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PORSCHE



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Cover: An action shot of Jennifer Turcotte of Carsmology working her detail magic on the GT3 showcased at the recent tech session at Imola.

Photo by Michael Grabner

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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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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Address Changes:
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President Steve Kemp 15 N. Mallard Rd North Oaks, MN 55117	president@nordstern.org	Historic Archivist Kim Fritze	archivist@nordstern.org
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Secretary Judi Sievers	secretary@nordstern.org	Membership Jim Southwell, 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)	touring@nordstern.org
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Charity Fundraiser Mark Kriesch	charity@nordstern.org	Social Toni LaRose	social@nordstern.org
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, 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!*

Mark Bennett
Lakeville, MN

Hutch Coburn
Wayzata, MN

Andrew Harvala
Zimmerman, MN

Van Horgen
Minneapolis, MN

Steven Imhoff
Minneapolis, MN

Gary Lind
Woodbury, MN

Mike Petersen
Wayzata, MN

Robert Quickel
Stillwater, MN

Dylan Salfer
River Falls, MN

Christopher Samson
Minneapolis, MN

Steve Snyder
Maple Grove, MN

Daniel Vansteenburgh
Sunfish Lake, MN

Brandon Walzer
Maple Grove, MN

Paul Zygmunt
Minneapolis, MN

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

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

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

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

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

Driver Training: A driving course designed to teach and enhance high speed driving skills and techniques on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

Driver Education: High-speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America, for example) where drivers are grouped according to prior lap times. Prior Driver Training participation, or the equivalent is required. Performance enhancements are frequently made (but not required!).

Parade Laps: Sometimes held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment, with a pace car, provides participants an opportunity to take street cars on the track at highway speeds to see what the course is like. Minors are permitted in state approved restraints and with a signed parental release.

PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle are required.

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

The Prez Sez . . .

by Steve Kemp, 2012 Carrera 4 GTS, 2007 987.1 Boxster S

Hello Nord Stern members. It has been a busy past month for your club this Spring. When I last wrote to you, I was heading up for First Fling and hoping for good weather.

Good weather did not come our way for this year's first track event, but if you like driving in the rain we had lots of that! We had a good time anyway, training 14 new driving instructors (including me!) and hosting 20 or so students in the novice driving school. From the smiles I saw, the new drivers did not seem to mind the weather too much. Thanks to **Ben Rogers, Scott Brown, Rick Polk, and Wally Ruiz** for organizing both schools. If you are interested in becoming an instructor or taking the first step in performance driving, please contact Ben and Scott at dt@nordstern.org

A very wet First Fling was followed by VERY perfect weather for Fantastic Fling in May. It was truly fantastic track weather, 65 F° and partly cloudy meant lots of engine power and lots of tire grip. We held a second novice school, bringing the Spring total to 35 students, probably a

record. Thanks to all who volunteered to organize and staff these events, especially event chair **John Blackburn** and **Judi Sievers** who ran the Black Flag station for both

Spring track events. As always, I met some new friends in the paddock and can't wait to get back there again.

Between the two track events, we had a Nord Stern Tech day! It featured Porsche Minneapolis, Carsmotology, Midwest Clear Bra, and Dent Werks PDR. We will definitely do this again next Spring but start earlier in the year and spread them out. Many Nord Stern members hold on to our cars a long time, so this kind of information on how to restore and keep them looking great is of very high interest to a lot of club members. It is so great to have these local businesses here to help us do it well.

Unfortunately, we did have to cancel the planned "The Road To Valhalla" on June 4th. Our drive team of **Theo Martianos** and **Nick Severson** ran a scouting run (after having to wait until the snow melted!) and found the roads and parking around the destination were in rough shape (think gravel and potholes!). Thanks guys for the scouting run and making that call! The next drive planned is "**The Great River Excursion**" on **July 16** taking us south to Villa Bellezza Winery in Pepin, WI. That place looks amazing.

As you get this June issue, maybe we will all be hanging out together at Porsches and Pints on Jun 16 at the Boom Island Brewing. For sure many of you will be packing and planning for Cheese Fling, Jun 20-21. Lots of us will be polishing and shining for the All Porsche Show on June 28 at Roseville

Continued on page 27

Advertiser Directory

Auto Edge	BC
Black Forest Performance	7
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Performance Auto & Audio, Trackside Tire, Luis Fraguada, Gates General Contractors, Hagerty/Higgins Insurance Agency	9
Courtney Truck Service	10
Dan Perinovic, State Farm Insurance	29
Dynamic Photoworks	27
Further Performance	37
John Healy, Crown Bank	10
Higgins Insurance	18
Imola Motorsports	IC
LaMettry's	14
Merrill Lynch, Peter Vickery	34
Midwest Clear Bra	35
Nurburgring, Inc., Rick Moe	36
Mollie Nygaard, Excelsior Realty	12
Porsche Minneapolis	IC
Porsche St. Paul	IC
Raymond Autobody	12

2022 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70 (B/W)
1/2 pg.	\$77	\$69	\$50 (\$85 includes color)
1/4 pg.	\$46	\$39	\$30 (\$65 includes color)
1/8 pg.	N/A	\$30	\$20 (\$55 includes color)
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

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

As I write this, it is trying to be summery but the air is still on the cooler side however at least the greenery is greening and popping all around. I'll take that as a sign of warmth with outdoor adventures awaiting us all just around the corner!

June is another busy, busy month in Nord Stern land with socials, and upcoming track days over at Road America. Elkhart Lake just always is a wonderful place to be, let alone getting the opportunity to drive an incredible track we are fortunate to have fairly near us here in Minnesota. If you have NOT had the opportunity to test your skills on this track, make sure it's on your bucket list.

While there was some disappointment at having to cancel the first Drive of the season, on June 4th, due to what turned out to be inadequate facilities (gravel and potholes for parking!), the organizers are working on a substitute later in the year so stay tuned for that info. But Drives 2, 3, 4 are still in a 'go position' and will be great.

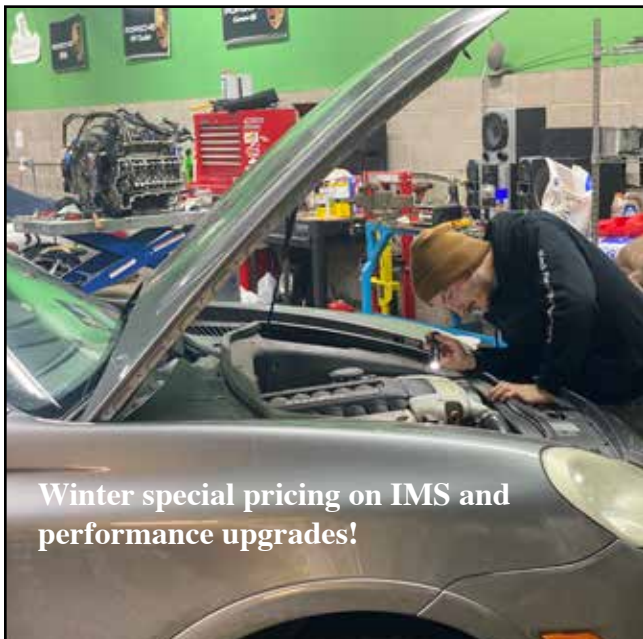
I couldn't resist sharing the photo Mary Driscoll sent me from the First Fling event up at BIR of DE Chair John

Blackburn - one very important guy with not one, but two walkie-talkies! Great shot, what a trooper.



