spending it a million different ways, and that is worth some enjoyment.

If you spend it, and then need a repair, then that is not a very fun situation.

– Rick Iwen

I would do the following: Before spending any money have a PPI done. Clean the engine, run it with luminescent dye in oil to look for leaks, leak down and compression, suspension etc. Full review of the car. This way you will get an honest assessment of any work that may be needed and estimates of cost. There are common things that go wrong (tensioners, headstuds etc) that are fairly inexpensive to repair and can save big bucks later. With that list you can decide what to fix, when to fix it and how to ensure a good running car for the

foreseeable future

– Scott Kuhne

Michael, I agree with both Rick and Scott. Basically, don't fix it if it ain't broken. Now, having said that I like the idea of having an expert or two go over the car and assess what might need attention. You have several local shops that are more than capable to do this including CTS, AutoEdge, IMOLA, etc, not to mention the cadre of non-pros with lots of knowledge about these cars that are in the club. Keep in mind that a 40+ year old car will always have something you can do to it.

Wish I was local as I'd certainly put the car up in the air and give it the once over.

It is really easy to blow through thousands of dollars "fixing" a 911. The real trick is spending where there is a need not a want. My 2c.

– Jon Beatty

A 3.0 1911 motor is almost indestructible! Unless it's blowing smoke I'd leave it alone- as others have suggested. If you're dying to put

money in it- how's the suspension? Shocks- lowering springs and new bushings ? Get the lifters adjusted if they're clacking?

– Will Sigsbee

One more addition to this list is to price out the various rebuilds you are contemplating. A \$4k budget might cover most parts for a full rebuild but will come up short on labor unless you're doing the work yourself. As I recall a full rebuild is 40 hrs + a few more to drop and reinstall. The list of "let's replace this while we're in there" parts adds up quickly as well. I spent almost 3k on parts ten years ago for a DIY rebuild of a similar engine. And things that used to be cheap like headstuds aren't anymore when you start looking at buying 24 993 studs at \$55 ea.

You could park your cash in Bitcoin. That way you'll either have nothing (but still have a nice 911 to enjoy) or enough for a rebuild. Depending on your risk tolerance you may not enjoy that ride. I'd go with the great advice above.

Good luck,-Vic Lee

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

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**H**ans Mezger had always hoped to get his 911 Carrera 3.0 back on the road, but he didn't live to realise his dream. One year after his death, his son Oliver fulfilled his wish.



As a child, Oliver used to hear his father coming home long before he arrived. The family lived on a hill, with an 18 per cent gradient up to the house. When Hans Mezger had worked late at the office and his son was lying awake in bed, the young boy only needed the sound of the six-cylinder boxer engine to fall asleep. It was the engine that his father designed. "By the time he got up the hill, I would be asleep. My father worked a lot during the week, but Sundays were sacred family time," remembers Oliver Mezger. Every now and then a Formula One race would fall on a Sunday, and on these occasions he would take his son to the racetrack with him. "My sister and I never felt like we were missing out. When our father was at home, he was always there for us," he says. Hans Mezger was a very even-tempered and down-to-earth man and his children have many fond memories of his work at Porsche. "I found it incredibly exciting when he brought home analyses of test bench runs," says the 57-year-old, who was also occasionally allowed to go to the test track in Weissach. "The teams were small – my father worked closely with 20 to 25 people and they were a close-knit crew. They don't call it the 'Porsche family' for nothing.



They were often still there in the evening, mulling over ideas."

Hans Mezger was the absolute authority on engines at Porsche. He developed the air-cooled six-cylinder boxer engine of the 911 and the 12-cylinder

917 engine, which won at Le Mans. He took the turbo engine onto the racetrack and then into series production. Niki Lauda and Alain Prost became Formula One World Champions with his TAG Turbo. In October 1979, he bought himself a 911 Carrera 3.0 in Grand Prix White – a car that had been used as a test vehicle in Weissach. He kept it for the rest of his life.

#### Test cars for sale

As something of a thrifty company, in those days Porsche sold all the cars that had been used for testing. The same went for its rally cars, which sometimes changed hands straight after crossing the finish line. The 200 PS Carrera 3.0 was driven on public roads for the first time with a test vehicle registration plate in April 1977. It had 27,540 kilometres on the clock when Mezger bought it for

DM 22,400 plus 13 per cent VAT. When it was handed over, it was given a new speedometer with the clock set to zero. Almost 40 years later, it had notched up another 10,601 km. In good weather, Hans Mezger regularly took his 911 Carrera 3.0 on outings in the vicinity of Stuttgart. One of his favourite excursions was to the lakeside stately home of Monrepos, where he used to stop for a cup of coffee. Because he always drove the latest model from the 911 series, he only covered a few hundred kilometres in his white Carrera 3.0 each year.

#### Problems obtaining a vintage plate

In October 2008, Mezger applied for a vintage registration plate for his 911. However, there were problems because



April 1977, but a full certificate for regular registration hadn't been issued until August 1979. This seemed strange to the technical inspection agency, and it initially refused to issue the plate. Klaus Bischof, Head of the Porsche Museum at the time, wrote a statement explaining the situation. He included the following in his letter: "Incidentally, Mr Hans Mezger is also the chief designer of the Porsche 911 engine."

In one of the last interviews that he gave before his death, Mezger spoke about how he wanted to get his 911 back

**Mezger's  
master-  
piece  
drives on  
the road  
again . . .**

*by Christina Rabmes*

*Photography: Berlin  
Motor Books  
& Archive Oliver  
Mezger*



on the road soon. There were just a few minor things that needed fixing because the car had not been driven for a number of years. Sadly, Mezger never saw it happen. He passed away on 10 June 2020 at the age of 90. For the first anniversary of his death, his son Oliver had

the 911 made roadworthy again. “The car will stay in the family’s hands and will be driven on special occasions. I’ll be visiting my father at the cemetery in it, and I’ll definitely be taking a trip to the Porsche Museum in his honour,” he says. “Maybe one day I’ll even drive it to Zell am See.”

### The Porsche sound in Zell am See

The Mezger family used to drive to Zell am See every summer. The trip there in the 911, complete with its roof rack, was always the highlight of the holiday, Oliver Mezger recalls. “There’s a tunnel there now, but in the 1970s there was a huge wall of granite in Zell am See coming from the Saalfelden side,” he says. “The wall reflected and amplified the air-cooled Porsche sound so much that the interior of



the car almost shook. I’ll never forget that.” It signalled to the children sitting on the foldaway back seats that they were only five minutes from their destination.

