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Cover: Photo by
Michael Grabner

Details, up close and
personal and Red for
February!

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 15th of each month prior to publication.

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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 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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for your expiration date

2022 Nord Stern Officers and Committee Chairs

President Steve Kemp 15 N. Mallard Rd North Oaks, MN 55117	president@nordstern.org	Historic Archivist Kim Fritze	archivist@nordstern.org
Vice-President Jeff Eckroth	vicepresident@nordstern.org	Insurance Jeff Carlson	insurance@nordstern.org
Secretary Judi Sievers	secretary@nordstern.org	Membership Jim Southwell and Steve Albers Betsey Porter	membership@nordstern.org
Treasurer Todd Smith 13591 Pineview Ln N Dayton, MN 55327	treasurer@nordstern.org	Met Council Bob Kosky	metcouncil@nordstern.org
All Porsche Show Phil Saari Hal Voges	porscheshow@nordstern.org	Newsletter Christie Boeder	newsletter@nordstern.org
Advertising Mollie Nygaard	advertising@nordstern.org	Oktoberfest/Old Log Theatre Paul Bergquist Mercedes Benz Club	
Autocross Andy Golfis	autocross@nordstern.org	Tours/FCT Michele & Ron Johnson (Fall Color Tour) Greg & Lauri Wagener (Fall Color Tour) Ryan McGee & Lara Dant (Vino in the Valley)	touring@nordstern.org
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Club Race Dan Perinovic	clubrace@nordstern.org	Social Media Betsey Porter Misty Martianos	socialmedia@nordstern.org
Club Race Registrar Kim Fritze	clubrace@nordstern.org	Tech & Shop Relations Roger Johnson	techsessions@nordstern.org
Driver Education John Blackburn	de@nordstern.org	Track Relations - BIR and RA Jim Bahner	trackrelations@nordstern.org
DE Registrar Andy Barker	registrar@nordstern.org	Webmaster webmaster@nordstern.org	
Driver Training Ben Rogers and Scott Brown	dt@nordstern.org	Zone 10 Rep: Stan Thorne sthorne.carguy@gmail.com cell: 913.633.0311	
Drives Theo Martianos, Nick Severson	drives@nordstern.org		



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!*

Peter Eskuche

Excelsior, MN

Daniel Frandsen

Cohasset, MN

Brian Gager

Woodbury, MN

Douglas Karon

Plymouth, MN

Patrick Lafond

Richfield, MN

Gregg Larsen

Long Lake, MN

Casey Lawler

Minneapolis, MN

Matt Linzbach

Golden Valley, MN

Patrick MacGregor

Wyoming, MN

Scott Mallory

Eden Prairie, MN

Daniel Miller

Afton, MN

Robert Mossinghoff

Burnsville, MN

Alex Nagelschneider

Rochester, MN

Roger Reinsch

Superior, WI

Ronald Schutz

Medina, MN

John Varpness

Apple Valley, 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

Hello Nord Stern members. It was great to see many of you in person last night at our first Nord Stern Green Flag party at Kellerman's event center in White Bear Lake. It was a fine evening to catch up with old friends, meet new friends, and talk about the year ahead.

The highlight of the night was a talk by Nord Stern's own **Patrick Kelly**. Thanks Patrick for your story not only of great success in your driving career but also of the hardships and challenges in both racing and your life. It makes the racing stories all the more special to understand how they fit in your life story. We hope Patrick was serious about coming back to some Cub Racing with Nord Stern down the road, but for now we all wish him luck and good fortune in the 2022 racing season.



During the evening, we highlighted some of the great events that are already on the calendar.

The **All Porsche Show** will again be held at the Roseville Central Park on June 26, from 10AM to 1PM. All models and years of Porsche automobiles are welcomed and invited to

display their cars. This year, the Porsche Boxster will be featured as it has been in production for 25 years (1997-2022). I will have my recently retired Boxster track car there and might even clean off the track tire marks. This is a unique event for us as the public is encouraged to attend. It is very family

friendly, so bring all your future drivers out to look at the cars. If you want to get involved and help with this special event, you can reach **Phil Saari** and **Hal Voges** at porscheshow@nordstern.org. All are welcome!

Our new Driver Training Chairs, **Ben Rogers** and **Scott Brown**, were at the party to talk to members about some exciting new things for 2022. We have heard that some members just can't make a Friday Driver Training event. New for this year, the First Fling DT event will be a 2-day event on Saturday and Sunday! We will also have a 2-day DT session at the all-new event in May, aptly named Fantastic Fling as the weather will surely be great. We would love to see lots of new drivers in these events looking to improve their driving skills in these awesome cars. We are working out the last details for these events, but expect them to be on Clubregistration.net soon for sign up.

Ben and Scott are also looking to expand our instructor group. They are looking for 10-15 new instructors to participate in New Instructor Training that will be held on the Friday of First Fling, April 22. If you have been thinking it's time for you to use your knowledge and experience to help other drivers and give back, this is a great opportunity for you! The training will be led by PCA National Driver Training staff. Contact Ben and Scott at dt@nordstern.org at if you're interested to learn more!

Our Driver Education chair, **John Blackburn**, was at the Green Flag party to talk about the 2022 season. There is a great year of DE events ahead, 4 at BIR and 1 at Road America, all on calendar and Clubregistration.net.

If you are an experienced driver and plan to be at these DE events, please consider taking on the role of event master for

Continued on page 30

Advertiser Directory

Auto Edge	BC
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
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Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	N/A +\$120 includes color
Back cover	N/A	N/A	N/A +\$120 includes color
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high

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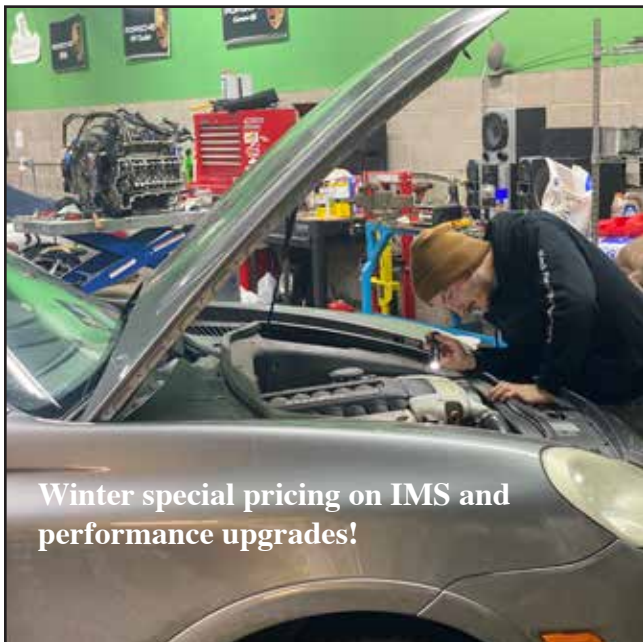
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We confess we are just back from a long weekend in the Phoenix, AZ area for some R&R that included a bit of skiing (yes, there is downhill skiing with real snow in Arizona no less!), driving, and touring some pretty beautiful desert areas all unfortunately NOT in a Porsche. But it did include of course a bit of sunny warmth that felt mighty good on our old bones!

And it happened to be the start of the Barrett-Jackson Auction just as we were leaving - we tried to keep our eyes peeled for perhaps some exotic autos cruising around and while there were Lamborghinis and a pristine bright green 964, Maseratis, and so on, we were sure those were just some local daily drivers. However, spotted were some obvious big luxury transporters bringing in vehicles. But we couldn't stay long enough to even be sideline gawkers. Maybe another time. I can bet it's pretty entertaining.

This issue does have some interesting articles so be sure to catch the third installment of Rick T's exploration of performance driving methods, techniques, skill sets, and general philosophy. We really DO welcome any and all commentary from other members with your thoughts and opinions on any aspect of our automotive passion. How do you approach track events? What most interests you? Opinions (oh, those are certainly NOT in short supply!), concerns, how to's, questions technical, solutions you've found, shout outs to local vendors, our advertisers, or whatever is on YOUR



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From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

mind, you get the picture. And it sure doesn't have to be perfectly put together with correct spelling or grammar or punctuation - those are the very minor pieces to 'speaking your thoughts' since wordsmithing is definitely something I enjoy. And computers certainly make that process incredibly easy compared to the days of manual typewriters, good 'ole whiteout, erasers and anything that would make those printed pages look pristine. It's a breeze with backspacing and my fav, the Delete button. Ahhh, such satisfaction with a smooth, cohesive flow of thoughts rendered in Times New Roman or Helvetica typeface with just the right white space between lines and words.

Which reminds me, there is only ONE space between sentences in the word processing word - double spaces were for those forementioned typewriters! Does anyone miss those clunky machines? I sure don't.

I also recently stumbled on an interesting interactive publication on pca.org that is quite a resource of the club's history and back story of a number of the club's ventures and featured programming. It wasn't a download but I could capture the material and will roll it out over the next couple of months so if the images are a tad 'fuzzy' it's because they aren't the original files. But as always, the photos certainly add needed visuals.

Also check out the photos and recap from the recent JDC tech session at which a huge turnout filled their shop - hard to believe such a complex shop is right here in our fair Twin Cities and better yet that they are willing to let Nord Stern visit and learn about what they do.