And from Nord Stern member, **Dmitri Shtulman** who participated in his first DE after going through Driver Training in 2021 reports having a great time at a kind 'wet' First Fling, his comments are on page 13 - check it out!

Member **Brent Schultz** sent me his red 944's (love the liscense) photo from the Fantastic Fling weekend - which was just that, fantastic; good weather, good track conditions, great participation. Thanks, Brent!



Winter special pricing on IMS and performance upgrades!



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JUNE

- 11 Nord Stern Southern 'Sota Techno/Social**
Med City Detail, Rochester, MN Details
11 a.m. to 2 p.m. Register online
- 13 Nord Stern Business Mtg ***
Location: Spasso's in Minnetonka
Time: 6:00 p.m. Social, 6:30 p.m. Meeting
- 16 Porsche and Pints - Social!**
Boom Island Brewery, Minnetonka
register online @ clubregistration.net
- 20-21 Nord Stern @ ROAD AMERICA DE**
Location: Road America, Elkhart Lake, WI
Registration will be online at clubregistration.net
- 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/>)
Registration online at clubregistration.net

JULY

- 8-10 Nord Stern Loonacy Club Race and DE**
Location: BIR - Donnybrook course
Registration online at clubregistration.net
- 16 Nord Stern Drive #2 The Great River Excursion**
Location: Villa Bellezza, Pepin, WI,
Registration online @ clubregistration.net
- 30 Nord Stern @ Cars and Caves**
Location: Chanhassen Autoplex - Bret Bailey's

AUGUST

- 20 Nord Stern Drive #3 Star Prairie Run**
Location: 45th Parallel Distillery, New Richmond WI
Details TBA

- 27 Eagan Condo Garage Open House**

SEPTEMBER

- 10 Nord Stern Drive #4 The Overland Epic**
Location Carlos Avery State Wildlife Management Area
Columbus MN
Registration online @ clubregistration.net
- 8-10 Mellow Yellow 4: 3 Days of Drives Headquartered
Out of Rochester, MN - Dakota Region of PCA**

2022

Info: <https://www.dakotapca.com/mellow-yellow>

- 16 Nord Stern Last Fling Driver Training**
Location: BIR - Donnybrook course
Registration online at clubregistration.net
- 17-18 Nord Stern Last Fling Driver Ed**
Location: BIR - Donnybrook course
Registration at clubregistration.net

OCTOBER

2022

Sept 30-

- Oct 2 Annual Nord Stern Fall Color Tour**
Location: HQ Pier B in Duluth, MN
Registration online at clubregistration.net
PierB reservations separate
- 10 Nord Stern Business Mtg ***
Location: TBA
Time: 6:00 p.m. Social, 6:30 p.m. Meeting

NOVEMBER

2022

- 14 Nord Stern Business Mtg ***
Location: TBA
Time: 6:00 p.m. Social, 6:30 p.m. Meeting

DECEMBER

2022

- 12 Nord Stern Business Mtg ***
Location: TBA
Time: 6:00 p.m. Social, 6:30 p.m. Meeting

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 or sponsored by Nord Stern or PCA

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

• **OCTAINE AND CAFFEINE**
2nd Saturday of the month, April - October

• **CARS AND CAVES** •
Last Saturday event at the Chanhassen Autoplex • 8 a.m. - Noon
April 30, May 28, June 25, July 30
Featuring Nord Stern on July 30, September 24

***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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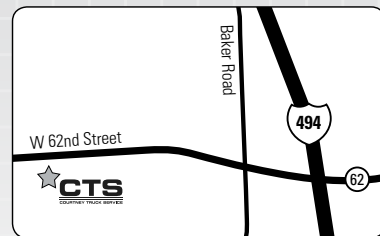
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MAY Nord Stern Business Meeting Minutes . . .

Respectfully submitted, Judi Sievers

The May Nord Stern business meeting met at "The Exchange Food & Drink" and the meeting was called to order by President Steve Kemp.

- Attendees: Steve Kemp, Jeff Eckroth, Todd Smith, Judi Sievers, Steve Albers, Dave Anderson, Andy Barker, John Blackburn, Scott Brown, Mary Driscoll, Michelle Eckroth, Kim Fritze, Andy Golfis, Roger Johnson, Toni LaRose, Steve Mydell, Ben Rogers, Jim Southwell,
- Guests: Karen Carson

President, Steve Kemp

- See notes under "Track Relations" and "Safety Chair".

Vice President - Jeff Eckroth

- No report.

Treasurer - Todd Smith

- Budget is done/loaded to the computer program. Any changes/additions to the budget must be approved by President Steve Kemp.
- Discussion re board meeting to review last year's vs. this year's budget.

Secretary - Judi Sievers

- No report.

Advertising - Molly Nygaard

- No Report.

All Porsche Show - Phil Saari and Hal Voge

- See notes under "Membership".

Autocross - Andy Golfis

- No report.

Board of Directors - Roger Johnson, John Velure, Chip Smith

- No report.

Charity - open position

Club Race - Dan Perinovic and John Velure

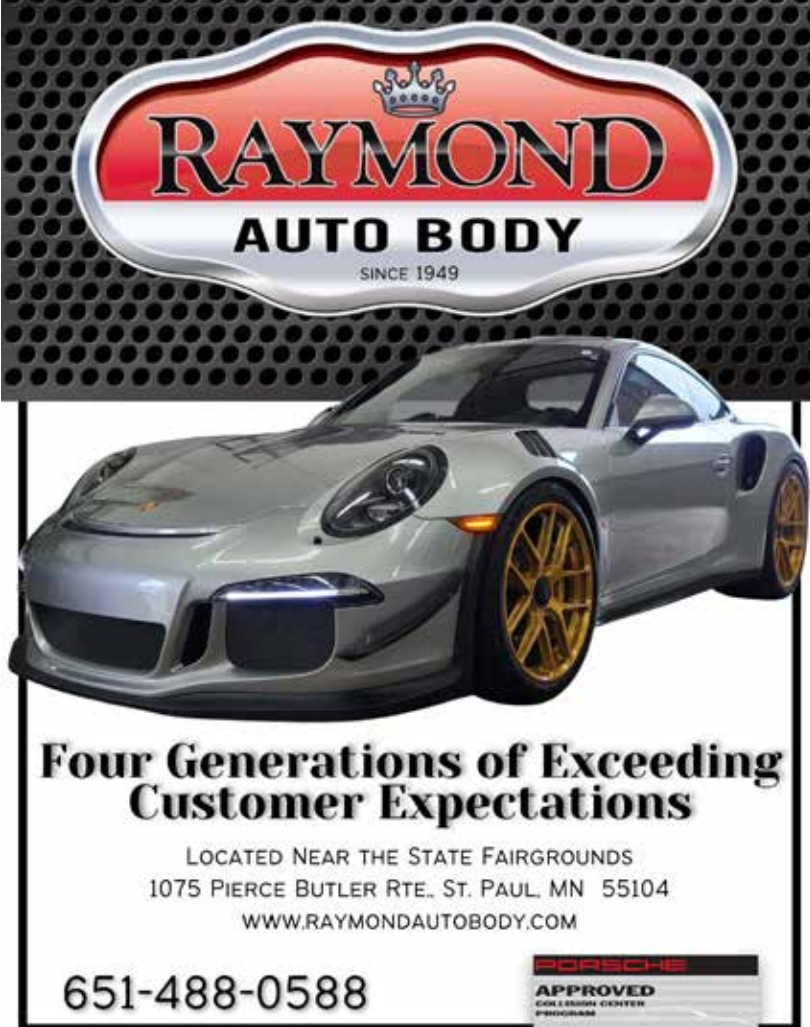
- Discussion with National Steward, David Hodges re schedule; 2 versions right now: which day will have 2 club races? Time of club race groups?
- Possible 3 lap bicycle race at the end of day Saturday.

- Flat fee of \$550 for club racers, including test day. Includes 4 meal tickets. Registration opens Monday, May 23rd.
- Velure meeting with caterers this weekend.
- Velure needs volunteers for charity/live auction.
- Velure has contracted with BIR for their tow/flatbed services.

Dealerships - Roger Johnson

- Drive from Porsche Mpls to Arboretum on Tuesday, May 24. Limited to 50 cars. Ally at dealership will need rsvp's.
- Roger will coordinate the drive route with the dealership.
- Discussion re moving tech events to earlier in the year,

Continued on page 12



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PROGRAM

Meeting Minutes . . .

continued from page 11

i.e. January-March.

- “Fashion Show” at the dealership was a success.

Driver Education - John Blackburn

- Sievers will handle Black Flag Station.
- Blackburn and Kemp will coordinate Safety Committee members for the events
- Sent Driver Virtual Letter to Kitty (Race Control); including passing zones.
- Posted event information on FB for other clubs participation.
- Sent email to all DE students in the last 3 years that haven't returned. Invitation to participate again.

Drivers' Training - Ben Rogers and Scott Brown

- New Driver Training program a success; survey reported grade of 4.5 out of 5 by attendees. Great feedback from all. Preferred parking in the paddock area by long track.
- May 14-15 event
- Have enough instructors for the next Driver Training, 11 entries.
- Garage space available for next event. Discussion re parking in the garage, opposite way in.
- Need a person to help out at the main gate Friday night for parking instructions.
- Will be using the newly paved area for Car Control exercises; need cones to block off.
- Parking available in pro paddock area, the west side of the BIR buildings, and by the SCCA tech barn.
- Happy Hour at normal area by Garages A & B; have 2 volunteers.
- Barker noted 6 students from last DT have signed up for the next event.

Historic Archivist - Roger Johnson

- No report.

Insurance - Jeff Carlson

- Question re insurance for August 25th drive to South Dakota. Not required.

Membership - Betsey Porter, Jim

Southwell, Steve Albers

- Membership drive to Rochester, June 11, 9 a.m. Route TBD
- Good turnout at Auto Edge last Saturday, 105 attendees.
- Developing Porsche Jrs program in conjunction with the Auto Show at Roseville Central park. Pavilion has been reserved.
- 2021 non renewals have been dropped from Club Talk.
- New members signing up for Nord Stern, but not National PCA.

- 650 members

- Discussion re marketing to new members.

Met Council - Bob Kosky

- No report.

Newsletter - Christie Boeder

- Need photos for newsletter

Registrar - Dave Anderson and Andy Barker

- Fantastic Fling: DE 66, DT 11, Garages 19
- Cheese Fling: DE 75
- Fast Fling: DE 21
- Final Fling: DE 12

(Acting) Safety Chair - Steve Kemp

- Kemp has recruited drivers: Powless,

Continued on page 14

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April's First Fling

Commentary and photos by Dmitri Shtulman

I'll admit, I wasn't too certain about how Nord Stern First Fling DE at BIR would turn out and I even considered foregoing the afternoon sessions due to the weather. Sure am glad I stuck around!

Built tons more confidence around the track in the afternoon, though I did manage to lose one of my number panels AND loosen the windshield weather stripping (the perils of going fast) and even had to use every windshield wiper setting during one run session.

It was great having the option an instructor in with me for the first couple of runs (helpful as it was my first time on the track in a year, and my first DE since my 2021 DT), and I deeply appreciated Steve Kemp's instruction during those runs!

Looking forward to future, dryer, sunnier sessions!

Editor's note: As I always like to say, a picture paints a thousand words! And while we didn't drive on track First Fling, we did spend some time in the driver's lounge and it definitely was a bit chilly and a bit 'wet' at times but a day at the track is always better, no matter what.

Thanks, Dmitri for sharing your photos and comments. Beautiful car and glad to see how much you are enjoying driving on the track; such great, practical skills helpful at all times.



Left -
Yes, those are
serious raindrops



Left -
ready to go, note
the puffy jacket!

Won't need that
come mid-summer



Left -
Wearing the run
group sticker right
off the windshield



Minutes . . .

continued from page 12

Thai, Jones, Voges, to assist in the safety role, during the upcoming DT/DE weekend. Last event: number of drivers missing checker flags. Rain challenged visibility for drivers to see the flag. Only 1 car off track. (GT Cup car)

Shop & Tech Relations - Roger Johnson

- Discussion re hosting tech events in January-March. Not as many events on the calendar at that time.

Social - Toni LaRose, Michelle Eckroth

- Porsches & Pints - all set, need headcount, currently 22 attendees.
- Chanhassen Winery (St. Peter, MN) August 13. Will include wine tasting tour of the facility. Limit to 75 attendees.
- Discussion of possible, late afternoon, weekday car show/social. September event.

- Discussion re end of year party in October/November.

Social Media - Misty Martianos and Betsey Porter

- No report.

Touring, Rallies, Drives - Ron/Michele Johnson, Theo Martianos, Nick Severson

- Discussion re promoting events, i.e. Facebook, Club Talk, etc.

Track Relations - Jim Bahner

- In discussions with BIR, Kemp has requested a contract with ALS ambulance service for two vehicles for the club race.
- Velure has requested BIR tow/flatbed services for the club race.

Webmaster - Dave Anderson and Christie Boeder

- No report.

OLD BUSINESS

- No report.

NEW BUSINESS

- No report.

Next Meeting:

- June 13, at Spasso's in Minnetonka (Minnetonka Blvd and Hwy 101)

Meeting Adjourned at 7:50 p.m.

Respectfully Submitted,
Judi Sievers, Secretary

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I previously wrote about Minneapolis ad agency Fallon's work for Porsche between 1987 and 1993. You can find those here and here. Over the next several weeks I will share some of their ground breaking work. Enjoy! And please comment below.

Thanks to Fred Senn for his help here.

Great Porsche Ads Volume 1

by Roger Johnson, courtesy www.nordstern.org

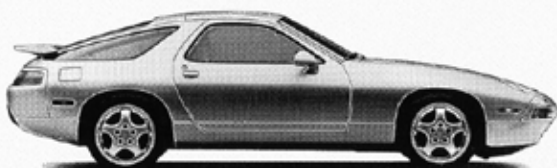


At the last IMSA race, the streets of San Antonio destroyed half the field. A Porsche took care of the rest.



For the first time in 10 years, just finishing last week's IMSA race at San Antonio, a Porsche 911 Carrera GT took the lead in an IMSA GT event. That makes a total of 11 races. Over the years, many victories in other categories in the IMSA series. And that's just the beginning. **PORSCHE**

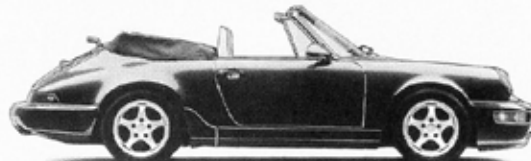
Its 171 mph top speed may be irrelevant, but it certainly is inspiring, isn't it?



Unless you own a test track you'll never come close to seeing how fast the new 1993 Porsche 928 GTS really is. But isn't it nice to know those 345 horses are there? Come in for a highly inspirational test drive.

PORSCHE

Didn't your doctor tell you to get more fresh air?



Compared to the cost of getting well these days, the therapeutic benefits of a Porsche 911 Carrera Cabriolet make it seem a downright bargain. Test drive one today. It will do you good.

PORSCHE



The ultimate Porsche. (Isn't that redundant?)

Let us put it even more directly: The Porsche 911 Turbo is the Porsche of Porsches. A sports car built not to the standards of a sports car, but to the impossibly high standards of a race car.

A combination of 325 thoroughbred horses and massive ABS-fortified brakes not only propel it from 0 to 60 in a mere 4.25 seconds, but also stop it faster than any other production car in the world. (Not surprising, it effortlessly defeated the world's other premier sports cars to win the inaugural IMSA Endurance Potenza Supercar Championship.)

Yet match that brawn to the dramatically-improved new transmission, steering, suspension, and creature comforts of the new generation of Carrera, and you have a beast that is remarkably well-mannered.

But we are becoming redundant. Test drive the new generation of 911 Turbo and you will agree it is not just the world's ultimate sports car. It is the ultimate Porsche.

The Porsche 911 Turbo.

Continued on page 37



DRIVE #1

JUNE 4

Cancelled

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



Erosion as Inspira- tion

An art project incorporates the Wild West: enormous sculptures have touched down at Salt Lake City Airport, paying homage to the beauty of Utah's national parks



Above: Excursion at Zion National Park: Californian artist Gordon Huether loves landscapes and appreciates the aesthetics of the Porsche Macan GTS

Gordon Huether focuses his gaze to the east, the first rays of the sun illuminating his face and revealing his euphoria: “When I see nature’s power and majesty,” the artist says of the epic sunrise, “it makes me want to just throw all my pencils away. It’s so beyond, it’s surreal.”

The sandstone mountains of Zion National Park in the United States are resplendent with shades of pink and salmon. Carved out by forces of nature over a period of 150 million years, the formations serve as the 62-year-old’s key source of inspiration. But he’s not the only one who’s fascinated by the landscape. The rush of visitors to the park is at an all-time high, with real-world experiences becoming more and more important in the digital age. And people are rediscovering the joy of travel, revealing that transportation is what truly brings the world together. Transportation is an enduring theme in Huether’s opulent artworks, sculptures, and installations.

Salt Lake City Int’l Airport as large-scale project

His most recent large-scale project brings the grandeur of the great outdoors to Salt Lake City International Airport and forms the gateway to Utah’s so-called Mighty 5 national parks: Arches, Bryce Canyon, Canyonlands, Capitol Reef, and Zion. The number of travelers who passed through the airport increased from just over nine million in 2002, the year of the Winter Olympics, to 26 million in 2019. Another increase is expected once intercontinental travel is no longer restricted. Just as interest in the national parks is growing, Salt Lake City Airport is getting an update, with 4.5 billion US dollars invested in the new comprehensive design. Large-scale

art produced by Gordon Huether is a key component of the project. With his ambitious works of art in the public sphere, Huether seeks to bridge the gap between man and nature, whether in city squares, at libraries, clinics, or community centers. His aim is to elevate Salt Lake City International Airport, which he refers to as a “Cathedral of Transportation,” with his organic elements, creating a direct link to the national parks, where most of the travelers are headed.

Art therapy by Gordon Huether

“Traveling is stressful, even for the most seasoned



Studio parking space: Gordon Huether with his Porsche Macan S in front of photographs of his works in Napa, California, USA..

traveler,” says Huether. “So what if I could take the temperature down for you a little bit?” His art therapy begins in the main terminal with The Falls, a 20-meter cascade of dichroic glass that hints at the rainbow diffraction patterns of a waterfall in sunlight. Weighing in at two and a half tons, the sculpture incorporates 300 glass panels and 220 glass rods, visible as travelers glide by on the escalator.

The Canyon counters with a monochromatic interpretation of smooth and undulating canyon walls, expressed in 500 individual tensile fins that lend the 110-meter-long

by

structure a topographical feel. The striations echo Utah's rock formations, formed by water and wind erosion, while a computer-controlled LED program recreates spring, summer, and winter on the face of the synthetic rock formation. River Tunnel is an ongoing project featuring a 300-meter-long underground pedestrian tunnel between the main terminal and the north concourse. Illuminated in blue light, the undulating waves transform the space into a waterway. Another major installation in design development is the



Artistic upcycling: Gordon Huether uses vintage buttons to create a work of art on the skull of a Texas longhorn.

first thing visitors see when they arrive, and the last thing they see in their rearview mirror as they leave the airport: the Mighty 5, a hulking 75-ton sculpture consisting of five pyramidal structures made of durable COR-TEN steel, which provides the desired weathered steel look.

The imposing structures tower as high as 27 meters and are as tall as a nine-story building. Huether's inspiration for this sculpture was the expansive Wasatch and Oquirrh mountains that frame the eastern and western edges of Utah's enormous valley. It's also Huether's technical skills and his architectural experience that allow him to fulfill his creative dreams. And that's what makes him the perfect man for the airport project in Salt Lake City, for this homage to one of North America's most breathtaking landscapes.

Exploring the Zion National Park with the Macan GTS

A passion for German vehicles and culture is in Huether's blood. Both of his parents moved to the US as German immigrants, living first in Rochester, New York, and then moving on to California. Gordon Huether tells us that his grandfather had to walk to work for five years before he could afford to buy his brand-new, blue 1962 VW Beetle. Huether recalls going to German movies and driving from Napa to San Francisco in the family's beloved Beetle. When he turned 16, he was given the car as a birthday present. However, the fun only lasted a few months, as the wild teenager ended up rolling the car. His grandfather bought him another 1962 Beetle. And years later, Huether rekindled his air-cooled memories himself

by purchasing another Beetle that had been built in 1959, the year of his birth. He restored the car and couldn't resist lowering it, but at least he avoided doing stunts.

"My Macan is essentially a generational descendant of the Beetle," says Huether, delighted. He views the Porsche as a reward, something he wasn't able to afford until later in his career as an artist. "I love the way it sounds. I love the way it feels. It just permeates quality," he says. "Being an artist, I'm obviously visually sensitive. But the Macan is also practical. With the back seat down, even my larger scale models fit inside." The vehicle embodies Gordon Huether's professional priorities, creating what is, for him, the ideal combination of fine aesthetics and function. His personalized license plate reads "LICHT" (German for "light"), an element that plays prominently into his life's work in more than just artistic illuminations. "Also in a spiritual sense," he emphasizes. "With every turn of my head, I discover beauty!"

He appears to be deep in thought, standing in a fissure that's just several yards wide, but endlessly deep. Not much light, but plenty of shade. Here, in this so-called slot canyon, he becomes philosophical: "My mission for almost 40 years has been to inspire the spirit of humanity by bringing beauty and meaning into this world through art. If there was ever a time that art could unite us in inspiration, it is now. Never before has art served a better and higher purpose."

Info: Text first published in the Porsche magazine Christophorus, No. 402.

Author: Basem Wasef

Photographers: Michael Allen Ross, Francesco Riccardo Iacomino (Getty Images), SLC International Airport

Below, Just a few 'tools of the trade'!





DRIVER ED DRIVER TRAINING

- Cheese Fling
June 20-21
- Fast Fling & Club Race
July 8-10
- Final Fling
Sept 16-18

Registration Online
Clubregistration.net

NORD STERN
2022 BIR TRACK SCHEDULE
MARK YOUR CALENDARS
NOW



May 7th: 4 Tech sessions - @ Imola: Detailing

photos by Michael Grabner

It was a rapt audience which had the pleasure of watching Jennifer Turcotte of Carsmology demonstrate her considerable skill and techniques detailing automobiles. The tools alone are awe-inspiring.

This month's cover photo captures Jen, in action, on a gorgeous Lime Green GTS as part of the One Day - Four Tech Sessions hosted by Nord Stern. Imola opened their doors for this session on detailing. Just wow!





May 7th: 4 Tech sessions - @ the Dent Werks Demo

photos by Michael Grabner

Dent Werks hosted their tech session on May 7th to a big group of interested Nord Stern members - many of whom made it to all four sessions (other two will be featured in the July issue of Nord Stern).

Here at Dent Werks the fine art of dentless repair was demonstrated on several vehicles. It's quite impressive to see this work done and the amazing results and 'no more dents marring your car (hail anyone?!).

Porsche Fashion

by Roger Johnson and Andy Golfis



Nord Stern was invited to the 2022 MN Fashion Week runway show by event sponsors **Porsche Minneapolis and Porsche St. Paul**. The show, called **Sip & Bloom**, was designed to kick off spring with fashion, flowers, and Porsches. What could be better visually than that combination?

Allie Pepin and Kaylee Jackley, Event & Marketing Coordinators, for the Carousel Motor Group, personally hosted Nord Stern members at the event.

As Nord Stern member Andy Golfis writes:

“What could be more Spring-like than beautiful floral arrangements, beautiful designs and models, and an excuse to pull your Porsche out of hibernation when it was still 40 degrees out.

We were escorted by Allie Pepin and Kaylee Jackley from Carousel Porsche, the best hosts ever. It's hard to explain but Patti and I had a whole new outlook on Spring after the royal treatment of that evening. What a special evening.”

A huge thank you to everyone at Porsche Minneapolis and Porsche St. Paul for inviting Nord Stern to this very special event.



Porsche Parking. Venue was The Glass House in Minneapolis.

Below: Show MC Sarah Edwards models her Taycan inspired dress



Below: Andy & Patti Golfis enjoying the show and amazing ambience!



Far left: The decorated microphone features the Porsche logo

Far Left: The Taycan and it's 'evening finery'

June

BOOM ISLAND



16

Porsches & Pints

Thursday, June 16, 2022 5 to 8 p.m.

Join us for **3rd Annual Porsches & Pints** at Boom Island Brewery

- Premier parking for early arrivals.
- Award winning food truck <https://www.badrooster.com/> will be onsite
- Come for the Beer stay for the fun!
- Please register on [ClubRegistration.net](https://clubregistration.net) just for a head count, this is a family/dog friendly free event.
- Pizza, soda and water also available

**5959 Baker Rd.
Minnetonka Mn**

**[http://boomislandbrewing.com](http://boomislandbrewing.com/on-tap-now)
/on-tap-now**

clubregistration.net

CHANHASSEN *AutoPlex*

JULY 30, 2022 8AM - NOON

Chanhasseen Autoplex, 1730 Motorplex Court, Chanhasseen, MN 55317

Cars and Caves is a last Saturday of the month car show running from April through September.

Cars: This show features exotic, classic, custom, and collector cars. You know, the type that you don't see in the parking lots.

Nord Stern: The July event is featuring the Nord Stern Porsche club. There will be special parking, on a limited basis, for collectable Porsches. There will also be garage open houses that feature Porsche collections, race cars, and memorabilia.

1730 Motorplex Court, Unit 9 will be hosting an open house with coffee, treats, and door prizes for Nord Stern members. Just look for the Porsche flag hanging in the courtyard.

Garages: Yes, the cars are cool, but check out the garages! Chanhasseen AutoPlex is known around the country for their car caves. These garages feature amazing car and automobilia collections. Many of the garages are themed to reflect the owner's specific interests and are open for viewing.

Free: There is no cost to bring your car or family. All shows benefit a charity group. These groups may ask for a donation, but the donation is not required. 100% of all funds raised go to the charity. The July event is hosting Special Olympics of Minnesota.

Family Friendly: Bring the spouse and the kids. If your family hasn't enjoyed some other car shows where you had to drag them along, this is the car show for you. The air-conditioned club house is a good place to get out of the sun, rest your feet, or use clean indoor plumbing. The garage owners are friendly, often handing out stickers or inviting the little ones to get their picture taken in a car.



Upcoming Membership Social Event

by Jim Southwell, Membership

Join fellow club members 'down south' in the fair city of Rochester for a gathering at local shop, Med City Detail. Another opportunity gather with fellow Porsche owners, meet and greet, get details on current shop projects and learn from the experts. Lunch will be provided, sign up with be via clubregistration.net. So mark your calendars now and plan a leisurely drive to south east of the Cities, or from whatever direction one is coming from! All are welcome.



Twin Cities & Area Events/Autocross Calendar

DATE	EVENT	SPONSOR	LOCATION
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

WIZARDS
Make it Shine!

Note:

Porsche (Nord Stern Memberss)

20% discount code for orders Still Available for product purchased directly from their website.

Wizards Products.com

Where We Were . . . 60+ Years!

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

July 2000

The front cover of Nord Stern for July of 2000 featured a picture of **Steve Watson** driving car No. 04 on the straight, just after exiting turn three at BIR during the summer of 1999. Superb photo was taken by Club legend **Ron Faust**. The back cover was an action shot of the AutoEdge pit crew of **Lance Bohler** and **Alberto Magallon** executing another flawless pit shop at the Club's recent Enduro in June of 2000. **Lee Jacobsohn**, the photographer, noted that the two left side tires of car No. 51(f) were changed in what appeared to be record time.

Super-Editor **Christie Boeder** reported on the success she had managing many pre-adolescent racers in the Kids Klub in the drivers' lounge during Nord Stern's recent Club Race. Christie advised that all seemed to enjoy this service and the Club planned to provide it again next summer. She also mentioned the many activities occurring during the busy mid-summertime, including its annual trip to Road America in August. Christie reminded all that the 2000 Porsche Parade will be held in Milwaukee later in the summer, which was certainly not a long drive for what promised to be a great time. Finally, she also asked Club members to consider authoring an article for the newsletter so local Porsche stories might be shared with all. Virtually all of the content of the July 2000 newsletter came from outside of Nord Stern.

President **Jon Beatty** was very busy managing the Club and unable to assemble his usual letter, so a guest column by Bill Klein of the eastern Buckeye Region of the PCA was used in its stead. As noted, it was an interesting read, since it was about a product we all must have: gasoline. Bill went into great detail explaining how base gasoline is refined and how additives are useful in eliminating deposits. Bill noted that sophisticated engines in a car like Porsche dictated that it made sense to spend a bit more for premium grade of gasoline, if indeed premium fuel was genuinely better. Bill noted the differences between one gasoline brand and another, concluding that there was really very little to distinguish one from another. Additives were much more important to Bill as he noted that deposits could harm an engine's performance. Bill suggested that the answer was to switch between different brands of gasoline every 2000 miles, which serves to bring a new additive package into your cylinders.


David Byron of the San Diego region next provided an article detailing the skills involved in polishing various metals. David noted that the polishing of chrome was different than the polishing of aluminum, which was different than the polishing of stainless steel. David suggested that it was critical to protect these various metals once they were good and shiny offering a number of suggestions and products which were common in the marketplace years ago.

Ginny Case, also of the San Diego region, offered a trip down memory lane describing the first Porsche Parade of PCA in Maryland in July of 1956. Representatives of Porsche were present for the event and possessed only a limited command of the English language, which made for rather interesting discussions and distinctly confusing advice. Ginny also reported on the first concourse of PCA in Maryland back in 1957, where editors of Panorama Magazine were also present. Ginny, as a charter member of PCA, continued to marvel at its expansion even in 2000.

Porsche Cars North America noted with pride that several upcoming blockbusting motion pictures were going to feature Porsche 911s in the year 2000. Mission Impossible 2, with Tom Cruise was one of these films, as was Gone in 67 seconds with Nicolas Cage and the Kid starring Bruce Willis. I will need to stream these films tonight to see if they are worth further review.

The PCA's Editors List revealed the name of Porsche's upcoming sports utility vehicle for Canada and the United States: **Cayenne**. The name was evidently attractive because it was synonymous worldwide for spiciness, adventure, and joie de vivre. It was noted that the sport utility vehicle would serve as the third model range in Porsche offerings, after the 911 and the Boxster. The vehicles were to be built in a new factory in Leipzig Germany and would be launched in 2002.

Paul Lighthill, from the Porche Gedanken PCA -- Riverside region, a regular contributor to Nord Stern, offered several pages on the care and feeding of a clutch in a Porsche. Paul indicated that clutch problems are often directly related to operator error. Paul commented that the operator was likely the single most important factor in determining the longevity and reliability of a clutch. Paul suggested prudent drivers would avoid slipping the clutch when starting or



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when changing gears up or down. He also suggested that, whenever one was stopped at a traffic light, the gear lever should be moved into neutral and the clutch pedal left out. As expected, Paul said that owners should keep a clutch properly adjusted and lubricated with gear oil that was to be changed no later than every 30,000 miles. Finally, if a clutch seemed hard to engage, Paul suggested that the owner replace the clutch cable, which does wear out from time to time.

Marketplatz from 20 Years Ago (Quiet in July 2000)

- 1992 Porsche 968 coupe, black with leather interior and 60,000 miles on the odometer. 6 speed, limited slip rear differential and an Alpine CD changer. Mint condition and well cared for and maintained. \$18,995. Contact Ron Johnson.
- 1974 914 2.0 racecar. Roll cage, sway bars, belts, etc., only \$900. Also 5 Petrini wheels

available for only \$400 and a set of very cool centerline alloys available for only \$350.00. Looking for a bargain, contact Erik Erikson.

- 1985 911 Carrera, metallic bronze with a brown interior. 64,000 miles, sunroof, upgraded suspension, cool brakes, and even lowered. Front oil cooler and spoiler guarantee that the oil never heats up. A great Drivers' Ed car or even a daily driver. \$18,000. Call Steve Sherf.
- 1986 Porsche 944 with a 5-speed, platinum with burgundy interior. 69,000 miles. Sunroof, air, power steering, cruise control, power windows but with some chips. Well serviced with a new starter. \$7500. Call Mike Argir.
- 1988 Porsche 928 S-4 with a 5 speed. New tires, battery and water pump, Eibach springs and Koni shocks. Guards Red with a black interior. \$20,500. Call Art Maturi.

Prez Sez . . .

continued from page 6

Central Park. It would be great to see you at any or all of these late June events!

As you heard recently from John Velure, 2022 Nord Stern Club Race weekend is coming up earlier than usual on July 8th through the 10th. Nord Stern has always been a significant contributor to Courage Centers with this event and we are looking for additional items for this year's auction. If you have brand new, unused gifts that are motorsports, home, or family sports related that are collecting dust in your garage or basement and you are willing to donate them to the Silent Auction please contact John at clubrace@nordstern.org to make arrangements for us to pick-up your donated items.

As many of you have heard, it was recently announced that Laguna Seca will host the 7th Porsche Rennsport Reunion on September 28 to Oct 1, 2023. I have never been to one of these, but excited to finally see one and am making plans to be there, somehow, next year. If you are planning to attend as well, look for information coming on how we can gather there together as a club. (P.S, your editor and her hubby have to confess that we have been to 4 of these reunions and they are, frankly, indescribable and need to be on your bucket list!).

Stephen, president@nordstern.org

Below, Steve's 'new' track car!



Remembrances of Things Past

by Danielle Badler,
courtesy PCA Newsletter Editor's Facebook Page, June 2022

Please indulge me. I'm writing this on Mother's Day. Which, this year, is very significant to me. Because my mother passed away several months ago.

