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

Table of Contents

Departments

- 4 2023 Nord Stern Officers and Committee Chairs
- 5 So, Just What Do We Do In Nord Stern??!
- 6 The Prez Sez . . .
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 22 Do You Stop to Smell the Roses? . . .
- 23 The Scans continue . . .
- 26 Where We Were . . . 60+ Years!
- 30 Classifieds

Features

- 10 December Nord Stern Business Meeting . . .
- 14 Club Talk . . . Talks
- 15 Custom Builds . . . Runge Cars . . . Holiday Party!
- 16 Painsstaking Porsche 356 B restoration results in a hat-trick of awards
- 20 Nord Stern History Post 40 (reprint):– Charlie Lloyd RIP
- 21 Carmudeon Chronicles!
- 25 Nord Stern . . . Or, How to Talk Nord Stern
- 28 Seeing Double!

Upcoming Events

- 8 2022-23 Calendar . . . Get Around with Nord Stern
- 11 2023 Nord Stern Driver Training and Driver Ed Schedule
- 12 Nord Stern's 2023 Fall Color Tour 'Pre-Event' Info . . .
- 13 Green Flag Holiday Party January 14, '23
- 35 Rennsport Reunion VII will take place in 2023

Cover: Todd Smith's 1996 993
Carrera cab, Midnight Blue
Metallic

Photo by Michael Grabner,
originally a part of the charity
calendar productions from
several years ago.

A photo to remind us in the midst
of snow and ice that sunny days
WILL return and our Porsches
will be on the road.



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
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for your expiration date

2023 Nord Stern Officers and Committee Chairs

President Jeff Eckroth	president@nordstern.org	Historic Archivist Roger Johnson	archivist@nordstern.org
Vice-President Tom Karn	vicepresident@nordstern.org	Insurance Jeff Carlson	insurance@nordstern.org
Secretary Tom Sabow	secretary@nordstern.org	Membership Steve Albers, Chair Michael Steinberg, Co-Chair Carolyn Veno, Co-Chair Steve Southwell, Co-Chair	membership@nordstern.org
Treasurer Todd Smith 13591 Pineview Ln N Dayton, MN 55327	treasurer@nordstern.org	Newsletter Christie Boeder	newsletter@nordstern.org
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Advertising Mollie Nygaard	advertising@nordstern.org	Fall Color Tour Open, help needed	touring@nordstern.org
Autocross Andy Golfis	autocross@nordstern.org	Safety Nathan Reeder, Paul Thai	safety@nordstern.org
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DE Registrar Andy Barker, Dave Anderson	registrar@nordstern.org	cell: 913.633.0311	
Driver Training Ben Rogers, Scott Brown	dt@nordstern.org		
Drives Theo Martianos, Nick Severson	drives@nordstern.org		



Addresses available upon request for chairperson/s or Board members, email: editor@nordstern.org

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Michael Anderson
Excelsior, MN

David Gilbertson
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Douglas Johnson
Prior Lake, MN

Phineas Koutlas
Minneapolis, MN

Paul Tegan
Minnetonka, MN

John Varpness
Apple Valley, MN

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

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

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

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

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

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

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

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

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

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

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

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

Oh, the Places We Will Go

Hello Nord Stern friends. As I was contemplating what to share in my first message as your President, it's clear that we need to celebrate the amazing people that make our club great.

I am overwhelmed with gratitude for all of you that have paved the way for us and for the many that are creating our future. P is for Porsche, but most importantly, its for People.

The torch has been passed. Thank you to **John Velure** for encouraging me to get more involved as Vice President in 2022. **Steve Kemp** was elected President at the same time. We were both new and cut our teeth as officers together. Steve, your leadership and organization are second to none. I/we have benefited greatly. Thank you!

Steve Kemp moves to our Board of Directors and will expand his impact by leading our Loonacy Weekend event, along with the many committees/members that will be engaged in our signature weekend in Brainerd. Be sure to block off July 14 -16 on your calendar as this will be a weekend for everyone and not to be missed.

Judi Sievers has set the stage for Tom Sabow to step in as our Secretary. Judi, your knowledge and passion of so many facets of our club have made my year as VP a joy, even when you greet me at the Black Flag station with a smile.

Please welcome **Tom Karn** as our Vice President and **Tom Sabow** as our Secretary for 2023. I have genuinely enjoyed getting to know them and appreciate their knowledge and leadership immensely. Please reach out and welcome them in their new roles.

Todd Smith is back for a repeat performance as our Treasurer. Thank you, Todd, for keeping our financial ship on course and for providing your experience and wisdom for us all to benefit from.

The New Year always brings renewed energy for what's ahead. Nord Stern is no exception. If you haven't heard, many of our committees and officers have been hard at work crafting an expansive array of events for us all to enjoy in the months ahead. I'm particularly thrilled with the variety of opportunities for us to enjoy the Porsche people and their cars. ***Whether you like to tinker, polish, drive, admire, track, explore or just plain hang out with Porsche lovers, we have something for you.***

On the books or in the works, so far:

- Five (!) track events that include Drivers Education
- Three Driver Training opportunities
- Four (!) Tech Events, and counting
- Two Membership Events, with at least 2 more planned
- Five or more Drives are in the planning stages

Continued on page 36

Advertiser Directory

Auto Edge	BC
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Performance Auto & Audio, Trackside Tire, Luis Fraguada, Gates General Contractors, Hagerty/Higgins Insurance Agency	9
Dan Perinovic, State Farm Insurance	29
Further Performance	14
Higgins Insurance	18
Imola Motorsports	IC
J. Sweitzer, Architects.....	21
John Healy, Crown Bank	19
Josh Hway, Dynamic Photowerks	21
LaMettry's.....	12
Merrill Lynch, Peter Vickery.....	34
Midwest Clear Bra	31
Mollie Nygaard, Excelsior Realty	25
Nurburgring, Inc., Rick Moe.....	36
Porsche Minneapolis	IC
Porsche St. Paul	IC
Raymond Autobody.....	21
Werks Automotive	33

2023 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

Right off the bat I need to start my column out with a correction and a sincere apology - as I have no idea how I managed to mangle the name of last month's gorgeous cover photo after he ever so graciously gave me permission to publish it! But that photo came from Kris Clewell, via his wife who is a partner in their photography business: <http://clewellphotography.com>. My significant other spotted the error right away. So please note, as it is a very cool shot.

And another year of Nord Stern events is staring us in the face! Check out the calendar and watch your email for details. Welcome to the new officers and some new folks who have stepped up to handle the duties of various committees as chairs! We are a fortunate club in many years, the least of which is the willingness of so many to pitch in and plan, design, execute, oversee, some great events. As Jeff details in his FIRST column, there's much to be excited

about on the agenda. And hopefully something for just about everyone.

On page 11 do catch the 2023 Nord Stern track season with all the upcoming dates and location of our driver training offerings and our driver ed sessions. It will NOT be a dull year for sure.

We hope, too, that you are signed up for the January Green Flag Party - a chance to dress up and enjoy excellent food, beverages, and most importantly each other. We will be there! Hmmm, I just might have to do a bit of shopping first.

And of course I'd be remiss if I didn't extend our best wishes to all our members, your families and any other readers for this new year we are now entering. Here's to a year filled with good health, lots of adventures sprinkled with fun, family, and of course many opportunities to drive those Porsches we all enjoy so much. Happy New Year to 2023!