Finally, I could not resist publishing the back and forth on the commentary looking at the future of autos, the possible/potential future of Electric Vehicles and our beloved Internal Combustion Engine. I am not sure there's been another topic on Clubtalk that has generated as much discussion as this one did! Aren't subscribed to Clubtalk and have some thoughts yourself, send them on to me at editor@nordstern.org and we can continue the dialog.

In the meantime, stay warm, may February bring lots of warm fuzzy in whatever manner works (personally, we put in gas fireplaces and I hate to admit how many evenings I am now spending in front of it enjoying that soothing heat!).

FEBRUARY

2022

- 14 Nord Stern Business Mtg * (date subject to change)**
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

MARCH

2022

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

APRIL

2022

- 9 Wizard Products - Automotive Detailing Demo**
Chanhassen AutoPlex Club House
Details TBA, 10 a.m.?
- 11 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

2022

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

JUNE

2022

- 20-21 Nord Stern @ ROAD AMERICA DE**
Location: Road America, Elkhart Lake, WI
Registration will be online at clubregistration.net
- 26 All Porsche Show - @ The Rosefest**
Same Location: Central Park, Roseville, MN
Featuring 100's of Porsches! playground, Kurb Side
Food Truck (<http://www.kurbsideiceco.com/>)

JULY

2022

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

SEPTEMBER

2022

- 16 Last Fling Driver Training**
Location: BIR - Donnybrook course
Registration will be online at clubregistration.net
- 17-18 Last Fling Driver Ed**
Location: BIR - Donnybrook course
Registration will be online at clubregistration.net
- Sept 30- Oct 2 Annual Nord Stern Fall Color Tour**
Location: HQ Pier B in Duluth, MN
Registration will be online at clubregistration.net
Not too early to make those PierB reservations!

Note: Events on clubregistration.net open 90 days prior

** Business Meetings are open to all Nord Stern members, this year they are held the 2nd Monday of the Month, contact the president for locations if not noted.*

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

• **MN CARS AND COFFEE** • (See Ad)

First Saturday of the month, May - October

• **OCTAINE AND CAFFEINE** • (See Ad)

2nd Saturday of the month, April - Oct, see Ad

• **CARS AND CAVES** •

A monthly event held at the Chanhassen Autoplex 8 a.m. - Noon

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



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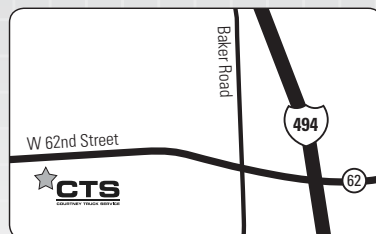
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The Meeting was called to order at 6:32 pm

President – Steve Kemp

- Welcome guests Michelle Eckroth and Mary Driscoll.
- Winter party: January 22 at Kellerman's in White Bear Lake
- Stone House Catering offering three choices for entrees
- Titled: Green Flag Dinner
- Chairs will be stationed around the room and members can travel to each station to chat and get a stamp on their game card, enter completed card for a raffle.
- Social hour, cash bar, dinner, and many presentations.
- Christie has the nametags, will get them to Steve
- Event planning for 2022. Will add a google calendar for chairs to post tentative and finalized events.
- Lots of ideas for drives, social events, tech events, membership events, garage events, track rabbit, track events.
- Invite Iowa/Des Moines region to come to some of our events, Rochester Member social. Will ask Zone Rep Stan Thorn to coordinate with Iowa and Fargo members/regions.

Vice President – Jeff Eckroth

- No report

Treasurer – Todd Smith

- No report

Secretary – Judi Sievers

- No report, thank you to Betsey Porter for this month's minutes as Judi is out of town

Advertising – Mollie Nygaard

- Via email, Mollie indicates she has asked our advertisers to submit insertion orders and will be sending out invoices. Had one advertiser leave and one join.

All Porsche Show – Phil Saari and Hal Voges

- No report

Autocross – Andy Golfis

- No report

Board of Directors – John Velure, Chip Smith, and Roger Johnson

- No report

Charity – open position

- Need a new chair for this position

Club Race – Dan Perinovic

January Nord Stern Business Meeting Minutes . . .

Respectfully submitted, Betsey Porter for Judi Sievers

- Per John V and Kim F, draft of application for 2022 race will be circulated to appropriate people.
- Needs to be submitted ASAP
- Working on reserving a block of rooms at a hotel for national staff.
- Friday will be a "test and tune" day, we will need a volunteer or two to tech any race participants without a log book.

Driver Education – John Blackburn

- Need an eventmaster for all BIR events
- Need a happy hour coordinator for all BIR events
- Would like to have one or two co-DE chairs to back John up during the weekend.
- Will put together a list of people to ask to be eventmasters.

Driver's Training – Ben Rogers

Continued on page 12

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Meeting Minutes . . .

continued from page 11

- One major change for this year is we are expanding our access to training for new and existing drivers.
- Expanding the training portion for new drivers to two days.
- Friday of First Fling, PCA National will be instructing our instructors.
- The new event in May will be a Saturday-Sunday only, on the short track.
- Final Fling's schedule is TBD.

Historic Archivist – Roger Johnson

- No report

Insurance – Jeff Carlson

- Insurance for the party has been obtained.
- Will apply for our track events.

Membership – Betsey Porter, Jim Southwell, and Steve Albers

- We are planning three (3) events for new members/all members, returning to our schedule of Auto Edge, Imola and a Rochester location in March/April prior to First Fling.
- We ended 2021 with 125 brand new members, have had 11 or so already join in 2022.
- Jim will pin down an event at a new advertiser's location, Black Forest performance.

Newsletter – Christie Boeder

- No report

Registrar – Andy Barker and Dave Anderson

- All track events are live on Club Registration except the new May event. Need to pin down details.

Safety – open position

- Need a new person or people for Safety role at track events.

Social – Toni LaRose

- No report

Social Media – Misty Martianos and Betsey Porter

- Facebook Events will be created shortly
- Love the photos and posts on FB, keep them coming! Share posts and events from other orgs with the group.
- Would like to take advantage of the PCA Store located on their website to put Nord Stern merch on there. (Need to make a decision on a logo first).
- Drives – Theo is working on drives for the Spring.

Track Relations – Jim Bahner

- No report

Webmaster – Dave Anderson and Christie Boeder

- No report

Old business

- Thank you to Jeff Bluhm for 21 YEARS of service as Nord Stern Treasurer.

New Business

- Sponsorship Program. Still working, but considering four levels.
- Newsletter, website, Facebook, banners, logos on handouts, events at shops/dealerships. Per diem for volunteers

Meeting adjourned 7:35 pm

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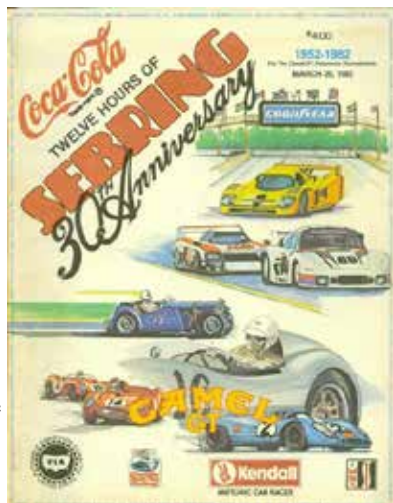
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Follow up post to Nord Stern History Post 40 – Charlie Lloyd.



As mentioned in the earlier post, in 1982 a group of Nord Sterners took on pro sportscar racing at arguably its highest level, entering the 12 Hours of Sebring. The driver line up of our intrepid Nord Sterner's was made up of Dudley Davis, car owner, Hank Godfredson, and Charlie Lloyd. Rick Moe had built the car in his local shop, Nurburgring, right here in the Twin Cities. No factory support for these guys.

At that time IMSA had three classes. GTP for the highly modified cars like the 935 as well as the new prototype cars like the Lola T600 and March 82G. Then the production based cars were split into two groups; GTO for those over 2.5 liters which was heavily populated with American iron, and GTU for cars under 2.5 liters like the Porsche 911s and the Mazda rotary engine RX-7. One can only imagine the speed differential on Sebring's long back straight. Also the GTP cars were beginning to generate significant downforce where our heroes had none.



80 cars were entered and 67 took the green. Sebring is famous for how tough it is on cars and 1982 was a particularly tough year with only 28 finishing. The grid was a who's-who of drivers and cars at that time. Entry list here. The old 5.2 mile circuit was even rougher than it is today as it featured much more of the original WWII airfield concrete.

Nord Stern History Post #43

by Roger Johnson, www.nordstern.org/Chronicles



40 years later pit lane looks remarkably the same.



Paddock set up was a bit more rustic than we see today.

Our guys preserved for a 5th in class finish and a remarkable 21st overall. Check out the results here. They finished ahead of some incredible cars and drivers. Note the 6th overall finish of the 1st place GTU RX-7. With the rotary engine IMSA really didn't know how to class them and with factory support they were dominate at that time in GTU. Also easily the noisiest race cars ever run. I'll reach out to Rick Moe on the engine details but I'm assuming they were running a 2.5 liter "short stroke" which was a pretty sweet motor at the time. Early case

Continued on page 14

History . . .

continued from page 13

with 90 mm cylinders and a 67 mm crank.
Loved to rev and reliable. Likely then to make a little over 200 hp. Maybe. So even with the boost turned down, the 935s had 3x the power.