My mother was 93. When I tell that to people, I often get back, "oh, you should be thankful for that, for her long life." And I am. Although her body fell apart, my mother had her wits about her until the end.

I'm the oldest of three. My parents were relatively young when they had me. So, in recent years, I found myself one of few people my age with a parent still alive. And, even more rare, someone I could talk to.

But that didn't make the experience of her passing any easier. A friend said to me, "now you're an orphan." And she was right. I hadn't thought about that. I knew I'd miss her badly. Although she was 2,000 miles away, and I hadn't lived near my parents in four decades. I had been visiting every few months, for years. And we spoke weekly, if not more often. But the idea of that safety net, of that soft nest to fall back into ... suddenly it was gone.

After the funeral, which was on Long Island, NY, I rode down to suburban Maryland with my sisters. And, the next day, we went to my mother's abode in an independent living community. And we started wandering around the apartment. Opening shoe boxes. File cabinets. Sifting through piles of notes she had written, about things she needed to do, people she needed to call.

What an odd feeling it was, poring over a life that had ended. Sorting through what was left. None of us really wanted much of anything. But I did take a photo collage off the wall. Now, that was very significant to me. Because, in the collage, were photos of my sisters and me as babies. And, partially cropped, a photo of my sisters leaning against, there it was, my first sports car, a '64 Triumph TR-4. A car that literally changed my life, at 17.

I bought that car with every cent I had at the time, all of \$800. It was a self-esteem machine. Something that said something about who this inward-focused insecure, directionless teenager really was. And it gave me the self-confidence to go to college and try to actually make something of myself.

Above the photo of the Triumph was a photo of my father, washing his first of three Mercedes, in the driveway. A 250S

from '67. He loved that car. Just as he loved the 250C he replaced it with. And the '78 450SL that I actually found for him. In Louisville, KY, where I lived for a few years in the early '80s. My parents flew out and drove it home. But, alas, I couldn't find a photo of the 250C or the SL-ella.

I couldn't find a photo of the '72 2002 I bought when I graduated from college, either. Nor my first Porsche, the '76 914 I bought in '78. Nor any other cars that I or my parents had owned.

Too bad. I was really hoping to locate a photo of the '67 Buick Wildcat convertible that I took my road test in. My mother took me. I drove that car into Manhattan the night of my Senior Prom. Three couples. It's a wonder my parents let me. It's a wonder we survived.

Nor any photos of the '62 Buick LeSabre that the five of us virtually lived in for five weeks in '62, when we drove cross-country to LA, and back.

But I did see, in that collage, the three boats that my parents owned, during my teen years. On all three boats, the routine was the same. My father was captain. My mother was first mate. But I, I was helmsman. I drove. Of course I drove.

I also tried to locate a box, filled with car models I had made, out of kits from – was it Revell? I was having serious memory-land issues. I had last seen this shoe box about 20 years earlier. Unbeknownst to me, my mother had saved three or four cars that I had made from kits, holed up in my basement craft area, which was a plywood sheet, balanced on an old, warped pool table. A 427 Cobra. A Corvette Stingray. An early 911. No luck.

But I did take another photo off the wall. This one, with a penciled date on the back, 4/47, was of my parents, and my father's two older brothers, and their wives, and my father's younger sister, and his parents, my grandparents. It looks like they were at an affair, a wedding, maybe. Not for my parents. They wouldn't marry for another year and a half. Today, the only one alive is the wife of my father's middle brother. And she's in her mid-90s.

When my sisters and I go, maybe my daughters will be able to recognize everyone in the collage photo, and in the group photo. Maybe not. And then, the memories will be lost to time. As I said, I've had a lot of trouble with Mother's Day this year.

Recently checking my social media accounts, I came up on a question that got me thinking about the past and brought memories of times gone by.

The question was: "On which car did you pass your driver's test?"

Let me tell you a story. It's completely true.

I was truly excited that morning as I recall.

It was finally going to be official; I was getting my driver's license if I passed the test. I had had my learner's permit but now I had just turned 17 which allowed me to obtain my driver's license if I passed the written and driving exams.

I knew how to drive, the actual driving part didn't worry me since I'd been driving with my Dad for some years now, competing in AXs, Gymkhanas and even piloting his rally car with him as co-pilot in the Dominican Republic (DR) where we were living at that time.

My worry was more about the written part with all of the specific laws and regulations, you know: At what minimum distance should you follow a car on the highway?, What's the maximum speed on a two-lane highway? And so on . . .

My appointment was for 2 pm that day.

I don't recall the exact circumstances, but I remember that when I asked my folks if one of them could drive me to the DMV in their car so that I could take the test, something had just happened and they were all stressed out about it. After some tense silence, my Dad just said: "Take the rally car . . . and be careful!"

Wow, the rally car . . . to the DMV . . . for my exam! . . . Gulp!

This was a really cool, and scary at the same time.

The rally car that Dad and I have competed in about half a dozen times was a white exterior with red interior, 3-year-old Porsche 912 that was fully prepared as an off-road rally vehicle. A very light car, ultra competitive with a powerful (modified) 1.6 liter engine and a 5-speed transmission, beefed up suspension, harnesses, and half a roll-cage. It was also very loud since it had a straight-

tuned exhaust with no mufflers.

Right after lunch, I couldn't wait any longer and took the car out to warm it up and after a few minutes, drove off to the DMV office. It wasn't very far, probably less than 10 miles and I arrived quite early. I then went to the reception desk and signed myself in. The attendant told me that an instructor would be assigned to me and I would be called when it was my turn, so I should just take a seat and wait.

It was just after 1 pm. The waiting area was hot and full of people waiting to be called for their test or other DMV-related issues.

I decided to not sit. I was too anxious and just stood by one of the windows to catch a little refreshing breeze.

After just a few minutes of waiting, one of the solid-wood doors to the multiple little offices that surrounded the reception lobby burst open with a loud bang and a rather large guy who I immediately recognized as the older brother of my close friends, the twins, shouts out: "I need help!" . . . "Can anyone drive me to my house NOW? It's a life-or-death emergency!"

I instinctively raise my hand so he can see me and say: "I can drive you home, Tony." Tony rushes over me. I remember that his face was really red and swollen and he said to me in a raspy voice: "I has just stung by several bees . . . And I'm very allergic . . . And I don't have my adrenalin shot with me

Continued on page 33



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The DMV . . .

continued from page 29

. . . Please take me home as fast as you can!"

I said: "Sure, my car is right outside."

I run over, unlock it and we both jump in. Tony is looking worse by the minute. Also being allergic to bee stings and other stuff and having recently been through an anaphylactic shock myself, I know how he's feeling and also know that time is of the essence, so I need to get him home as fast as humanly possible.

Some of you may be asking yourself: "Why did this idiot leave home without his EpiPen and why did he not call 911?"

This happened in 1969. Neither 9-1-1 nor EpiPen existed yet, and we were in the Dominion Republic where ambulances were a gamble if you could even find a phone that worked and a phone book to search for the number because dialing zero would get you nowhere.

Luckily, Tony and the twins didn't live too far away. Probably about 8 Km (5 miles) or so. We were also lucky that it wasn't 2 PM yet, when traffic would pick up again.

I was driving inspired and on a sacred quest. I was sure that it had been destiny that put me there with the rally car at that precise moment when Tony needed a fast getaway car. Thinking about it now, it's kind of blurry, trying to recall all of the details. I know there were a few red lights run, multiple STOP signs that flew by as if they were painted green and said GO, and lane changes galore. Maybe even a couple of blocks up the wrong way just because it was shorter and would save time. I do remember a street vendor throwing a tomato at me when I scared the bejesus out of him as I drifted around a corner, missing his cart by inches. The sudden loud roar of the racing engine as I appeared around the corner must have been nerve racking for him. He must have been a baseball pitcher at some time in his youth because he hit my

rear window square in the center with the splattering tomato as I sped away.

The ride was over quickly, 6 or 7 minutes since we'd left the DMV but Tony was really struggling. I turned into his driveway honking the horn and revving the loud engine. Tony's Mom and Dad both came out as I was helping him out of the car. They took him in right away. I hung around to see if Tony would be OK. About 10 minutes later Tony's Mom came out and invited me in. Tony, who now was much better after taking an adrenaline shot and some other medication, had told her that I saved his life. She was in tears and couldn't stop shaking. Tony's Dad also came downstairs with Tony who now looked and talked fine.

After a couple of minutes of thank you's and hugs Tony said that we should get back. He assured us that he was fine and said he had a lot of work pending.

We got back in the car and made our way back to the DMV office at a much slower pace and taking another longer route so no one would recognize the car that had just made such a racket. I was also really concentrating on driving correctly and respecting the laws and signage as best as I could.

Sometime during our return to the DMV I mentioned to Tony that I had been at the DMV for my driver's license tests and asked if he knew who my instructor would be and if he could help because I had probably lost my place in line. He said: "I was the instructor assigned to your test, and I seem to recall that you broke every single traffic law in the book . . . during a time when I must have been delirious, because I can see that you drive very well and you are very respectful of the laws and regulations. I am also very thankful that you were there,

willing and able to help me. I'm pleased to tell you that as soon as we get back, I'll fill out the paperwork and you'll be an officially licensed driver." That made me feel very happy.

Tony and I saw each other occasionally after that day but we never talked about our experience again. I had practically forgotten all about it until that question on social media brought it all back.

Well, that's my story, and I'm sticking to it.

As I said, the story is true, I just changed the names to protect the innocent.

Tony's real name is not Tony and the rally car was not a '66 white Porsche 912 with red interior, it was a '66 white Alfa Romeo Giulia TI with red interior (there had to be Porsche content in the story, sorry).

Editor's Note:

Gotta love this story for sure and we forgive Pedro for subbing in a P-car since it really doesn't matter as it's a great story.

Now, if anyone remembers THEIR experience passing their first driver's test I'd love to hear and share it. Wish I could remember back that far! I do know it was in the family Ford Fairlane Station Wagon (RED) with the fake wood siding of the mid-60's. And that I also was petrified - especially after our next door neighbor (dad to 4 boys no less) and best friends of my parents made me drive the big freeway after dropping my dad off for a flight at the Detroit Airport in Romulus, Michigan. I had yet to graduate from those nice, safe, quiet, slow-speed neighborhood roads to those higher speed real city streets. Now that I've driven on track at speeds my friends are always agog to hear about, it does seem pretty tame.

But trust me, it was not!



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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1987 911 Turbo, owned since January 2009. 76,000 miles. Sacrificing for another car project.

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Each set is in excellent condition, used about 5 3-4 DE weekends. Additional images upon request. Tires on the wheels are outdated and not usable.

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Rennsport Reunion VII will take place in 2023

courtesy PCNA Public Relations Department, April 15, 2022

THE WORLD'S LARGEST PORSCHE FAN GATHERING WILL RETURN FOR THE SEVENTH TIME

Atlanta, Georgia. Porsche Cars North America (PCNA) has confirmed the next Porsche Rennsport Reunion will take place in 2023. For the seventh time, life on the edge will be celebrated - from the boldest and most exciting Porsche cars yet created to the people responsible for designing them, to the drivers who took the cars right to their limits. All will gather for an exhilarating event that promises to celebrate not only Porsche's past and present, but to capture a glimpse into the future, on both the track and on the road. The theme, dates and location of Rennsport VII will be announced in due course.

Conceived by racing great Brian Redman and Porsche Cars North America's longstanding PR General Manager Bob Carlson in 2001, Rennsport was created to celebrate the racing heritage of Porsche. They envisioned an event at which drivers and enthusiasts could gather to celebrate racing and pay tribute to the people and cars that have helped build the Porsche legacy. Since its inaugural event at Lime Rock Park in Connecticut over 20 years ago, Rennsport has continuously grown in appeal, drawing in 80,000 fans over the course of the last event in 2018.

"We're all excited to be able to announce the return of the Rennsport Reunion, which is always a highlight of Porsche motorsports

enthusiasm and heritage" said Kjell Gruner, President and CEO of Porsche Cars North America Inc. "Rennsport Reunion has grown quickly over the years into a truly one-of-a-kind experience of sight, sound and emotions. For a few days, it feels like everyone thrilled by the brand is united in one place, on and off the track, as one Porsche family. We'll announce the date and location soon, but this much I can share already: Our ambition is to make Rennsport Reunion VII the best one yet."



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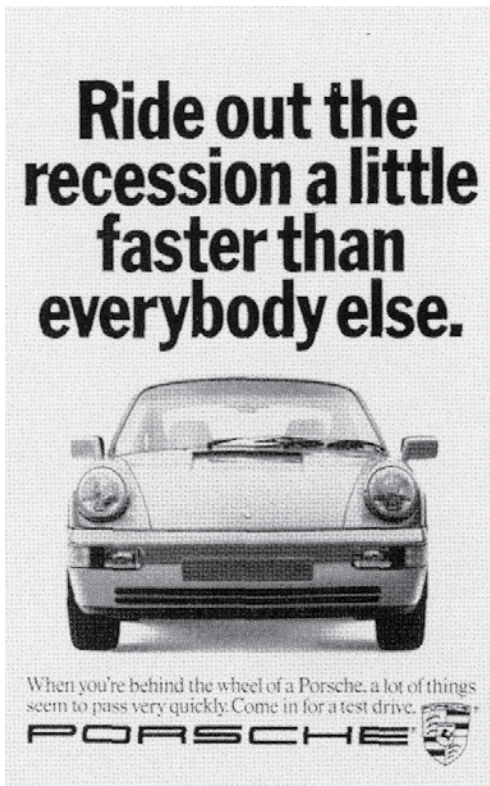
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Editor's Note: all the ads are very clever, IMHO, saying so much with so few words. The last ad may not be readable so here's the caption - says it all:

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