Oliver Mezger also has fond memories of his father’s 50-year-old watch, a Zodiac Astrographic SST with a transparent acrylic glass cover and hands that appear to be printed on the dial. The watch is inspired by space. “As a child, I wondered if it worked by magnetism. I’m still fascinated by it today. The hands float like spacecraft, the seconds are indicated by a red sphere, and it’s all designed to look like the movement of celestial bodies.” The watch was a gift from a sponsor of the CanAm race series in the 1970s. Porsche competed response that allowed racing cars and production vehicles to be driven on all racetracks and public roads. This technology made Porsche a pioneer in the field and found its way onto the road in 1974 in the form of the 911 Turbo.

Oliver Mezger likes wearing the watch most of all when he is out in the Carrera 3.0 – as well as bringing back many memories, it makes him feel close to his father, who, even a year after his death, remains ever-present. Many people talk about him, there are podcasts in which his voice can be heard, and videos in which he lectures. “It’s so much more vivid with memorabilia like that than without.” And there are also plenty of Porsche cars driving around with the Mezger sound. You can hear them in every corner – and most of all on hills with an 18 per cent gradient.

## Winter Tech Session

### Stock 911 from Street to Track

Bob Johnson will show us the latest track setup for late 911s.  
He will also show off their new facility in Shakopee. That's right, they've moved!

**When? Saturday, February 19, 2000**  
9:00am Coffee and Rolls  
10:00am Program

**Where? Johnson Autosport**  
1475 Stagecoach Rd. in Shakopee  
(just south of the interchange of Hwy 169 and 101)

Questions?: r.s.v.p. Mark Kittock (612) 934-2556 or email at: red951@pclink.com

## Novice Driver's Ed Tech Session

It's that time of year again, and this is the place to get all of your driver's ed questions answered.  
What you need to get your car ready, and what you need to get YOU ready!  
If you are thinking about trying driver's ed this year, this is the place to be.

**WHEN?**  
Late March/early April, watch Nordstern and/or Clubtalk

**WHERE?**  
Leighton's Garage

And more to come, keep your eyes peeled!!!

Questions?: r.s.v.p. Mark Kittock (612) 934-2556 or email at: red951@pclink.com



Scan, at left from the February 2000 Nord Stern issue

I so remember creating these PR pieces for the newsletter back when there was NO such thing as cell phones, or texts, or second by second emailing; let alone dedicated websites with calendaring functions, online registration processes, oh my!

Boy, has life changed. Whether that’s ‘good or bad’ is certainly in the eye of the beholder and I admit there are days when I don’t think so. But then I remember all the telephoning I often had to do to get information out to a group, and how I always hoped an answering machine would kick in to make my life easier (and oh, that then reminds me of when there was no such thing either!) Jeepers, I am dating myself.





## Nord Stern History Post 31 – Monte Carlo Rally 911S, Updated

by Roger Johnson, [www.nordstern.org/History](http://www.nordstern.org/History)

Some incredible cars have passed through the hands of Nord Sterners over the years. Here is the story of one of them, a 1970 911S. Well, not just any 911S but 1 of 3 prototypes built for the 1970 Monte Carlo Rally. While officially a 911S, it featured the lightweight body of the racing 911ST from 1971 and 1972. This was also the first use of the 915 gearbox that entered production for 1972 with variants continuing all the way through 1986. Factory documents refer to the car as a 1970 Porsche 911S Monte Carlo Prototype. The car also featured a rather unusual 2.3 liter engine.

Many of you who have been around for awhile will remember seeing this car at many events but may but may not have known just how special a car it is. This car led much of the 1970 Monte Carlo Rally and finished 2nd when the team decided to split the tire choice and the #6 car of Bjorn Waldegaard got the better tire for conditions and won the rally. Our car, #2, finished second.



You can get an idea of what the rally was like in this 45 second video here: <https://youtu.be/kynQ4GVMv8k>.

The connection to Nord Stern begins around 1974 when Gunther Werner-Lange imported the car. Gunther, a Northwest Airlines pilot, had a connection with Manfred Freisinger at Porsche and had brought some “old race cars”, including an Abarth Carrera and this car, to Minnesota. Below is a photo from a Nord Stern business meeting likely in 1974, at President Dave Morse’s house in Bloomington. Gunther on the left and Dave Morse on the right. Years later Dave Morris

owned a 936 which is now back in the Porsche Museum Collection.



Two-time Nord Stern President Hank Godfredson bought the car and the car began a very active life doing Nord Stern events. While Hank was aware of the car’s history, he bought the car to enjoy it. It was a fixture at many Nord Stern and other PCA events in the 80’s as seen here at the Afton Concour in 1982.



Nord Sterner Peter Kitchak knew how special this car was and purchased it from Hank in 1990. The car was very well used and like so many early 911’s, a little rusty. Peter did an amazing restoration and brought it back to its 1970 Monte Carlo glory. I it remains in his collection to this day.

*Continued on page 20*



## History Post . . .

*continued from page 19*

Here Phyllis Godfredson navigates the autocross course at Raceway Park in Shakopee. I believe this was at a ladies-only school called “Quick Chicks.”



How special is this car? Special enough to have a place on the lawn at the Pebble Beach Concours in 2013 where it took 2nd in its class. It likely would have taken 1st if not for a modern spare tire. The wheel was period correct but tire was not, which speaks to the level of competition at Pebble.



You may remember it when it was shown at the All Porsche Show in Roseville.