The header photo (page 13) was featured on the front page of Sunday morning's edition of *The Sebring News*. The winning car of John Paul Jr & Sr, and our guys!

Follow up to post 40 - An intrepid trio of Nord Sterner's take on one of the biggest sportscar races in the world with a remarkable finish! A truly home-brewed effort against the best and



fastest in the world.

Great history post, Roger. Those were definitely the days when a local grassroots effort could take on the big guns. I always liked seeing that picture of the car Swap Shop 935 on the wall at Rick Moe's shop.

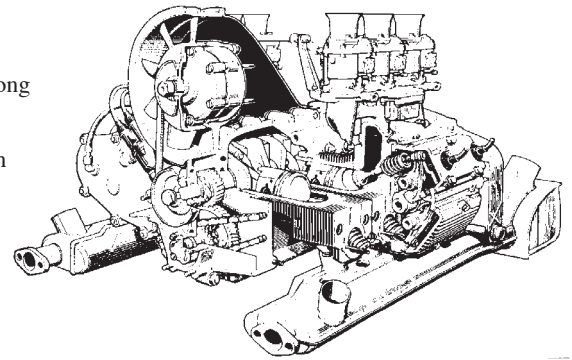
I have a bit of a connection to that car. Long story short, my dad bought the car as a project sometime in the early-1990's with every intention to restore it to it's prior glory. Life and other projects got in the way and we never got it put together. I sure wish we did because it would be a fun vintage racer today.

We sold it in the mid-2000's to a Bay Area dentist who had the car restored. Since then I know he's run it a few times at the Monterey Historics and other events out that way.

I've attached a few more current pictures of the 911.

– Ben Robertaccio

Thanks, Ben and the car looks awesome!



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

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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.

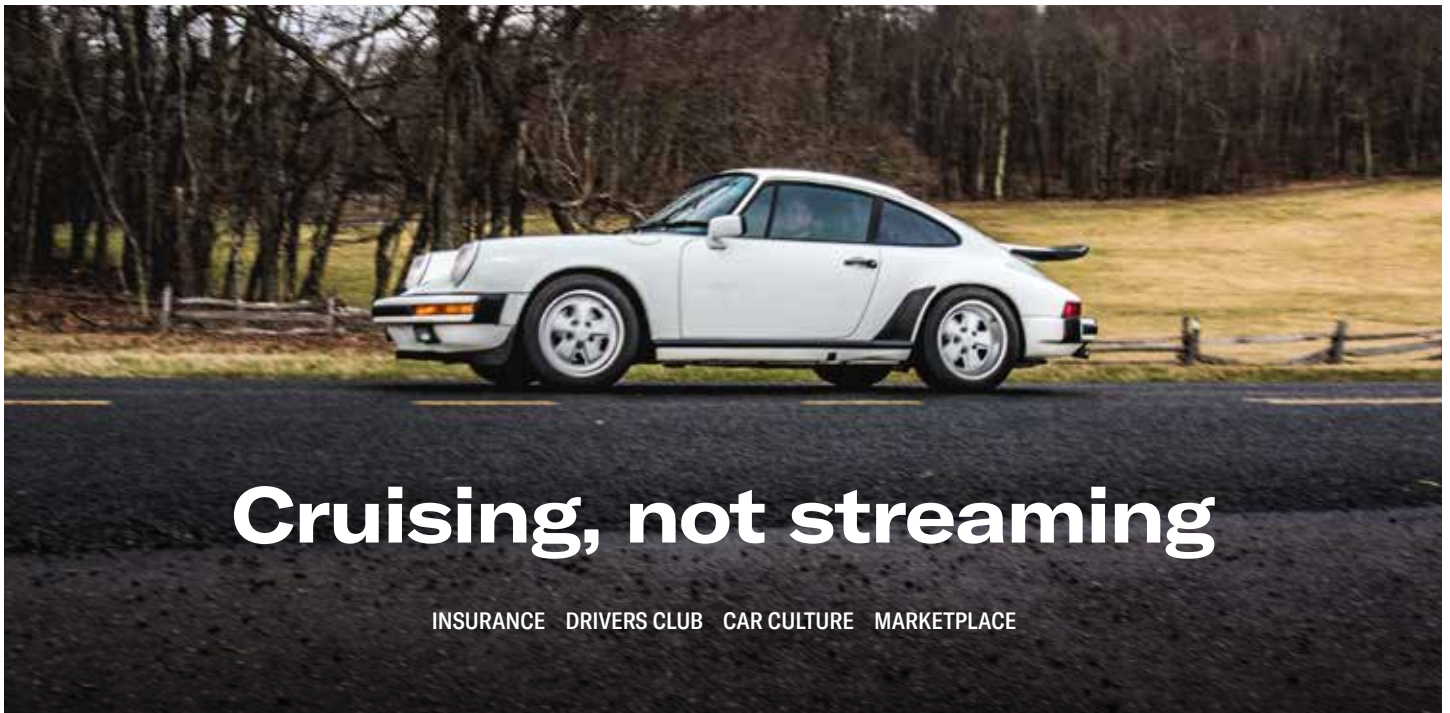
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Been reading a great deal about Porsche's efforts to develop EV platforms. If Porsche stays true to their heritage, a competitive 911 based on an electric platform seems inevitable. At the same time, I don't see the market for the current (internal combustion) 911 slowing down anytime soon.

I'm an internal combustion guy to the core, but I also find electric vehicles intriguing. A head to head competition could be very interesting and is something I would look forward to. I don't think any other marque is as well positioned as Porsche to conduct the experiment. I hope that marketing concerns don't get in the way.

Curious if anyone else has any thoughts?

– Michael John

At first I was not an EV fan, but I'm warming up to it (don't have a choice). ICE motors in away of sports cars is all I know and the development is going away . . . I'm certain they strategically place the EV weight in the proper place to try and keep the 911 feel.. There will be a few details missing . . . but I bet an EV 911 from Porsche will mop the floor in the performance category . . . that's what they do! I'm more open to it now

– Brad Apold

I am sure electric will be the future but until range is greatly increased I would prefer a hybrid. Even if the gasoline engine was small and underpowered.

I wouldn't want to have to dash to my 94 and 92-year-old parents house 306 miles from our home and have to recharge the battery half way down. Pre-pandemic, we took a drive to New Ulm with a few couples. One couple had their brand new Tesla. We met at Von Maur in Eden Prairie, where we found them topping off their battery. The last 30 miles or so before New Ulm they dropped back and slowed down. Their first stop in New Ulm was to charge the battery.

Do not think I am hating on Tesla, in my opinion it is a beautiful and well-engineered automobile. I just want to have range I can depend on.

– Thanks, Keith Jones

Agree with you 100% . . . hybrid would be the better choice and according to Porsche they're doing that on the 911 first (5-6yrs time). Before I buy an EV, the infrastructure and battery life needs to be sorted out and improved . . . and it will . . .

– Brad Apold

Michael, I have yet to drive an EV but I have several friends who have been driving them for a number of years. They

are all very pleased with them. For us, range is not a big deal as long as we have a petrol powered 911 for those road trips. We barely put 3000 miles a year on the wife's ride and 98% of that is to the grocery store, dog groomer, hair dresser, etc. all within a 20 mile radius. Seems like an EV would be ideal in our case. The plus is I have a 220 line already installed in the garage!

I would consider it, but the Taycan is just a bit out of our price range.

– Jon Beatty

This will be a fun development to watch. We just drove the Tesla to California along interstates and it is astounding what a difference spirited driving vs cruising makes in the range. Of course that was also true of every Porsche I've driven. Nonetheless, an endurance race with refueling vs battery recharges could be eye-opening. Looking forward to hearing the Clubtalk comments as this dual era plays out.

– John Rebane

Ford had to stop taking deposits on their electric pickup truck because the demand was so high. It's the future that's for sure, let's just hope state and federal legislatures help with installing charging stations!

– Betsey Porter

I'm working towards the goal of being able to buy a new 911 by the end of the decade (it's in print! Now I'm committed!) and the market for buying the last ICE 911 is going to be absolutely bonkers.

– Rich Iwen

Porsche has already said that the next gen 911 will be hybrid, and after that EV, so Rich, think hybrid. All the tech from the 919 is going to be implemented soon if not already (Panamera, Taycan).

<https://www.motor1.com/news/547067/porsche-911-hybrid-boss-confirms/>

We just took delivery of a VW ID.4 in our household, so seat us on the bandwagon!

– Jim Southwell

I had the opportunity to drive the Tesla sports car about ten years ago. It was very quick and responsive, but the acceleration was linear and there was very little sound. There were none of the sensory feedbacks of sound and motion that you

Clubtalk

Internal Combustion Engines vs. Electric

Courtesy Clubtalk

Mezger . . .

continued from page 17

get when shifting gears whether manually or automatically. It was ultimately an unsatisfactory experience.

That of course is of no concern for most people—might even be a plus in a sedan for many.

But I can't see paying Porsche prices for that experience. Perhaps after more than a decade the experience can be made better.