NORD STERN

How to renew . . . or join the club

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

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Just visit www.nordstern.org and click on membership

2021 NON-RENEWING MEMBERS

NO LONGER RECEIVE THE MAILED NEWSLETTER

JANUARY

3 Nord Stern Business Mtg *
Location: Spasso's
17523 Minnetonka Blvd, Minnetonka 55305

Time: 6:00 p.m. Social, 6:30 p.m. Meeting
14 Nord Stern Green Flag Party
Location: Green Acres Event Center
Eden Prairie, MN
Time: 5 p.m. Cost: Early Bird cost: \$75, after 12/14, \$85
Featuring Chris Runge, registration clubregistration.net

FEBRUARY

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

MARCH

7 Nord Stern Business Mtg *
Location: TBA
Time: 6:00 p.m. Social, 6:30 p.m. Meeting
25 Nord Stern Membership Social
Location: Imola Motorsports

APRIL

4 Nord Stern Business Mtg *
Location: TBA
Time: 6:00 p.m. Social, 6:30 p.m. Meeting
8 Nord Stern Membership Social
Location: Auto Edge
**21-23 Nord Stern First Fling Driver Training
& Driver Ed @ BIR**

MAY

2 Nord Stern Business Mtg *
Location: TBA
Time: 6:00 p.m. Social, 6:30 p.m. Meeting
6 Nord Stern Tech Day
Details TBA!
13 Nord Stern Tech Session
Location: Werks Automotive (formerly CTS)
20-21 Nord Stern Spring Fling Driver Ed @ BIR*
23 Sports Car Together Drive
aka Classic Cars at the Arb – Porsche MPLS

JUNE

19-20 Nord Stern Driver Ed Cheese Fling at Road America
Location: Elkhart Lake, WI
25 Nord Stern All Porsche Show

JULY

**14-16 Tentative Nord Stern Loonacy Weekend, DE
& Club Race**
Location: Brainerd International Raceway

2023 AUGUST

24-26 Run For The Hills
Dakota Region of PCA

SEPTEMBER

5 Nord Stern Business Mtg *
Location: TBA
**15-17 Nord Stern Final Fling Driver Training
& Driver Ed @ BIR**
27- Rennsport Reunion 7
Oct 2 Location: Laguna Seca, CA

OCTOBER

3 Nord Stern Business Mtg *
Location: TBA
6-8 Nord Stern 2023 Fall Color Tour - note date
HQ will again be PierB, Duluth, MN
Friday Welcome Party @ The Kitchie Gummi Club!
14 Nord Stern Red Flag Party
Location: TBA

NOVEMBER

7 Nord Stern Business Mtg *
Location: TBA

DECEMBER

5 Nord Stern Business Mtg *
Location: TBA
*Note: Events on clubregistration.net open 90 days prior
* Business Meetings are open to all Nord Stern members, this
year 2023, they are held the 1st TUESDAY 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

***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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December Nord Stern Business Meeting . . .

by Judi Sievers

The November Nord Stern business meeting was called to order at 6:38 pm on December 12th by Jeff Eckroth, Vice President.

Attendees: Jeff and Michelle Eckroth, Todd Smith, Judi Sievers, David Anderson, Mary Driscoll, Ben Rogers, Jim Southwell, Andy Barker, John Velure, Roger Johnson, Tom Karn, Curt and Keith Sorenson, Tom Sabow, Steve Albers, Jim Bahner, Bruce Boeder, Stan Lim, Andy Goltis, Misty Menagerie, Theo Martianos, Mollie Nygaard, Michael and Carolyn Steinberg

President, Steve Kemp

- Out of town.

Vice President, Jeff Eckroth

- Has circulated a calendar for proposed events for 2023. Always looking for feedback and ideas of how to improve the calendar. Looking forward to 2023.

Treasurer, Todd Smith

- Working on the 2023 budget. Finalizing 2022 income and expenses. Budget meeting within the next couple weeks.

Secretary, Judi Sievers

- No report.

Advertising, Mollie Nygaard

- 30 renewal notices have been sent out. Created form for advertisers. Discussed raising the cost of ads, particularly the color ads which cost more, per Christie Boeder.
- Eckroth asked chairpersons that have events to ask vendors for sponsorship if they are not already a regular sponsor.

All Porsche Show, Phil Saari and Hal Voges

- Phil and Hal will coordinate next year's event, Sunday, June 25th in Roseville.

Autocross, Andy Golfis

- Working on 2023 events. Looking for new people to participate. Join with other car clubs to host/share events, e.g. Car Control School.

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

- Last meeting for Roger Johnson as a board member. Steve Kemp will join the BOD as past president.

Eckroth recognized Roger's many years of significant contributions to the club.

Charity (Open position)

- Discussion re other charity/community opportunities other than the Loonacy weekend.
- Position changed to "Charity/Community Relations."
- Send email to club members re open position; promote on website.

Club Race Loonacy Weekend, John Velure

- On-going negotiations with BIR for all club track events. Track rental price increases. Loonacy Weekend: 3 days, July 14-16
- Friday: Long track ½, short track ½ day.
- Saturday: Long track all day
- Sunday: Short track all day
- Club racers will have sprint races on both the long and short track (new this year). Working on schedule for the entire weekend for club racing and DE.
- Club Race Steward will be Tim Smith, per Bruce Boeder.
- Steve Kemp has negotiated extensively with BIR for this event. He will also co-chair the event with John Velure.
- Weekend focus on multi events for all club members, particularly members who are first time to this event.
- Roger Johnson reported discussions moving forward with dealers having greatly increased involvement in the weekend.

Dealerships, Roger Johnson

- (see notes under 'Shop/Tech Relations')

Driver Education, John Blackburn

- Thanks to everyone that helped organize last year's successful events. Will form a steering committee to improve DE. First meeting in January. Would like to promote events with help from graphic designers. Looking for more advertising sponsors.

- 5 DE events, including one at Road America.

Drivers Training, Ben Rogers and Scott Brown

- Goals for next year: continuing training for instructors



NORD STERN

2023 SEASON OF SPEED

DATE	EVENT	TRACK (TYPE)
4/22-23	FIRST FLING	BIR (DE + DT)
5/20-21	SPRING FLING	BIR (DE + DT)
6/19-20	CHEESE FLING	ROAD AMERICA (DE)
7/14-16	LOONACY WEEKEND	BIR (CLUB RACE + DE)
9/15-17	LAST FLING	BIR (DE + DT)



Nord Stern's 2023 Fall Color Tour 'Pre-Event' Info . . .

Never too early to get some of those details noted and on one's calendar! 2023 Fall Color tour will once again headquarter out of Duluth and the lovely PierB Resort. The dates for 2023 are October 6 through 8th. That weekend avoids any conflict with the big Rennsport Reunion out at Laguna Seca, for the many Nord Sterners already committed to attending.



Room block has been secured at Pier B: When making your reservations, us the leader number 180733 when calling.

There are 25 rooms blocked for the dates of arriving October 6th, 2023, and departing on October 8th, 2023. There are 15 two queen classic views for \$244 per night before tax and 10 king harbor views for \$274 per night before tax. Any rooms NOT picked up by August 29th, 2023, will be dropped to the public.

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NORD STERN INVITES YOU TO:

2023 Green Flag Party

January 14, 2023

Green Acres Event Center

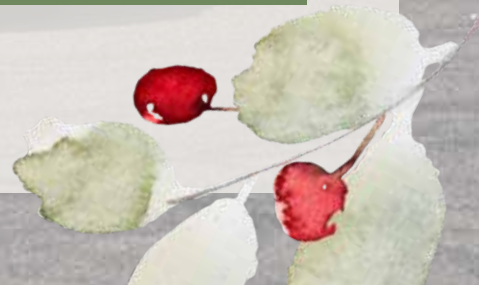
14150 Eden Prairie Trail, Eden Prairie, MN

Early Bird Cost: \$75

After 12/14 Cost: \$85 - Register NOW
5:00 PM

Guest Speaker: Chris Runge

RSVP: CLUBREGISTRATION.NET



Club Kudos

Editor's Note: From a recent email exchange with an inquiry about our club, about participation, about what we do, what a great testament by our 2022 club secretary, volunteer extraordinaire and super supporter.