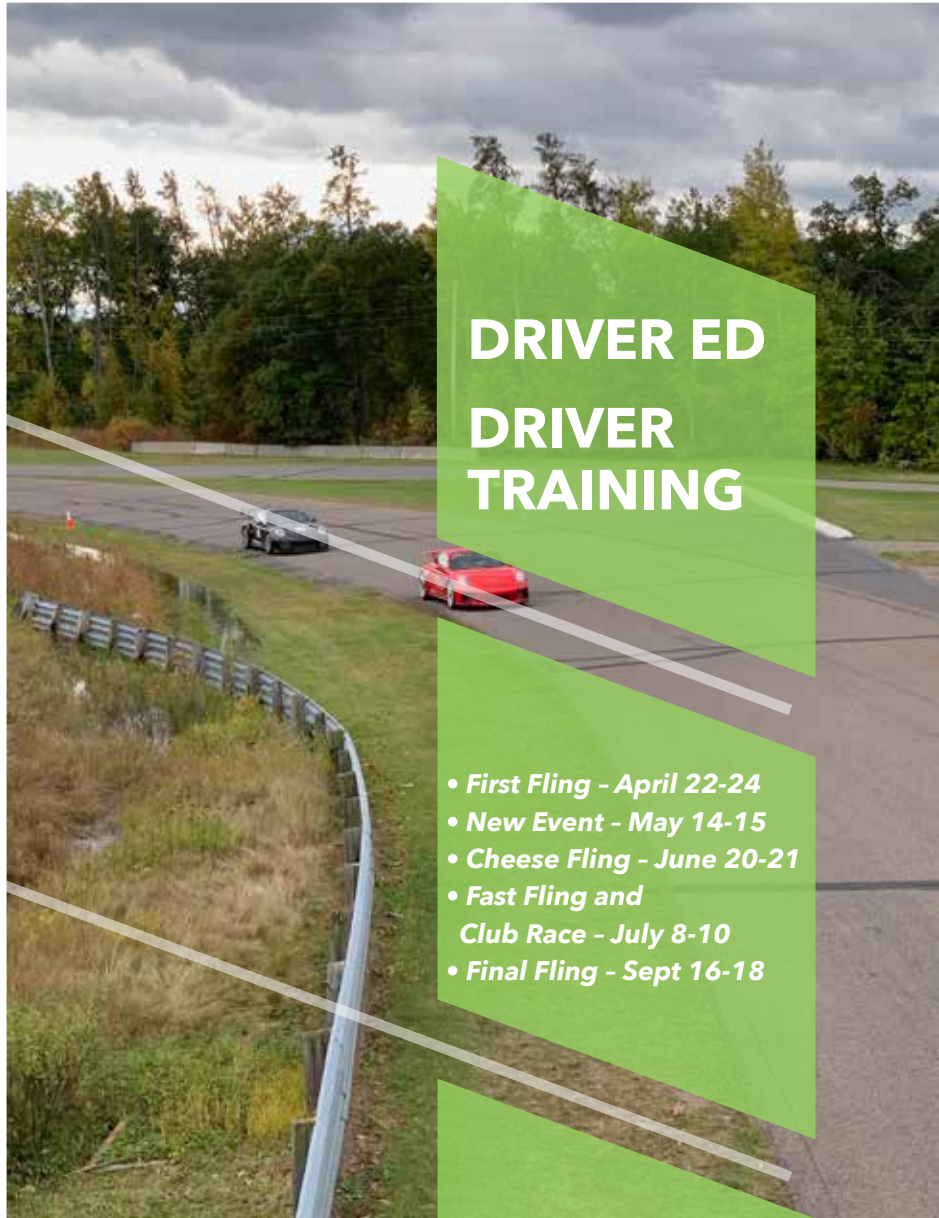
Thanks to Peter Kitchak for his very helpful input for this post. Be sure to check out the Kitchak Collection here: It features 7 decades of Porsche supercars.

### UPDATE:

I heard from 1976 Nord Stern President Larry Skoglund that the photo from the business meeting was at Charter Member Craig Alexander's home. He commented that there was quite an assortment of cars there that days. Craig at that time had a 550 Spyder shown below at an event called “The Spring Concour”. Larry was driving a 1957 Carrera GS Speedster (4-cam) which will be subject of a future post. In today's market, these three cars are likely worth north of \$10M! Craig built a new home a bit later and the car literally was featured inside the house for many years.







## DRIVER ED DRIVER TRAINING

- *First Fling* - April 22-24
- *New Event* - May 14-15
- *Cheese Fling* - June 20-21
- *Fast Fling and Club Race* - July 8-10
- *Final Fling* - Sept 16-18

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In my first post to the “The Line”, I emphasized the importance of mental preparation. By pointing out that “our hands have eyes and feet have ears” I was attempting to explain the human neurological response to driving. Our subconscious reactions. On track, we need to drive with a high level of consciousness about what our senses are communicating.

This post starts with a simple question, is performance driving an art or science? Are successful race car drivers naturally gifted?

In my view, performance driving is more science than art. It is a combination of three sciences: human neurology, physics, and spatial geometry. Gifted drivers are able to process this information in an instant. It might seem overwhelming. It is a lot to think about.

Understanding the physics of driving starts with gravity and the effect that gravity has on a large mass, an automobile for example. Gravity produces measurable weight. I do not know how it works but am happy it does.

The rules of motion define the properties of mass and motion. The rules of motion tell us that a mass in motion will travel in a straight line and as velocity increases it becomes more difficult to change direction. In designing automobiles, we add wheels and suspend those wheels using springs and other suspension components. This creates “weight transfer.” Under braking front springs compress and weight shifts to the front of the automobile. When accelerating the rear springs compress and weight shifts to the rear. Turning compresses the springs on the right or left side of the automobile depending on the direction of the turn. Shock absorbers are used to reduce the “roly-poly” action of springs. Suspensions are designed to keep the wheels planted and this brings us to the tire “contact patch.” This is simply the patch of tire rubber that is in contact with the earth. It is relatively small. We increase the contact patch with weight transfer.

The amount of rubber that is in contact with the earth is not capable of managing the mass of the automobile, so it is essential that the tires are always rotating. If even one tire stops rotating and “locks up” the cars handling is compromised. Our cars suspension will do its best to keep the tire planted on earth, the driver is responsible for keeping the tires rotating when turning stopping and accelerating.

Every car has unique handling characteristics based on the type, condition and air pressure of its tires; the vehicle’s suspension design and the vehicles mass. A small light

## The Line . . .

by Richard Tanler

“sports car “ will handle very differently than a heavy car. Always have the components checked before a track day event. This is another important part of the preparation for going on track.

In our drivers training program, we begin with two driver exercises , a braking exercise and a slalom exercise, to introduce the driver to physics and their car’s handling characteristics.

I remember being told by my instructor at Skip Barber Race School: “A chirping tire is a happy tire. It is happily rotating near the limit of its ability to maintain traction. Screaming tires are unhappy and will make you pay for poor driving. Keep your tires happy and you will be fine.”

Tires and suspension tuning are subjects that fill books. The basics are weight transfer and tire contact patch. Both require a smoot driving style.

Next up is spatial geometry, in the meantime, keep your tires happy.



### *Epilogue:*

***My instructors at Skip Barber Racing School (Sebring) were Pete Artgetsinger and Duck Waddle. Sadly, both have passed.***

***Pete’s father was Cameron Artgetsinger, the organizer of the first sports car race at Watkins Glen in 1948. Duck was a vintage car racer and frequently raced at Road America. In our sport, we create long-lasting memories.***

# Where We Were . . . 60+ Years!

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

## February 2000

The front cover of Nord Stern for February of 2000 featured a picture of Club member **Bill Bernard's** 930 at last fall's auto cross held in October at the Dakota County Technical College. Bill's license plate was a sporty vanity plate emblazoned with the number MMA INC (his company at that time). Photo taken by **David Parsons**. The back cover featured a shot of **Eric Johnson** and **Nick Cirillo** at last summer's club race at the Brainerd international Raceway. Nick was really working his body language in the photo, implying that this skill somehow helped his cornering on the track. Photo taken by **Susan Cirillo**.

Our editor **Christie Boeder** highlighted the transition of the Millennium and the start of the 21st century, recognizing that the much-ballyhooed Y2K was not a big deal from her perspective. On a more serious note, Christie offered a series of heartfelt comments about the passing of Arnie Olson, a young member who passed away of a heart attack at the tender age of 40. Member **Mark Skweres** followed with a series of comments about his good friend Arnie, noting that he was enormously generous, always upbeat and simply happy. Christie suggested that we should all recognize how short life can be.

President **Jon Beatty** started his monthly column by indicating that it was mid-January, and he was already looking forward to the summer. Jon decided to go through

some old Nord Stern newsletters and, lo and behold, Jon found a Porsche Parade welcome folder from 1976. The parade was held at Maddens Resort on Gull Lake near Brainerd and the event was chaired by member Dave Morris from Bloomington. Letters of welcome from various Porsche

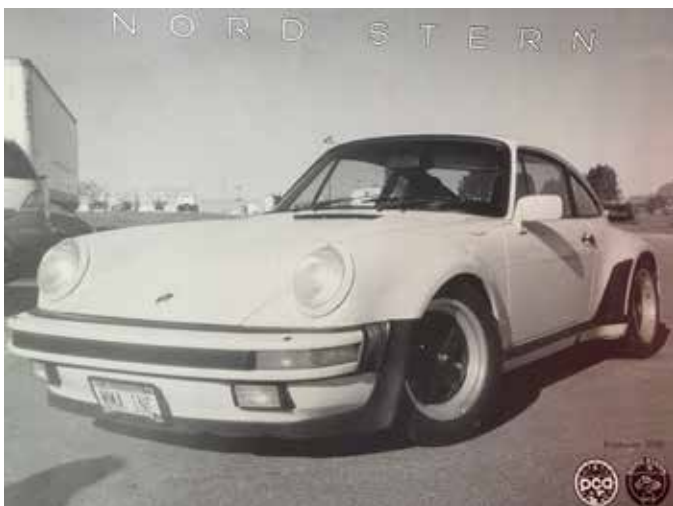
officials, as well as correspondence from **Governor Wendell Anderson** of the great state of Minnesota were included in the packet Jon located. Special guest of the event was **Jacky Ickx** of the legendary Martini racing team. Jon finally admitted that he was supplying this detail in the hopes of motivating Club members to assist the Milwaukee Region, which was hosting the 2001 Porsche Parade. Jon indicated that Nord Stern was planning a club race during the Parade to be held at Road America, one of the best tracks in North America. Bruce Boeder was already hard at work putting the event together. Jon asked for volunteers and your humble scribe will have to wait to review later issues of Nord Stern to see whether the Club was successful in the effort.



A lengthy and detailed letter to the editor offered a series of complex engineering solutions to timing and pinging problems in Porsche engines. The author, David Grant of Winnipeg, certainly seemed to know his stuff.

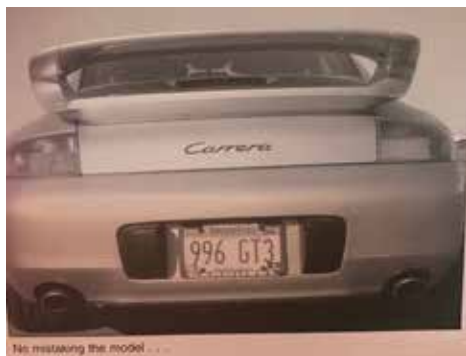
**David Parsons**, one of the Club's own, detailed his delightful experience at the 1999 Dakota County auto cross event. David had restored his yellow 914 for nearly five years in getting ready for the event. David spotted many different Porsche models at the event, as well as several Mazdas, Volkswagens, BMWs and a smattering of Corvettes. With the goal being a pleasant driving experience for all, not a poor word was spoken about another make of car the entire day. As David commented, all were going to be kings of speed for at least one day. Given the large turnout, there were enough participants for three groups to attack the course separately. **Garfield Clark**, with his speedy silver 914, agreed to ride with David for his first trip through the cones. Timed laps illustrated David improving skills as he worked his way through the course. Ultimately, David was surprised to find out that he placed third out of fifty-one cars. David thanked **Vic Lee** and those working with him for fast accurate timing and likewise thanked Garfield Clark for sharing the ride.

Front cover: Nord Stern member Bill Bernard's 930 at this fall's October 2nd autocross at Dakota County Technical College, photo by David Parsons



Nord Stern's regular feature Out and About with Nord Stern illustrated, in pages and pages, the events that David Parsons had described so well at the Dakota County auto cross. The photos showed things from worn tires to 1958 Corvettes as well as the Bunny Boys surrounding the cars and the drivers. David was not only a skilled driver in the event, but he also served as a photojournalist for the day.

**Scott Kuhne**, via Club Talk, offered a short but pithy article explaining how to live like a local in Minnesota. Scott advised that we need to learn to apologize for everything, never park in front of our neighbors' house and provide a standing ovation at every performance regarding of a performance's artistic merits. When out to eat, Scott advised that we must never send food back to the kitchen, but rather move the meat and vegetables around on the plate and tell the server that the food was very good. In conversation, be sure to note that extreme or unpleasant weather is a blessing because it offers something to talk about with strangers. As most would even agree today, Scott says that we should never acknowledge liking the Mall of America nor go there more than once a week. Scott also reminded all that eye contact can only lead to trouble and those colleagues who start work after 8:00 AM are morally weak. Plenty of good advice here for all.



No mistaking the model...

Paul Lighthill of the Riverside, California region provided a detailed instruction guide on how to prepare early models of the 911 SCs for competitive racing. Paul, owning on a 1970 model acquired from its second owner in 1986, worked through things like gear ratios and other competition mods needed for success. Perhaps surprisingly, Paul decided early in his efforts to run the car with an unmodified

engine. However, this did not stop Paul from removing the entire suspension from the chassis and installing upgrades. Following testing at Willow Springs, Paul decided to install a set of Goodrich Comp T/As on the vehicle which improved lap times. Of course, the transaxle was disassembled, appropriate gear ratios selected, and a 904 main shaft installed to allow the second gear to be changed. After all this work, Paul was able to campaign the car effectively at the famous Riverside Raceway where he found the high-speed Turn 1 and the challenging esses and other switch backs simple to manage. This article was a very detailed piece of technical writing, perhaps beyond the expertise of some of our readers.

Charlie Learoyd of the Northeastern Region authored a two-page, densely packed article explaining, in incredible detail, lateral G forces and skid pad testing. Several paragraphs were used to put lateral G's into a certain perspective, all of which were above the understanding of your humble scribe. Charlie even laid out a basic equation for calculating lateral acceleration. To Charlie, the basic equation for calculating lateral acceleration was  $a = V^2/r$ , where  $a$  is the acceleration,  $V$  is the velocity,  $r$  is the radius of the circle and the raised "2" indicates the squaring of the velocity. After rereading the piece several times, I decided to agree with Charlie.

Approaching a very serious topic in a simple manner, John Ruther, the chief driving instructor of the Chicago region, advised that we need to take care of our tires if we expect them to take care of us, as drivers of high-speed automobiles. John laid out a frightening experience which he recently had at the start and finish line of Road America in Elkhart, Wisconsin. One of John's tires suddenly lost pressure when John was moving at approximately 150 mph in one of the most dangerous sections of the RA track. John did all that he could to keep from planting his car against the wall and ultimately succeeded, learning a lesson at the same time. John warned us not to ever take our tires for granted and advised that we check tire pressure before each



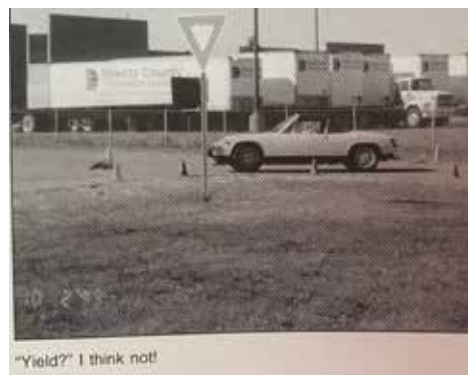
Price and Road 914s (#100 is Garfield Clark)



A variety of "P" cars (big rigs show up, too!)



Garfield Clark getting the "go" sign



"Yield?" I think not!



Here we are — Ready to run! David and his car #302 (it really is a nice yellow says the editor!)

Continued on page 26



session, keep a log of how many heat cycles are on each tire and regularly inspect the tires for anything resembling a crack in a sidewall or something like a piece of carbon fiber or a piece of metal stuck in the tread. Simple and practical advice, like Charlie's discussion of lateral G forces.

### Marketplatz from 20 Years Ago

- 1971 911 T, black with tan interior, turbo tail and a CD player. Many updates including new shocks and struts, front and rear wheel bearings, sway bars and a new timing chain. Needs some work. \$6,500. Contact Dave Schmidt.
- 17 gallon fuel cell for a 930. May fit other models; contact seller for a diagram of dimensions. Cost \$1,500 new directly from

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Part Name	Price
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911 Carrera 2.0 1993-1994	\$1,200.00
911 Carrera 2.0 1995-1996	\$1,200.00
911 Carrera 2.0 1997-1998	\$1,200.00
911 Carrera 2.0 1999-2000	\$1,200.00
911 Carrera 2.0 2001-2002	\$1,200.00
911 Carrera 2.0 2003-2004	\$1,200.00
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911 Carrera 2.0 2019-2020	\$1,200.00
911 Carrera 2.0 2021-2022	\$1,200.00
911 Carrera 2.0 2023-2024	\$1,200.00
911 Carrera 2.0 2025-2026	\$1,200.00
911 Carrera 2.0 2027-2028	\$1,200.00
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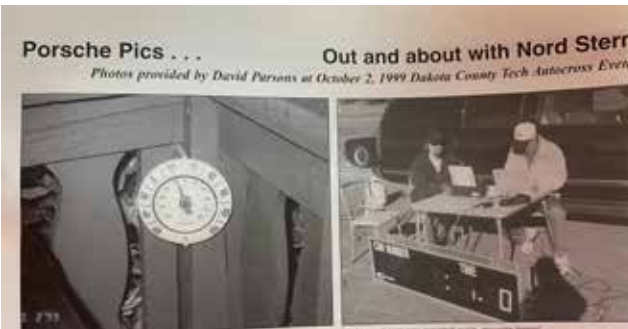
1978 911 SC, guards red with a black leather

interior. 3.0 liter engine, 5 speed with a short shift kit and 16 inch wheels. Power sunroof windows and mirrors; no

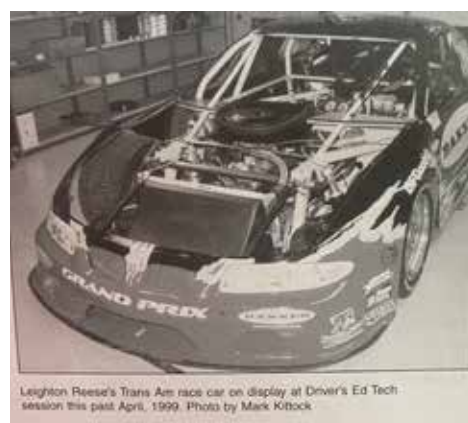
dents or rust. 93,000 miles and everything works. \$14,000. Formerly Greg Prokop's car. Call Damon Raposal.



**Porsche Pics . . . Out and about with Nord Stern**  
 Photos provided by David Parsons at October 2, 1999 Dakota County Tech Autocross Event



## The Scans . . . Continued!



Back Cover shot, Above:

Erik Johnson and Nick Cirillo at last summer's Club Race at Brainerd International Raceway, Nick believes in body language, helps that cornering!

Photo by Susan Cirillo

You're going to undertake a service or repair project on your Porsche. You do the research, look at YouTube videos and DIY guides and you're confident that you can tackle it. Now you need to get the parts.

Question is, do you go with genuine Porsche parts, OEM parts or aftermarket parts? And, what are the differences, if any between them?

Also in some cases the new revised part will be superseded by a new part which may be made of a different material and could be slightly different as the original part, but it will fit and function as intended.



Porsche's parts distribution warehouse

#### OEM Parts:

Original Equipment Manufacturer is a part that has been manufactured by one of Porsche's official parts suppliers. Just like most automobile manufacturers, Porsche does not make all of the parts that go on their cars. They contract with hundreds or thousands of suppliers which have been rigorously vetted to produce exactly what the factory requires.

As an example, Porsche uses Brembo (Italian manufacturer) as an OEM supplier of brake parts. Brembo makes brake calipers, rotors and pads for specific Porsche models. If you purchase a genuine Porsche brake part it could have been made by Brembo, but would be packaged under the Porsche brand as a genuine part. That same part could also be sold, without the Porsche packaging or part number, directly by

## Porsche Parts . . .

by Pedro P. Bonilla Gold Coast Region, "Die Porsche Kasse"



Brembo or one of its distributors.

The same would apply to other OEM suppliers, such as Bosch (electronics, sensors, injectors, etc.), Sachs (clutch kits), Bilstein (suspension), Lemforder (mounts), etc., etc.

#### Aftermarket Parts:

Aftermarket doesn't necessarily mean that it's an inferior quality part. In some cases, aftermarket parts can be an improvement on an original part, such as specialized pistons, rods and valves which can be made lighter and stronger than the originals.

In other cases we see many aftermarket parts that are junk parts, made cheaply and sold cheaply. We see water pumps, Air/Oil separators, Mass Airflow Sensors, etc. which fall into this category.

Continued on page 31

	<p><b>DEPENDABLE and KNOWLEDGEABLE</b> agent seeks customers looking for real <b>PROTECTION</b> and long term <b>RELATIONSHIP.</b></p>	<p><b>FATHER OF EIGHT</b> lady. Must love kids, be fit to jump in and join the fun training would be helpful.</p>
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**Robin Newborg**

**1st Place Pro**

**2021 MCSCC Autocross Series**

**John Moravec**

**5th Place Pax Index**

**2021 MCSCC Autocross Series**

**Giuseppe Pellizzer**

**4th Place Pax Index**

**2021 MCSCC Autocross Series**

**Peter Hsu**

**3rd Place Pax Index**

**2021 MCSCC Autocross Series**

**Kyle Greene**

**2nd Place Pax Index**

**2021 MCSCC Autocross Series**

**Jake Rogers**

**1st Place Pax Index**

**2021 MCSCC Autocross Series**

**Dan Nielsen**

**1st Place A Street**

**2021 MCSCC Autocross Series**

**Gordon Handeland**

**1st Place H Street**

**2021 MCSCC Autocross Series**

**Tim Malzahn**

**1st Place SMF**

**2021 MCSCC Autocross Series**

**Kim John Crumb**

**1st Place A Street Prepared**

**2021 MCSCC Autocross Series**

**Dustin Peterson**

**1st Place CAM-C**

**2021 MCSCC Autocross Series**

**Don Gettinger**

**1st Place CAM-S**

**2021 MCSCC Autocross Series**

**Derek Kiefer**

**1st Place CAM-T**

**2021 MCSCC Autocross Series**

**Dan Doroff**

**2nd Place CAM-T**

**2021 MCSCC Autocross Series**

**Mike Farrell**

**1st Place C Street**

**2021 MCSCC Autocross Series**

**Jeremy Fohrenkamm**

**1st Place E Mod**

**2021 MCSCC Autocross Series**

**Patrick Malzahn**

**2nd Place SMF**

**2021 MCSCC Autocross Series**

**Phil Ethier**

**1st Place SSM**

**2021 MCSCC Autocross Series**

## 2021 Met Council Autocross Awards

*courtesy Bob Kosky*

At least one Nord Stern member on this list! Congratulations as I am sure it was a rewarding season to be out and about and driving one's car!



## 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.*

### 2016 Porsche Macan S

2nd Owner, purchased CPO at Porsche Minneapolis. 74,950 miles, excellent shape, Black with black interior, entire car checked over, brand new brakes and rotors at 74,500, front has film so no rock chips, tires have 15k on them. Asking \$31,750, contact Rick at 701-361-2923

### 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

Prez Sez . . .

*continued from page 6*

track events including **2022 Loonacy Club Race** in July and a new track event on the Competition Course in May. First Fling, Cheese Fling, and Last Fling are there as well so you can start planning your year at the track.

I'm looking forward to an exciting year for the club in 2022. Maybe this is YOUR year, as well, to get more involved with the club. There are literally lots of opportunities and many very experienced members to help you get going with projects small and large.

Reach out to me or any committee chair if you have ideas and can help make it happen. And keep a watch out for the full calendar of events in 2022 and come join the fun!

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**JOSH HWAY**  
612-516-5351  
DYNAMICPHOTOWERKS.COM

## Parts . . .

*continued from page 27*

I had always wondered why it was that I could purchase a part such as a Mass Airflow Sensor as an aftermarket part with the Porsche part number but sold at 50% of the dealer's price for the equivalent genuine version.

A couple of years ago I had the chance to speak with several folks from the factory who



explained it to me this way: When Porsche orders a batch of parts from one of its OEM suppliers, they request a specific number of them. The manufacturer needs to make a larger amount than what Porsche ordered because they know that the parts will be tested and a number of them will not be acceptable to the factory. Those parts that are not accepted are returned to the manufacturer and then can then be sold as aftermarket, although most are offered as OEM parts (which they are).

If a particular part is tested and the acceptable range is 1.0 – 1.5 volts, anything that is outside those values is rejected. The part could have



shown 0.999 volts or 1.501 volts which would be a pretty darn good part or it could have read 0.5 or 2.0 volts which would not allow it to perform its function properly, yet they are both sold as the same part by the OEM supplier. You

take a risk if you purchase that way.

Some people say that they will buy two parts and have a spare in case the first one fails, but some of those parts

can actually cause damage to the vehicle, such as a crankshaft or camshaft position sensor and some could actually hurt you, such as with a faulty ABS or brake component.

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# B.A.T. Porsche Brings Nord Stern 'memories'

*by Don Lawrence, courtesy Clubtalk*

The very success of this car at major events around the world, its styling, and surely its voluptuous body, caused me reason to buy my first (and not the last) 944 and 951. Although different mechanically, engine, drivetrain, and body-wise, the 924 GT, GTS, and GTR laid the groundwork and sales successes for the 944, 944S, Turbo, S2, and 968 variants that followed. I loved them then and still love them all today

When this particular vehicle was first put out there with 'feelers' about 6-7 years ago, the reserve, or starting point, was 150k. The owner was not entertaining any offers less than that, only those above 150. He still had the car all of a year later and when I inquired if it meant his price was lowering, he said it was actually going 10k more higher. This may have been about the time the present owner acquired it.

He had a few interesting stories he shared with me about those people who thought they knew, but really had no clue, as to what these cars were about. It was trailered to and shown at a few West Coast Porsche gatherings (original owner is quite active on several Porsche Forums). He also had mentioned it had a few issues from sitting most of its life; one being an intermittent electrical gremlin in the fuel pumps (yes, there are several).

Cool thing about these are the different features between the variants, with the 'track only car' having the fuel entry point at the exact location as the plinth with GTS embossing shown on this one. A GT, GTS, and GTR were

built at Weissach and Stuttgart pretty much during one period of time. Photos of them awaiting their delivery to owners have been seen, showing them in a great courtyard at Porsche. Derek Bell was given one for his racing victories and he drove his home to England from there.

Dave Morse (ex - Nord Stern Pres. during Parade '76, ex - Tonka Toy CEO, and genuine NICE Guy) had a red one as well. He trailered it along with the infamous LeMans winning 936 he owned, and several other stellar Porsche Historicals to the '90 Parade in Monterey. He and his wife chose to sit at our banquet table several evenings and held us spellbound with the stories about acquiring some of his great collection.

The tale of the 936 coming back from Europe with his purchase, was of particular intrigue. Involving several meetings with the original Team & car owner who had backed away from the sale and was only persuaded to finalize with a large paper bag filled with cash. At the track the owner was competing at. After an initial sale had been transacted, Dave travelled to Europe to acquire the car. Then calling the next day wanting to get the car back and returning Dave's money. Through it all Dave held firm and remained in amazing control of his excitement as he spoke of getting the car to an undisclosed location and loaded up for its trip to America. My eyes were on my cheeks and rolling about like dime store 'googly eyes' little kids stick on their dogs and cat's fur.

(I believe after Dave's death, the 936 went back to Porsche to the Museum and the Carrera GTS was sold to another private collector in CA. If anyone knows for sure of their whereabouts today for certain, please continue this story!)

— Don Lawrence



Left, on Bring a Trailer this past spring:

1981 Porsche 924 Carrera GTS is one of 15 road-going examples equipped with the Clubsport option from the factory and intended as a homologation model for FIA Group 4 sports car racing.

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## PCA members make a difference in their community!

Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

**READ ALL OF THE HEART-WARMING MEMBER STORIES:**  
[www.pca.org/members-making-difference](http://www.pca.org/members-making-difference)

**OR SUBMIT YOUR REGION'S CONTRIBUTION:**  
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**PORSCHE CLUB OF AMERICA**



## Have you signed up for PCA Juniors?

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

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I've been thinking about, almost dreading, this column for some time. I mean, it's a tradition, right? To look back and forward, and try to make sense of everything that's been happening, to us and to our world. And then stare into the abyss and try to sort out what's to come, in the coming year and beyond.

When it comes to the car world, and that subset of the car world we all love, led by our favorite marque, the Porsche, it's a scary proposition.

Let me give you an example. On the one hand, you have the movement to preserve, even ... dare I use the word? Ok, I will ... to grow the sport, the hobby, the enthusiasm we have for automobiles. It was all summed up in a full-page story in The New York Times on Dec. 17, 2021. That's right, full page, with color photos. The headline read "A Classic Car Insurer's Vision to 'Save Driving.'"

The piece ostensibly covered McKeel Hagerty's company, Hagerty Insurance, going public – the first day of trading, ringing the bell to start trading at the NY Stock Exchange. All that stuff. But McKeel and company did something more. They set up an exhibit, out on Wall Street. Yes, Wall Street. And they actually called it Cars and Caffeine.

The exhibit encompassed three cars, a 1921 Duesenberg Model A Coupe, a 1966 Ford GT40, an actual racecar that won the 24 Hours of Le Mans and, between these two, in a glass case, what looks like a late '60s/early '70s Porsche 911. Orange.

## The New Year, Backward and Forward

by Danielle Badler, January 2022

Why would an insurance company actually do this? If you have your baby covered by Hagerty Insurance, like I do, you probably already know the answer. McKeel is on a mission. "I think that if we can help steward along the reasons that people drive and love cars, other than to get from Point A to Point B, then we win," he's quoted in the piece.

There's more. The author writes that he went for a drive with McKeel in a BMW 2002 Tii to the tip of Lower Manhattan. "As we completed our drive and discussion, he reiterated his mission to 'save driving.' But he explained that this mantra was not meant as a combative slogan for facing down incursions like congestion pricing, or driverless cars. 'I'm not envisioning us as some kind of N.R.A. of the car world,' he said. 'I like the love and joy and fun of the automobile....'"

To that end, McKeel says in the piece that a primary goal is invigorating younger generations. And he notes that the last two years "were interesting years, because for the first time, more than 50 percent of our new customers

*Continued on page 36*

# nurburgring, inc.

restoration of fine vintage Porsche automobiles

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

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

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

Rick Moe  
nurburgring, inc.  
shop@dasring.com

## New Year . . .

*continued from page 35*

were born after 1965, so Gen X-ers and millennials.”

I finished the piece, sat back and smiled. Maybe, just maybe, he can pull it off, I thought.

And then I read an on-line review of the 2022 Mazda MX-5 Miata. In The Car Connection. And a black cloud started forming in my brain. Let's start with their likes. To quote directly, peerless handling, peerless manual transmission, peerless affordable roadster, RF hard top, standard Apple CarPlay and Android Auto. Uh, yeah!

Then I read their dislikes; impractical for everything but driving, irritating infotainment, no storage space, getting expensive and flimsy cupholders. They summed it up this way, “It creates a visceral experience more thrilling and pure than many other more expensive sports

cars. That's the best thing about the MX-5 Miata. As an everyday go-getter, it shrinks to the task ... and its size discriminates against taller humans .... For smaller folks, the Miata cocoons occupants as well as it hugs the road.”

They note that “The roadster rides so close to the ground the driver sits at eye-level with the door handles of most other vehicles.” And they gave it an overall score of 5.8 out of a possible 10. Which is, well, low.

Speaking of driving at eye-level to the door handles of most other vehicles, I then read The Car Connection's review of the 2022 Hyundai Ioniq 5. The what? “(it's) a four-door hatchback that's being marketed as an electric SUV. It offers more than 300 miles of range in some versions and arrives to an increasingly competitive cohort including the Tesla Model Y, Ford Mustang Mach-E and Volkswagen ID-4.”

This is state of the art mass market, folks. They



continue, “The Ioniq 5 is built on a higher-voltage platform, making it among an elite group including the Lucid Air and Porsche Taycan. Its 800-volt charging enables rates rivaling those of Tesla's latest models, with a 10% to 80% charge in as little as 18 minutes, if you happen to find a 350-kw DC fast-charging connector.

“That helps with the packaging, the power and everything else,” they write. Their overall score? To quote directly, “The Ioniq 5 has a strong feature set and a perfect green score that combine to earn it an impressive TCC Rating of 8.4 out of 10.”

Ok, let's regroup here. I think we should all applaud McKeel Hagerty. And Mazda. And, for sure, Porsche. For helping keep automotive enthusiasm alive. Against the onslaught of utilitarian “vehicles.”


Because I turn the proverbial page and what do I see? Spy shots of what's rumored to be next year's Porsche variant, the 911 Safari. Which, let's face it, takes hair-splitting to a new level. And more spy shots of, say it isn't true, the Ferrari SUV. To be called the Puresangue. Which translates to, yeah, I know, my head is exploding, “Pureblood.”

The next time you're stopped at a light, look at the vehicles around you. How many are not SUVs? And how many are not painted black, or white, or maybe silver?

McKeel, if you can reverse the homogenization and marginalization of automotive enthusiasm, I'll renew the policy on my 911 SC for life. Happy New Year to you and yours.

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952.476.5631

[michael\\_pierce@ml.com](mailto:michael_pierce@ml.com)

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# Chasing Ghosts: Watkins Glen Pilgrimage

by Ron Faust

Reprinted from the August 1999 Nord Stern Newsletter

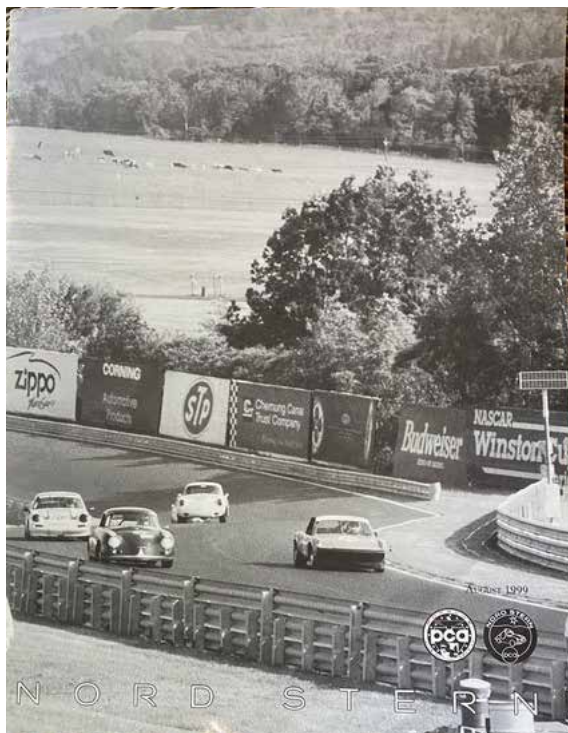
On April 26 Autoweek described a pilgrimage to barely visible places where racers once roared in southern California. Racing was described as a performance art where “Sentiment doesn’t pay. If the track can’t survive, yank the plus.” While Californians have more good roads and sunny weather than we in Minnesota enjoy, we do have more appreciation for our playgrounds at BIR and Elkhart Lake than Californians do for their tracks. Taking the advice of Autoweek, I paid homage to Watkins Glen in June – one year after its 50th birthday celebration.

The town is a metropolis compared to Elkhart Lake, which always seemed to be more lost in its own time warp than any other place to which I could drive in this country. At the end of a 35-mile-long finger lake surrounded by vineyards, Watkins Glen is busy with a struggling summer economy. B & B’s are filled with easterners desperate to get out of their big towns on the weekends. They love the wine tasting stops and being in a place so safe the owners of the B&B never lock the front door.

The local equivalent to Siebken’s watering holes is Glen Motor Inn. On entering the lobby I couldn’t take my eyes off walls covered with autographed pictures of racers like

Mark Donahue. In addition to hosting such racing greats, this inauspicious motel overlooking Lake Seneca also boasts an owner who is a car guy. His track toy is a vintage Can Am car.

From the village, one can climb four miles up the shore of Lake Seneca to the track. Holstein enjoy a pasture just outside the gate with a view of both the track and the lake. Climb a few more blocks and through a tunnel you’ll find yourself in the infield.



The Glen is historically and topographically more like Road America than BIR. They were racing in the town streets in Watkins Glen in 1948. I have seen a picture of a race through the main intersection of Elkhart Lake dated 1952. Although the Glen has bigger trees than Brainerd, neither come close to the mature hardwood forests at Road America. I love the rock walls that you can find in the woods at the Wisconsin track. The maturity of the trees that grow up through and around these walls suggests Midwestern settlers must have piled up the large boulders at least 150 years ago. Unlike Road America, Watkins Glen does encourage camping all over the track. For a family bonding experience, who could top frying bacon and pancakes with your kids 20 yards from the straightaway during a Sunday endure race??

The Glen was the one America stop for the Grand Prix circuit (1962 through 1980). Now they would rather fly to Australia than try to attract crowds to road racing in this county. Nascar does race at the Glen – the race bypasses a part of the track called the Boot. These are the turns that seem most enticing. While most of the course winds around the top of the hill, the Boot drops down into a little valley, giving the track a dimension totally absent in Brainerd. Walk through a tunnel and then some woods, and you find yourself at a clearing only 50 feet from the track with cars coming straight toward you before they turn away and down. But then again, the Glen doesn’t have loons flying over their drivers’ meetings like we do.

Can you call it a pilgrimage if the track is still open? How about a pilgrimage to where the legendary drivers drove? Jackie Stewart won the US Grand Prix twice at the Glen – this is where he retired from racing after a teammate lost his life during a practice crash. In addition to Stewart, Hurley Haywood and Brian Redman were there for this year’s vintage races on June 6. How many other great drivers have been around that 3.77-mile circuit? Trying to list drivers who flew through those trees would be like writing a story from the baseball record book.

It’s better to just go . . .

*Editor’s Note: A fun recap from Ron on a trip he took to the Glen and one does have to wonder, is that motor inn still there? Is the proprietor? But I am sure the sense of history still can be felt, is it still a tourist mecca, can one still camp so close to the track? All good questions that I’d love to hear the answers to!*

*Aka, a 2021/2022 update seems most appropriate.*





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