



Nord Stern Region PCA

August 2022



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A Huge Successful Weekend!



Cover: it's summertime and the
living is 'easy!' Nothing speaks of
sunshine, wind in your hair,
than a cabriolet.

Photo by Dmitri Shulman
2013 Basalt Black Carrera 4S

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

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

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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>).
- 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:

Todd Smith
13591 Pineview Lane N
Dayton, MN 55327

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

Nord Stern membership Options:

\$30 per year, or
\$80 for three years!

Check your mailing label
for your expiration date

2022 Nord Stern Officers and Committee Chairs

| | | | |
|--|------------------------------------|---|-------------------------------------|
| President Steve Kemp 15 N. Mallard Rd North Oaks, MN 55117 | president@nordstern.org | Historic Archivist Kim Fritze | archivist@nordstern.org |
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| Secretary Judi Sievers | secretary@nordstern.org | Membership Jim Southwell, Steve Albers Betsey Porter | membership@nordstern.org |
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| 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!*

Eugene Baumbach
Shoreview, MN

Luke Fraser
Minnetonka, MN

John Hanselman
North Oaks, MN

Jeffrey Henry
Green Valley, AZ

Daniel Matajira
Minneapolis, MN

Richmond Rolfs
North Oaks, MN

George Sawyer
Minneapolis, MN

Andy Senior
Rochester, 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. Late June and early July was the peak of our summer activities for the club and lots of fun. It is really amazing the number and variety of things our club members like to do. I also got in a couple weeks at our cabin near Walker with family at the lake as well in that time. I hope you were able to balance all the fun, family, and responsibilities as well in this busy time.

Cheese Fling at Road America was epic, as usual. As always, things happen at the track and people need help. Nord Stern members are always there to help each other out and that is what makes this club so great. The track is amazing, but also enjoy lunches and dinners with friends and the Paddock Club, Siebkens, and Off the Rail.

It was very hot in the paddock this trip, so I was glad to share a garage with **John Blackburn** and

Stephen Powless this time. Stephen, I

am sorry we pushed your 914 out into the sun to bake and made it a small orange oven, but I needed to get my car out to drive. I will try to push it back in the future, I promise.

Thanks to **Phil Saari** and **Hal Voges**

and all the volunteers for a very well attended

All Porsche Show this year. The weather really could NOT have been nicer for that event and members showed up in droves with lots of Boxsters. As a Boxster owner, was a treat

for me to see the **Russ Hagen's 1960 RS 60 race car** in person there! I did bring my Porsche Juniors and they had a great time with all the games and activities **Jim Southwell** and his family set up there.

Then there was Loonacy Weekend in early July. Thanks to **John Velure** and all the many volunteers, our biggest event of the year it went very well. The **Auto Edge Trackside Dinner** on Saturday was a hit. I walked into the paddock and it was one of strangest things I have ever seen at the track; NO ONE around all those cars and haulers as everyone was sitting down to dinner together trackside. Thanks Auto Edge for sponsoring the dinner as well to **Minneapolis/St. Paul Porsche** and **Trackside Tire** for being there for us. We had 37 Cub Racers and over 90 Driver Ed participants for the event. We also had 50 people make the drive up to watch the racing and join us for dinner.

Unfortunately, I had to miss **The Great River Excursion Drive** on July 16, but have heard nothing but **rave reviews and beautiful pictures** of it. Hopefully, we can do this drive again next year! I won't be missing the Star Prairie Drive on August 20. This drive is a repeat from last year as it was a big hit as well.

As this newsletter comes out, we may be heading over to the **Chankaska Winery Walk and Wine Tasting Tour** on

Continued on page 14

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 |
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| Raymond Autobody | 11 |

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

To start, this sure is a busy summer season for the Porsche world! Jeepers, there have been track outings, drives, open houses, tech sessions, whew. You name it, the club is doing it. It certainly seems as if the pent-up demand for 'things to do' after almost two years of being more 'housebound' has released all sorts of creative juices with an outpouring of community socialization for many a club member.

All of which is a very good thing . . .

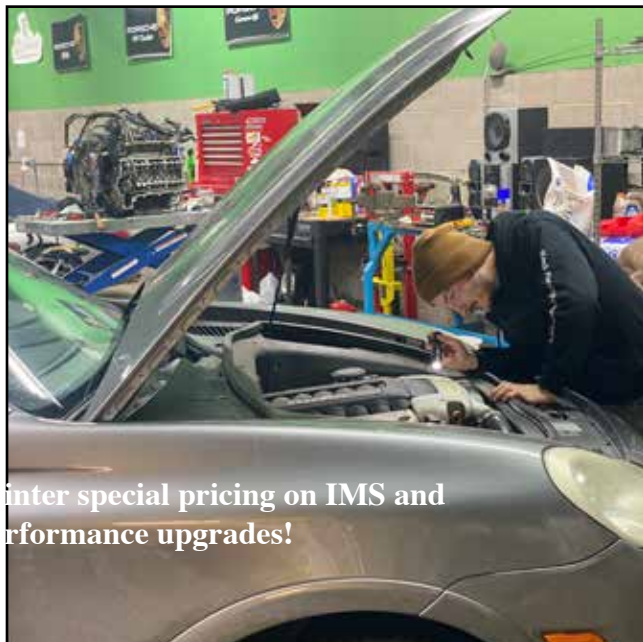
And in this issue you'll find some recaps of events past, with some photos to highlight the action as well as some upcoming info and PR on outings on the calendar. I won't detail those here of course, you the reader are quite capable of checking the calendar and figuring out what interests you and take the appropriate steps. Suffice it to say there are drives, more track opportunities at BIR, wine tastings, the annual Fall Color Tour isn't that far away (say what??!!)

Plus we have in this issue a great story from John Blackburn about the heart and soul of the club - and what happens when a mechanic issue pops up and club members jump right in

with all sorts of offers to help, to dig and figure out an issue, to work right there at the track on a possible fix. Be sure to check out his Road America saga from this past June. I personally call it a classic as I have now been in this club long enough to have seen many such scenarios, and seen how quickly members think nothing of jumping in and helping out. As the tagline says, it's about the people. I can't agree more.

Also, we have a recap this month from this year's Porsche Parade (that annual, week-long national 'convention' or extravaganza) held in different regions around the country and this year found it in the Pocono's. We have been to several and they are jam-packed with events, dinners, competitions, tours, shows, presentations, workshops. It's hard to categorize these and not surprisingly they are well-organized and carried out by a PCA and a legion of volunteers.

Photo right, by Nick Severson: The Paella at Villa Bellezza Winery was so good! Oh my.

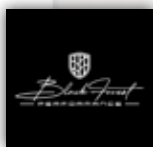


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AUGUST

2022

- 13 Chaskaska Winery Tour and Tasting**
Details and to register - clubregistration.net
Cost: \$30 per person

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

- 27 Eagan Condo Garage Open House**
See ad below

SEPTEMBER

2022

- 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**
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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SATURDAY AUGUST 27TH

Eagan Condo Garages
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Sampling from local
Eagan craft breweries!**

11AM to 2PM
8:30 AM - Optional Breakfast and Drive
from Stillwater
• Meet and Greet
• Nord Stern Event info
• Presentation by Larry Kolstad, member
• Tours of existing and sales model garages
• Casual lunch and refreshments
• Door Prizes!

Details at www.nordstern.org/calendar
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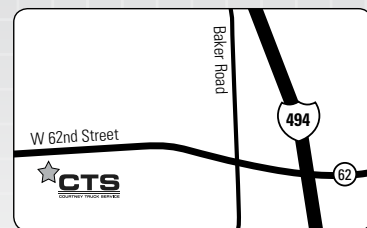
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Loonacy Weekend 2022 was a great success last weekend up at Brainerd International Raceway!

We had 37 Club Racers participate in our 2022 race. Numbers were somewhat down this year for all regional races across the country, but Nord Stern's were higher than we expected. It was great to see everyone racing at BIR in 2022! Here are the Unofficial results. Congrats to these drivers and all drivers that got out there and raced this historic track.

Race 1 – 18 laps

- P1 - #07 Mike Courtney, GTA2, 1:42.368 best lap
- P2 - #504 Dave Billingsley, GTC6, 1:44.343 best lap, +44.293 sec
- P3 - #497 Michael Schmitz, GTB1, 1:44.390 best lap +54.391 sec

Race 2 – 17 laps

- P1 - #504 Dave Billingsley, GTC6, 1:44.005 best lap
- P2 - #498 Collin Schmitz, GTB1, 1:44.804 best lap +8.554 sec
- P3 - #497 Michael Schmitz, GTB1, 1:45.026 best lap +15.314 sec

Race 3 – 17 laps

- P1 - #497 Michael Schmitz, GTB1, 1:45.578 best lap
- P2 - #498 Collin Schmitz, GTB1, 1:45.912 best lap +5.058 sec
- P3 - #84 Troy Peterson, GTB3, 1:46.147 best lap, +10.333 sec

For the Auto Edge Trackside dinner on Saturday evening, **Chef Mike Catering** provided a great meal to over 225 people in the middle of the race paddock.

We had 25 cars make the drive from Minneapolis Porsche via the suggested route to join the fun on Saturday for Race 1 and the Auto Edge trackside dinner. It was great to see everyone and I hope you plan to join us again next year! Many of you were able to take Parade laps around the racetrack where 42 car raised \$840 for Courage Kenny.

Ninety drivers joined us for Driver Education sessions at Loonacy weekend. We had lots of great drivers and wonderful cars and a couple of very memorable Fords that attended.

Our Silent/Live Auction raised over \$3,000 for Courage Kenny

So many people worked to make this a great event. Sorry if I missed anyone, but here are a few I wanted to specifically call out.

We can't do our Club Race without the support of PCA National staff!

David Hodges – Chief Stewart


Donna Amico and **Dale Tuety** – Scrutineers

Ryan McGee - Timing and Scoring

We really appreciate our Sponsors and Partners that helped us make this event great

Minneapolis/St. Paul Porsche for supporting the Drive and Loonacy weekend and tent at the event

Continued on page 12



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PROGRAM

Club Talk . . .

continued from page 11

AutoEdge for supporting the **Trackside Dinner**

Paul/Lynn Beyl - providing tires and service on site

I want to thank all the Nord Stern Members that gave their time and energy to plan and run the event

John Velure – for overall leadership of Loonacy Weekend 2022

Judi Sievers - for the Orientation Program she developed for the Corner Workers and Safety Staff, as well as manning the Black Flag Station all week

Keith Anderson - for serving as Stewart's Assistant which included completing all of the necessary reporting for PCA national and other responsibilities

Steve Schmitt - for serving as Timing and Scoring Assistant which included tracking and recording times along with several other responsibilities

Kim Fritze - for managing the Club Racer registration and communications with the racers

Andy/April Barker, and Dave/Mary Anderson - for managing DE registration and communications with the Drivers

Keith Jones - for pulling together the auction items for the Silent Auction

Jim Southwell - for managing the Racers grid and pit-out for the DE event

Scott Perkinson - for serving as the Medical Liaison for PCA National and the BIR Safety Team

Lara Dant - for providing and driving the Pace Car for the Sprint Races

Tom Karn - for managing the nightly Happy Hours and maintaining the pit-side water coolers

Kate VeLure - for managing the Silent Auction and T-shirt sales and distribution

Michelle Eckroth - for managing the

Stewart's Dinner (33 members and national staff) and the AutoEdge Trackside Dinner

John Blackburn - for managing the DE event

Ben Rogers - for managing the Instructions and Driver Ride-alongs

Roger Johnson - for pulling together the drive from Minneapolis Porsche to BIR

Andy/April Barker, Steve Berguetski, and Rick Dagenais - for managing the Parade Lap program

Lastly, we want to thank the entire **BIR Staff** for all their hard work but especially

Dawn (Kitty) Olson - for serving as Race Control and managing the Corner and Safety Workers

This was our Nord Stern PCA region's

premier event in 2022 and it went really well with everyone pulling together to make it happen. If you came up to join us, I hope you had fun. If you did not, please think about it for 2023 to race, drive, watch, or volunteer! We want to continue to make this a special Summer event in Minnesota's lake country for people that love Porsche cars!

Stephen Kemp
Nord Stern President 2022

Excelsior Realty

NordStern Member
@realestatebuyerorseller

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NORD STERN

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

2021 NON-RENEWING MEMBERS

NO LONGER RECEIVE THE MAILED NEWSLETTER



CMN Cars & Coffee™

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

Prez Sez . . .

continued from page 6

August 13. Not an organized drive for this one, just a nice afternoon at a winery in Kasota with wine tasting, tour, and talk. You are on your own for lunch, or dinner, with friends somewhere before or after tasting and touring.

Eagan Condo Garages is a member social on August 27 to check out one of the newer car condo facilities in the metro. This one starts with a **breakfast in Stillwater** and a **scenic drive to the condos**. Don't miss it!

We will be doing a survey soon to get your feedback on events and activities in the club: It would be great to learn what you enjoyed and what you would like to see more of.

When you do get the survey, please take a few minutes to complete it out and let us know what you think.

Stephen, president@nordstern.org



A Fun 'Note' From this year's Loonacy Club Race

Photo by Ed Vazquez

The 'old' and the 'new' are captured here with the iconic 944 and the 'new' of a Taycan. Both enjoying their track outings during Driver Ed. It truly is a BIG TENT in PCA.

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Porsche Juniors take Their turn at the All Porsche Show!

Who doesn't look forward to the All Porsche Show? Every year, Phil Saari and Hal Voges, along with a small army of volunteers, turn Roseville Central Park into Porsche heaven. This year it was the Boxster which got top billing, as that model is now celebrating its 25th Anniversary here in the US. Nord Stern members flock to this show every year so see friends, ogle cars, and make plans for the next event. But what about the younger contingent? Do they come to the show, and if they do, is there anything for them to do but hang with Dad and Mom as they get their fix of Porsche camaraderie?



This year's show was a bit different as the Membership Team came up with some activities for the younger set to give them some fun and maybe learn a little about our favorite brand. The pavilion at the park was HQ for the first Nord Stern Porsche Juniors event-within-an event. Kids from three to thirteen took part in the fun, playing Criss-Cross-Crash, assembling Modarri model cars, piloting an RC GT3 RS, and completing a Stuttgart-centric scavenger hunt. All age appropriate, of course. The scavenger hunt was designed to involve parent-and-child and give the opportunity to learn while spending time with their "Senior." Refreshments were served, and approximately thirty Juniors participated! Most left with a 'matchbox' Porsche.



The Porsche Juniors program is fairly new in PCA, and Nord Stern is interested in seeing it succeed, as a means to engage our members and keep the club growing. As always, club Officers and Chairs are interested in your feedback!

Photos: Clockwise, Upper left:
Scavenger Hunt entrants worked the display field,
Henry and Alexander Oser enjoyed themselves,
Father and Son Modarri assembly was fun,
Steve Kemp oversees Criss-Cross-Crash



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





It was the largest Parade ever, more than 1,000 cars, a big bounce from the low of the pandemic! Headquarters was the Kalahari Resort in the Pocono Mountains and the driving event was held at nearby Pocono Raceway in Long Pond. As I come up on my 40th Anniversary of PCA membership next January, this will be my 34th Porsche Parade.

I was mentally groaning about the huge rise in travel costs when the phone call comes. Remember that club phrase “It’s the People?!” Here’s more proof. Ken is a PCA friend of three decades and after nearly a year’s wait, he has managed to take delivery of his ‘22 911 Turbo S. He’s offering to let me drive it at Parade . . . quite suddenly four figures of airline tickets and rental cars don’t sound so bad. We plan. I have this record I’ve been out to set with just one “leg” of results yet to do . . . which involves winning M03, the unlimited modified class . . . with a six-cylinder Porsche. Going for a ThreePeat, as that will be added to wins with the 4-cylinder and 8-cylinder models (those wins already earned and on-the-books.)

Theoretically there are three serious track tires available for the ‘22 911 Turbo S: Michelin Pilot Sport Cup 2R Track Connects, Goodyear F1 Supersport R’s, and Pirelli PZero Corsas. We anticipate setting up the S with a set of these. As the intervening weeks go by, the actual availability of a set of any these tires proves to be? Nada, zip, zero. I confide in Ken that running a completely stock car, without the benefit of even track tires . . . in the full-race M03 class . . . will be, ahem, an uphill climb. Only if it rains will the AWD and the full tread depth of the street tires potentially become assets to offset much higher weight, etc. Pocono Raceway is known for changeable weather, essentially up on a plateau. Our

odds are a little slim, I have to admit. We discuss this big glitch to the plan as Parade approaches. We both opt to go ahead . . . it isn’t our style to Back Away From the Plate, even though there are no track tires.

I fly into PHL and drive the 120 miles from Philly to the Poconos. I had done an event here in Minnesota on Saturday, so this is another in a series of very early starts, this one on a Sunday. I was a bit startled when the airport security line was quite long at 5:45 am. Good thing I had allowed enough time-for-a long queue and opted to use it to think about the exciting week ahead.



There is large signage for the 66th Parade to greet our arrival. I drop off my Art Show entry . . . smaller than usual due to airline baggage constraints and go through Final Registration, then head to the Concur Judges meeting. It’s an extended day of cascading deadlines, a bit of a blur. Doing the event back in MN meant a just-in-time arrival, normally I’d schedule to arrive the previous evening. It’s really fun to greet the many PCA friends I’ve made over the last 40 years, plus there’s a



Zone 10 reception at 5 pm. (photo above) Later, there’s an exemplary Pirelli Welcome dinner, and Day 1 is complete.

The next morning I’m at the Judge’s Meeting at 7 am. Ken is showing his new 911 Turbo S in Preparation PP12S. I have made sure that I am NOT assigned to Judge that Class. I’ll do the Preservation Transaxle Cars: 924/944/944T/944S&S2/968 and 928’s . . . where I have

The
66th
Porsche
Parade
...
And a
Cele-
bration
of 70
years of
Porsche
Clubs,
globally

by Kim Crumb

Parade . . .

continued from page 17

maximum credentials. Our three judge team of: Jerry Magolan (center) Bruce Gearn (right) and yours truly (on left) meticulously examines each of our cars within a specific time frame, afterwards we'll Rank Order



them. (Above: Parade '22 Judging Official Photo - Kim Crumb, Jerry Magolan & Bruce Gearn judging Class PS07F) This is a different final scoring procedure than the numerical addition of the Restoration and Preparation Classes. As our confidential ranking discussion begins, we quickly agree on the First Place and Last Place Car . . . it's the middle range steps that will require a lot of consultation. We have to review the judging forms, and compare-and-contrast the relative merits. It's a back-and-forth between the Judges, not something hanging on an unexamined tenth of a point. Amicably, we conclude the entire ranking, it's about noon when we finally turn in our Class PS07F Judging Results.

The Kalahari location provided an unusual themed twist to the Historic Display, there's



quite a show of safari, rally, and off-road Porsche vehicles. How about a few photos?

Later Ken and I go to the exclusive Artists and Guests Reception for the Art Show. It's an exemplary car art exhibition with Open Bar and Fancy Finger Food, on the evening before it opens to everyone. I meet more new Porsche people, making some new PCA friends. Parades inherently bring you into contact with people who share your Porsche Passion across a full range of expression. Yet another reminder that 'It's the People!' There are entries done by Parade Kids too (photo above).



Tuesday I sleep in. I'm skipping the TSD Rally for some R&R and head out to Pocono Raceway to walk the course. How much of that is effective? I know I'm ready when I can visualize the next segment of the course on cue. This means you can be pro-active in your driving, not merely reactive. I



walk the course and physically write-in crucial markings on a course map. Isn't just "looking at it" enough? Not if you're trying to learn really fast. You'll find that the physical act of writing course-info will cause your brain to store it in your memory in many more places. It will be far easier to naturally recall-as-needed than if you skipped this step. I really do it, you can

even see the map in my right hand. When I can "playback" complete visual laps in my mind, that's when I'm in the zone.

Back to HQ for the Concours Banquet. It's meant to be an elegant affair, of course I wear a suit. Nord Stern Prez **Stephen Kemp** is here too, we have a few minutes to talk just before they serve the meal. I'm seated at a table of all first-timers, except me . . . they enjoy peppering their 34-timer with their questions about Parade and getting definitive answers. Tastes like the chef worked hard on this feast: we had Braised Short Ribs and Sauteed Shrimp . . . a delectable duo. Dessert? Dark Chocolate Mousse with Chocolate Sauce and Chocolate Whipped Cream. Nord Sterners **Lara Dant** and **Ryan McGee** are getting an award . . . for their



427,000 mile '83 928S. Congratulations are in order.

The Kalahari has all sorts of Africa-oriented art. The 41-foot high NDOTO KUJENGA tree sculpture is in a big, circular, atrium.



It was actually made in a special studio at their Wisconsin Dells location. Those two words translate as "Dream" and "Create," somehow that just seems so Porsche to me. Around the property there are also huge statues of animals such as lions, etc.

Continued on page 20

NORD STERN AUGUST 2022



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- Fast Fling & Club Race
July 8-10
- Final Fling
Sept 16-18

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NORD STERN
2022 BIR TRACK SCHEDULE
MARK YOUR CALENDARS
NOW

Parade . . .

continued from page 18

What are the Poconos like? I haven't been to



this area before. I'm driving the Turbo S to get some cockpit familiarity before our class competes at the driving event tomorrow, we're taking in some scenery. What do I think of the S? It really is an Everyday Supercar. Put it in "Normal" and it drives like a comfortable, albeit quite sporty and powerful, luxury vehicle. Dial up "Sport Plus" and suddenly you'll feel the fangs of startling performance barred. The Pocono Mountains remind me of the Arrowhead region of Minnesota, only with a bit more population density and deeper valleys. They have lots of woods and rocky outcrops . . . resulting in waterfalls, similar to what you see as our North Shore Rivers descend towards Lake Superior. (photo below: Hawk Falls)



Thursday it's raining and in the high 40's. I'm looking at the radar hoping that these conditions will somehow continue for more hours. Nope. By 8:30 am it stops and the track dries out quickly as the first group of the day runs. Drat. Rain has long been the great equipment equalizer at the track, running a completely stock 911 Turbo S in

the highest, unlimited, full-race class, M03, I could use some of that "equalizing." When I put my helmet on, I utilize everything that I've learned in earning my prior 71 Championships. I'm stepping it up on each run, driving my heart out. What am I thinking? Make sure finding track adhesion precedes ambition and yet still "leave it all out on the field." I use launch control on the last start, to shave off a couple tenths, shot from cannons! The 911 Turbo S is an utterly remarkable car, but it is not an all-out race car. The car leading Class M03 competitor weighs nearly 1,500 pounds less, is supercharged, and is on Hoosier slicks. Ouch. Me? Driving on pure street tires, and carrying an extra ¾ ton . . . I finish 2nd. What might be an objective performance review? How did I do vs. similar cars? There were ten late-model 911 Turbo (997/991/992) entries across several different Showroom Stock, Production and Modified Classes. Nine of those ten entries did 50-to-60 second lap times. Only one got a "4" instead of a "5" or a "6" as the first digit in their lap times. That would be yours truly, so there was no grass growing under our tires . . . we just needed those to be made of track compound with their superior traction. It was exciting to drive the Turbo S, and I am grateful that Ken let me drive it. With some additional competition preparation, such as an alignment and track tires, look out! (Photo below by Bruce Sweetman)



We go for a great pizza, and I turn in fairly early. Why? Friday morning it's the final of the Big Four competitive events: the Porsche History and Technical Quiz. There are 50 "Generals," then 25 "Model Specific" plus 5 Tie-Breaker Questions. I'm taking Q07M, which means those questions in the model specific section are on the 70's-90's

transaxle cars. Yes, there is extremely little parts overlap between the 4-cylinder and 8-cylinder cars, I'd estimate under 1%. I have owned three different 928's over 40 years, but not one of the four cylinder cars. But that's how these two original classes were consolidated a few years back. Plus? Long-time National Historian, RJ Wilmoth, has opted to take the Q07 quiz. Think the recently retired PCA Historian might be some serious competition in a Historic and Technical Quiz?! I take my time, I'm the second-to-last person to leave the test-



taking room around 9 am. (Above: Parade '22 Official Photo - Tech Quiz) Later that afternoon the results are posted. I'm Class Q07M Champion and have also placed in the Top 5 Overall regardless of class, too. We know our Porsche stuff in Nord Stern! I pick-up my Art Show entry, we're beginning the wind-down mode. We celebrate with the nectar of victory circle, Mumm's Champagne, as we go to the big Michelin banquet that evening.

Saturday morning Ken does the 5K Run and he wins the Men's 70+ class. (Left: Ken winning 5K Run Official Parade Photo) Following a re-enactment Porsche PARADE to commemorate the original, we then participate in a special car art project. Participants converge on a parking lot and

are organized to make a large-scale rendition of the "70" logo in this year's global anniversary presentation. (photo above) There's the full range of



Porsche models . . . even getting some of the red and gray colors in the correct design spaces! Out comes the official PCA drone and a high-lift crane for this image.



Somehow it's always over too soon. There is the Worker Party, a celebration of volunteerism. Everybody who does a full day's work assignment gets a chit for this lunch & door prize event. That would be over 700 people and something like 13,000 volunteer hours. It's the people! (photo below, by Ken Geljack: Parade worker party 2022) Over my four decades a number of



executives have come over from Porsche AG to attend Parade. I've asked them what they thought of it? Mostly they were deeply impressed, saying things to me such as "Only PCA can do this." They meant in comparison to other Porsche Clubs. Given their global perspective, that's quite a review!

I dress-up for the Victory Banquet, the final Parade event. It's another main course duo: beef tenderloin and chicken breast. Dual desserts too . . . chocolate pudding with cherry compote and New Yorl Cheesecake with blueberry compote and whipped cream. Mmmm. They announce the Tech Quiz awards, I'm proud to have earned one. For me, the trophies are an example of what makes PCA PARADE special. These are not some "off the shelf" award. Yes, they are an

artistic representation of that NDOTO KUJENGA . . . the dream and create . . . tree. This is the special flair of our club, aiming to a very high standard and with a full attention to detail. Dream and Create indeed, what could be more Porsche?



Back to Philly the next morning, I turn in the rental car at the Emerald Aisle. Flying back to MSP, I have time to think about the next two Parades. Next year near Palm Springs, CA on June 18-25 . . . specifically in LaQuinta.

You'll want to drive the fabled Palms-to-the-Pines highway. Then for 2024? It's June 9-16 in Birmingham, Alabama with some events at the impeccably manicured Barber Motorsports Park no doubt. See you there?

Surely that one week every year that's the absolute center of the Porsche Universe.

Possible SIDEBAR Story? Think we should give our members info on the sweepstakes for the Taycan? Princess Cruises was at PARADE, but you didn't have to be there to be eligible. Here's the link:

https://princessporsche.medallionclassmarket.com/sweepstakes?utm_campaign=PCA&utm_source=Taycan

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Star Prairie Drive . . . A resounding success

per Eventmasts Misty and Theo Martinanos, Nick Severson, photos courtesy Steve Garcia, SG Photography

The Star Prairie Drive is a HUGE success! Kudos to organizers **Misty and Theo Martinanos** and **Nick Severson**. Their attention to detail pays off. Check out the comments from a number of participants!

Per Theo: Big turn out! Thanks go to **Porsche St. Paul** for hosting the event registration. Thank you to **David Anderson, Mary Driscoll, and Todd Smith** for helping with administration details. And special thanks to my Co-chair **Nick Severson** who lead run group 2! A great day.

To **Villa Bellezza Winery & Vineyards**: Special thanks to Jill for taking good care of the group.

Nick Severson shared that staff was so nice and so professional but not the stuffy kind. And the paella was fantastic!

Kathleen Smith: Fantastic day and drive! Thanks for all the work that went into making it such a seamless day

John Dixon: Had a fine time, so good to see everyone. Thanks for making it such a fun event.

Jeff Wegge: Was an awesome event. Food and wine was fantastic . . . but the people made the event special. Thanks everyone for being so welcoming.

John Martin: We had a wonderful day. Thanks again putting this event together.

David Hatzung: Great ride, great people, and the weather couldn't have been better. Thanks for putting it together.

Dessert!



2022 Loonacy Club Race and DE . . . A Huge Successful Weekend!

photos by John Velure and Steve Albers



A "Mechanical" at Cheese Fling

by John Blackburn, Driver Ed Chair

A story of track misfortune turned into a reminder of how great the people of Nord Stern are.

While at Road America earlier this week, I ran into a little trouble with 28 blue. Following a Monday post lunch run session, I pulled into the garage and almost immediately my fellow track rats (sorry, enthusiasts) who were sitting downwind from my car noticed a troubling smell; coolant.

Sure enough, the pink life blood of my water cooled GT3 was dripping from the left front. The good news was that I didn't get a temperature warning on track, a black flag for dropping coolant or feel any coolant on my left front tire. The leak seems to have started once I parked the car. Whew.

Read on to hear how the wonderful people of Nord Stern came to my rescue.

Bob Viau Jr. immediately removed the front wheel and wheel well liner to quickly diagnose a leak in the radiator.

Chris Schuh of CS Motorsport was in the garage next to me supporting Nord Sterners Troy Peterson and Gumer Alvaro. Chris got on the phone with his shop near Milwaukee and ordered a radiator to be delivered to the track overnight and have one of his mechanics arrive at 8 a.m. to do the repair.

As soon as I sat down in my chair in the garage to sulk, others jumped in to try to keep me entertained. Steve, Nathan, Bob, John, Paul, Scott, Alan and other Nord Stern drivers all offered to take me out on track (it's okay, I have a checkered wristband) or to borrow their car for a session. I'm sure I've forgotten who else offered in some generous way. Thank you!

Tuesday morning, Justin from CS Motorsport arrived and began to tear down the front of my car and then confirmed Bob's diagnosis: a pinhole leak in the back side of the left front radiator. While he waited for the new radiator to arrive he continued to prep the patient for surgery. He was moving as fast as he could and was planning to have me back on the track after lunch. I was just hoping to be able to drive it home on Wednesday.

Then the delivery arrived. The Porsche box had the correct label but the wrong part in it. What happened to German



precision and recordkeeping?

Since I don't have a trailer I began trying to figure out how to get my car back to Minneapolis without a left front radiator or coolant. Now the Nord Sterners with trailers jumped to action to figure out how they could help. Some with single car trailers offered to tow my car while I drove their car or tow vehicle home. Nice.

It turns out that John and Jeffrey Velure have a two car trailer but only had one car with them. They were the solution I was looking for! But they had every tool they own plus a golf cart in with Jeffrey's car. Not enough room for my car. So the golf cart went into Ben Rogers' trailer (he actually borrowed it from Scott Brown) and to make room, his extra wheels went with Bob Jr. in the Auto Edge truck. Steve, Steve, Paul, Matt and probably others pushed my car into the trailer.

This morning, John and Jeffrey Velure dropped my car at Porsche Minneapolis where Jon Beyer immediately squeezed me into their tight schedule. Next, John will run up to Ben's house to get his golf cart and may even fetch Ben's wheels at AutoEdge on the way.

I've lost count of how many people helped in an attempt to salvage my fun or to get my car home. It's over a dozen. Oh there's one more: my wife, Gail drove me home.

Sometimes it sounds trite, but it really is the people. Thank you.

Twin Cities & Area Events/Autocross Calendar

| DATE | EVENT | SPONSOR | LOCATION |
|------------------|------------------------------|---------|----------------|
| 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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Where We Were . . . 60+ Years!

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

WHERE WE WERE . . . SEPTEMBER 2000

The front cover of Nord Stern for September of 2000 featured a photo of **Bobby Piper** holding the “Courage Center Kid,” named Bau, as Nord Stern presented the Courage Center with the proceeds of its 2000 Club Race fundraiser, which exceeded \$38,000. The back cover likewise focused on the generous gift made by the Club to the Courage Center with a photo of **Teresa Vickery, Roger Johnson, Bobby Piper, the Center’s executive director Eric Stephens, Jon Beatty, Christie Boeder, Bau, and Bruce Boeder** at the presentation of the Club Race proceeds.

Editor supreme Christie Boeder offered detailed comments on the recently completed Club Race. Christie thanked **Ed Tripit** and Club legend **Ron Faust** both of whom provided many high-quality pictures of the well-attended event. Christie next offered congratulations to **Rick and Cheryl Sojkowski**, who welcomed their second granddaughter. She also offered congratulations to Club standout **Mark Cree**, whose company NuSpeed was recently acquired by Cisco Systems for millions of dollars. The company was only nine months old before its acquisition, but Cisco knew a winner when it saw one.

In a letter to the editor, **Ron Faust** and new Club member **Jerritt Mohn** offered their thanks to **Luis Fraguada** and

Mitch Berry who organized and judged the recent Afton Concours. Both Jerritt and Ron noted that the comments and evaluations offered by the staff provide needed feedback for new entrants in this delightful event.

President **Jon Beatty** was coming down from a high generated by a mid-week driving event provided by the Club; Jon indicated he almost had too much track time that week. Jon also offered congratulations to all who helped make the recent Club

Race the event of the season. Jon thanked **Ray Newman, Bobby Piper**, and **Doug and Susan Arndt** for the superb job in organizing and preparing for the event, which drew record crowds. An outsider at the track commented to Jon that the Race was a “very low key and enjoyable event with plenty of friendly local members in attendance.” Who could ask for more?

Roger Johnson offered a glowing tribute to the fund-raising efforts of Nord Stern in raising over \$38,000 for Courage Center, a facility designed to rehabilitate the disabled. Roger noted that the idea for fund raising was to add some interest to the Enduro portion of the annual Club Race, with pledges collected based upon the number of laps which a driver completed in the Enduro. Roger reminded readers that the event came into being only one year ago when Club member **Bobby Piper** took it upon himself to solicit pledges for his favorite charity. As expected, Bobby’s boundless energy and enthusiasm guaranteed success in both in 1999 and 2000. Roger noted that the Courage Center was indeed an easy choice as a worthy charity. Success in the Enduro 1 featured Roger Johnson (PCA member out of Kansas) and his co-driver Ronnie Randall taking the checkered flag. Enduro 2 saw Club member **Tom McGlynn** in a GT2R 911 coming from last place on the pole to finish ahead of **Rick Polk**.

Club photographer **Ed Tripit** provided page after page of black and white photos of the 2000 Club Race. Reviewing photo after photo taken 22 years ago certainly confirms that our group knew how to enjoy itself.

Kim Crumb next provided a multi-page review of the Porsche Parade 2000 which took place in California twenty-two years ago. Kim and his fiancé **Betty Anne** attended the wedding of Nord Stern members **Greg and Audrey Fresh** in Napa Valley as a part of their lengthy trip. While on the road, in addition to the wedding, they enjoyed the Porsche Parade, a Concours event and numerous Porsche fun activities.

Paul Lighthill of the Riverside Region offered a three-page article explaining in graphic detail how to remove and install 914 half shafts, which evidently can be challenging. Paul is the same author who has written a number of technical pieces recently reprinted in our Nord Stern newsletter; his articles read like service manuals published in Stuttgart. The man appeared to know his Porsches.



Cover September 2000 Nord Stern

Marketplatz from 20 Years Ago

(Things continued to be slow in the marketplace in September of 2000; not much for sale other than various wheels, tires, and a trailer.)

1973 911 T coupe, white on black interior with 76,000 miles. Factory Recaro seats with sheepskins, electric sunroof, and full trim. Sony cassette stereo with custom speakers. Original 2.4-liter CIS engine with a pop off valve, chain tensioner guards, turbo valve covers, and fresh oil return tubes with heater boxes. Stainless steel brake lines, Ziebart treatment and car cover. Owned since 1981. Very solid and in good condition. Could use a little TLC. Asking \$10,000. Call Robert Schuelke.

1985 911 Carrera coupe with 65,000 miles on the clock. Red/black, polished Fuchs, CD and loaded. Never raced, new clutch. Excellent condition. \$19,500. Call Todd.

1997 911 twin turbo. Very rare and in immaculate condition. Last year of the air-cooled twin turbo engine. Ferrari yellow exterior with a bumblebee interior upgrade package. 17,000 miles and still under warranty. This is an absolutely awesome vehicle. \$98,500 firm. Call Brad Gerlach.

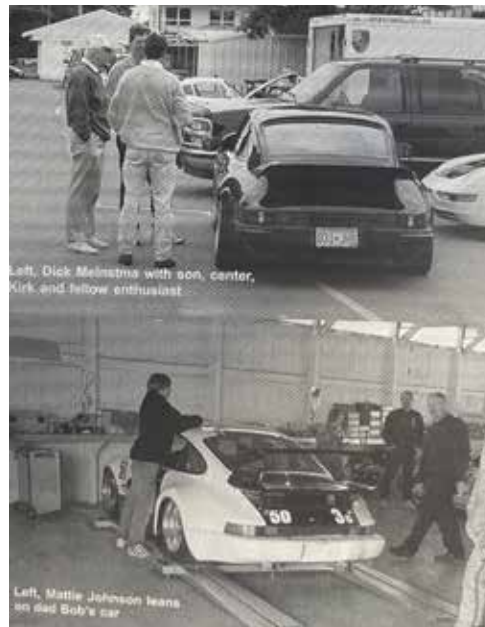


Kim and Betty Ann at the Speed Event Banquet. Photo courtesy Kim Crumb.



It's not all racing: L to R, Emma Smith, Mary Grace Arndt, Tara Johnson, Christie Boeder, Michelle Smith and Brian Arndt with their Pinata FULL of candy! photo by Ron Faust

Lots of photos in this issue . . . Wow



Left, Dick Melnsbina with son, center, Kirk and fellow enthusiast

Left, Mattie Johnson leans on dad Bob's car



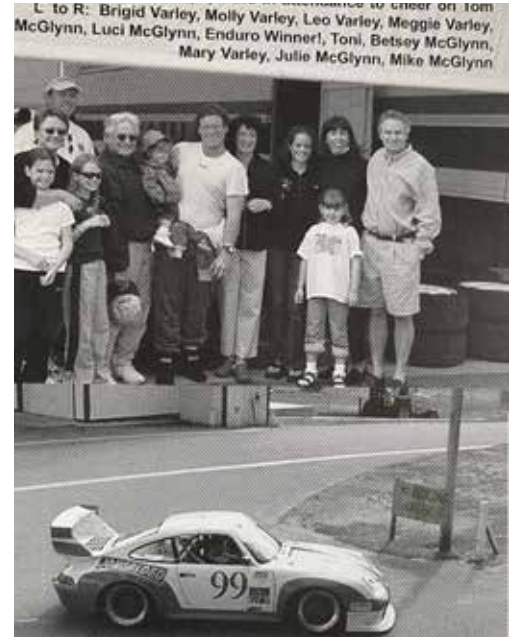
Very nice angle of the same two 356s, photo by Ron Faust



It may be cloudy but that line of cars waiting in the grid can't wait to get on the track



Chap Smith (L) helps Fred Senn (R) display artwork being auctioned



L to R: Brigid Varley, Molly Varley, Leo Varley, Meggie Varley, McGlynn, Luci McGlynn, Enduro Winner!, Toni, Betsey McGlynn, Mary Varley, Julie McGlynn, Mike McGlynn



917-30 at the 2000 Porsche Parade Concourse, photo by Kim Crumb.



906 E at the 2000 Porsche Parade Concourse, photo by Kim Crumb.



Tom McGlynn flashes the victory sign



So, do you think Tom is enjoying racing?

The Magic Moment

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

Let us all now praise the magic moments in our lives. Because, God knows, right now we really need them. What am I talking about? I'm talking about what moves you. To your soul. You feel it in your bones. Take the title song to this column. A moldy oldie by The Drifters, yes. But the experience . . . "So different and so new. Was like any other. Until I met you. And then it happened. It took me by surprise. I knew that you felt it too. By the look in your eyes . . .

Right? It's not just personal. It's a human condition revelation. It can be plaintive. I have a playlist of songs to, figuratively, slit your wrists by. Like "Comin' Back to Me" by the Airplane. "Whatever happened to wishes wished upon a star? Was it something that I made up for fun? I saw you, I saw you comin' back to me."

Another personal favorite . . . "What's New," the Linda Ronstadt version with the Nelson Riddle Orchestra. "Adieu. Pardon my asking what's new. Of course, you couldn't know. I haven't changed. I still love you so."

"Why" by Annie Lennox.

And it can be joyous. It just so happens that my claim to fame, come what may, is that I was at Woodstock. All four days. And I'm often asked what was the best performance. And I respond, without hesitating, that it was Santana. Nobody, or at least nobody I knew, had ever heard Latin-rock fusion before. And the ultimate was their closer, "Soul Sacrifice." I just happened to come across a video of the performance, celebrating the birthday of drummer Michael Shreve, who was 20 at the time. The video was minus all the frou-frou of the edit used in the movie. Just the performance, straight-up. And, you know what? The experience was still, after all these years, eight minutes of pure transcendence.

I also get it from Beethoven's Ninth Symphony. My line is simply this. God said to Beethoven, Ludwig, write this down. And he did.

Cinema. The scene in *Alien*, you know the one. The bathroom scene in *Psycho*. I saw *Jaws* at a preview. Had no idea what I was in for. Then, just for us gearheads, there's the whole of *Grand Prix* and *Le Mans*. Films to be savored.

Sport. Everyone who plays golf knows the ecstasy of a purely hit shot. "Golf shot!" is what players yell. And, every round, you hit enough of them to get you to come back, and

beat your brains out, one more time.

It has nothing to do with money, necessarily. Money is simply an enabler. It enables you to buy your golf clubs. You're a/v system. Your Porsche. What you do next is up to you.

Like going searching for the perfect corner. Rather, the perfectly executed corner. Where you leave nothing back. At the limit of adhesion. And you do the same in the next corner. And the next. And you complete a perfect lap. Is it really possible? Of course it is, it's magic.

Or go searching for the perfect road. Tail of the Dragon, without traffic. Southern Utah – start with Route 24 to Scenic Route 12. Recommendation; do it during a shoulder month, preferably midweek.

Rte 128, from the 101 Freeway to Mendocino. Stands of redwoods, the sun glinting through the canopy of green. Then you break into the brilliant sunshine of a golden meadow. Then it's back into the forest. Then sunlight. Then redwoods. Then sun again. You'll know you're close to the end of your glory drive when the sun is replaced by coastal fog.

And the cars that take your breath away. Do you remember the first time you saw a 911? A split-window Vette? An E-Type? A Ferrari? The first time you sat in one? Or drove one? Or bought one?

And the venues. Years ago, the company I worked for actually held a global senior management meeting in Monaco. I had never been. Turns out, our hotel was on Casino Square. We checked in and went for a walk . . . I wanted to look at the boats in the harbor . . . boats is not the right word, but you get the idea. There was an elevator that took you down to the quay. We got in. It descended, stopped, and the door opened . . . to . . . the tunnel! One step out of the elevator and there I was. I was standing in the tunnel in Monaco. I started shaking. Mumbling to my companion that this is the tunnel, this is the tunnel, this is the grand prix tunnel! I got a lot of weird looks. And I didn't care.

Was that a magic moment? It was for me. A moment I'll never forget. And that, my friends, is what gets me through this life. I'm collecting a mental scrapbook of moments. Moments that transcend. I hope you have your own snapshots. So you can say the same.

Updating and got Belted . . .

by Pedro P. Bonilla Suncoast Region PCA, "Die Porsche Kasette, Published March 2022

During the last year and a half (through most of the Pandemic) I've finally been restoring my 1998 Boxster. She's 24 years old now and with 300,000 miles on the clock it was due time.

I had done a lot of the "invisible" work already: Performance upgrades such as fully modified air intake, equal length headers, Pedro Sport Exhaust, ECU tuning, larger brakes, adjustable suspension and droplinks among others but now was it was time for the eye-candy!

I decided to restore it to my vision of what I would have wanted the car to be from the factory. That meant some exterior mods (adding side skirts), removing all the dings and full-body paint, but keeping the same Glacier White color. A new convertible top was now a must. I never liked the small glass rear window, so I kept the original top with the big, clear plastic window, and finally a new carbon-fibre hood with a monochrome Porsche Crest to point the way!



Then it was time for the interior. Here I decided to create a unique Wolfsburg



Finally for the "pièce de résistance" I wanted deviating color seatbelts! Obviously, with the interior changes, orange was the obligatory color.

edition 986. I searched hi and low for the specific material I had in mind and finally found it. The interior was originally full graphite gray leather. I decided that to better integrate the fabric inserts she needed a two-tone leather restoration so black and gray it is.



Continued on page 33



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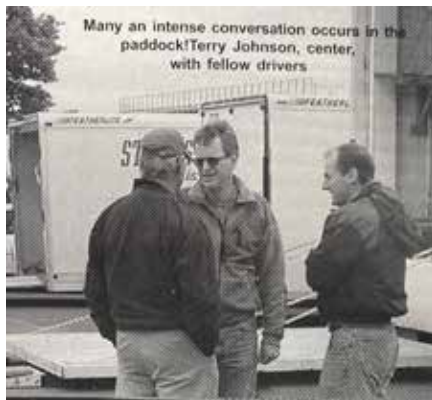
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Bob Johnson, middle, ever so seriously discussing



Bob Viau Sr's F car, the 944 S2 with wife Pam on the left



Many an intense conversation occurs in the paddock! Terry Johnson, center, with fellow drivers



Is it Mary? Nah, not rather than our own Anne Dvorak, membership chair and superb organizer



President Jon Beatty directs the show on Friday during Driver Ed



Two gorgeous cars, perfectly posed. L to R: Bob Church's white 356 and Ron Faust's dark green 356. Photo by Ron Faust



Jim Oppenheimer's GT2R 1974 911RSR



The scene inside race control! Chad Lemmons, center, with Stewart John Crosby



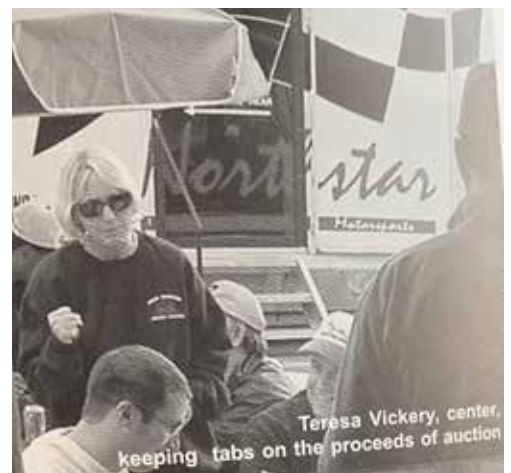
Patiently waiting in the grid. photo by Ron Faust



Bob and Mary Lunde's gorgeous bright yellow Boxster, the official Pace Car of the 2000 BIR Club Race photo by Cliff Anderson



L to R: Mike Selner, Jim and Bobbi Miller



Teresa Vickery, center, keeping tabs on the proceeds of auction



Tom McGlynn, amazed at his flat tire's timing! Photo by Roger Johnson

Belts . . .

continued from page 29

Because I am a Club Racing Scrutineer, we are trained to look at every racecar's seatbelts before every race while doing the mandatory safety checks. In a racecar, seatbelts cannot be more than 5-years-old and they cannot show any signs of abrasion, stretching, or any other type of damage. If they do, the racecar owner must replace them by the next race or they can't go on track until they do. It's that important.

Trying to correlate that to my car, my OEM seatbelts were 24 years old and because it's a convertible, they've been subjected to many hours of direct UV light and probably rolled and retracted close to 15,000 times! (I figure, to be conservative, twice a day times 20 years). So the decision to replace was a sound one.

Since I'm a one-man-band and a DIY'er, I figured that I would find out the length of each side of the seatbelts, go online and order the 2 inch webbing material from the many resellers, pick the perfect orange tone and replace it myself since I have a sewing machine and some strong thread material.



very, very complex and very difficult to comply with. Because of those regulations there are just a handful of legitimate seatbelt-webbing manufacturers worldwide. Those regulations require, among others: G-Force testing, Tilt Lock testing, Webbing Abrasion testing, Salt Spray testing, Tensile test at 10,000 lb., Tensile test at 5,000 lb.

as well as Retractor Cycling test. To be approved, seatbelts must comply with:

- FMVSS Safety Standard #209 which specifies requirements for seatbelt assemblies. The requirements apply to straps, webbing or similar material, as well as to all necessary buckles and other fasteners and all hardware designed for installing the assembly in a motor vehicle and to the installation, usage, and maintenance instructions of the assembly.
- FMVSS Safety Standard #302 which specifies burn resistance requirements for materials used in the occupant compartments of motor vehicles. Its purpose is to reduce death and injuries to motor vehicle occupants caused by vehicle fires, especially those originating in the interior of the vehicle from sources such as matches or cigarettes.
- Society of Automotive Engineers - SAE #J1386 which establishes the minimum performance requirements for pelvic restraint systems necessary to restrain an operator or passenger with a rollover protective structure (ROPS) in the event of a machine rollover.

The FMVSS also regulates the type of thread material used to finish the belt at the anchor points as well as the type of sewing machine used and the pattern of the stitching to finish the belt.



It also requires that the manufacturer and the date of manufacturing be sewn in into a tag at the bottom of the belt.



By the way, the OEM supplier to Porsche for seatbelts is the Berger Group which was founded in 1968 in Alfdorf, Germany by Johan Berger and now has factories in Belgium, Spain, Germany and China. They are also the OEM supplier to: Audi, Volkswagen, Lamborghini, BMW, Mercedes Benz, Mini, Ford, Jaguar, Volvo, Opel, Skoda and Hyundai among others.

INSERT: Berger.jpeg HERE

After having learned all this I have been carefully inspecting my customers' seatbelts, especially those that have aftermarket (deviating color) belts. I have found that in every case (8) these aftermarket seatbelts were non-compliant with the FMVSS regulations. None of them had a manufacturer's label, the sewing pattern was not the approved one and I'm sure the stitching wasn't either. I urge you to check yours if you have an aftermarket seatbelt and also if you have an older (20 years or more) vehicle. Look for that label and carefully inspect the belt for abrasions or wear areas. If you find any anomalies, please feel free to contact me and I'll make recommendations based on your needs.

Seatbelts can save your life as well as the lives of those riding with you!

For more information on Porsche restoration and more, please visit my website: [www. PedrosGarage.com](http://www.PedrosGarage.com)

Happy Porsche'ing, Pedro

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Additional scans from September 2000 . . . it's about the People (and our pets!)



Alec Piper with dad, Bobby; letting it be known that racing is serious business!

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Modeling Porsche jacket contributed by Maplewood Imports Auction at Club Race



A few of our 4 footed Nord Stern mem Right is Charlie who 'hangs' Teresa Vic and Joel Pi

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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