Welcome to a great group of car enthusiasts! Christie and her husband, Bruce, are long, long time members and have a wealth of knowledge Re Porsche and the Nord Stern group. They are key, contact people for any questions you may have.

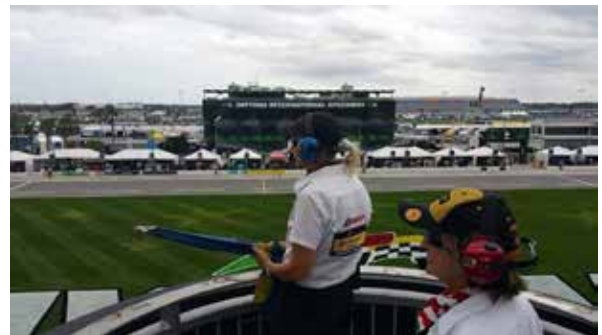
I've been a car enthusiast since the days when my Dad and I, while sitting on the porch, (busy street in St. Paul), would name the car and year of the cars driving by. I joined SCCA (Sports Car Club of America) in 1983 and for many years a volunteer worker as a Starter, Corner Worker, Grid and more.

Long ago, BIR (Brainerd International Raceway) needed

SCCA workers to staff Porsche track/club race events, so I joined that group. Over the years, I was impressed by the members, young and old, from all walks of life, who treated the workers just like members of the club. So welcoming. Because of the group, I started working other Porsche events around the country. So many great memories.

A few highlights:

- Serving as the backup Starter to Pro Starters at 24 Hours Rolex Daytona,
- Formula 1 @ Montreal when **Aryton Senna** asked me (Corner Communicator) if he could cross the track at Turn 1 and go to the Pits. (Mechanical failure with car).
- 3 Rennsport Reunions (photos below)!



- And then, there was **Paul Newman** at BIR. Always had time to talk to workers about racing.
- SVRA (vintage) @ COTA, I was the starter for the first 3 years.

Almost 5 years ago, I finally bought my first Porsche, 1999 911, my long time dream! Now, I would be a real member of Nord Stern!

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How many PCA Regions have their own custom sportscar builder in their backyard? I can only think of one, Nord Stern. Earlier this week Nord Stern President-elect Jeff Eckroth and I made a trip to Alexandria to visit Chris Runge who, for the most part, single-handedly designs and builds Runge cars. I had never met Chris before this visit and came away incredibly impressed and fascinated by the man and what he does.

Chris will be the speaker at our Green Flag Party at the Green Acres Event Center on January 14th. Don't miss what I am sure will be a memorable evening. Sign up at Clubregistration.net.

From my recent History Chronicles, Post #50:



For a number of years, I have admired Runge automobiles. The design, the craftsmanship, the attention to detail, are all simply incredible. Like any masterpiece, the longer you look at the piece the more detail you notice and the greater your enjoyment. Until earlier this week I had never met the creator of Runge cars, Chris Runge. Chris will be the guest speaker at Nord Stern's Green Flag Party on January 14th. Jeff Eckroth and I drove up to his shop near Alexandria to discuss the dinner and for me to meet Chris and see his shop. Nord Stern is in for a real treat.



Chris' story is compelling. He had a dream as a boy of building his own car and we enjoy the realization of that dream in the cars he creates. At the party we will hear from Chris how this came to be. Teaser – before building cars

full-time he was a professional snowboarder and designed snowboarding equipment for Burton. For the past several years he has created cars full-time in his rural Minnesota shop.



I asked Chris about his inspiration for the design and build of Runge cars. He pulled out a book and opened it to the page below. The 1953 German Grand Prix at the Nurburgring. One of his primary inspirations could best be described as post-war prototypes. Most of these cars were built in the same manner Chris uses to build Runge's today. Spindly tube frames with hand formed aluminum bodies. The goal was very light weight as most of these cars had far less than a hundred horsepower. You are likely most familiar with this concept in the Porsche 550 Spyder which was introduced in 1953. The era came to a close in the early 1960's with the development of fiberglass bodies which were much easier to manufacture.

Below is a photo I took in Nord Sterner Jim Breakey's garage. Jim will also be at the dinner and will relate what it is like to own a Runge (or two.)



Painstaking
Porsche
356 B
restoration
results in
a hat-trick
of awards



When a historic Porsche scooped three major awards at Motorclassica 2022, it was a rewarding moment for the team at Australia's first Porsche Classic Partner, Porsche Centre Melbourne.

A 1961 Porsche 356 B topped a trio of key categories at this year's Motorclassica event, an annual three-day celebration of Australia's finest classic, sports and racing cars held at Melbourne's Royal Exhibition Building, after a painstaking restoration by Porsche specialists.

Along with winning the category for New Age Classics – British and European (1961-1970), the stunning Aetna Blue 356 B was also awarded Best Porsche as well as Restoration of the Year, marking only the second time that one car has taken away three awards.



It was a proud moment for the skilled artisans behind the 356 B's return to glory. Among them is Peter Bowen, Porsche Classic Specialist Technician at Porsche Centre Melbourne, Australia's Porsche Classic Partner.

The 356 B as a labour of love

For Bowen (photo below), who has 38 years' experience in motorsport and historic Porsche models, the project was a labour of love. He was responsible for the car's mechanical restoration, which included bringing back its original 1,600 cc engine and four-speed gearbox to an as-new condition, among many other projects. He explained how, as is often the case with car restorations, there were plenty of headwinds: "The first big challenge was that much of the car



was disassembled when we received it," he says. "... there were boxes of parts, so we had to solve those puzzles first."

It turned out to be a critical move because there was an important fact hidden amongst the jumble of components. "So much of the car was original," Bowen says, underlining the rarity of this Australian-delivered 356 B T5, which was sold new by Hamilton's, Porsche's original Australian importer. "The body, engine, gearbox and window frames are all original. Even the window regulators, radio, instruments and steering wheel are. They were all fitted to the car when it was new and they've all been meticulously restored, not replaced. "This was important. The owners

NORD STERN JANUARY 2023

courtesy :
<https://newsroom.porsche.com/en/11/29/2022/history>

wanted to save every component possible; the goal wasn't to replace parts but to restore everything we could."

High level of authenticity



Achieving this level of authenticity took time and care. It also took a vast amount of research. For example, when it became evident replacement right-hand drive headlight lenses were needed, owners Theo and Niki Dimopoulos were adamant that originals be sourced. A thorough exploration resulted in Theo Dimopoulos finding an original pair from a lady in Malta. Still brand-new from the 1960s, they were wrapped in their original Genuine Porsche parts packaging.

Work commenced at Porsche Centre Melbourne in late 2019 and while Bowen worked on the car's exhaustive mechanical restoration, the body and upholstery were undergoing their own revival. By mid-2021 Bowen's work was almost complete, bringing with it one of the project's most rewarding phases.



"The biggest joy for me was how well it drove when it was finished," he says. "We went the extra mile sourcing

date-correct parts and restoring everything that was able to be restored, and that's important on such a special classic Porsche.

"It's wonderful to have the opportunity to work on cars like this. Seeing it complete, and how happy the owner is, makes it all rewarding. And to see the car being recognised with awards at Motorclassica is a bonus."

About Porsche Classic

Porsche Classic aims to preserve and maintain both legendary classic and modern classic Porsche vehicles. Offering original parts, restoration and repair services, the highly skilled and specialist team can call upon many years of Porsche-specific experience. From 2023, Porsche Classic will also take over support for the 997-generation 911 and 987-generation Boxster and Cayman models.



Key to maintaining the large number of classic Porsche models is the Original Parts and Accessories department. The production and provision of more than 60,000 Porsche Classic Original Parts ensures that the sports car manufacturer's four-wheeled legends will remain on the road for a long time to come. Since 2013, new editions of more than 2,000 original parts have been released, and the range continues to grow steadily. Performance parts also form part of the offering, covering new developments with historical relevance and performance-enhancing components alongside a range of lifestyle products. Technical documents are also available. Factory restorations are another key element of Porsche Classic's work, along with the fulfillment of individual customer dreams as part of the recently relaunched Sonderwunsch programme.

From every member, I learn something new about Porsche, whether female or male. They are REAL people, non judgmental, and a lot of fun!



Photo above: COTA, Thunder down the front straight.

– Judi Sievers

Route 66 Advice

Our focus was to see what we could in about 11 driving days, driving 200-300 miles each day, taking breaks in Albuquerque & Arizona with stays with family & friends.

Afterwards we spent a few days in LA, drove the PCH (Pacific Coast Highway) to Monterey, and looped back to MN via Tahoe & Park City.

Note that 11 days makes for some very full days, you can easily spend 3 weeks if you take your time on this 2448 mile journey.

Approach Route 66 travel with the understanding that many parts the Route really don't exist anymore and many times you will be traveling on I-40, etc., taking various exits to reach the remaining intact sections.

Also realize that to a large part many of the sights are tacky or kitschy and often long neglected. In a sense this trip is a

rediscovery of the remaining historical elements of our early and mid-twenty century past.

Late spring (or early fall) are good times to go. We researched the trip extensively before we left and found one YouTube series in particular to be helpful:

Through My Lens: Route 66 Road Trip: 14 Days Driving the Main Street of America: <https://www.youtube.com/watch?v=H0bA72fjHMQ&t=5390s>

Highlights for us:

- Route start in Chicago (near Art Institute), Pontiac, IL, Atlanta, IL & Springfield, IL (Lincoln district, library & memorial)
- St Louis (Arch, BBQ, Mississippi)
- Meramec Caverns, Cuba, MO (Wagon Wheel Motel), Devil's Elbow, MO (bridge & general store), Uranus, MO & Carthage, MO (66 Drive-in Theatre!)
- Galena, KS (Tow Mater!! & Sarge) & Rainbow Bridge
- Catoosa, OK (Blue Whale!!), Tulsa, OK (Buck Atom's), Arcadia, OK (Pop's Soda Ranch), "Pony" bridge, Clinton, OK, (Route 66 Museum, Excellent!), Erick, OK (Sandhills Curiosity Shop, quirky & memorable but research before you go)
- Shamrock, TX (U-Drop Inn), Groom, TX, Amarillo, TX (Bug Ranch, the Big Texan, Cadillac Ranch), Adrian, Texas (Mid-Point Cafe, great pie)
- Tucumcari, NM (stay at the Blue Swallow if you can!, saw some great neon here), Santa Rosa, NM (Blue Hole), Albuquerque, NM (old town), Mesita, NM (Owl Rock), Gallup, NM (El Rancho, Code Talker Mural)
- Lupton, AZ (Yellowhorse trading post), Petrified Forest, Holbrook, AZ (Wigwan Motel), Joseph City, AZ (Jack Rabbit Trading Post), Winslow, AZ (Standin' on the Corner, La Posada), Meteor Crater, Flagstaff (Murals),
- Seligman, AZ (Angel's Gifts, Snow

Cap), Kingman, AZ (Route 66 Museum, Excellent!, Mr D's diner, Oatman Highway (Cool Springs station, Sitgreaves Pass, Oatman, AZ)

- Oro Grande, CA (Elmer's Bottle Tree Ranch), Due to our breakdown in Hesperia, CA we missed most of the LA Route 66 sights except for Santa Monica (Santa Monica Pier, excellent stopping point!)

Notes: There are at least a dozen Route 66 museums, we visited six but Clinton & Kingman were better than the rest as they did a better job covering the history of the route.

There are places that you can rent vintage cars to travel parts of the route, we did not pursue as it was always our intent to take the Porsche

There have been at least one organized Route 66 tour each fall, check Internet for details

– Bruce Franklin

If you like maps, Butler makes a pair of maps for motorcycle touring Rt 66 that I found interesting. <https://butlermaps.com/motorcycle-road-maps/historic-route-sixty-six/>

And don't forget to (re)read "Grapes of Wrath". The movie "Bikes of Wrath" is an interesting upclose view of the road and the people through the eyes of a bunch of Aussie bicyclists.

–Vic Lee

A friend and I drove Route 66, what was left of it, to LA from Chicago in 1966 following our graduation from High School. We drove a 1965 Plymouth Satellite with one of the hotter engine and transmission combinations of the day. It was a great trip because we were 17 and all we wanted to do is see the blonde "Little Surfer Girls"! That car was 20 years newer than the recommended 1946.

My friend has been driving parts of the Mother Road every year since, but wants us to replicate our 1966 trip.

I initially thought it was a great idea and went as far as buying a 1967 Chevelle for the trip. After driving the Chevelle (a 27,000 mile original 283 with a three speed on the column and AC that was in fantastic shape) to Louisville from Indy a year after I bought it, I decided old cars are just that, old cars. No safety equipment, no comfort, crappy brakes and worse, it's rare to find one with AC which the Chevelle had! I said no to the trip and sold the Chevelle at a Mecum Auction.

My friend disagrees with me and now wants us to drive his 1955 Studebaker President from Chicago to Santa Monica. My response has been, "I'll follow you in my air conditioned Cayenne with air bags, cruise control, and every other creature comfort feature known to man and help you fix the Studebaker along the way", but no way in heck will I ride/drive that far in a 1955 car (I didn't want to offend him saying I wouldn't ride in a Studebaker that far)!

I own old cars. A 1964 356 Outlaw, a 1969 Z28 Camaro, a 1967 Rover Defender among others. These are all great cars to drive around town, but a few hours on a summer afternoon driving short distances is enough. Driving one to the Santa Monica Pier is out of the question. I know, I turned into a sissy in my old age, but great old memories should left at that, great memories.

– Dave Roberts

This Route 66 discussion is interesting and thanks to Dave and Bruce for sharing their opinions and experiences. It sounds like a cool trip. I'm with Dave - drive a modern car. The folks back then drove modern cars - for their time.

The adventure drive that really sparks my imagination is driving the remaining extant parts of the Oregon Trail. Some parts are now state highways or byways, and other parts are rutted wagon tracks through fields and wilderness.

Has anyone ever thought about driving some of that trail? Maybe someone with a kitted-out Cayenne?

Couple random links, there may be better ones:

- <https://www.nps.gov/oreg/planyourvisit/maps.htm>
- <https://www.roadtripusa.com/the-oregon-trail/>

– Rich Iwen



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Charlie Lloyd passed away earlier this month at age 89 (December 2021, a year ago now). He joined PCA and Nord Stern in 1968 and was a very active member in the 70s. He certainly was one of the racing pioneers that makes Nord Stern the track-oriented club it has been for the past 50+ years. A number of years ago he sent me an email with his Porsche history. Of course, I cannot find it but do remember it vividly. Today I called Larry Skoglund and confirmed the details. (With lots of color as only Larry can provide <G>.)

In the very early 70s, Charlie was racing a 356 Speedster with a 4-cam engine in the SCCA E Production class. He became disillusioned with the where SCCA classed the car and the cost of running the 4-cam. Even then, 4-cam parts were starting to dry up and quite expensive. According to Larry who built many of these engines, a 4-cam that made good power simply didn't live very long. Because of where the car was classed it only could be competitive if built to max power and revs.



Charlie also had an early 912 targa that he bought in Europe and had put a lot of miles on. He elected to turn the 912 into a race car and had Larry build him a 2.0 liter 911 engine for the car. He then went racing in D Production. This was 1972-73. I couldn't find any SCCA race results for that era but I'm thinking he was pretty competitive.

I love that he had removed the windshield and replaced it with the low plexiglass version that was quite popular at that time. Those Jongbloed were also quite popular at that



(Above) Charlie with a very youthful looking Larry Skoglund.

time. There is also a Nord Stern connection there but that is for another post. Note the fender flares. Fiberglass body panels were pretty cutting edge in 1972 and would become very common.

In 1982 Charlie joined Dudley Davis and Hank Godfredson driving a Rick Moe built GTU class 911 at the Sebring 12 Hours. This home-brewed Nord Stern effort finished a very strong 21st in a field of 67 cars and 5th in GTU. The race featured no less than ten 935's and every world class driver of the era. The race was won by John Paul Jr & Sr in a 935 which like had 3x or more the horsepower than our guys. Watch for a separate post on this race. 1982 was the last year of the original Sebring track, then 5.2 miles in length with the T7 hairpin much tighter than it is now.



Thanks to Larry and Rick Moe for the photos.



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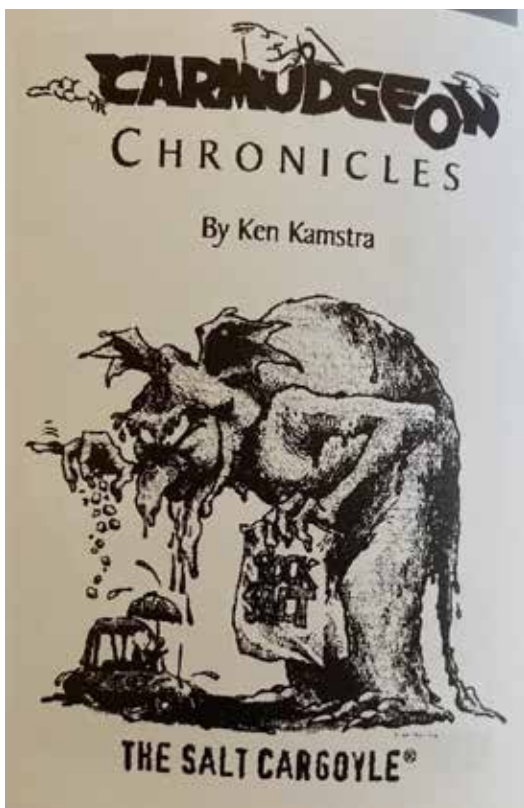
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Recreational / Residential



Carmudgeon Chronicles!

Some members will remember Ken Kamstra who was quite the artist and a total car-obsessed personality. Ken owned his own ad agency but on the side he had great fun with such characters as this particular Cargoyle (I still have some of his original artwork from this series). He also authored a book exploring his theory that there's a 'car' gene that totally explains those so afflicted!

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Do You Stop to Smell the Roses? . . .

by Danielle Badler, January 2023

You drive a Porsche, right? And, despite all their brand extensions, their SUVs and their forays into design in recent years, Porsche still describes itself as a sports car maker, right?

Ok then, how do you react to this story? It popped up in my Facebook feed, and I've been trying, for several weeks now, to get a grip on it.

To paraphrase, the story is that an Airbus A380 is making steady progress, crossing the Atlantic, at 30,000 ft and 560 mph. All of a sudden, out of nowhere, a Eurofighter appears. This is a very hot seat, with a V-max of Mach 2 and a 60,000 ft ceiling. The fighter pilot goes into an airshow routine, with a few barrel rolls, dives, vertical climbs and so forth.

There's airwave silence for several minutes. Then the fighter jock gets on the radio and asks the commercial pilot what he thinks of his plane's performance – it's a muted what do you think of that? And the Airbus pilot laughs and says something like, cool, but I stood up, walked to the rear, used the bathroom, got myself a cup of coffee and had a snack.

Which leads to the moral of the story. I quote, verbatim, from the posting, "When you're young, speed and adrenaline seem to be great. But, as you get older and wiser, you learn that comfort and peace are more important.

"This is called S O S. Slower, older and smarter."

It's interesting that, in the comments section, people weighed in with "I heard it was an SR-71 pilot," or "a 747" or "an F4 Phantom." In other words, apparently, the story, in some form or another, has been around aviation circles for years.

And so, too, has been the conundrum.

My father had a private pilot's license. When I was in my early teens, we'd go up in Cessna 150s and 172s. We'd come over our house, and my mother would come out and wave. My father would bank the wings. Then he'd let me take the controls. And I learned to fly straight and level, to climb, to descend.

The fact is, it really was very undramatic. The only time I got my blood pressure up was once, when my father was with an instructor, getting certified for a new airplane. I was in the back seat. We went into a stall. On purpose. All of a sudden, the plane shook, the nose dropped and we ... we lost lift. We began falling.

Now, that incident was exciting. But the rest of it? I found the whole routine of flying just that, a routine. Everything was highly regulated and specified, in terms of what you could do, when and how. It just didn't excite me. And I never pursued my own license. Maybe if my father did aerobatics ... but he didn't, and neither did I.

What I did do, as soon as I got my driver's license and had scraped up enough money, all of \$800, which was all I had, was buy my first sports car. A '64 Triumph TR-4. I'd have bought a Porsche in a heartbeat, if I could have afforded it. I mean, nothing even comes close. Which is what I wanted.

And, as I get older, I feel the same. I don't feel an urge to slow down at all. I feel just the opposite. The clock is ticking, so it's time to get it all in, or as much as I can. And that's the opposite of S O S. Smarter? Maybe. Certainly more experienced. Older? Well, it beats the alternative. But slower? Please!

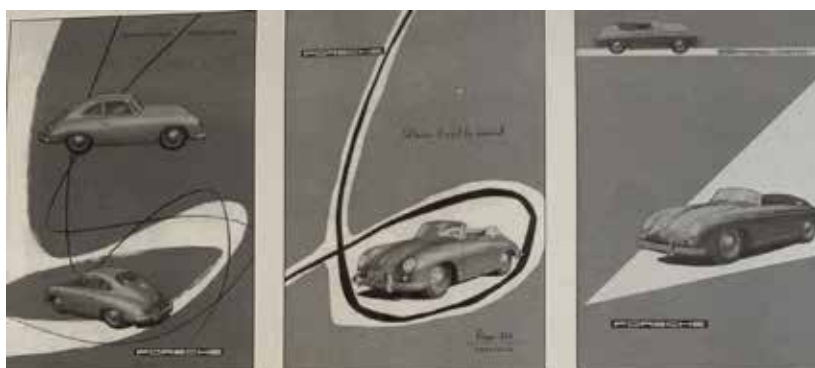
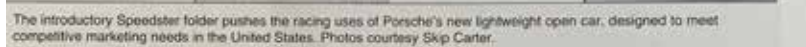
A few years back I did a Porsche drive in the mountains of southern Colorado. We were moving at, let's just say, a rapid rate of speed. I was following the leader. Someone else, in what looked like a relatively new C4S, was following me. Then there was a big gap. So we pulled over. And the driver behind me literally leapt out and exclaimed, "wow, that was great!"

Turns out, he was recently retired, and the Porsche was his first, a gift for the next phase of his life. His comment, I thought, was what was great.

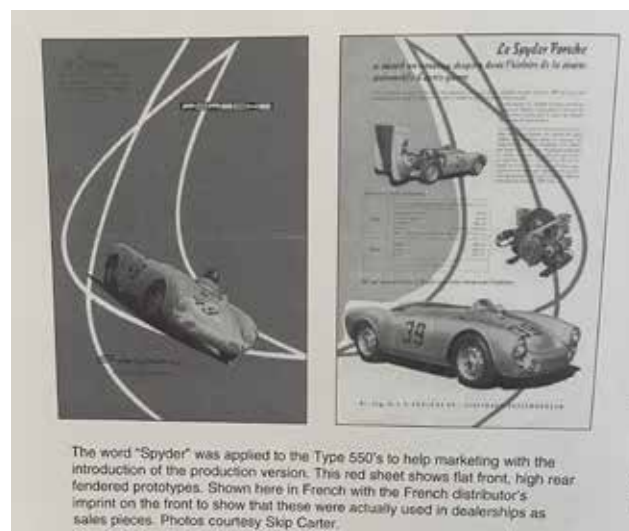
Then there was the time the Porsche Parade was at Keystone Resort in the Rockies. One of the events was a drive through the mountains, farther west. I was mid-pack, following a pristine Carrera with Michigan plates. The driver, it turned out, just tootled along, letting the trail of cars, up ahead, get farther and farther away. Up over Hoosier Pass and onward. My blood pressure started rising like I had a broken radiator hose. Finally, just finally, at last, I was able to pass. And I blew by, without so much as a look over.

At our next stop, someone up ahead, who had seen the whole episode in his rear-view mirror, came up to me and said, "we were wondering when you'd pass."

Exactly. S O S be damned. I want the zest. Until I can't do it anymore.



These single sheets were basic dealer handouts for 1955. All are in the European sheet size, 8.25" x 11.5." The coupe sheet is blue; the cabriolet sheet is green; and the Speedster sheet is violet. Photos courtesy Skip Carter. *Editor's note: the colors of these posters are "luxurious" and very "modern" - go online at www.nordstern.org to download the .pdf file in this issue to have the opportunity to see these in color via your web browser. They are neat!*



The word "Spyder" was applied to the Type 550's to help marketing with the introduction of the production version. This red sheet shows flat front, high rear fendered prototypes. Shown here in French with the French distributor's imprint on the front to show that these were actually used in dealerships as sales pieces. Photos courtesy Skip Carter

Top Speed in Gears

Gear	1st	2nd	3rd	4th
4000 rpm	44 (21)	47 (24)	56 (28)	65 (33)
3000 rpm	40.5 (20.5)	43.5 (21.5)	51 (25)	59 (30)

3rd	4th
56 (28)	65 (33)
51 (25)	59 (30)

Top Speed in Gears

Gear	1st	2nd	3rd	4th
4000 rpm	34 (21)	41 (26)	46 (24)	50 (25)
3000 rpm	31 (16)	37 (19)	41 (21)	44 (22)

4th	5th
46 (24)	50 (25)
41 (21)	44 (22)

Dimensions Overall

Length	220 cm (87 in.)
Width	160 cm (63 in.)
Height	130 cm (51 in.)
Min. Ground Clearance	142 mm (5.6 in.)

Dimensions Overall

Length	200 cm (79 in.)
Width	160 cm (63 in.)
Height	130 cm (51 in.)
Min. Ground Clearance	142 mm (5.6 in.)

Class, Model 303

Weights

Normal	145 kg (320 lbs.)
Basic Weight	1184 (261)
Wgt. W/o gr.	630 kg (1390 lbs.)
Wgt. W/o gr.	1194 (263)
Wgt. W/o gr.	300 kg (660 lbs.)
Wgt. W/o gr.	1200 kg (2645 lbs.)

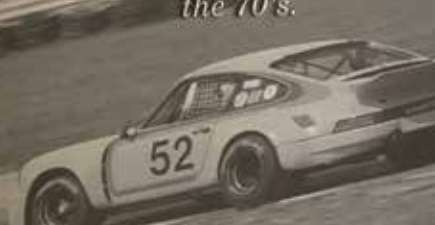
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Bob Johnson at Road America in 1978.

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Above are photos scans from the February 2001 newsletter where we featured the beautiful design and publicity work by Porsche marketing including sales brochures, posters, etc. Plus an ad by one of very talent and respected club members Bob Johnson and his shop at tha time.

Nord Stern . . . Or, How to Talk Nord Stern

by Pedro Bonilla, Sr, courtesy pedrosgarage.com

Editor's Note: For fun, I recently ran across an older article we haven't published in quite a while but still is relevant (with a few updates), interesting yet informative.

For some of us long-term members, the author was a good friend, an even better friend to Nord Stern, a very good writer and humorist. It was subtitled "A slightly irreverent glossary of commonly used terms compiled by Teresa Vickery." I offer it here for readers' enjoyment and perhaps 'enlightenment' for newer members!

Afton - The abbreviated term for the "Nord Stern Afton Concours d'Elegance", our once-a-year concours competition (see below). This is where you show off your car cleaning expertise (or your skill at driving through the car wash), ogle the unbelievably beautiful cars and eat some of the best ice cream in the Twin Cities. The very daring among us go to Lurk's for the famed Lurkburger - the perfect pre-concours meal.

Editor's Note: The above Concours has been replaced by the annual All Porsche Show. A more relaxed, yet equally fun opportunity to shine and polish your car and bring it out for display!

Autocross: The politically incorrect term for driving our cars on a track or in a parking lot. Replaced with the term Drivers Education (see below). Often abbreviated as AX or AutoX. Other car clubs who are not subject to PCA insurance rules and have not, therefore, been enlightened as to politically correct terminology, still run Autocrosses.

Editor's Note: yes, the club DID use parking lots back in the day (Canterbury had a great one that worked well to lay out an autocross course with all our orange cones, challenging but fun and a wonderful way to learn car control at lower speed than on a road course such as Brainerd (see below).

BIR, Brainerd International Raceway, now known as "The Colonel's BIR". Our "home track" and home-away-from-home during the summer. Site of our Drivers Education events and Driver Training Days. 2½ hours north of the Twin Cities, depending on your car, your radar detector and your comfort level with speeding tickets.

Editor's Note, the track is back to being known as BIR after the sale to the Copham's a number of years ago.

Blackhawk: A funky little track about 5 hours southeast of the Twin Cities, stuck in the middle of a cornfield. Twisty turns, short straights and tons of fun.

Board of Directors: The best job to have in the Club but one that takes time to get. Made up of Past Presidents, they work with the current President to insure we abide by our By Laws, manage finances responsibly and run the region effectively.

CBIR See BIR. The power of an ego out of control . . .

Club Racing: Drivers Ed on steroids. Sponsored and run by PCA, Club Racing is wheel-to-wheel racing at tracks all over the country. It is run under 13/13 rules, similar to Vintage Racing, which penalize drivers who cause damage to their car or other cars, or who drive in an inappropriate manner. Attend our Club Race in July at BIR to check this out.

Club Talk: Our own Nord Stern email chat group. Go to www.NordStern.org and sign up to get in on all the hot gossip, meeting and event reminders, and general silliness (occasionally!). Recent posts included a discussion about installing trend-setting orange shag carpet in 911s, messages from someone looking for racing history (he's got a 356 Carrera that was raced), posts about the Nord Sterners competing in the Daytona 24-hour and Sebring 12-hour races, and the definitive explanation behind Jim Pott's nickname: "Mr. Wiggles".

Editor's Note: Since this was written a while ago, I'm sorry to say I can't recall how Jim Pott's nickname came about but I can make a few guesses knowing plenty about racing and driving skillfully on track.

Concours Events: for the truly neurotic clean car fanatics - as defined by one who is one! If the thought of cleaning your car with toothbrushes and q-tips makes your heart beat faster, this is for you. (Note: Attend the Concour Tech to learn the trade secrets of the clean car guys. There really is a right way to wash your car. Note, also, that a Concour winning car, or at least a well-maintained car is significantly more valuable when it comes to re-sale. And, keep in mind that an afternoon spent polishing your car is significantly less expensive than a session with a shrink. I have personally saved a bundle!)

Editor's Note; The club no longer hosts competitive Concour

events. There are various reasons and one of the main ones boils down to a lack of judges and volunteers.

Dakota County: A short, fast, fun and safe little course down in Dakota County (get it?) where we run Drivers Ed and Driver Training. Slower speeds than CBIR, but fast enough to get your adrenalin pumping. A great place to try out this driving thing.

Editor's Notes: Again, an event the club has not been able to run of late although the Met Council does schedule a series at this facility at which members can participate.

Drivers Education: The politically correct term for an Autocross or Driving Event. These are carefully controlled opportunities to drive your car as Ferry Porsche intended.

Track Events: At CBIR, Road America or other race tracks. Generally 2 or more days of driving, car talk and socializing with fellow car nuts. You will come to love the smell of hot brake pads in the morning, have fascinating conversations about tire pressures and engage in long discussions on the nuances of cornering.

Parking Lot Events: At Dakota County or other huge parking lots. Generally a one day event where we mark a course with a million orange pylons. The object is to negotiate the course, without hitting any plastic pylons, in the shortest possible time. (Not as easy as it sounds!)

Driver Training: Formerly known as Driving Schools. These days precede a Drivers Education event (see above) and are designed to teach you how to drive. (There's more to it than you think!) Our Driver Training Days have a national reputation for being comprehensive and well-run. The skills you learn at our schools will make you a better driver on the street and will prepare you for our Drivers Ed events. Note: Successful completion of a CBIR Driver Training Day is mandatory for any driver attending one of our track events. You already own a great car. Now, invest in learning how to drive it well.

Event Master: The person in charge of an event who has God-like power over all aspects of that event. He/She is to be given our complete attention; groveling is recommended. Questions about that event should be directed to him/her. If you are into "sucking up" (always a good idea!), call to volunteer to help. You'll always find their name and phone

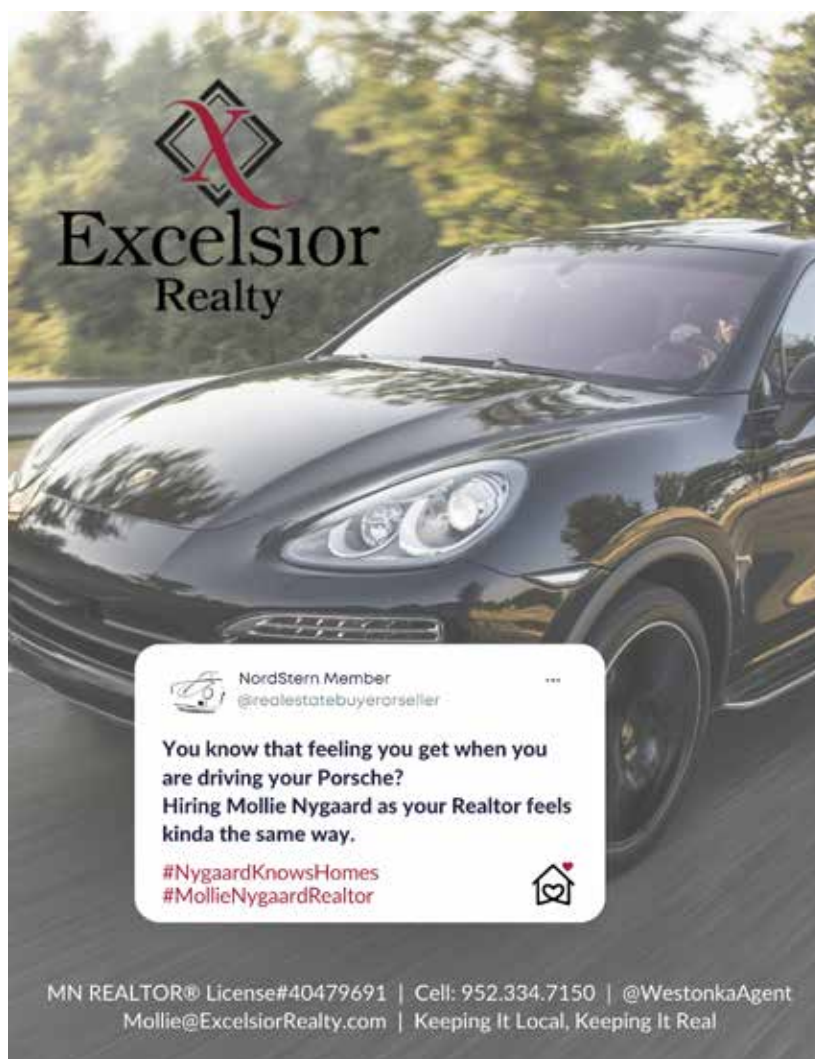
number in the Nord Stern.

Executive Council: Our Fearless Leaders. Made up of the Board of Directors and the elected officers of our Club: President, Vice President, Treasurer, and Secretary.

Fall North Shore Tour: Our annual trek to the north shore of Lake Superior that includes accommodations at BlueFin Bay, lunches and dinners at great restaurants and a self-guided foliage tour. (Also includes late nights in hot tubs, but we won't go there...) Seeing a bunch of shiny Porsches positioned against fall foliage with Lake Superior as the backdrop is awesome.

Editor's Notes: After 25 years, the FCT moved its headquarters and based the weekend from Duluth, and the lovely PierB Resort.

Continued on page 29



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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

February 2001

The front cover of Nord Stern for February of 2001 featured a photo of **Roger Johnson** from Tennessee having undefined trouble at the 2000 Club Race at the Brainerd international Raceway. The photo (below) was taken by **Keith Johnson**. The back cover was a photo of a Mercedes-Benz in the vicinity of turn 13A or a pit at the Indianapolis 500 in May of 2000. The photo was taken by **Bob Kosky**.

Editor supreme **Christie Boeder** offered her heartfelt thanks to the Club for the lovely dozen roses recently received in recognition of her key role as Nord Stern's long-term newsletter editor. Christie was surprised as she noted that she works hard recognizing that the Club's members appreciate her fine efforts.

President **Jim Holton** sung the praises of the Club's holiday party, which drew over 150 (!) members. All were very entertained by honored guest **Derek Bell**. Derek even revealed the fact that he had spent time at the Brainerd international Raceway. Derek indicated that he, like many Nord Sterners, had a great deal of respect bordering on fear for Turn Two at BIR.

Nord Stern's **Porsche Personality** feature, written by always hard-working **Marsha Drake** focused on **Rudy**

Mueller as the Porsche Personality of the month. Rudy, a club member since 1987, was currently driving a 911 Zenith Blue Cabriolet and a Flamingo colored 1997 944 turbo. Since Rudy came to North America from Germany, Porsche became his life; Rudy and wife Jane lived for Porsche events. Rudy was the head of Mueller Engineering which specialized in the manufacture of high precision parts, mostly for the military. He even did some front-end suspension work for Corvettes before these vehicles went on to LeMans. An incredible Club member.

Don Erickson, the Club's Driver Education Chair, wrote a fine piece on driver education and Nord Stern's autocross programs. The article detailed how one could have plenty of fun with one's Porsche and your Porsche friends. Don reminded all that drivers' training was offered only a couple of times a year and was required for new participants at high-speed driver education events. Don advised that autocross events, which were less "speedy" in nature, lacked the same training requirements as high-speed events. Finally, Don reminded all that drivers' education events required pre-registration as well as a technical inspection of your Porsche before hitting the track.

Ron Lewis provided the readers of Nord Stern of February of 2001 a multi-page description of seatbelts, seats and safety. The author explained the various types of seats available, the restraining devices needed to assure the safety of passengers and the availability of upgrades to improve the safety of any Porsche. Ron suggested, as he closed the article, that it might be wise to apply some cash to also improve your skills as a driver, which would be guaranteed to make everyone around you safer.

Club legend **Bruce Boeder** authored a short but interesting article about go-karts and a newly developed kart racing facility in Burnsville that provided space to race these little machines in a serious manner. A recent Club event was sponsored by **Mark Kittock** and **Susanne Dvorak** and was attended by 30 Club members who chose not to sit home on a Sunday afternoon and watch a Vikings game. The participants seemed to be pleasantly surprised at the competitive nature of the carts and hard-charging drivers from the Club. There was even talk of a Nord Stern only kart league at ProKart Indoors. Interestingly, the facility still operates today.



Marketplatz from 21 Years Ago

- 1976 914-V8. Black on black and absolutely rust free. Professionally built 380 horsepower, 4 bolt A1 head Chevy engine. Renegade kit radiator running to the tail pipes. Rebuilt suspension with heavy duty torsion bars, springs and adjustable sway bars. Really-extra big calipers with cross-drilled rotors and Fuchs. Never raced. \$11,000. Called Kelly Strebis.
- 1973 911 RS. White on black with 2.7-liter engine, oil cooler, adjustable sway bars and 17 inch turbo wheels. New transmission, SSI and a hard-to-find Monty muffler. White gauge faces. \$16,500 or best offer. Call Njie Sulayman.
- Set of 4 15-inch cookie cutter wheels with proxy track tires. Fits early 1980s 944s. \$400. Call Chris.
- 1993 968. Black over black with 70,000 miles. In concours condition with a perfect finish and an immaculate leather interior. New 17-inch cup wheels with Z rubber; cryogenically treated rotors with Paget and stock pads. Harness bar and 28-millimeter sway bars. New balance bearing recently installed. \$24,000. Call Mr. Carideo.



Editor's Note:

Photos above, a few shots of go-karting at the event the club held in a then, new facility in Burnsville. It was great fun and my track skills transferred quite nicely, thank you!

Below and left are photos of Rudy and Jane Mueller's portrait. Rudy was a very interesting member and very passionate about his cars. Wish these were in color!



Rudy's first American car - his Oldsmobile - and then he got wise and bought Porsche! (photo by Rudy Mueller)



Rudy and Jayne Mueller on one of their annual 3-week trips; at a beautiful scenic stop on Highway 1 in Monterey, CA. (photo courtesy Rudy Mueller)



Rudy in his 1997 911 on Highway 50 in Utah. This is called "The loneliest road in America," with no gas available for many, many miles (photo by Jayne Mueller)



Picture from Nord Stern: Herr Rudy Mueller, May 1988 Nord Stern (Photo by Spectrum, Inc.)

Seeing Double!

by Todd Smith, Nord Stern Treasurer

At this past fall's Run for the Hills event in South Dakota, which is a Dakota Region annual event that a number of Nord Stern members have attended and enjoyed, Todd Smith had the 'pleasure' of meeting his twin! An exact same year, model, and color of the Smith Porsche.

What fun. And in the lower left note that they had the rather interesting experience of passing not just one house, but TWO houses at the same time on their way to Rapid City, SD. A rather unique juxtaposition of objects upon a moving plane no less.

Other three photos feature Todd and Kathy Smith's 1996 Midnight Blue Metallic Cabriolet Carrera 993.

Which is the 'real' one??!



Talk . . .

continued from page 25

Friday Night Socials: A once-a-month venue to get a Porsche fix. Strictly for fun, and always held at interesting locations. Our version of TGIF.

Editor's Note: It's been a number of years since this monthly event has been organized - it had eventually morphed to a happy hour at the Club Jager near downtown and was an very cool locale but the bar has been closed for years now.

German Car Fest: A gathering of the faithful that includes owners of all German marques. This is fun! You'll see some great cars, meet some interesting people and feel right at home among a group of people who are just as weird about their Mercedes, BMW, Audi or Volkswagen as we are about our Porsche.

Editor's Note: Another event that was organized by other entities that brought out a lot of Nord Stern members, for obvious reasons!

Instructors: A group of experienced drivers who think it's fun to sit in your car all day teaching you how to drive. Identifiable by their red name badges. Nord Stern has a reputation for producing great drivers, and it's all due to our emphasis on continuing education and the quality of our group of Instructors. Take advantage of these people - they've been selected because they are enthusiastic, willing to share their knowledge with you and want to help you improve.

Met Council: A loose organization of all Car Clubs in the Twin Cities area. Met Council runs a series of parking lot autocrosses all summer long, for those who need more drive time than Nord Stern can provide.

Newsletter: Also called The Nord Stern. Your one-stop source for information on everything that is happening in the Club. You should read it cover to cover, every month. Note: Your newsletter editors are always looking for photos and articles and

you will endear yourself to them for all eternity if you submit material. Available online at NordStern.org in pdf format.

Editor's Note: Some things never change as your newsletter editor STILL is always looking for material from members including photos and write ups of member's experiences and adventures with their beloved Porsches. And now with mobile phones capable of high resolution photos that can be emailed as attachments, it's easier than ever.

Nord Stern: German for North Star. Trivia buffs will immediately recall that our state motto is Etoile du Nord, French for "Star of the North". Seeing as how we're not driving Peugeots or Renaults, we've gone with the more appropriate German translation.

Pano: Porsche Panorama - the bible for Club members. Check out the classifieds to find out what the absolute max a Porsche is going for. (Check Excellence for a more rational figure.)

Editor's Note: And now there are online sources galore to check current pricing on all sorts of Porsches.

Parade: A once-a-year PCA-sponsored national gathering of the Porsche faithful. It includes a variety of car-oriented activities (the list is too long to reprint here!), lots of partying, lots of car talk and lots of Porsches. Described as a near-religious experience for Porsche-philes. To be held

this year in Milwaukee, June 30-July 6.

PCA: This one is a "gimme": You are already a member of the Porsche Club of America.

PCNA: O.K., another 'gimme'. You're already driving one of Porsche Cars North America's finest.

Rally: Getting from Point A to Point B in an exact time frame, along an exact route. You and your Navigator rendezvous at a given location, are handed coded instructions and (if you are successful) end up somewhere fun. Note: Included in your instructions is a "Panic Pack" that will give you the destination so you won't miss the end-of-Rally fun! Rallies range from diabolically tricky time-speed-distance events that test your driving, mathematical and personal relationship skills to "gimmick" or fun rallies that are goofy, silly events that may have you taking pictures, decoding "secret" messages or trying to find hidden clues.

Editor's Note: Another event that we have not run in a number of years - mainly due to having no members willing to organize and run any. They are fun, though.

Registrar: The person who handles your Drivers Education registration. You send your entry form and check to the Registrar and he/she will record it, process it, assign you to a run group and insure you have a great weekend. Note: We strongly

Continued on page 37



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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.

1997 911 (993 air cooled) Carrera C2 coupe

33,000 miles, Arctic Silver with light gray interior. New Continental tires, battery. Bilstein PSS9 suspension, Cup sway bars, removable aluminum Heigo roll bar.

Never damaged. \$90,000. Cliff Anderson, 952.201.6756

Gas Station memorabilia for sale

Two visible gas pumps:

- Wayne model 515, missing packing box cover - \$4,500
- Bennett model 810(?) - \$4,500
- Both in very good condition

Lubester:

- Bennett model 307 - \$1000
- STP rack with cans, one can cardboard the rest are metal, all unopened - \$350

I would prefer to sell it all as a package deal. Willing to negotiate. Pick up only. Located in the Rochester area. Bob Kirchner 507-990-4493



1980 911SC race car

- Currently configured as PCA D class, easily converted to other classes.
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- The best of everything. Owner has decided to move on after 18 years of fun.
- This is a solid race car with no known faults. No deferred maintenance.

\$65,000. