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PORSCHE



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

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Cover: Photo by Michael Grabner

From one of the Charity Calendar Photo Shoots of the late Teresa Pfister's beautiful Black limited edition 1992 Turbo S2.

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.

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HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Second, join Nord Stern

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

3. To RENEW an existing Nord Stern membership

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

Address Changes:

Please send any address changes or updates via emailmembership@nordstern.org

Mail renewal checks to:

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

Nord Stern membership Options:

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for your expiration date

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Driver Education John Blackburn	de@nordstern.org	Track Relations - BIR and RA Jim Bahner	trackrelations@nordstern.org
DE Registrar Andy Barker, Dave Anderson	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!*

Gary Amendola
Savage, MN

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James Sheehan
Austin, MN

Megan Spindler
Blaine, MN

Mike Steindel
Anoka, MN

Bryan Wilson
Mendota Heights, 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. I am currently snowed in at our northern Minnesota cabin, so a great time to dream of the coming warm weather. The plows will arrive soon to clear the roads and Spring is coming right around the corner.

As I mentioned in my February column, our new Driver Training Chairs, **Ben Rogers** and **Scott Brown**, have been working on some great enhancement to Driver Training events for 2022. All these events are now up-to-date on the Nord Stern website and live on clubregistration.net, so go take a look and get yourself signed up!

For those that have thought about some behind the wheel instruction for your Porsche or other high performance car, this is the year to do it! Nord Stern's Driver Training events are a safe, structured, and controlled teaching and learning environment so that participants can improve their driving abilities and get a better understanding of vehicle dynamics and driving safety. Successful completion of Driver Training is a requirement to participate in Driver Education events, but also a just great way to simply learn how to better operate your high performance vehicle.



Both Driver Training and Driver Education are held at Brainerd International Raceway, but these events are NOT racing, nor preparation for racing. No times or placings are recorded, and no awards or prizes are received by the event participants, just a lot of fun, learning, and camaraderie. Every time I ask myself why I enjoy this activity, it's the fun of learning and improving driving skills in awesome cars with old and new friends.

For 2022, we will have three Driver Training events and all of them have been expanded to 2-day events. The 2-day format will allow students more time for fundamental car control instruction before then putting this learning in practice around the corners, on track, at BIR. All three events take place on a Saturday and Sunday. Dates are April 23-24, May 14-15, and September 17-18. Seats will be limited by our available instructors, so get signed up early.

If you have been thinking of becoming a driving instructor for PCA events, this also is your year as well! We will be holding **New Instructor Training** on Friday of **First Fling, April 22**, led by PCA National Driver Training staff. We still have some seats open for this training as I write this. Contact Ben and Scott at dt@nordstern.org if you're interested and o learn more!

For experienced drivers, the Nord Stern Driver Education events are also all set for sign-up on clubregistration.net. Drivers will have the same track time as previously available on Saturday and Sunday and MORE track time available during the Advanced lapping option on Fridays. This year's slate of events adds the **Fantastic Fling May 14-15** where the weather should be Fantastic!

We have some other exciting events on the Nord Stern calendar that are coming up in March and April including

Continued on page 34

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2022 Advertising Rates

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

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high

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

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

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

Back Cover: 8.5" by 7"

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

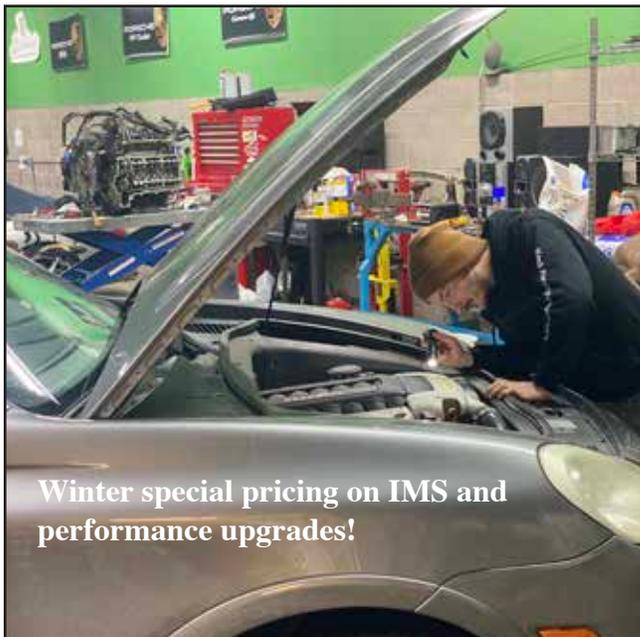
* 6-month pre-payment required for ad insertion, billed yearly

As always, here it is with hopefully most of the winter now under our belt and the whole idea of warm days, warm asphalt, beckon our cars and ourselves to get out and enjoy the roads, scenery, perhaps with a destiny in mind, perhaps without. Does it really matter? Yes, I love the snow (we are skiers) as there's not

With that in mind, this is always a time of anticipation: big weather changes, a calendar filled with a lot of driving opportunities whether it be on track, or following a lot of other Nord Sterners headed to a restaurant where the journey is half the fun, or learning more about our cars at an upcoming tech session. The list goes on and on,

Our prez' column lists a lot of the upcoming action here which is just over to the left on the opposing page so no need to repeat anything! Plus of course we have a long list of events plugged into our 2022 calendar right here in the newsletter. Some still need a few of the fine details worked out, but for sure the dates are known. Get them on your calendar.

This issue also has a lot of info so be sure to check out the three full-page pieces that detail some of our club's focus which I count as number 1: **Membership Socials**, which are a great way to 'start the year' whether one is newer to the club or have been around a long time! Number 2: the **Driver Ed and Driver Training schedule** for the year. And Number 3: the **Drives Schedule** which this year will feature four different designations. Wow.



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From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

And then there is the annual Fall Color Tour and several fun social outings that are being confirmed.

Be sure to enjoy long-time Nord Sterner, Kim Crumb's recap of the Rolex 24, liberally illustrated with photos. I know he always enjoys anything racing oriented and especially when Porsches are involved. Thanks, Kim.

And there is some Driver Ed info this month, specifically regarding car numbers and who is using what number and how to request a specific number. New participants will be assigned numbers when they register for the Novice Driver Training, but you do have the opportunity to request a different one based on availability. Be sure to reach out if you have questions about any of the process to get started with either Autocross or Driver Ed participation up in Brainerd at BIR. With that said, our upcoming membership socials are a great place to start. There will be a number of members attending and introductory presentations on the 'what and how's' of club events. Plus they just are fun to get out and mingle with other Porsche nuts.

Also in this issue, I am continuing the Porsche PCA history published by PCA and it's evolution from just a few regions (or what we informally call 'ourselves' - a club) to the number we see today. Over the decades there's been tremendous growth as regions form where none were before. Nord Stern was 'early in the game' with our formation date going back to 1959. The 50th milestone was celebrated in 2009 with a big gala dinner event featuring Patrick Long speaking. Then in 2019 the 60th Anniversary was held at the American Swedish Institute with a big dinner.

And before we know it, I predict a big dinner for the 70th mark in 2029! That seems so far away but frankly, time flies. Hopefully we will all be around to enjoy a good time with fellow Nord Stern members and our cars.



Seriously, let's hope spring gets here sooner than later and the roads warm up so we can get out and drive. Yes, I know there are many daily drivers out there - and that's not just the Cayennes and Macan's. I see 911's on a daily basis. Yahoo.

MARCH	2022	AUGUST	2022
5	Membership Social @ Black Forest Performance Time: 10 a.m. Tour/Projects/Info/Food, see ad pg. 21	20	Nord Stern Drive #3 Star Prairie Run Location: 45th Parallel Distillery, New Richmond WI Details TBA
14	Nord Stern Business Mtg * Location: Grizzly's, Plymouth Time: 6:00 p.m. Social, 6:30 p.m. Meeting	SEPTEMBER	2022
26	Nord Stern Membership Social @ Imola Time: 10 a.m. Tour/Projects/Info/Food, see ad pg. 21	10	Nord Stern Drive #4 The Overland Epic Location Carlos Avery State Wildlife Management Area Columbus MN, Details TBA
APRIL	2022	8-10	Mellow Yellow 4: 3 Days of Drives Headquartered Out of Rochester, MN - Dakota Region of PCA Info: https://www.dakotapca.com/mellow-yellow
9	Nord Stern: Wizard Products - Detailing Demo Chanhasen AutoPlex Club House 10 a.m.	16	Nord Stern Last Fling Driver Training Location: BIR - Donnybrook course Registration will be online at clubregistration.net
11	Nord Stern Business Mtg * Location: Grizzly's, Plymouth Time: 6:00 p.m. Social, 6:30 p.m. Meeting	17-18	Nord Stern Last Fling Driver Ed Location: BIR - Donnybrook course Registration will be online at clubregistration.net
22	Nord Stern First Fling Driver Training Location: BIR - Donnybrook course Registration will be online at clubregistration.net	Sept 30-	
23-24	Nord Stern First Fling Driver Ed Location: BIR - Donnybrook course Registration will be online at clubregistration.net	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!
26	Nord Stern Membership Social @ Auto Edge Time: 10 a.m. Tour/Projects/Info/Food, see ad pg. 21		
MAY	2022		<i>Note: Events on clubregistration.net open 90 days prior</i>
9	Nord Stern Business Mtg * Location: Grizzly's, Plymouth Time: 6:00 p.m. Social, 6:30 p.m. Meeting		<i>* 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.</i>
14-15	Nord Stern Driver Ed aka Fantastic Fling Location: BIR - Comp course Registration will be online at clubregistration.net		
JUNE	2022		LOCAL CAR EVENTS OF INTEREST NOT organized or sponsored by Nord Stern or PCA
4	Nord Stern Drive #1 - The Road to Valhalla Details TBA		• MN CARS AND COFFEE • (See Ad) First Saturday of the month, May - October
20-21	Nord Stern @ ROAD AMERICA DE Location: Road America, Elkhart Lake, WI Registration will be online at clubregistration.net		• OCTAINE AND CAFFEINE • (See Ad) 2nd Saturday of the month, April - October
26	Nord Stern 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/)		• CARS AND CAVES • A monthly event held at the Chanhasen Autoplex 8 a.m. - Noon
JULY	2022		<i>**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.</i>
8-10	Nord Stern Loonacy Club Race and DE Location: BIR - Donnybrook course Registration will be online at clubregistration.net		
16	Nord Stern Drive #2 The Great River Excursion Location: Villa Bellezza, Pepin, WI, Details TBA		

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Car Number Assignments & How to Request a Change

The 2022 DE track season is fast approaching and it's time, once again, to open the car number registration period.

Car numbers are used at our Brainerd (BIR) and Road America track events to help with identification. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

Please help to keep the car number assignments up-to-date by reviewing the published list. If you have an existing number that isn't assigned to you, but you've used it at a track event in the past 3 years, let us know. On the other hand, if you see your name associated with a car number you're no longer using, let us know that as well.