— Steve Thompson

Everyone should own an EV, just so they can experience the newest form of stress: RANGE ANXIETY !

Current EV infrastructure sucks in the midwest, its getting better but it will take time.

— Theo Martianos

Check out Porsche sales figures for 2021. After

the Macan (~24,000) and Cayenne (~17,000), came the Taycan (9,000). It outsold the 911 by about 600 vehicles. Even among diehard ICE fans, Porsche is fast becoming the an EV leader.

— Jim Miller

I think there is a big difference in 'operating' a motor vehicle and 'driving' a car. i like to drive and enjoy the visceral experience of driving.

We lost manual transmissions and now internal combustion is on the chopping block. Next to go is the driver.

— Rick Tanler

Let's get real most Porsche owner have more than one car already so why not make one of them an EV and help the environment.

— Andy Golfis

I am actually a fan of autonomous (driverless) electric vehicles as delivery vehicles. and

electric mass transit. I have lived in San Francisco and New York City and did not own a Car for many years. If the topic is how do we save the planet, electric cars need to become orders of magnitude less expensive than gas guzzlers, not high-end luxury vehicles that only a few can afford. When electric cars are available for hundreds of dollars, we will see very large numbers of people abandon gas guzzlers not a handful. I envision the day when electric cars and electrivr bikes are the primary transportation mode and we have ultra modern clean safe mass transit. This is a conversation more appropriate for greenpeace, i love classic cars. and motorsports. Porsche built its brand in automotive racing.

i think we might see China mass produce cheap electric vehicles, the world needs; if manufacturers continue to pursue the luxury electric vehicle maret, i could be wrong. Almost time to fire up the snowblower.

— Rick Tanler

Rick, I think your spot on with China. they'll mop the floor in the auto industry. Tesla and VW \$hould also be heavy hitters. The id4 VW will be made in Tennessee in the next year or so and prices should drop 5-10k or so I've read. The prices of the ev's so far are high but you'd think that'll change . . . it'll have too

— Brad Apold

The range and the charging time is the issue for me. Once they get that solved, I'm in. The torque is intoxicating.

I'm also an ICE guy to the core and always will be, mainly due to nostalgia and the sounds. But EVs are more efficient and their performance is stunning. I frankly don't like the styling of the Tesla's in general, but the Taycan is another story. Happy motoring in the snow!

— John Poor

The 330 mile range was good enough for my wife to go for the Telsa Model Y this year to replace her A4. She likes never going to a gas station now, 240V charger in the garage.

The suspension on the car is not great, but the rest of the car works well around town.

We can do this as we still have the Touareg Diesel to haul and for long trips in addition to

Continued on page 29



Big thank you to Roger Johnson for pulling together the great event at JDC Motorsports. It was the perfect way to kick-off the year - incredible shop, cool car haulers, and, most importantly, really cool cars! It's great to have JDC in our backyard. Huge turn-off by members!

Also, big thanks to Dave and Andy for handling registration.

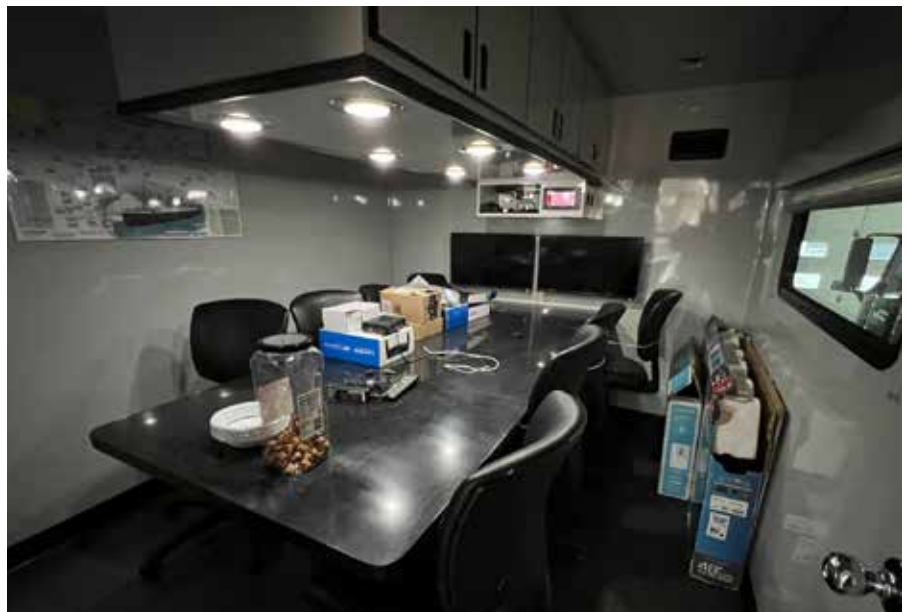
– Thanks, John VeLure

Yes, a huge turnout! Thanks to all for coming out.

– Roger Johnson

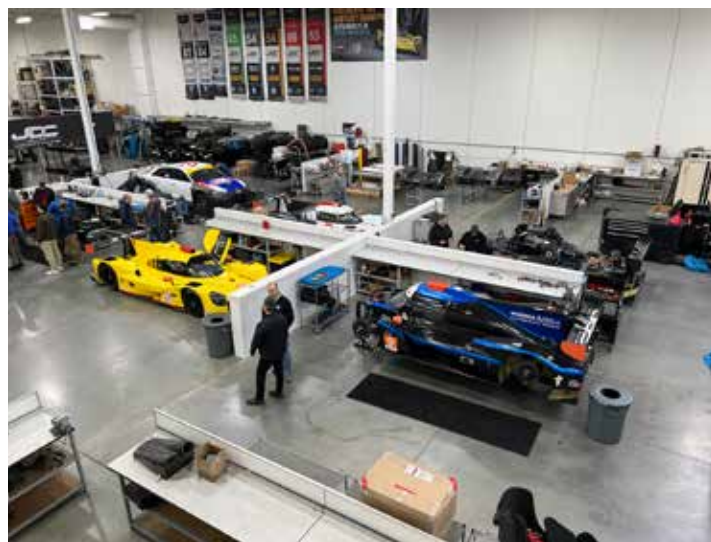
Recap from JDC Open House 1/8/22

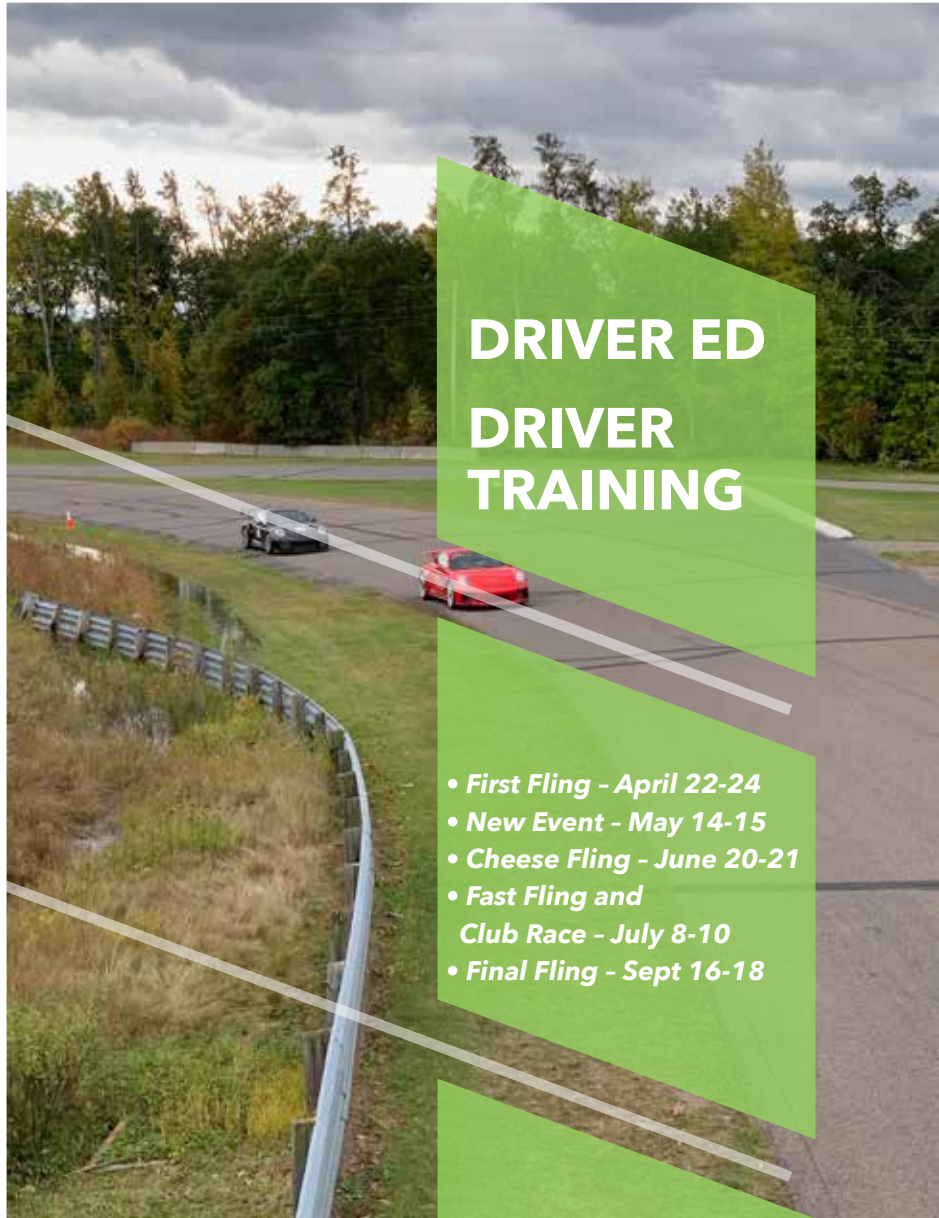
by Roger Johnson



The Scene at JDC Motorsports' Open House - WOW

photos by Roger Johnson, continued from page 19





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, I focused on the human neurological connection to driving; the need to see and feel the line in adopting a smooth conscious driving style. In my second post I shifted to physics and our car's reaction to gravitational forces. A smooth driving style requires an understanding vehicle balance within the context of automotive suspension and tire design. In this post, I will attempt a simple explanation of the third scientific aspect of driving: spatial geometry.

In the classroom use visuals and draw the line through a turn in two dimensions as if the track was as flat as the White Board. Some turns are banked have pavement irregularities and curbs. All of these change the handling dynamics of the automobile. Turn 1 at Brainerd (Donnybrooke or long course) is banked at 17 degrees and has a pavement transition about two car widths out from the Apex. It is also a wide turn. It is a fast turn but requires one's full attention to driving smoothly. Turn 2 is not banked. On a track map turn 1 and 2 appear similar in terms of their radius but they have very different properties. The speed on approach to both is similar. More of that speed can be carried through turn 1 than through turn 2. Turn 3 is nearly a U-Turn. The line through turn 3 has a late apex. Too much speed and an early Apex might put you into the dirt/sand at track out. Re-enter the track with extreme caution.

In other words, one must study each turn's characteristics. Sometimes the best way to do this is to "walk the course". This option is seldom available, instead we begin with slow speed lead/follow reconnaissance laps. This is your opportunity to see the line.

My advice to beginners, stay off the curbs. They upset the balance of the car. Which adds another piece to this spatial puzzle, every car has a polar moment of inertia. This is simply the balance point of the car. It can be very different depending on where the engine is located. The early, Porsche 911s are challenging cars to drive with its engine in the back and light weight. The polar moment of inertia is behind the driver accentuating both under steer and over-steer. Under steer is the car's reluctance to turn, sometimes it is decided as "pushing". Over-steer is the car pivoting more than steering input might dictate, it is described as being "loose" or "tail happy". Geometry and physics are tightly linked topics.

In my opinion, "bravery" is not that important in developing one's driving skills. "Knowledge" is far more important. Bravery is one's ability to ignore risks. That is foolish. Knowledge builds one's confidence. None of this is simple and everything is subject to change. There are few constants. As instructors we are not attempting to make you braver, we are doing our best to improve your driving knowledge to build confidence in your ability and your car's capability.

The Line . . . Part 3

by Rick Tanler

So, neurology, physics and geometry; what's left? Well, there is aerodynamics and horsepower. On the topic of horsepower, I remember a conversation with Bob Johnson at a race, I was complaining about my car not being fast and Bob's response was "I can make your car go faster, the rest is up to you." I said, "Are you telling me I don't know how to drive". Bob nodded and smiled. Horsepower can be purchased, learning to drive well takes commitment and a desire to learn.

I set out to write three posts focusing on the sciences related to driving, automotive engineering and track geometry. My goal was to create a monthly feature for our Club's newsletter. If any instructor, club racer or participant would like to contribute something to "The Line" send it to me at rtangler@gmail.com. Topics can include car preparation, or just amusing stories about one's track experience.

I love motorsports, especially its history; so much of motorsports history is written about Porsche. Ernest Hemingway wrote. "There are only three sports: bullfighting, motor racing, and mountaineering; all the rest are merely games." Our club's driving events offer a unique opportunity to experience motorsports. It's an opportunity to become a more knowledgeable driver.

Postscript: Ross Bentley writes an excellent weekly blog "Speed Secrets" <https://speedsecrets.com>. My objective is NOT to duplicate speed secrets. My goal is to ensure a safe, fun, on-track experience and get more people connected to Porsche Motorsports!

How am I doing? Share your comments on Club Talk!



Where We Were . . . 60+ Years!

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

March 2000

The front cover of Nord Stern for March, 2000 featured a picture of Club member **George Andeweg** enjoying nice spring weather at the annual Afton Concours. Spring is indeed right around the corner, as George confirmed. Cover photo taken by **Kelley Meyer**. The back cover of the March issue featured a shot of **John Dixon** and family on the North Shore enjoying the Club's annual fall color tour. One of the most popular events on the Nord Stern calendar, John organized these events for years and years. Photo taken by **Jill Daneu**.

Our editor **Christie Boeder** focused her monthly column on the Club's deadbeats who neglect to pay their annual dues (editor's note, my yearly refrain!! But also tempered with my sincere thanks to those willing to renew year after year!). Christie noted that the March issue would be the last one to be sent to Nord Stern's forgetful souls who had not paid their \$20 annual dues. Christie apologized for the nagging, but noted that it was necessary.

Looking forward to the next couple of Club events, Christie promised a good time for all at the new member social, the novice drivers' Ed Tech session, which was to be followed by some actual driving.

In a letter to the editor, **Tom McGlynn** reported almost live from the Daytona Speedway, where Tom and his teammates had driven in the race in the purple No. 68 GT3R Buckler car. Tom's valiant efforts at glory ended at 4:30 in the morning with

a holed piston. Tom indicated that, prior to the hole problem, his team had been keeping up with nearly all the GT3R cars thanks to great pitstops and tons of workmanlike laps. Kevin Buckler and Phil Collins, in another car, finished fifth in the No. 67 GT3 car, while going through three water pumps during the event.

President Jon Beatty started his monthly column by promising that the weather would be very spring-like at the first track event at the Club at the Brainerd International Raceway in April. Jon also thanks everyone for their efforts to make the recent Holiday Dinner such a success. **Peter Kitchak** provided some impressive in-car videos and delivered a most interesting show. Credit was given to **Ed** and **Shawn Tripet** for organizing this fine event. Finally, Jon noted that the prices for renting BIR for the coming season increased significantly with the track's new ownership. Jon reminded all that, while the increase in costs would result in higher fees to the Club, the use of BIR was still a bargain.

A solidly detailed article on tech inspection prior to participation in Drivers Ed courses was resubmitted by **Damian Kostron**. The article tackled the basics well, explaining what a Porsche owner should be looking at when selecting a shop to perform the required inspection. Damian supplied the names and locations of several shops to make selection easier. In closing, Damien reminded all that Nord Stern operates a series of high speeds events each year that permit drivers to safely push the limits of their vehicles. As Damian correctly noted, the safety of all continued to be the highest priority the Club and a good technical inspection was seen as a vital first step in allowing the Club to continue to conduct safe and fun events.

Bob Fleming authored an interesting piece advising on how to prepare for your first or next Autocross. Bob promised, even if a participant didn't know how to do things like bleed the brakes, change brake pads, or gap spark plugs, Bob and his group would show participants what was needed. A detailed multi-page list of things to bring to the session was provided, suggesting things such as appropriate clothing, a helmet, a fire extinguisher, appropriate brake pads, rain gear, motor oil, lug wrenches and duct tape. Bob advised not to worry and suggested, instead, all participants leave their troubles at home.

An article supplying "just the details" on how to clean your Porsche's glass was provided by David Bynon of the San Diego region. In all honesty, the article supplied a bit more than the basics, as it ran on for over three pages. Having cleaned Porsche windows (and other windows as well) for years, I guess that I might have learned a thing or two from David's long article, but it could have been pared down a bit (editor's note - I probably was filling space and refrained from doing just that!).



Front Cover - Ah, isn't spring right around the corner? George Andeweg at the annual Afton Concours a couple of ears ago admiring the views enjoying the sunshine and having a great time.
Photo by Kelley Mayer

Note per Ron: George is a familiar face at Nord Stern events in past years. He provided support for many events through the dealership, and sold me a string of Audi's until finally helping me get an "allocation" for the 911/50. We wish him well in retirement.

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. \$6500. Contact Dave Schmidt.
- 1996 BMW 318T sport. 11,000 miles, warranty in place for the next few months. Red and very, very clean. Call Mark with your best offer.
- 1997 BMW M3 sedan; capable of putting Porsches into its rearview mirror. Cosmos black over black leather, 21,000 miles, 5 speed, CD changer, cruise control, heated front seats and power sunroof. Extra set of wheels with mounted Blizzak's. Need room in the garage for a new BMW 540 6 speed on order. \$34,500. Call Dick Beers.
- 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.
- 1963 Porsche Cabriolet. Guards red with a black top and interior. 2,000 miles since last engine rebuild; excellent condition and truly a must see. \$32,000; call Bill Groschen.



John Dixon, daughter & friend, Susanne Dixon, on the North Shore this past fall during the Annual Fall Color Tour, organized by John. This is a great event, be sure to get it on your calendar for this upcoming fall - never too early to plan. North shore accommodations full up fast! Photo by Jill Daneu

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- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in Nord Stern
- **Refund Policy:** Deadline is April 23, 2000. Late fee: \$20 per driver! However full refund if you cancel by calling one day before event.

Announcing: 8th Annual Nord Stern Fall North Shore Tour!

Friday, Saturday, Sunday
October 6-8, 2000
Headquarters: BlueFin Bay (1-800-BlueFin)
Eventmaster: John Dixon 612 939-9071

Find the 8th Annual Nord Stern Fall North Shore Tour information, including a complete listing of participating drivers, in the Nord Stern magazine, "The Nord Stern Magazine" (Fall 1999) or on the Nord Stern website, www.nordstern.com. Photo by Jill Daneu

A Perfect Pair . . .

Discriminating club members know that the new Nord Stern logo dome leather key fob is an absolute must. The handsome teardrop-shaped key fob features the 4-color Nord Stern logo protected by a clear acrylic dome. And for a limited time, when you purchase the key fob, you'll receive the 3" embroidered Nord Stern patch for just an additional \$2.50. That's 40% discount off the regular price of the patch!

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PCA History . . . The story and evolution

courtesy pca.org

September 13, 1955. The first meeting of the Porsche Club of America was held at Blackie's House of Beef in Washington, D.C. Twelve people attended.

Bill Sholar was a commercial artist in the Washington, D.C. area in the early 1950's. He also was an admirer of well-designed automobiles, and thus purchased his first Porsche, a 1953 356 Coupe. As time passed, Bill met other Porsches on the road, always blinking his headlights in silent greeting.



By late 1954, Bill was convinced that a more personal meeting would be appropriate with other Porsche owners to discuss the positive and, the not-so-positive aspects of driving the infrequently encountered marque.

Following a first gathering February 8, 1955 at the Sholar house, several Porsche owners occasionally got together that spring and summer to share knowledge about the unique cars they drove.

Eventually they decided to start a club. A brief paragraph in the August 1955 issue of Sports Car Illustrated informed readers that a Porsche club was being formed in the United States; all inquiries were directed to Bill Scholar's attention. Additionally, the Porsche factory was petitioned for recognition of the proposed club.

Unofficially referring to themselves as "the gripe group" they officially titled the new organization the Porsche Club of America, and held their first business meeting on September 13, 1955, at Blackie's House of Beef in Washington, DC. Thirteen prospective members showed up, but one reluctantly had to be asked to leave when she revealed that she owned not a Porsche, but a Volkswagen, which didn't qualify under the club bylaws.

Those in attendance at that first meeting were Bill Sholar, Karl Grimm, Peter Pearman, Ken Twigg, Frank Beckett,

Gamble Mann, Fred Schulenburg, Bob Flick, Bob Elliott, Ray Pitts, Harvey Brown, and Don Carr. Bill Sholar was elected President and a press release was sent to the factory magazine, Christophorus, introducing the Porsche Club of America to other Porsche enthusiasts. Word spread, and the 190 Porsche drivers who joined by January 31, 1956 were designated as "charter members" of the Porsche Club of America (PCA).

The original Washington DC group became the Potomac Region, which remained the hub of activities for the first few years. The 190 charter members were from 27 states, the District of Columbia, and Canada. Members outside the Washington D.C. area started forming their own PCA regions in late 1956.

First appearing in December 1955, the club's monthly magazine, Porsche Panorama®, kept all members, nearby and remote, apprised of the latest technical information, factory news and events planned.

Early in 1956, Potomac Region arranged the first "Porsche Parade" as a gathering of all PCA members and a blanket invitation was extended to all PCAers. Held at the Washingtonian Motel in Gaithersburg, Maryland from August 29 through September 1, 1956, this first national convention drew 64 PCA members. Apart from a rally, a gymkhana and technical tips from the factory service reps present, there was plenty of time for socializing and pit talk. Living up to its name, several Parades later actually featured a parade of Porsches through the streets. At the second Parade, a Concours D'Elegance was added to the competitive events. This Parade also saw the first national officers elected from outside the founding region. PCA chartered six more regions before the end of that year, starting a trend that developed the club into a truly nationwide, and later, an international organization. These early days always saw a group of PCA members at local and national sports car races. Many PCAers who spent weekends racing their Porsches came out as winners; such drivers as Art Bunker, Bob Holbert, Lake Underwood and Charlie Wallace were beginning to develop Porsche's "giant killer" reputation in this country. With Max Bunnell as President, the 1958 Parade moved to New York state. That year also saw Sholar come up with something new for PCA members: a trip to the Porsche factory in Stuttgart, Germany. Eighty-one members made that first "Treffen" (the German word for "meeting") aboard a prop-driven Lufthansa Super Constellation, arriving to a welcome from not only the factory, but also many of the German Porsche Clubs.

The Treffen® presented the attractive option of taking delivery of a new Porsche at the factory, a tradition that is still available today. In October of that same year, Sholar was appointed PA's



Continued on page 32

The Porsche Boxster was presented to the automotive industry in 1993 as a prototype at the Detroit Auto Show. It quickly gained popularity as magazines articles spread the word of an entry-level, 2-seater, mid-engined Porsche.



At the time, to say that Porsche was struggling economically, would be a gross understatement. Porsche vehicle sales had declined sharply (from 50,000 units in 1986 to just under 14,000 in '93), especially in the US, where Porsche sold 50% of its production. Porsche was going bankrupt!

In 1993, Wendelin Wiedeking, an engineer and former head of production at Porsche was appointed CEO. One of his first moves was to bring in Japanese (Toyota) consultants into the manufacturing plant, which was perceived as an insult by most of the workers, since Toyota had just recently offered to purchase Porsche. Luckily the family was unwilling to sell.



With the input from the consultants, Porsche streamlined its manufacturing, going to a JIT (just in time) production method which dictated the complete elimination of waste and producing just what is needed, when it's needed and in the exact amount that it's needed. Porsche entered into a new, modern, automated manufacturing era.

Now, a sexy, new, entry-level Porsche was all that was required to restart sales.

Porsche saw that the 2-seater roadster market was growing quickly, and looking at the highly successful Mazda Miata, which had been introduced in 1989, Porsche decided to follow suit. Drawing inspiration from the very successful 550 Spyder of the 1950s, Porsche officially introduced the Boxster.

Based on recommendations from the Toyota consultants, Porsche also streamlined production in order to be more efficient so the Boxster was co-developed and co-engineered with the next-to-come

Porsche Parts . . .

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

Carrera 996. These were the first production water-cooled, flat-6 cars, and they shared many of their components.

The Boxster became an instant success!

Between 1996 and 2003 it was Porsche's best-selling model and has hence been dubbed: The car that saved Porsche.

In 1996 Porsche had North American (Canada & USA) combined sales of 7,524 units. In '97 it almost doubled sales to 13,731 units and by 2004 it had grown to 33,289 cars per year.



This "instant" success was both a blessing and a curse. Porsche had to immediately open a second manufacturing facility (in Uusikaupunki, Finland) in order to keep up with demand since the Stuttgart facility was overwhelmed.

The Boxster's official model designation is 986 and its name comes from combining the words "boxer" (as in the engine configuration) and "roaster".

Boxster

It made its debut in Europe as a model year

1996 and then came to America in model year 1997. When it was introduced in the USA in 1997, its MSRP was \$39,900.00.

For 1997, 1998 and 1999 the Boxster was sold with a 2.5 liter

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ICE vs EV . . .

continued from page 18

the Porsches. So, for us EVs have reached the “one car of the group of cars” level.

– Steve Kemp

Not to beat this “dead horse” there are about 275 million cars registered in the U.S. To convert a few percent of these owners to electric cars will require a cheap electric car not a luxury, ludicrously fast car. Toyota and BYD (Chineses car company) announced in December a partnership to build a cheap electric car. Porsche and Bosche are working on producing Synthetic fuel. In the meantime, i am dreaming about building an outlaw Karman Ghia now that the 914 is running.

– Rick Tanler

I agree that electric cars are here to stay and China will probably produce them on a large scale. My wife drives a Tesla Model 3 that we pretty much charge for free with our solar panels here in CA. (she lets me drive it once in awhile).

On the other side of the story, electricity is still coal, nuclear (small amount now), natural gas and hydro electric generated. Solar and Wind only produce 4 to 5% estimate. Battery technology is improving but the mining of the rare earth minerals required to build the batteries is a huge polluter and damages the environment more than carbon emissions. Then the problem of where do we put the spent batteries after their useful life is up. Bury them 5,000 feet down. They can’t go into land fill or very costly to recycle.

Speaking of carbon emissions from our beloved gasoline & diesel powered vehicles, there are 240 active volcanoes in the world. One eruption from one volcano wipes out a whole year of carbon emission savings from ALL the electric vehicles in the world.

Let’s develop technology that captures the emissions or keep reducing them.

I flew the B777 for 11 years all over the world (30 years with the airlines). It burned about 2,500 gallons an HOUR. Typical 12 hour flight was 30,000 gallons. In the US alone we have

45,000 flights a day with about 145,000 per day worldwide. The airlines are expanding at 5% per year or so. There will not be any electric powered passenger planes for many many years, if ever.

30,000 gallons of gasoline (Kerosene in a jet) would go a long way in a Porsche. There is still plenty of dinosaur juice for our beloved cars IMO.

Something to think about, There is no easy solution!

– Marty Noonan

The biggest take away from all of this is Marty’s last observation: There is no easy solution!

– Steve Thompson

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.



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Prez Sez . . .

continued from page 6

one of them. It should not cut into your track time and it's a great way to get involved. Please reach out to John Blackburn at dt@nordstern.org for more information on the event master role or any questions on Driver Education.

Look for Social, Drives, Tours, New Member and Tech events as well to be added to the calendar as we finalize those dates, times and locations shortly. As we said at the party, if you have ideas for these events, now is a perfect time to let us know about them while we are planning out the year.

So, the Green Flag has officially dropped on the 2022 Nord Stern season and we are off and running!

I'm looking forward to seeing all of you (and your cars) at events throughout the year.

Parts . . .

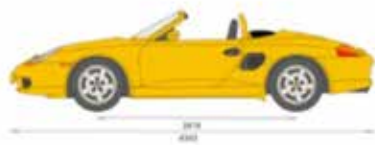
continued from page 27

flat-6, making 201 HP.

It was available with a 5-speed manual or a 4-speed Tiptronic and a myriad of factory options that would bloat the car's price to typically \$50,000 per unit. Several 986s were ordered with so many options that they easily surpassed \$100,000 as their sticker price.

With model year 2000, Porsche expanded the Boxster platform by offering 2 versions:

The base Boxster and the more powerful Boxster S.



The base's power and torque were bumped as the engine now displaced 2.7 liters and made 217 HP. The "S" version had a displacement of 3.2 liters and made close to 250 HP but also included larger brakes and an extra radiator for better cooling the higher displacement engine. Also, these were now the e-gas cars, meaning that they had an electronically controlled throttle body vs. having a cable-operated one as in the earlier versions.

Their MSRPs also grew to \$41,430 and \$49,930 respectively.

These were still 986 cars and every year Porsche made improvements in both power and torque and offered additional creature comforts not found in the earlier models, such as cup holders, glove compartments, glass rear windows, etc.

The last of the 986s were offered as model year 2004. They still maintained their previous



engine displacements of 2.7 and 3.2 liters but their MRSPs kept growing to \$42,600 and

\$51,600 for the base and S models respectively and a Special Edition S, dubbed the 550 Spyder was offered at \$59,900 which included many factory options as "standard".

The story of the Boxster doesn't end there. Just its first generation, the 986.

Throughout its history the 986 Boxster has been picked on and demeaned by some as "not a real Porsche", "a chick car", "a Porsche with panties" etc., etc., but as each year passed, it got better and better.

When we mentioned that the instant success

was also a curse we were also referring to some of the quality issues that they went

through initially.

Because production was ramped up so quickly, Porsche did not inspect each and every engine block (as they had done before) prior to engine assembly. As a result, a number of "porous blocks" made it into production, later causing Porsche to have to replace those engines when their coolant mysteriously started disappearing.

Because they did not want to lose those porous blocks and reduce Boxster production numbers it was decided to bore the cylinders out and place a steel sleeve which would solve the porosity in the blocks.

Some time later some of those sleeved engines failed due to a "slipped sleeve" causing Porsche to have to replace some more engines.

For those of us who have owned (and I still do) a first generation 986 Boxster, it has been a fabulous platform that is pure and simple incredibly fun to drive, whether at the track or on the street.

The simplicity of the car together with its light weight and mid-engine placement has made it an icon.

This doesn't mean that it hasn't been without issues, as any other car. In particular the infamous IMS issue. But the good news is that the IMS issue can be solved and now that the

986 is a classic we are starting to find those who are restoring and preserving them for future generations.

Since its inception the Boxster, unlike other classic Porsches had been depreciating year after year, and now, at 20, the depreciation has finally stopped. According to Hagerty Classic Insurance Company, values of the 986 have leveled off and they are expect to climb. So if you have thought about owning one, now is the time, before they start to appreciate in value as they rightfully should.

PCA History, part 1 . . .

continued from page 26

Executive Secretary, a job he held until 1962, running the day-to-day operations of the club with the help of a part-time secretary.

The Parade moved west for the first time when Rocky Mountain Region hosted the 1960 Parade in Aspen, Colorado. This event featured Dr. Ferry Porsche's first appearance at a Parade. Early in 1961 PCA appointed its first committee chair to develop the club's activities even further and to coordinate activities at the Parade. This proved to be a great asset to the club, as over 250 PCAers attended the sixth Parade. After only six years, PCA had earned the reputation as one of the best sports car clubs in the world.

In 1963, Sholar moved to a new position with Porsche of America Corporation, the U. S. importer. Before he did so, PA's founder recommended his secretary, Jane Nestlerode, as his replacement as Executive Secretary. Until her retirement in 1980, Jane became synonymous with PCA National, running the office out of her home and serving the needs of a membership that grew over 800% during her tenure.

Charter PCAer Ken Twigg was elected President in 1963 and PCA membership reached 2000 for the first time. The 1963 Treffen® saw 40 PCAers take delivery of a car at the factory. Through the mid-1960's PCA racers continued to provide Porsche with SCCA victories, as Bruce Jennings, charter PCAer Don Wester, Bert Everett, Joe Buzzetta and others carried the Porsche banner into winners' circles across America in cars ranging from the ever-competitive Speedster to the more exotic



Spyders, 904, and 906.

Regions were not confined to the continental U.S. as Hawaii Region formed in 1959, Germany Region in 1963 and the Puerto Rico Region in 1994.

In 1980, Jane Nestlerode transferred the Executive Secretary position to her assistant, Ruth Harte, who continued to run the club from the basement of her Alexandria, Virginia home. A year before her retirement, in 2001, the club moved to rented office space in Springfield Virginia. The current office space in Columbia, Maryland was purchased in 2010.

Although each Region held a wide variety of events and meetings, the Parade became the pinnacle of PCA activity and the focal point for friendships among far-flung Porsche enthusiasts. By the late 1960's, a typical Porsche Parade kept 500 entrants busy for an entire week, not to mention time spent in preparation and travel. Classes in speed events and concours were expanded as the club's focus shifted to include new Porsche types such as the 911 and its many derivatives. The Parade

rally offered classes for both equipped and unequipped cars.

PCA has experienced an unparalleled growth, not only in members, but in the quality of its events and services. In 2021, PCA served more than 90,000 families, with over 134,000 members, in 146 local Regions,

making it the largest single marque car club in the world. PCA concours standards are second to none. Multiple national committees help members with technical problems, insurance valuations, event safety, region management and newsletters.

Today, activities range from auto crossing, rallying, concours, and socializing, to growing interests in touring, restoration, and PCA Club Racing. PC's Treffen North America is popular long weekend of tours and socializing. A PCA sponsored European "Treffen®" allows members to visit the factory, the new Porsche Museum, the area around Stuttgart, Germany, and the R&D unit at Weissach.

A professional staff, headed by Executive Director Vu Nguyen, operates the National Office in Columbia, Maryland, where a growing historical section is also housed. The club functions like a finely-tuned, high performance Porsche. One of the objectives stated in PCA's Bylaws is to promote the enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche.

As the phrase goes, "It's not just the cars, it's the people..."

Editor's Note: pca.org has more articles detailing the history behind various club aspects and we will continue to high various programs, such as the Zones, Club Racing and so on. Always interesting to hear how things have evolved!



Bill Sholar's 356 at the 1958 Parade



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www.PorscheClubInsider.com

PORSCHE CLUB OF AMERICA

4.9/5 Rating



"I've been a casual member of PCA for years but the podcast has really brought the club alive for me... who are the PCA staff, what's new or upcoming in *Panorama*, what's new with PCA, new Porsche cars, classic Porsche car insights. I think you have stumbled onto the perfect mix of banter and real news and commentary. It is EXCELLENT!"

– Craig S., PCA Member





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I don't know. Every once in a while, that wave of emotions comes crashing over me. And I have all I can do to keep from losing it. It happened a short while ago, when I came across a video of "My Back Pages" on Facebook, with Bob, of course, joined onstage by Roger McGuinn, Tom Petty, Neil Young, Eric Clapton and George Harrison.

Have you seen it? Do a search, it'll take just a few seconds. Then sit back, crank it up and savor the experience.

I know for a fact that I'm not the only one who has been dramatically moved by the song and the performance. All I had to do was scroll down to the on-line comments. Here's a sampling.

"In a hundred years this performance will still be around and listened to. My god. It's so beautiful and so brilliant."

And "This makes me cry from nostalgia. They are from my generation ... and still some of the greatest music of all time. What a lineup."

And this is my favorite, "Even today, no matter what anybody says, this is the best and can't get any better than this. Long live Bob, Neil, Eric and Roger. Did I leave anyone? RIP George and Tom!"

Why is that comment my favorite? Because the writer knows that, one of these days, every one of us will be gone. Dust. Ashes. What will live on? Maybe something that we've given to the world, if we're one of the lucky ones. And that's about it. The music, captured on video, may remain. But the memory of us, of who we are, or were, and did, will fade away ...

I Was So Much Older Then

by Danielle Badler, February 2022

becoming only faces on a screen.

Yeah, I try to accept that reality. I really do. But, sometimes, like when I watch the Dylan video or, and here's another one that just destroys me, the video of The Traveling Wilburys performing "End of the Line," it really does become tough duty. Notice the empty rocking chair they set up for Roy Orbison, who had recently passed. Of the five musicians, only Dylan and Jeff Lynne are alive today.

I live with the pathos at home. When my parents downsized, and moved to a retirement community, about eight or nine years ago, they asked my sisters and me what we wanted from the house. A couch? A rug? A lamp? Take whatever you want!

I asked for two things. A set of misty photos my mother took, looking out to a lake that their house bordered. Because the view, the ephemeral vista, brought back fading memories of all the family gatherings at that spot. And an old upright radio.

Not just any radio. This is a wood-framed example of beautiful craftsmanship from the '30s that stands about four feet tall. It still works. You open these two doors, and revel in a yellowish glow that slowly luminates the dial, as it actually warms up.

Continued on page 36

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

I have been a professional Porsche mechanic ever since that humble beginning 50 years ago.
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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
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Older Then . . .

continued from page 35

One AM dial in a semicircle. It's stunning, at least to me.

My parents shipped it to me. I took my time to unpack the box. I didn't have much of a choice — it was wrapped like it was a treasure from King Tut's tomb. And to me, and my parents, it could have been. Because I distinctly remember that radio, in my grandparents' apartment in The Bronx, NY, from when I was very young.

I took out all the tubes (tubes!) and put them away for safekeeping. One tube had a build date from 1939, and said it was guaranteed for six months.

Now, when my sisters and I pass on to rock and roll heaven, who will remember the story of that radio, and what it meant to a long-gone immigrant Eastern European family in The Bronx? My mother's father was a milliner, a hatmaker on the Lower East Side. How long,

how hard, during the Depression, did he work to save for that radio? I can only guess.

My daughters might guess too. They never knew my grandparents. But they've heard the stories about that radio many times. And they might tell their children . . . or maybe they won't. Maybe they'll sell the old box at auction, to someone who will turn it into a quasi-classic liquor cabinet.

And then there's my 911 SC. From 1978. My grandson saw it for the first time this past summer. The car certainly means a lot to me — I've owned it for more than 33 years. It's been registered in four states. My older daughter rode home with me when I bought it. She loved it, especially those jump seats that fit her perfectly. Will my grandson remember? Or care? He's seven, the same age my daughter was. I really don't know.

We've all seen the stories of aging boomers going on obsessive searches for that car, the one they coveted in high school, the one they

used for a first date, the one that unlocks all the memories of a youth that faded a long time ago.

And then we see the stories of someone's passing, and the heirs wanting to liquidate everything, to give grandpa's toy to a loving family that will enjoy it for another generation. What do they do? They call in someone like Wayne Carini, who happily obliges. And maybe the vehicle does find another loving home. Like my grandparents' radio.

I've thought about selling my SC. Many times. Especially during the winter months, when all I can do is start it up and roll it back and forth in my garage spot. But then I get sentimental. The skies clear, the sunroof opens and off I go. Should I sell it? At that moment, there's no way. Even if it's running poorly. It's not dead yet. And neither am I.

I turn on the radio. What do I hear? Neil Young. Singing "Long May You Run."

It's good to be alive.

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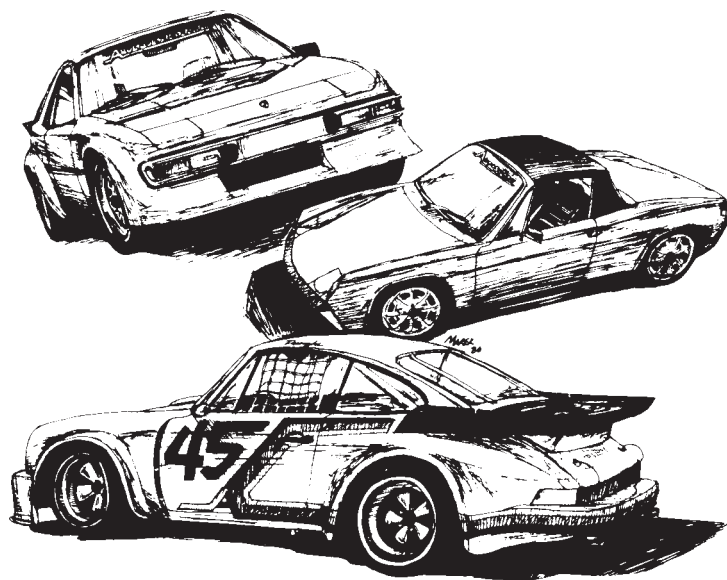
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Book Reviews for Porscheophiles

by Bruce Herrington, Orange Coast Region

111 PORSCHE STORIES THAT YOU SHOULD KNOW

by Wilfried Müller, published 2018
by Emons Verlag GmbH, Germany

To this reviewer, the hubris of the “you should” in the title was rather off-putting. The “111” cliché wasn’t much more inspiring, but I bought the book anyway. You should do likewise.

The ‘stories’ are actually concise, interesting and informative articles / anecdotes about events relating to Porsche the company and Porsche the car. They are all well written and very readable.

Divided into 15 sections, the ‘stories’ cover Porsche related activities from 1899 to at least 2015 – the Mission E described in detail. The stories are not fiction, but are factual descriptions of events involving members of the Porsche family and / or Porsche cars. All are one page, with a facing full-page illustration. Gems of history presented include the fact that the 1900 Lohner-Porsche model was named Semper Vivus (translation Always Alive), referring to the fact that it was a ‘hybrid’ – an electric car with gasoline engines to keep the battery charged while traveling! Other tidbits of Porsche history, such as why the very first 911 Turbo was specially equipped with clear (non-tinted) glass, are sprinkled throughout the book.

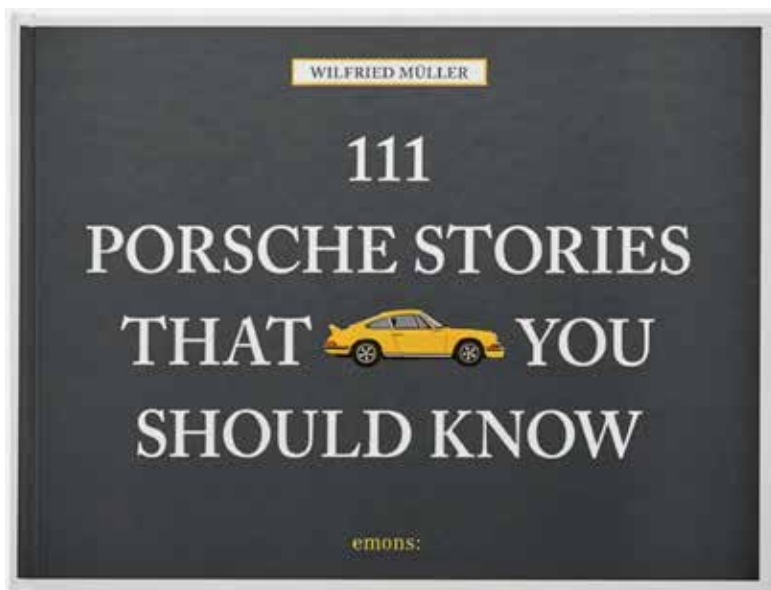
Conveniently, every page of the numbered articles is labeled with the heading of the section to which it relates, and a title and a sub-title for the article itself. All very helpful for understanding the context of each article.

The first section Key Figures gives biographical summaries of 13 individuals, most of whom have names familiar to Porscheophiles, but about whom few details have been known. This reviewer found the presentation of the details of their personalities and contributions to Porsche, along with a full-page picture of them ‘at work’, to be most enlightening. Actually, there are additional informative bios in the section At the Pit Wall and in Racing Drivers. Truly a unique collection of biographical summaries of Porsche family members, corporate leaders, racing department executives and drivers.

Sections Milestones, Extremists (cars not people), Porsche Art, Prototypes, Cliff Hangers, Magic Words, etc., contain much more car and company-oriented information. There are articles about eleven 911s cast in concrete, the innovative approach to crash testing a 904, and of course, a description of the discovery of how to make the 917 handles. Also told is a summary of Porsche’s various attempts to create a 4-seater, starting with the model 754 T7 in 1959.

This book is a fascinating read filled with interesting information. Every Porscheophile should have a copy as a way to acquire, in small easy doses, a comprehensive knowledge of the meaning of Porsche. But be forewarned, that after 169 pages set in Europe, the picture leading the section Magic Words, a picture showing a rally checkpoint in Joshua Tree National Monument with an early Healy, a Triumph TR2, part of an XK120 (and a yellow-plate Speedster), comes up as a shock!

111 PORSCHE STORIES is hardbound with an illustrated cover (no dust jacket) and contains 304, 10-1/2 x 8-inch pages on heavy weight paper. There are more than 111 high quality full-page photographs. It is probably not available at your favorite bookseller, but as this is being written, Amazon Books has it for \$22.80. A real bargain for a significant compilation of Porsche lore.





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