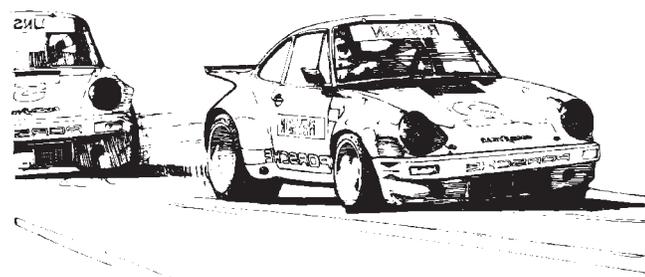
If you'd like to request one or change your assigned car number, all that is needed is to contact the Registrar by e-mail (Registrar @ NordStern.org). To make the assignment process as efficient as possible, simply provide your current number and three new numbers in preference order. You'll be reassigned the first one on your list that is available. Conflicting number requests will be given priority based on current membership status and when the change request is received.

Requirements for maintaining a car number assignment

Drivers must have registered for a DE event in the previous three years. Unused numbers are released for reassignment.

Active drivers (after their first year) may request a different number if it is available.

Duplicate number requests will be resolved by seniority based upon the number of years each member has been active with Nord Stern.



Send Requests To: Dave Anderson, Andy Barker Registrar Email: registrar@nordstern.org	Current Car #:	Choice #1:	Choice #2:	Choice #3:
	Driver Name:			
	e-mail (preferred):		Phone:	

Car Number

Assignments as of

3-2022

Binek - Retired	1	Larson, Glen	50	Niccum, Dan	152	Lemond, Scott	512
Doering, Gordon	2	Hoeglund, Cory	51	Gill, Scott	157	Gallant, Sean	517
Boeder, Bruce	3	Thomas, Kory	53	Miller, John	159	Draper, Justin	611
Billingsley, Dave	04	Zabel, Robert	55	Miron, Todd	163	Olson, Curt	620
Miron, Dale	4	Henneberger - Retired	56	Bass, Brad	168	Legault, Jacy	623
Shtulman, Dmitri	004	Benson, James	58	Sabers, Steven	171	Colosi, Laura	624
Thai, Paul	5	Welch, Robert	59	Ostenson, Mike	175	Fritze, Keith	660
Anderson, Keith	6	Courtney, Mike	61	Charnetski, Don	176	Froehling, Nicholas	671
Polk, Rick	06	Herron, Steve	61	Carlson, Fred	177	Redmond, Mischa	701
Windfeldt, Greg	7	Eckroth, Jeffrey	63	Hemenway, Scott	181	Huth, Noah	707
Wolfson, Bill	07	Romsaas, Jack	64	Carideo, Tony	188	Stone, Tim	717
Fleming, Bob	8	Adamek, Daniel	068	Solie, Glenn	193	Schumacher, Mark	719
Sabow, Tom	08	Linsmayer, Nick	68	Hyland, Brandon	199	Wehrspann, Louis	747
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Velure, Jeffrey	26	Richter, Joseph	105	Laumbach, Owen	301	Palladino, Thomas	913
Erickson, Keith	27	Faizer, Rumi	106	Laumbach, Derek	302	Tanler, Rick	914
Blackburn, John	28	Huber, Tom	107	Ivey, Shannon	303	Powless, Stephen	920
Lee, Victor	29	Leigh, Chris	108	Gates, Ryan	311	Kramer, Travis	948
Corcoran, Bill	32	Alvero, Gumer	109	Sorenson, David	311	Fitz, Kevin	951
Ciro, Tony	033	Hanson, Brian	110	Pokorny, Al	314	Voges, Hal	964
Sabers, Michael	33	Connors, Tim	111	Erik, Wikstrom	316	Velure, John	968
Weiner, Alan	34	Seeley, Dale	112	Amendola, Gary	328	Berard, Bill	970
Kessen, Brian	35	Stewart, Michael	113	Anagnos, Peter	333	Steffens, Clay	981
Sexton, Barrett	36	Westphal, Dave	114	Trickel, Brent	334	Hoeglund, Cory	987
Kemp, Stephen	37	Baird, Glenn	115	Hancock, Phil	356	Leu, Chris	988
Elasky, James	38	Van Norman, Lance	116	Miron, Gary	386	Fraguada, Luis H	990
Link, Lance	39	Schwietz, Scott	117	Nelson, Ivar	406	Gates, Bruce	991
Gates, Aaron	40	Gettings, Adam	118	Schmitt, Steve	410	Mccarthy, Mark	993
Carlson, Jeffrey	41	Schiessl, Charlie	120	Karn, Thomas	411	Tusler, Lon	996
Finke, Rodger	43	Nyhus, Paul	123	Robideau, Scott	415	Donofrio, John	997
Golly, Jim	44	Christianson, Reed	128	Jenkins, Scott	420	Cliby, Bill	999
Yee, Gary	45	Kileen, Tom	131	Dekutoski, Mike	433		
Viau, Robert	46	Yerigan, Bruce	134	Podergois, Jeff	444		
Hoke, Mike	49	Brown, Jason	136	Tofte, Jason	446		
		Irey, Alex	139	Megovern, Keith	464		
		Brown, Scott	144	Naslund, Lars	471		
		Viau Jr., Bob	146	Hoke, Kaitlyn	491		
		Manzey, David	148	Billingsley, Dave	504		
		Andreasen, Karl	149	Muldowney, Daniel	511		

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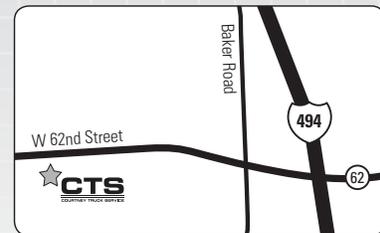
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The Meeting was called to order at 6:34 pm

President – Steve Kemp

- Welcome

Vice President – Jeff Eckroth

- No report

Treasurer – Todd Smith

- No report

Secretary – Judi Sievers

- No report

Advertising – Mollie Nygaard

- Via email, Mollie looking for a contact at Carousel, Roger can get one to her.

All Porsche Show – Phil Saari and Hal Voges

- No report, date set and appearing in the newsletter and online.

Autocross – Andy Golfis

- Got the 2022 schedule, sent to Christie for newsletter
- We will help with events again as requested. There are some novice events if we want to encourage new members to start there instead of BIR. Encourage new drivers to go.
- MAC has some introductory sessions, per Bob Kosky.
- Track Night with SCCA might be of interest.

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, John Velure

- Per John V, we will have no enduro, instead will have a 40-minute sprint on Saturday and two 30-minute sprints on Sunday.
- Friday DE party
- Fee schedule has been set, hotels for National staff, chairs, tables, tents, etc have been ordered.
- Dinner will be on Saturday night, registration on Clubreg
- Dinner with BOD and National officers on Friday
- Will have a bike race on Friday night.
- Meetings scheduled with National officers about issues from last year.
- Parade laps set
- An email calling for volunteers on Monday morning.

Driver Education – John Blackburn

- Received some names to request to volunteer
- We still need a Safety chair. Need to define the role.

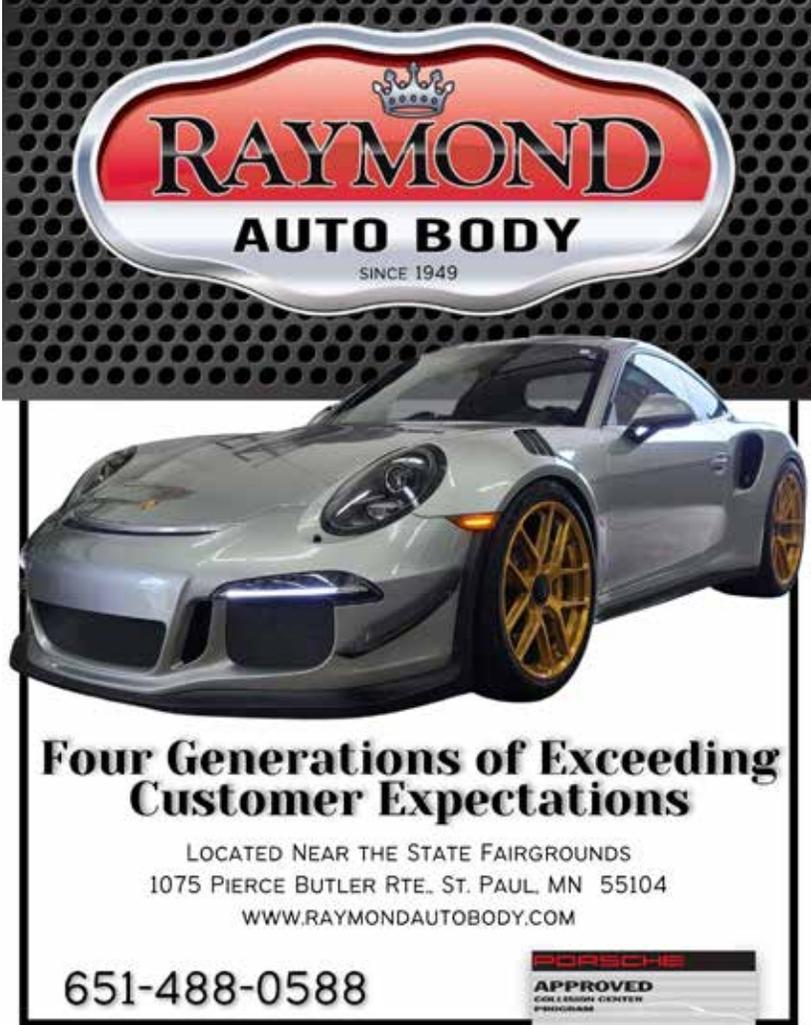
February Nord Stern Business
Meeting Minutes . . .

Respectfully submitted, Judi Sievers

- Need to promote Trakside Tire more and farther in advance so people will order tires and make it worth their while.

Driver's Training – Ben Rogers and Scott Brown

- First Fling
- Friday will be instructor development and advanced lapping
- National instructor will be Wally Ruiz
- Looking for 10-15 instructor candidates
- Saturday will be entirely on the short track. Groups 2-4 will have the same amount of track time.
- Sunday, more instruction time in the car for students.
- Fantastic Fling, Short track only, Still working out the details
- Invite instructors from other regions



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PROGRAM

Meeting Minutes . . .

continued from page 11

Historic Archivist – Roger Johnson

- Can we add a button on his posts on the website to go back to the main history page?

Insurance – Jeff Carlson

- Via email, all insurance for track events has been set up.

Membership – Betsey Porter, Jim Southwell, and Steve Albers

- 27 new members in January
- 12 2020 members have re-joined
- Over 100 2021 members need to renew
- 688 total Nord Stern members.
- Four membership social events are scheduled with one more in the planning stages.

Newsletter – Christie Boeder

- Send content!
- Steve will write about the DT changes in his column.

Registrar – Andy Barker and Dave Anderson

- All track events are live on Club Registration except the new May event. Need to pin down details.
- First Fling has 18 registrants.
- Safety – open position
- Need a new person or people for Safety role at track events.

Social – Toni LaRose

- Via Steve K, lots of events in the planning stages.

Social Media – Misty Martianos and Betsey Porter

- Facebook Events created for three of the four Membership socials.
- 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).

Shop and Tech Relations – Roger Johnson

- We need to decide what we are going to ask the dealerships in terms of sponsorships for the year.
- Rosenbauer Fire Trucks is an option for a tech session
- US Bank Stadium tours always of interest.
- Midwest and DentKraft would like to hold a session this year.

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

- Fall Color Tour – all dates and locations confirmed by Michele and Ron.
- Vino in the Valley – TBD, need new chairperson
- Drives – Theo has planned four drives throughout the year

Track Relations – Jim Bahner

- No report

Webmaster – Dave Anderson and Christie Boeder

- Steve asked for ideas to update the website
- Shops list
- Store
- Blog
- Secure login
- Links to socials

Old business

- No old business

New Business

- No new business

Meeting adjourned 8:16 p.m.

Respectfully submitted, Betsey Porter for Judi Sievers

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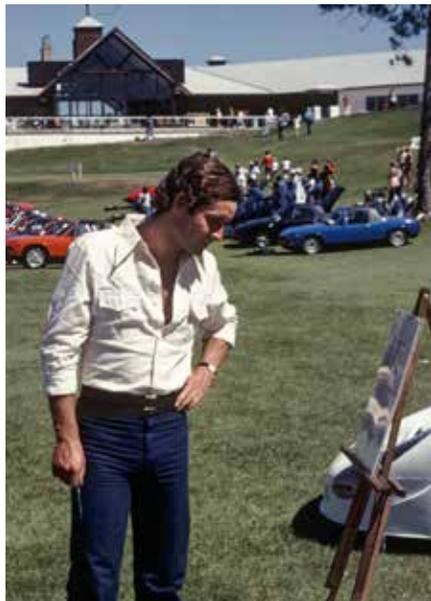
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While listening to 2020 IMSA LMP2 Champion Patrick Kelly last Saturday night at Nord Stern's Green Flag Party, I reflected on what an incredible collection of guest speakers that have graced Nord Stern over many years. Patrick Kelly's story might be the most compelling as he got his start doing Nord Stern DE events and 20 years later competed in the 24 Hours of Le Mans. Patrick's business took him to LA in 2012, but the dinner reconnected him with all his Nord Stern friends and I have a feeling we will be seeing more of him in the future.

So who else has Nord Stern had as guest speakers over the years? Well, Patrick is in some pretty rarified air.

Here is Carroll Shelby in 1969. That is a youthful Hank Godfredson on the left.

Jacky Ickx hung out with



us at the 1976 Porsche Parade at Madden's in Brainerd. He had just won the 24 Hours of Le Mans in a 936 and they bought the winning 936 along! (left)

For those of you deep into the Porsche trivia, the car was driven here by Manfred Jantke who is quite well

known as the head of PR and motorsports at the time. They flat towed the car from Madden's to BIR with a station wagon



for these laps! Dave Morse was President of Nord Stern at that time and later acquired this car for his impressive collection. When Dave passed, the Porsche Museum acquired the car where it remains today.

In 1998 we had the only American Formula 1 Champion Phil Hill (correction: Mario Andretti was also an American F1 champ, and had some seat time in the Shell/Dunlop liveried 962, at Le Mans, 1988) who had great stories of what it was like to be a driver for Ferrari in those days. He won the Formula One world championship in 1961 and walked away from Ferrari in 1962 concerned with basically staying alive. He had some involvement with developing the Porsche 804 Grand Prix car late that year. Shown above with David Weisel.



The very entertaining David Hobbs shown with Mike Jekot (left).

Derek Bell with Bob Johnson (photo below). Derek and Bob were acquainted through racing and this photo

was taken the afternoon before the dinner at Bob's shop. Not sure of the year.

917 and rally driver, Vic Elford. Probably most known for exceeding 240 mph on the Mulsanne is a poor handling 917LH. Left is Tran Am driver of some repute Leighton Reese. 2002 Nord Stern President Mark Skweres in the middle.



Nord Stern History Post #4

by Roger Johnson, www.nordstern.org/Chronicles

History ...

continued from page 15



Of course, in 2009 to celebrate Nord Stern's 50th anniversary we had Porsche factory driver, Le Mans class winner Patrick Long. He was



driving the RS Spyder then and so we did a Spyder to Spyder Q&A with Tom Countryman

who had driven a 550 Spyder back in the day.

Photo left, below: 2008 Nord Stern GT3 Cup drivers Patrick Kelly and Steve Washburn visit with Patrick Long and Nord Stern President Pam Viau at the 50th dinner at Interlachen.



David Murry was the speaker at Nord Stern's Garage Party to close our 50th year in 2009.

There are more including just last year IMSA Champion Chip Robinson. Driver of one of my personal all-time favorite Porsches – the

Lowenbrau 962. As well as Randy Pobst and Tommy Archer.

So welcome back to Nord Stern Patrick Kelly. I know I can speak for all of us at

Nord Stern and we all are proud of your accomplishments and pleased to have you join this list of esteemed colleagues as Nord Stern guest speakers.



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FLORIDA FUN + HISTORIC GTP'S-AND-THE-UPCOMING-RETURN-OF GTP

It's the 60th running of the Rolex 24 at Daytona. When Bill France built his coliseum of speed back in 1959, it was certainly visionary. It was meant to mimic the banking of old board racing tracks, but on a massive scale. What could be more American? He had also been to LeMans and saw the enthusiasm and huge crowds for sportscar racing at the Circuit de la Sarthe, he wanted to add that to the crowds he was getting for NASCAR races at his new Daytona International Speedway. By 1962, there was the first sportscar race, called the "Daytona Continental." It was, ahem, only three hours long. By '66, it was in the 24-Hour format we experience today.

Now I'm pushing the "rewind button" on this trip week. I took all the precautions possible, including having a stack of KN95 masks. The Plan was to attend the Roar Before the 24 on the prior Sunday. That's testing and qualifying event for the 24. I booked an O-Dark-Thirty flight and Davis Nygren was coming in from Denver. My flight got hit with a crew pandemic sickout and was delayed, but Davis got there on time. He could head to the Roar, and a means of my catching-up in time didn't materialize. The travails of traveling in our current times. I arrived in the late afternoon, and picked-up a nice 5 series sedan from the marque in Munich for this week, thank you SIXT. Then it was just time to check into a nice big condo at the Sheraton Vistana resort and hit Publix for the week's groceries. Davis whipped up grilled salmon on a bed of corn with sauce, a gourmet way to start the week, and an outdoor BBQ that didn't require a winter jacket.

We plan a trip to Miami, where it will be even warmer. For that we point the sedan with a roundel on the nose southward on the Florida turnpike and head to Pompano Beach. We visit Champion Porsche, the biggest USA Porsche dealer. It will be interesting to see what they have in inventory? They do seem to have more cars than you might expect . . . given the industry-wide shortage . . . except most of them, ahem, have SOLD stickers on them. It's to be noted that China now gets a larger allocation from Porsche AG than does the

USA. Larry Reynolds gives us the tour, and I am always impressed by Champion's Wall. That would be a whole wall of helmets . . . all drivers who have won LeMans and also drove for Champion. Champion's Wall indeed. I still marvel at their winning LeMans Overall . . . as a US car dealership . . . fielding a two-car team back in 2005 in collaboration with Audi. They have a full-size replica of that magnificent trophy inside a glass display. (right: LeMans 24 Hour Trophy at Champion)



Next? We head north to visit old friends at RENNTech Mercedes in Stuart, FL. We traded a few "war stories" about when I drove for them back in the '90s. OK, to brag a little? It was, for example, the one-time a Mercedes sedan won the long-running Virginia City Hill Climb overall; yes, we were King of the Hill . . . beating all the sportscars . . . with yours truly at the wheelin' the 600E back in '96.

As we head back to Orlando, we drive into rain. We plan the next day to be indoors . . . but still to be about more car fun! We opt for the Orlando Car Museum and Dezerland amusement park. Imagine taking over an entire 800,000 square foot indoor mall on International Drive . . . only now it displays over a 1,000 cars and 2,000 bikes and scooters. Heavy emphasis on quantity, Americana, and replicas of tv show cars, etc. I liked the BOND room the best . . . there is a pretty good showing of Bond Movie cars through the decades. How about the "submarine" Lotus from "The Spy Who Loved Me" (photo



above, replica of the Lotus) Or the Jag that the bad guys used in "Die Another Day?" They have indoor karting, etc. Paul and Teresa Cole are coming in just-in-time, Paul from KCI and Teresa from MSP

The 60th Rolex 24 at Daytona

by J. Kim Crumb

Champion's Wall, with GT-3 as "fore drop"



Rolex ...

continued from page 19



Above: replica of Jag from Bond's "Die Another Day"



Above: layout of Orlando Auto Museum/Dezerland Park ... now it's the four musketeers for the race weekend.

Thursday it's time to head to Daytona for the start of the big event. I attended my first IMSA race in 1980, and soon noticed that the "Superbowl!" of American sportscar racing starts each season, not ends it. That would be the Rolex 24, and by the late 80's I was

a frequent attendee, this is my 20th R24. And? In motorsports the best seat in the house is the driver's seat ... and the next best is? That of VIP guest, time to optimize for

that. We're ready for weather, we pick up our infield parking pass, and start the accumulation of our special-access wristbands. (photo above) The first one? Porsche Club of America hospitality, which has a special viewing location and tent at the Kink in the infield road course section of the 3.56 mile circuit. Thursday is before the big crowds arrive, the pressure meter for teams hasn't flown off the end of

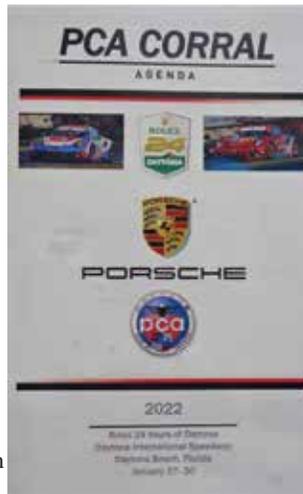


Rolex 24 Fan Guide plus special access wrist bands the dial yet. You can talk to people on the teams, and there is qualifying for the support



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races, of which the biggy is the Michelin Pilot Challenge. There is a little rain spritz that adds extra uncertainty to track conditions. Next? We head south to the Cape for a launch of a SpaceX Falcon 9. But the rain condition eventually spoils that, with only a six-minute launch window it's a no-go.



Friday means things are getting racing serious. We go through the Historic racecar area. There are some Porsche 962's, which were a dominant racecar in the 80's, the GTP era.



Miller High Life Porsche 962, 80's GTP racecar

They took aerodynamic downforce to all new levels, one look at the cars and you could see new engineering cleverness. Thoughts from this time bring back fond memories of my own "formative" racing years. Those GTP's had



Above: Swap Shop Porsche 935

Below: Royal Crown Cola Porsche 962



race, but it soon becomes clear that the new Cayman GT-4 RS is the class of the field. We also note that the Falcon 9 launch has been rescheduled for 6:06 that evening, it's back on! With Cayman's running 1-2 we opted to use today's technology, and piped the race into the media system of the 5er and we plan for a just-in-time arrival for the rescheduled launch. I point the autobahn cruiser onto I-95 and utilize a little of what it's extra good at. Effortless and quiet at an unconfirmed pace, we do Daytona-to-Titusville in 37 minutes flat. Meanwhile the two Cayman's trade positions, but still finish 1-2! Made me want one. That Win ends a Porsche drought at Daytona that started back around 2018, and that could be a good omen. As we are looking across the inland waterway to Launch Pad 40, at the very last minute some clouds and winds move in ... and the launch is cancelled ... yet again. We do have time to look through the unique and special Space View Park that we had selected as a viewing point. In addition to having breathtaking views of launches, there are also lots of memorials to our space program, which I tend to think of as one of America's finest hours.

Saturday we're there super early to do a meet-and-greet with one of the GTD Pro teams at 8 am. GTD-



Cayman GT-4 RS on the grid of BMW M four-hour race

more catering, elevated vistas and varied group camaraderie. It's time to do the Grid Walk for the Rolex 24. (photo # 6326) This is done with



Left:

The four musketeers reflecting in the wheel of a big racing rig, starting the Rolex 24 Hour grid walk

a lot of pomp and circumstance, flag bearers, marching bands, the works . . . as those sixty-one cars are placed on the grid. We stop and talk to some team principals that we know.

We go for a high vantage point to watch as the race begins at 1:40 pm. The temperature has been dropping . . . in the 40's. Would have been a nice temperature back home in Minnesota at the time, but far from an ideal race tire temperature, especially as they are not allowed to use tire (pre)warmers. I expect that the start, and subsequent restarts and also pitstop out laps, will be extra tricky on unusually cold tires.

The big dogfight at the front is between Acura and Cadillac, the DPi class. This is the "last hurrah" season for those. Next year this will change . . . there will be the LMDh prototypes as the headliner class. These have been in development for a few years now, getting hybrid technology deeper into the global racing mix. They also announced that they are changing the class name to GTP . . . yes, a nod back to the '80s and Grand Touring Prototypes. It certainly was a kind of golden era of sportscar motorsport. So we'll be watching GTP's when we return for the 2023 Rolex 24 Hour race, and yes, Porsche has one.

There are two LMP classes that are spec cars, everybody gets the same engine and such . . . so there isn't the "Porsche vs. Ferrari vs. Corvette vs. BMW" aspect. For '22, those also have a five-race series inside the Weathertech series called the "Prototype Challenge" which does not include the Rolex 24. So participation and overall interest in the LMP 2 & 3 classes was not high at this race. There was quite a bit of spectator partying. One of the advantages of being a multi-VIP is being able to choose between venues. One had open bar, and I was thinking of an '82 song by an artist from Paisley Park with song lyrics that were something like "we're out of time, party like it's 1999." This group of under a hundred, which shall remain nameless, finished up with mimosa's on Sunday morning. Consumption? One picture of just the glass recycling is worth a thousand words?

(below: Just the glass recycling from the open bar - doesn't include the many aluminum beer cans)



The temperature dipped into the mid-30's overnight, which meant for a few more spins from the reduced grip, etc. There are some viewing areas where the cars are going fairly close-by at big speed, and the lighting used today makes it extra dramatic. Of course Daytona has a ferris wheel, like LeMans. Looking up at the scoring pylon is still the time-honored way to check on the leaders at a glance, and it's even more visible at night.

There is also a spectacular fireworks display around 10 pm.

Given that most already know the race results, I won't spend excess time on that. The Meyer Shank Acura DPi earned the Overall win . . . they can add that to winning the Indy 500 last year! Hot team. The JDC Miller Cadillac DPi

V.R, from Shakopee, MN . . . site of a recent Nord Stern tech session . . . did earn a 3rd place podium spot!

There was a big battle in GTD Pro. Jaminet was driving the #9 Pfaff Porsche 911 GT3R with its plaid livery, and Vanthoor was in the #9 KCMG Porsche. At the last restart, with about a half-hour to go, they were running 1-2. There was a Ferrari in 3rd place, not that far behind. There is this old adage in racing "to finish first, you must first finish." I kinda figured that principle might come into play . . . with the Ferrari maybe wishing for "you and him should fight," which means that team might hope that the two Porsche's would take each other out . . . likely the only way for the brand from Maranello to win at that point. And it did come to a collision between the two Porsches at the "bus stop" chicane, that's the last hard braking point, and on the last lap. Vanthoor spun out, Jaminet held on for the Win. Because of that, the Ferrari did end up getting 2nd place instead of 3rd, showing that the push-and-shove game did cost a Porsche team a loss of one place on the GTD podium steps.

With the #16 Wright Motorsport Porsche winning the GTD "AM" class . . . with an Aston Martin and Mercedes right behind them . . . that makes it a sweep at Daytona. Yes, Porsche won the Michelin Pilot Challenge on Friday with the Cayman GT-4 RS and also won both the GTD PRO and AM classes in the '22 Rolex 24 with the 911 GT-3R



. . . from a four year drought to a flood of winning!

See you next year when Porsche is back in the GTP prototype class, too!

(Right: The scoring tower as the racing goes into nightfall)

Sidebar:
PORSCHE
PROTOTYPE

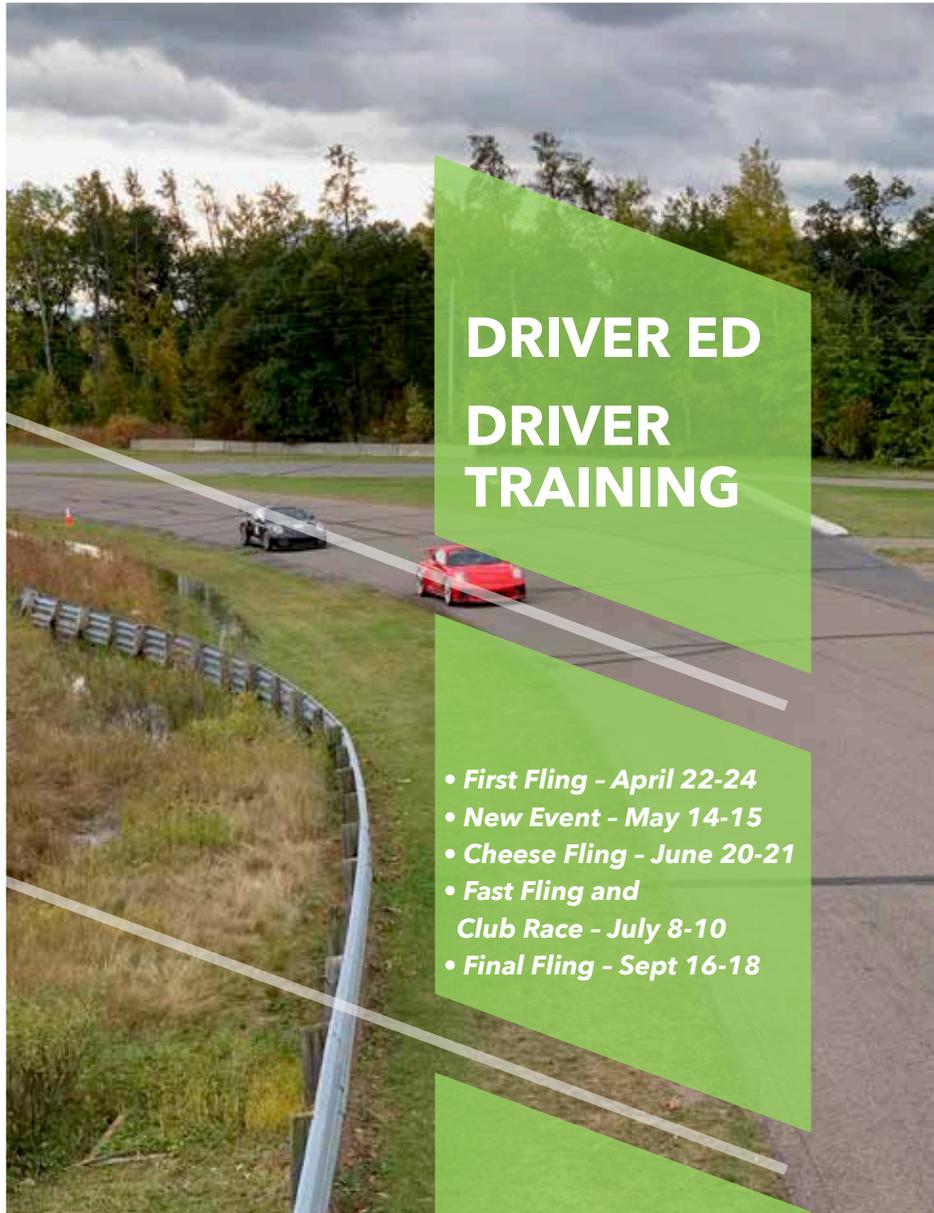
by Kim Crumb

Right Photo of Porsche LMDh, now renamed GTP, prototype being testing for the 2023 season. Fielded by Penske racing, it will be powered by a version of the Panamera/ Cayenne Twin Turbo V8 with the required (Williams of F1) hybrid unit with a projected total of nearly 700 hp.

Yes, Porsche will be back in the running for OVERALL wins in addition to class victories!



Above: Daytona has a ferris wheel, like LeMans. With color streaking capturing a sense of speed . . . this one just before braking for the International Horseshoe turn!



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- *New Event - May 14-15*
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This is a big book, a very comprehensive book, a book with potential to become a 'classic'.

The author begins with an interesting narrative about the early days of Formula One racing from the perspective of an enthusiastic spectator, pointing out some differences in the very concept of Formula One – then a 'Gentleman's Sport', with much more going on than merely the World Championship. Formula One (F1), in those days, was a class of cars. World Championship was just a series of races. Sort of like Indy Car and Indianapolis 500. In 1950, for instance, there were 21 races for F1 cars; 15 of which were ignored by World Championship scoring. There have been years with 30-40 races for F1 cars, with only 8-10 counting for the Championship.

In this book are summarized reports of some 700 races for F1 cars, including races run before and those outside of the World Championship series. It covers the years from 1947, when Formula 1 was established, through 1983 when F1 races outside of the Championship series ceased to exist. Interesting comparisons are made between the winners of the non-Championship races and those who won Championship races. In this book's context of races for F1 cars, some 150 different venues are covered, far more than the ~20 where Formula One races were held in 2021.

FORMULA ONE contains 34 chapters, 28 being year summaries. Each year-chapter is divided into five sections: Introduction, Driver's Diary, Race Report tables, Seasonal Review, and Championship Review. The Driver's Diary is a listing of dates and locations for all races held for F1 cars during that year, with those counting for the Championship printed in bold. The Race Report tables do include a short narration of the race, but really are reference material for driver and marque results.

The exceedingly thorough and complete description/analysis of F1 races contained in this book must have been a labor of love, taking thousands of hours of effort to compile and tabulate. There are two very comprehensive "Picture Galleries" and two appendices. There is even a chapter describing races lost by the various drivers due to 'bad luck', mostly mechanical maladies.

The race by race data tables make this seem to be more of a text book more than a story book. But one can skip over the tables sections, and just read the narratives. They alone provide a concise but comprehensive view of the entire history of Formula One racing and the World Championship, through 1983. The manufacturers performance is included in entries for years after the "World Championship of Makes" was established in 1958, first won by Vanwall, then Cooper in '59

Book Review

by Bruce Herrington, Pando February 2022, Orange Coast Region of PCA

FORMULA ONE The Real Score?

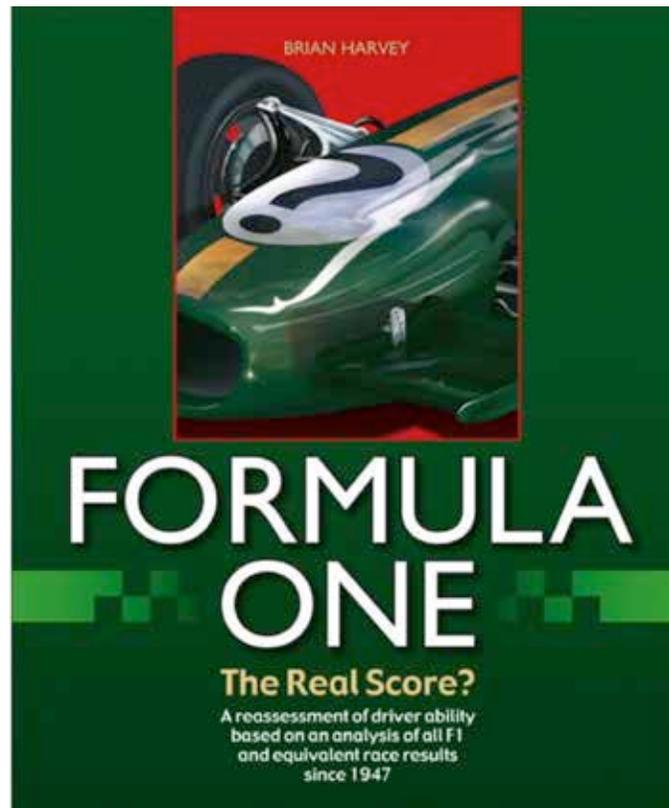
By Brian Harvey

published 2017 by Veloce Publishing, Dorchester, England

and '60. All in all, this is an outstanding reference for anyone interested in the history of F1 racing.

So what is the conclusion? - The goal of this book is to score the performance of all drivers of F1 cars, not just the drivers in World Championship races. There is a listing of the top 50 drivers, based on the scoring algorithm discussed in the beginning of the book. Interestingly, on the basis of the calculation used for F1 performance over all, Stirling Moss (who never achieved a World Championship) is rated number 3; Michael Schumacher, the World Champion of World Champions, is number 8.

FORMULA ONE is hard bound, with 352, 8x10 inch heavyweight, matte pages, with two sections of semi-gloss pictures. There is a detailed index of five, 3-column pages. The end papers show an interesting collage of race posters. Published at \$75, it is now available on Amazon for approximately \$45.





MEMBER SOCIALS

WHEN: SATURDAY, MARCH 5, 2022

WHERE: Black Forest Performance
589 Toppin Street, St. Paul, MN 55103

TIME: 10 a.m. Info, Tour, Projects, Lunch



WHEN: SATURDAY, MARCH 26, 2022

WHERE: Imola
13300 15th Ave N, Plymouth, MN 55441

TIME: 10 a.m. to 1 p.m. Tech, Social, Food



WHEN: SATURDAY, APRIL 16, 2022

WHERE: AutoEdge
900 Wildwood Rd. Mahtomedi 651.777.6924

TIME: 10 a.m. to 1 p.m. Tech, Social, Food



Come and hear about what we DO, when we DO it, how we DO it and how you can DO it, too. Learn about our Driving program, All Porsche Show, Day trips/tours/drives, Social/Dinner Events, North Shore Fall Color Tour, Low Speed Autocrosses, High Speed Track Driving, National Club Racing Program, Charitable events!

These Socials are your chance to find out more about Nord Stern's activities and meet other club members!

All Members, New, Current, are WELCOME, Join Us!



Photo by Dave Arundel

This should be a color cover for July - very patriotic! Red, White and Blue--Nord Stern All American Racers. Hick Tanzer, Frank Lombard and my new car.

This is how the Nord Sterners fared during the feature races:
 Henry Rogers, 9 of 9, 2:48 - DNF due to mechanical
 Ron Smith, 3 of 16, 2:35 - Podium!
 Lee Jacobsohn ,10 of 33, 2:41 Way to go Lee!
 Dave Arundel, 18 of 33, 2:46; 1st time out with new car!
 Frank Lombardo, 26 of 33, 2:51: Picked up 5 sec. per lap!
 Rick Tanler, 30 of 33, 2:45: Broke on 8th lap
 Tom McGlynn ,5 of 12, 2:21: Racing against new GT3's!
 Rick Polk, 1 of 12, 2:16: Blistering! way to go Rick!

Porsche Pics . . . Out and about with Nord Stern
Photos by Jill Danae, January 2000 Holiday Dinner with Peter Kitchak, Speaker



Doug and Susan Amis, enjoying the evening's dinner and presentation by Peter Kitchak

Scott Meyer, Lois Fiquet, Jr. and Steve

Edwin, Above: LaMare center worked Bob Kitchak with LaMare sister, Peter Kitchak, Note the great best!

Right Dan Miller with Joel Phelan

Below: Julie and Steve Coatsworth with Jon Shafly and Kelley Meyer

Right: In R. Steve Jacobsohn, Fred Jacobsohn and Steve Jacobsohn's generosity helping the company

Photo: Have John Puggat your instructions! David Miller and David Miller and David Miller (obviously having a great time)

16 April 2000

Porsche Pics . . . Out and about with Nord Stern
Photos by Jill Danae, January 2000 Holiday Dinner with Peter Kitchak, Speaker



Right: Top Row: Steve and Susan Amis, Steve and Susan Amis, Steve and Susan Amis

Below: Steve and Susan Amis, Steve and Susan Amis, Steve and Susan Amis

Right: Peter Kitchak speaking at the podium with Bob Meyer and President Jon Shafly

Below: Steve and Susan Amis, Steve and Susan Amis, Steve and Susan Amis

Right: Steve and Susan Amis, Steve and Susan Amis, Steve and Susan Amis

Below: Steve and Susan Amis, Steve and Susan Amis, Steve and Susan Amis

Right: Steve and Susan Amis, Steve and Susan Amis, Steve and Susan Amis

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Right: Steve and Susan Amis, Steve and Susan Amis, Steve and Susan Amis

Below: Steve and Susan Amis, Steve and Susan Amis, Steve and Susan Amis



On the ground that gorgeous Florida sky, just love the palm trees! photo by Dave Arundel

Left: Back Cover

Ah, not "Hoop Dreams" but "Race Dreams" as captured by Geoff Boeder!

The start of the first U.S. Grand Prix on December 12, 1959 at Sebring.

P.S. Editor's Note: I still just love this photoshopped photo! This was the Boeder's first track car, a 1983 911 SC. Geoff, our son was in high school and had a good time recreating this scene.

The Scans . . .

continued from page 29



Where We Were . . . 60+ Years!

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

April 2000

The front cover of Nord Stern for April of 2000 featured a picture taken by Club member **Mark Skweres** while Mark was visiting the Porsche Museum in Stuttgart. The Porsche on the cover was a 1961 718 RS 60. Mark commented that the museum was indeed cleaner than his own home. The back cover of the April issue of Nord Stern featured the start of the first U.S. Grand Prix from years ago, back in December of 1959. The event, of course, occurred at Sebring. The cars of that era certainly looked different from what we see today in the Formula One competition streamed from Netflix. The beginning of the race was digitally created by the multi-talented Geoff Boeder, who inserted the family's 911 in the field as the race began.

Our editor **Christie Boeder** focused her monthly column on changing technology as it impacted an editor's job. For the first time, Christie scanned the photos found in the April edition of Nord Stern; in the past, the photos themselves had been physically delivered to the printer for placement and cropping. Christie also noted the quality content in April's newsletter, including photos of the January Holiday Dinner with its presentation by **Peter Kitchak** and **Dave Arundal's** very detailed summary of the recent Sebring Club Race. As Christie correctly noted, this one was truly a cover-to-cover read.

President Jon Beatty noted that he was getting antsy as the spring closed in on the upper Midwest. Jon also reminded

all that the Club Calendar was filling up for the summer and urged everyone to register for events early to help the registrar and the volunteers running the events. Jon also thanked **Don Erickson** for stepping up as the Chair of Drivers Education and likewise, applauded **Jim Potts** and **Scott Anderson**, who will lead the Safety Committee for the coming year. Ray Newman was assigned the task of chairing the Club Race Committee for the coming year, with the able assistance of **Doug** and **Susan Arndt** and **Bobby Piper**. This group was also organizing the Club's first Brian McMahon Memorial enduro race later in the summer.

The well-known 48 hours at Sebring Club Race was detailed well by **Dave Arundel**. Dave made the trip to Florida in February of 2000 participate in this classic event, wisely figuring that the weather would be better in Sebring than in Minnesota. Dave authored nearly six pages of narrative and many photos at the track. Dave's incredible journey was graphically discussed, starting with how he replaced his shop-worn 914 (which had died going down Main Street at Road America in September of 1999) with a spanking blue 1979 911 SC Euro which he purchased in Wichita, Kansas. Dave next painted the picture of how he and Bob Johnson rebuilt the vehicle from stem to stern to get it ready for Sebring in a very short period. A number of Nord Stern members beside Dave made the trip to Sebring for the big event including **Don Erickson, Mike Hoke, Bob Johnson, Tom McGlynn, Frank Lombardo, Lee Jacobson, Rick Polk, Henry Rogers, Fred Senn, Ron Smith, Nick Summers, Rick Tanler** and **Bob Viau**. That was quite a powerhouse lineup that led to significant success on what was described by all as a very bumpy racetrack.

Porsche Pics, as a part of the Out and About with Nord Stern monthly feature offered page after page of black and white photos of the January 2000 Holiday Dinner and its featured speaker **Peter Kitchak**. The well-attended event was held at the Radisson Hotel in Minneapolis. Photos were taken by **Jill Danu**.

The Club's driver education, time trial, and auto cross rules were all extensively revised for the year 2000. In order to explain these changes, Editor Christie sat down with Nord Stern's Rules Committee chair **Ron Lewis** to learn about the changes. Ron began by noting that these rules had not been revised significantly in the past eight or ten years and the business of the Club had changed significantly in the interim. During that time the concept of driver education was introduced, Club procedures at BIR evolved, and new models using high-performance technology became available, all changing the risk profile of the Club's operations. Ron noted that the purpose of these revised rules was to encourage member participation in Club events and to provide safety for



Front Cover -
Form follows
function?
Truly a
work of art
on view at
the Porsche
Museum: 1961
718 RS 60.
This place is
definitely
cleaner than my
house!

Photo by Mark
Skweres

all. Additionally, Ron reminded Christie that a sense of fair competition generated some of these modifications. A specific goal of the new rules was that a Club member could own a modestly prepared "daily driver" and be competitive without needing to own a dedicated race car. Ron did not think that the new rules would change the make-up of the current classes of the Club. Finally, Ron thanked both **Vic Lee** and **Scott Meyer** for their good work on the Committee.

Club registrar **Mark Skweres** offered a very practical explanation of how Driver Education car numbers were assigned to members. Mark explained the system used by the Club, the assignment of numbers to new drivers and how one could request number reassignment or the change of a number. Our registrar noted that Nord Stern currently has numbers running between 1 and 994 in place. Finally, Mark reminded all that any requests for changes needed to be in his hands by Tax Day, April 15th.

A very practical and concise article dealing with interior stains and odors was provided by David Byron of the San Diego region. Including a handy chart, the article illustrated how a car owner could effectively remove odors and stains from carpets, dashboards, headliners, and seats. The article is so handy that it probably merits review once again. David had written an article on how to clean car windows the month before; this guy seems to know how to keep things clean.

Marketplatz from 20 Years Ago

- 1987 944 Turbo. Flamingo Red with a burgundy interior. 58,000 miles. Limited slip differential, sports shocks, full leather interior and full power seats. Service performed recently with a new timing belt, control arms and water pump installed. Work done either by AutoEdge or Johnson Auto Sport. \$13,500. Call Mark.
- 1995 Audi A6 Wagon, Europa Blue with a platinum leather interior. 59,000 miles, fully loaded including a voice activated telephone. 5 spoke OZ Polaris wheels, all service complete and up to date. Original owner. \$31,950. Call Steve.

- 1987 911 Cabriolet, Triple Marina Blue (presumably better than Double Marina Blue) with 42,000 miles. Driven only in summer sunshine with top rarely up. Perfect car and meticulously maintained. Transmission recently rebuilt. 16-inch Fuchs wheels. Need to sell as owner is moving. \$26,500. Call Joseph.
- 1999 Porsche Boxster. Guards Red exterior with black interior. 8000 miles and three + years remaining on transferable warranty. Equipped with many wonderful options. Low \$40,000s. Call Bob Lunde.
- 1987 Mercedes 300E. Anthracite with a tan interior. 135,000 miles and in great shape. Recent pads and rotors, new gas shocks and frequent oil changes with Mobil One. Truly a vehicle driven by a little old lady. \$7500 or best offer. Carl Nancy or Ron Smith.
- 1974 911 Carrera. Mexico Mblue with black interior, Fuchs wheels and a new SSI. Vehicle is well maintained with all service records. All numbers are correct and match appropriately. \$19,900. Call Scott Roth.

Continued on page 27



McGlynn carbo-packing for his race! photo by Dave Arundel
2 APRIL 2000



Fred Sann and the "Loon" Car under the Johnson Autosport tent, photo by Dave Arundel



Aht, Mike Hoke and Henry Rogers relaxing - after the track was closed! photo by Dave Arundel



On the grid for qualifying, photo by Dave Arundel



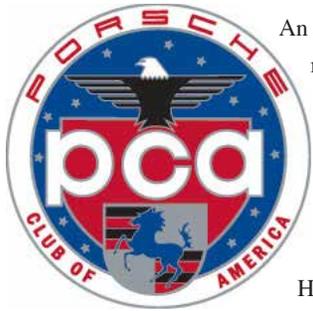
Right: Dick Boren and Kathy Happ can't the girls off!

Left: Brian and Jackie Smiles (don't they have just the best names!)

Above: Pat and Karl Berman enjoying dinner

Left: Gayle Almondlovich and Don Erickson
Right: Our very capable VP Jim Wolfson accepts award from President, Ron Bessley for his hard work on the 1999 NordStern Club Race

RJ Wilmoth, PCA National Historian The Zone concept of PCA administration - 1969 In the beginning the club was small enough that there was no reason for the Zone concept of management that we use today. In fact, they had trouble getting members around the country to form regions. By the end of 1967 the club had grown to 67 regions and approximately 5000 members and everything was being handled in the basement of a house in Alexandria Virginia by two people and a part time helper. During 1968 a committee was formed to look at a better way to administer the club.



An article from the January 1969 Panorama spells out the reasons the club went to the Zone concept.

This is written as “from the President”, which would have been Charles M. (Charlie) Kuell at the time.

The man that was responsible for the concept was Dr. William H. Henry, Chairman of the Bylaws committee.

He was from the San Joaquin Region (Sequoia these days).

From the President, During the past few years, the Executive Council has noted an apathy on the part of many of our Regions relative to active participation in National Club Affairs. Also, it has become apparent that the Annual Meeting held during our yearly Porsche Parade is a rather ineffective place to transact Club business in as much as attendance is becoming increasingly limited by geographical bounds. It seems that no matter where we hold a Board of Director’s meeting, it’s a long distance from most of the 69 Regions - and enthusiasm notwithstanding, attendance involves a considerable out-of-pocket expense for the delegates. Obviously, the ideal solution would be reimbursement by PCA for travel costs incurred by the Regional representatives, but that is economically out of the question at this time.

Consequently, in an effort to alleviate this problem, we intend to implement a new concept of administration (for PCA) whereby every Region will be directly represented at Board Meetings by a Zone Coordinator, who will be appointed to present the opinions and report the consensus of the Clubs within his geographic area concerning matters before the directorate. It is not

intended that the Zone Coordinator should in any way assume the responsibilities of the Board and the Executive Council, but merely to act as a communications medium. The National Officers do not wish to function as “big brothers” to the Regions - the strength of our organization is solely dependent on strong, active regions.

We anticipate that the individual Regions will continue to subsidize their delegates or contribute towards partial payment of the Zone Coordinator’s expenses. However, if impractical to do so, the National Treasurer will underwrite any authorized transportation costs.

National Board of Directors meetings will continue to be held at various locations throughout the states, and preferably in connection with multi-Regional events. The map indicates the 8 geographical zones which we propose for subdividing the continental U.S. Regions into approximately equal membership districts. Until such time as the necessary changes to the Bylaws can be introduced, discussed, and voted upon, we shall utilize the talents of some National Committed Chairman and Officers on a dual capacity.

This expanded administrative system should provide an experienced and well-informed group of candidates for future National Officers, along with the capable Regional Presidents and Directors. Only by taking such steps can PCA be assured of continued growth and development.

One further point - we are anxious to expand the participations in Club affairs by our distaff side. How about it, ladies?

Your comments, suggestions, and recommendations are invited and may be directed to the Bylaws Committee Chairman, Dr. William H. Henry - or any of the National Officers.

A few things to note from this.

The concept was put in place before the membership voted on it. Therefore, the first Zone Reps (called Zone Coordinators at the beginning) would all be current National staff serving dual roles.

- Zone 1 Coordinator-John R. Kent, National President-Elect, Northeast Region
- Zone 2 Coordinator-H. Joseph Berger, Chairman-- Publications, Publicity & Public Relations Committee, Potomac Region
- Zone 3 Coordinator-Dr. Leonard Turner, Chairman-- Activities Committee, Peachstate Region

As Bob Dylan sang in '64: The Times, They Are A-Changin'.

The advent of technology, specifically applied to our cars with services such as Uber and Lyft and a little down the road with autonomous (driverless) vehicles won't just make our ride to and from the airport cheaper and more convenient, it is quickly changing our way of life!



It used to be that the average was 3 cars per household in rural America. The average is now down to 2 and falling.



It used to be that we (Americans) had a love affair with our cars. Back in the 50s and 60s we drove to the movies and watched them in our car, at our favorite drive-in movie theater.



It used to be that we drove to get a quick bite and were served in our car, sometimes by a server on roller skates. It used to be that Porsches were all air cooled. It used to be that Porsches all had a flat-6.

The Times . . .

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

It used to be that Porsches were only available with a manual transmission.

All of that had been slowly changing. Now it's taking giant strides!

Porsches are not air cooled anymore. Some Porsches now have a turbo flat-4 engine. Most Porsches now have a PDK transmission. There's an all-electric Porsche called the Taycan.



People are now cutting down to a one-car household and using public transportation and car-sharing.

Because the automobile is now looked at as more of a tool, in the near future the average household will cut down to one car. It will be an autonomous, electric, self-driving car that can take the kids to school and then come back to pick you up to take you to work. The car will then be used to generate income by offering ride-sharing services until it's time to pick up the kids and finally bring you back home from work.

Here's the reasoning behind it all:

Today the average American spends \$8,900 a year on their car. (If it's a Porsche, that number is a tad higher).

In many rural areas mortgages average \$700/month, which means that car payments are higher than mortgages and they

Continued on page 35



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How to renew . . . or join the club

Join • or Renew • Your Nord Stern Membership

Membership dues are \$30 per calendar year ~ or \$80 for three years.

Includes a mailed copy of the monthly newsletter, discounts for various club activities such as socials, tours, Driver Training and Driver Education track events and more!

Membership fees support all of Nord Stern's great events!

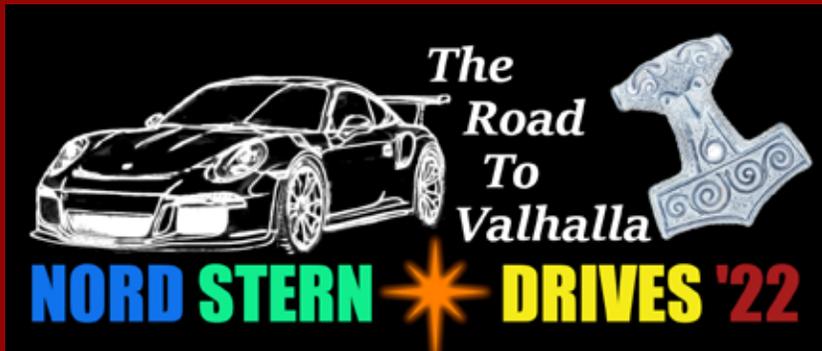


Just visit www.nordstern.org and click on membership

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First Saturday of the Month
May - October
8am - 11am



DRIVE #1

JUNE 4

Thirsty Pagan Brewing
Superior, WI

DRIVE #2

JULY 16

Villa Bellezza, Pepin WI



DRIVE #3

AUGUST 20

45th Parallel Distillery,
New Richmond WI



DRIVE #4

SEPTEMBER 10

Carlos Avery State Wildlife
Management Area



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



For Sale



GameRacer chair with pedals, steering wheel and base, extra rims. (PC and monitor not included.) \$100 OBO. Contact Drakes at 952-898-0408.



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

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Prez Sez . . .

continued from page 6

events at Black Forest Performance, Imola, and Auto Edge. Our Drives chairs, **Theo Martianos** and **Nick Severson**, are planning FOUR great events this year including more great food destination drives and an inaugural light overlanding drive for SUVs. Look for those events dates on the Nord Stern calendar here in the newsletter and on our website - and in the full page ad running in this issue with the dates. Details will be forthcoming.

Well, the snow is still falling out there and drifting up to the windows now, but we have snowmobiles, heat, and lots of supplies. The waiting for warm weather and dry roads in Minnesota makes it all the more sweet when it finally arrives. So while we wait, check out the Nord Stern event calendar often as you plan your 2022 driving adventures.

Stephen, president@nordstern.org

Times . . .

continued from page 31

are paying that much money for a vehicle that is most likely parked for the majority of the year.

The average American only drives their car 4% of the year (120 hours in total).



The consensus is that with autonomous cars and ride-share, we will need less than 25% of the cars we have today to meet everyone’s needs.

The physical structure of cities and towns will also change. Because of our car culture, cities have built parking lots and garages that take up prime real estate. This will change as well and those spaces will be repurposed.

And the love-affair is over!

Most of Generation Y, Millennials (born 1977 – 1995) can’t drive a stick shift.

Most of Generation Z, Centennials (born 1996 and later) will have no expectations of even owning a car.

If you just bought a car (hopefully a new Porsche), don’t worry – once you pay it off, you’ll never have to own one again!

Woopee. (I’m trying to sound sarcastic).

Porsche CEO, Oliver Blume, trying to reassure Porsche’s loyal customers, said: “There will always be a demand for intelligent sporty mobility. At Porsche, the driving experience will always be at the forefront, but in a traffic jam or when you park a car, the driver might want to hand over control of the vehicle”.

Times They Are A-Changin’.

The Line . . .

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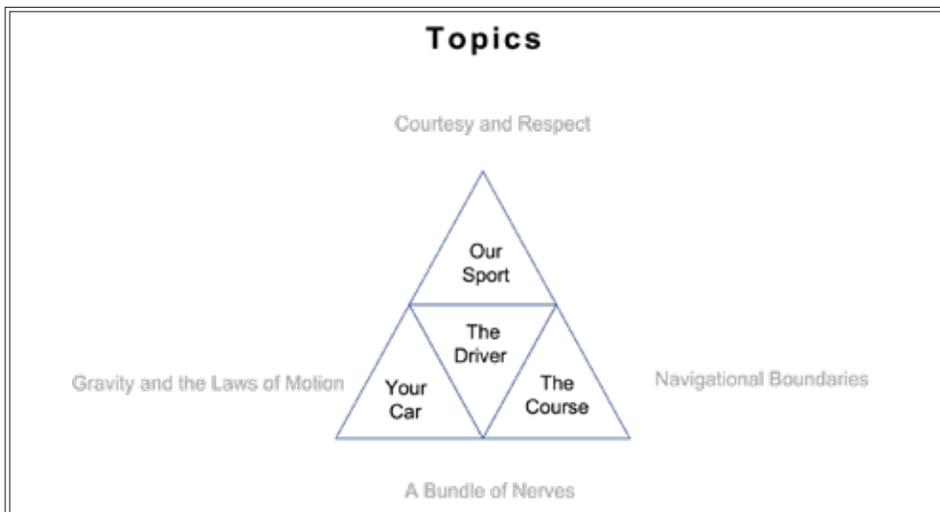
geometry. These are the three sciences that help us become more than a motorized vehicle operator, we want to help you become better drivers. I use the following performance driving pyramid to organize the many topics that are discussed in driver training.

At the top of this pyramid is Sportsmanship. Why do we do this? Why take risks by

challenging and succeeding. We also respect and are courteous on track.

Most of us have our motorsports hero’s. Mine is unquestionably Briggs Cunningham. A car racer and sailor. Briggs Cunningham is the model sportsmanship. In sailing the term “Corinthian” is used to describe the amateur sportsman that participates for the love of the sport. Briggs Cunningham raced in the first SCCA race at Watkins Glen. Cunningham

American car. His first attempt was in 1950, driving a Cadillac. He was unsuccessful, but did not give up. He designed and built his own car, the Cunningham, and returned to LeMans every year including racing in the 1955 race. That year 83 race spectators were killed in a horrific crash. Cunningham did not return to LeMans in 1956. He set his sights on winning the most coveted trophy in sailing. In 1958, Briggs Cunningham won the Americas Cup. He was a true Corinthian.



Motorsports and yachting have an element of danger. Both require navigational skills and being alert to the dangers. In My view nothing matches the satisfaction of doing something that is challenging, well.

I encourage everyone who loves historic sports cars to visit the Revs Institute’s website. You can see pictures of the BuMerc and the other Cunningham cars:

- <https://revsinstitute.org/the-collection/1939-bu-merc/>
- <https://revsinstitute.org/the-collection/1952-cunningham-c-4r/>
- Cunningham’s winning America’s Cup boat , Columbia an be seen here:
- <https://www.briggscunningham.com/cunningham-sailing-12-metre/>

driving fast? The answer is easy to spot at any performance driving event. It’s the people and the immediate friendships that are established. It is the satisfaction of doing something that is

raced his home built BuMerc a straight eight Buick with a 1939 Mercedes body. Today, it is preserved as part of the Revs Institute collection. Briggs set sights on winning the LeMans race, as an American driver in an

PCA History, part 1 . . .

continued from page 30

- Zone 4 Coordinator-Jack W. Cooper, Chairman--Insurance Committee, Chicago Region
- Zone 5 Coordinator-Roger W. Chaney, Chairman--Technical Committee, Maverick Region
- Zone 6 Coordinator-Kenneth L. Lundgren, National Secretary, Rocky Mountain Region
- Zone 7 & 8 Coordinator-Louis B. Marable, West Coast Representative, Golden Gate Region

Lou Marable was assigned Zone 7 and 8 for the first year. This was actually less work for him as he had been the "West Coast Coordinator" for several years. That position had been established back in 1957 when Jack Case, who was PCA Vice President at the time, moved to the LA area. The West Coast Coordinator was similar to what would become the Zone Reps. There were no term limits for Zone Reps back then. Leonard Turner was the First Zone 3 Rep and served in that position for 19 years. Others served more than 10 years.

The Zone 1 coordinator was John Kent, listed as National President Elect. This was what we called the Vice President those days; John was never PCA President.

The zone boundaries changed many times, not just when new zones were formed.

I will not list the dates and territory involved for all these smaller changes. However, they are available in the Region Boundary Project document if needed.

You can see that all Zone boundaries changed as Zone 9 and 10 were added.

Before the Zone Representatives

Zones Created:

- 1969 Zone 1-8
- 1974 Zone 9-10
- 1977 Zone 11
- 1985 Zone 12
- 2001 Zone 13
- 2017 Zone 14

Did you know there was a similar position back in the 50's?

At the first National business meeting in August 1956 the newly formed Executive Committee appointed 14 people, spread around the country, to the position of "PCA Regional Executives". By the next meeting in 1957 the number had climbed to 21, and the name was changed to "Regional Directors"

One of their jobs was to encourage groups in their area of responsibility to form Chartered Regions; another job was to write letters of complaint about poor service from dealers to Porsche!

A few of the new Region Execs did not know they were appointed to the job until they received the letter below (written on Arthur Murray Dance Studio letterhead no less).

As Chartered Regions were formed over the next few years the Region Execs/ Directors names slowly disappeared from the contacts list in Panorama. Some became Region Presidents as Chartered Regions were formed while some maintained both President and Director titles. I do not see any mention of Region Execs/ Directors after 1959; however, there was a "West Coast Coordinator" through 1968.

The general membership was informed of the new Regional Executives in the Aug 1956 Pano.

Excerpts from a letter addressed to all newly designated PCA Regional Executives by Brooks (Bing) Ford N. Y., PCA's new Policy Chairman, will help explain how PCA was being organized to spread the workload and build the Club into a stronger active national organization. The letter follows:

Greetings, Regional Executives:

Now that you have the name, we want you to earn some of the fame! To two or three of you, this will be your first notice that you have been unanimously elected as a Porsche Regional Executive. You are the PPE.*

As a Regional Executive, you will process all memberships, i.e., you will hand out the applications, receive the checks and mail them to Dick Hall or Ken Twigg.

Enclosed is a brief summary to help answer any questions you may have. Refer also to Porsche Panorama. Remember also that you are one of the associate editors of Porsche Panorama. As such, it is your responsibility to see that information is sent in to R. Gamble Mann, 810 Vicar " UEN Lane, Alexandria, Va., editor of Panorama. Please write the article, anecdote, or rally news in journalistic form so it may proofread, and with only a minor change, be published in toto. If you have any questions regarding policy business matters of the Club, write to me direct. We are hoping to get ourselves organized on a thorough businesslike basis.

To repeat once more, Lucas Ziluca and William Brewster are our representatives re technical complaints in the matter of poor service, poor dealership, slowness of delivery of parts, etc. You are to write a letter, original and two copies. The original copy goes to Lucas Ziluca, second copy to the dealer, and third copy for your file. Please avoid humorous, ironic, or sarcastic remarks even though you may have all the justification in the world. It does nothing more than put back in your lap the same type of letter. We are anxious to expedite matters, not to keep them dangling because people wish to show their excellent command of the English language.

Get in touch with some of your responsible PCAers and ask them if they would like to be Membership Chairman, Activities Chairman, Secretary-Treasurer, or Associate Editor of Panorama for you Region. Give them some responsibility. Nobody likes to be an Indian --everybody enjoys being Chief. As a Regional Executive, you should, as soon as possible, have these other people do the work and you merely act as the clearing house. In that way, we will be able to build the Club into a strong active national organization.

Cordially yours. Bing Ford Policy Chairman

**** PPE -- Porsche Pusher Extraordinary***

Twin Cities & Area Events/Autocross Calendar

DATE	EVENT	SPONSOR	LOCATION
March 26th	Practice Event #1	MAC	DCTC
April 24th	NOVICE SCHOOL	MAC	DCTC
April 30th (Sat)	MOWOG 1	MAC	CANTERBURY PARK
May 1st@	MOWOG 2	MAC	CANTERBURY PARK
May 15th @	AUTOCROSS	CVSCC	CHIPPEWA FALLS
May 22 @	SUPERSUNDAY AUTOX	COM	DCTC
May 22	SCCA LOL SOLO #1	SCCLAC	WINONA
June 11th (Sat)	MOWOG 3	MAC	MINN STATE FAIRGROUNDS
June 12th	MOWOG 4	MAC	MINN STATE FAIRGROUNDS
June 18th	SCCA LOL SOLO #2	SCCLAC	WINONA
June 19th	SCCA LOL SOLO #3	SCCLAC	WINONA
July 17th	MOWOG 5	MAC	DCTC
July 24th@	SCCA LOL SOLO #4	SCCLAC	WINONA
July 31st	MOWOG 6	MAC	DCTC
Aug 7th			
Aug 14th	PRACTICE #3	MAC	DCTC
Aug 21st	SCCA LOL SOLO #5	SCCLAC	WINONA
Aug 27th (Sat)	MOWOG 7	MAC	DCTC
Aug 28th	MOWOG 8	MAC	DCTC
Sep 11th @	SUPERSUNDAY AUTOX II	COM	DCTC
Sep 24th @ (Sat)	AUTOCROSS	CVSCC	CHIPPEWA FALLS
Sep 25th	SCCA LOL OCTOBERFEST SOLO #6	SCCLAC	WEST SALEM
Oct 1st (Sat)	MOWOG 9	MAC	DCTC
Oct 2nd@	MOWOG 10	MAC	DCTC

@ & BOLD DESIGNATES MET COUNCIL AUTOX SERIES POINTS EVENTS

SCCA TRACK NIGHT IN AMERICA @ DCTC: May 6; June 3; June 24; July 22; Aug 11; Sept 16 // @ BIR: May 27; Sept 2

PCA DRIVER EDUCATION at BIR: April 22-24; May 14-15; July 8-10; Sept 16-18

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 20TH; SEPTEMBER 19TH

SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES: May 28-29; July 2-3; Sept 3-4

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

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

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

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

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-554-7105

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--CONTACT: SHAWN HANNA 763-425-6550

SCCLAC = SPORTS CAR CLUB of LACROSSE--www.scclac.org--CONTACT: RICK ALBRECHTSON 608-790-6494

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

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

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

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

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

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





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Take The Proust Questionnaire on Porsche

by Danielle Badler, February 2022

The what? Bear with me, here, because you might find the results illuminating. It's a series of questions that purport to get to the heart of who you are and what you're about.

One fine day, after a brutal electrical storm that sent shock waves pulsing through my computer, I discovered a copy of the survey, filled out by Porsche people, unsolicited, in my spam inbox. I thought about deleting the file and moving on. But then I realized I was on deadline for this column, so I decided to share the results. I take no credit. I take no blame. It just is . . . who we are.

But first some background. Apparently, the questionnaire was used in the late 1800s as a parlor game, especially in France. The writer Marcel Proust apparently filled it out, several times in his lifetime. And it thus became known informally as the Proust Questionnaire. Today, actually every month, the magazine *Vanity Fair* queries a well-known public figure with the survey, and publishes the results on the magazine's back page.

Here's an aggregation of the questionnaire findings I found.

What's your idea of perfect happiness? Mentioned most were lapping the Nurburgring. Zipping through Eau Rouge at Spa without lifting. Flat out on Rte. 50 in Nevada, the radar detector quiet. Traipsing over the Futa Pass. Running the Mille Miglia Storica in a bathtub Speedster.

Which words or phrases do you most overuse? It's pronounced PorschA! Like in Shakespeare. Runner-up, the engine's in the back.

Where would you like to live? A tie between somewhere along the Mulsanne Straight, outside the entrance to Weissach and the village of Gmund.

What or who is the greatest love of your life? A Turbo S. No, a 918. No, a Carrera GT. No, a 959. No, a 962. No, a 917. No, a 904 . . . There was no clear winner, which was not unexpected.

Which historical figure do you most identify with? The results point to a toss-up between Ferdinand Porsche and Ferry Porsche. But Stefan Bellof, Jacky Ickx, Derek Bell and Hurley Heywood came close. A bit of aspiration here? No doubt.

What is your greatest extravagance? Here again, a mixed bag of results; deviated stitching, paint-to-sample, carbon-ceramic brakes, rear seat delete, switching to Cup tires for the street.

When and where are you the happiest? A tie! Between lapping the Nurburgring on a warm summer afternoon and traversing the Grand St. Bernard Pass, also on a warm summer afternoon.

What is your favorite occupation? Again a tie! Between

Continued on page 40

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

Older Then . . .

continued from page 39

Formula 1 “pilot” and sport prototype driver. Although someone wrote in “head of Porsche Design.”

Which talent would you most like to have? Here there was no debate. Clearly, it’s the ability to read road conditions, in the rain, at night, flat out, on the Mulsanne Straight, in the latest Porsche sports prototype.

If you could change one thing about yourself, what would it be? The consensus is to have a double-jointed right ankle, in order to better heel-and-toe downshift. Although this answer clearly skews older. Younger participants point to better finger dexterity on paddle shifters.

What is your greatest fear? A Jetta pulling into the fast lane on an unlimited section of the Autobahn.

What do you consider your greatest achievement? This is interesting – so many people wrote in being able to buy a new Porsche . . . then they crossed it out, writing instead that they bought used . . . that buying new was still an aspiration.

What is your most treasured possession? I have to eliminate those who said the car – that’s a given. People wrote in their “Kills Bugs Fast” poster, Fuchs wheel coffee table, 40-year member of PCA decal, stuff like that.

What do you most value in your friends? The results here are clear. It’s the ability to keep up the pace, when on a run to somewhere like Fire Lake, or the Road to the Sun, or the Peak to Peak Highway. You know who you are.

What is your most marked characteristic? No discussion, the winner is a well-developed right forearm. And it’s not from tennis, it’s from manual shifting. Although a well-developed seat of the pants came in second.

Who is your favorite hero? Ferdinand, Ferry, Butzi. They were obvious choices. But I like the write-in for Dan Gurney. May we never forget.

What is your greatest regret? I’d like to say missing a downshift in my 911. But that’s actually my greatest nightmare. No, most people said their greatest regret was selling their Speedster, or mint RS, or GT 3 or . . . whatever they call the one that got away.

If you were to die and come back as a person or thing, what do you think it would be? You think Ferdinand? Or Ferry? No, no, no. The clear winner was someone who could afford a new Turbo S, and not worry about the cost.

Hey, try it yourself. See how you compare. At minimum, you’ll find that spam folders are underrated.

FURTHER **F**
performance

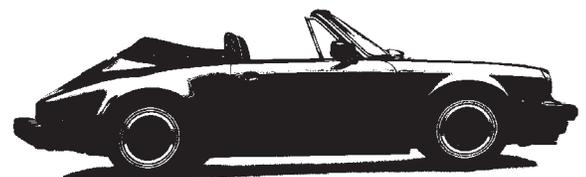
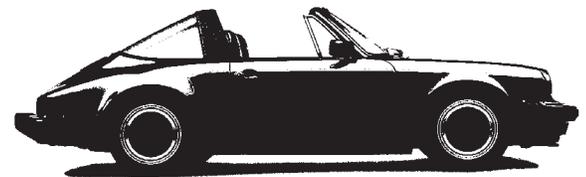
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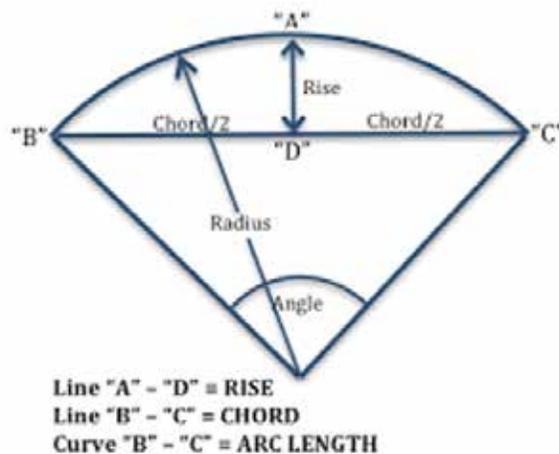
The Line . . .

by Rick Tanler

The Line is one's proper course in navigating within course boundaries and the vehicle limits. Boundaries are sometime mobile objects.

We begin navigating, on approach, prior to initiating a change in direction. In general, the proper course is the imaginary line that maximizes the radius of an arc from turn in to track out, the course boundaries. It's as simple as:

This Arch must fit within navigational boundaries. We identify marks to help us visualize this line sometimes placing cones at positions B, A and C. Inside a car it is difficult to see the perfect arc, but you can certainly feel it. As one increases speed it is critical to feel the line. We describe this as it being



"smooth". Which is what we feel when the car is "balanced" this is important because a balanced car is more easily controlled than an unbalanced car. The things that unbalance a car are braking, shifting, steering, and accelerating all the things we do when turning. A smooth driving technique and balanced vehicle create a harmonization of driver and car. Learning to operate a motor vehicle is easy; perfecting one's driving technique requires commitment.

Driving technique is perfected through repetition; however, we do not want to practice mistakes:

- On approach is when one brakes. Some coaches encourage very late braking others encourage trail braking, a technique that intentionally introduces over steer. These are techniques more suitable for a light race

car, in my opinion.

If one initiates

a turn at a

speed that

unbalances

the car a

second

applicatio

of brakes

a mistake

It might be

unavoidable

and necessary. But

it is a mistake that can result in a poor outcome.

- Related to this is gear selection, if one is fortunate to have manual transmission, smoothly selecting the appropriate gear and releasing the clutch with car speed and engine revs matched is a technique described as "heel and toe" the purpose of this technique is to avoid unbalancing the car with sudden engine braking. A common mistake is selecting the wrong gear requiring a gear change at track out. Avoiding this mistake requires pre-planning.
- The most commonly discussed mistakes are early and late apex. This refers to the shape of the arc of the turn from the outside boundary at turn-in to the inside boundary of the track and back out to the utmost boundary. Early and late apexes create an egg shaped arc requiring additional steering inputs at turning in (late apex) or at track out (early apex). Late braking combined with a late apex is a technique that requires perfect timing and flawless execution to avoid a high speed spin.

The point of this is to emphasize the need to prepare for a turn on approach and know where your turn in point is to execute a smooth arc; not "lay an egg". I have heard "a late apex is safer and faster than an early apex." That is a generalization that is misleading in my opinion. A late apex requires more steering input at turn in: an early apex requires additional steering at track out. In both cases too much speed will "overcook the egg". We use the term Apex to define the inner boundary of a turn Point A in the diagram of the Arc. It is the point where the curve of the arc touches the inner track boundary.

A driver must tune their senses to see and feel what their car is telling them. Porsche owners are passionate about their cars. Spoiler Alert; A car has no respect for the driver. The car respects gravity and the laws of motion. The Car and driver can establish a harmonious relationship but it requires that the driver understands human neurology, what our human senses are communicating about automotive physics; and track





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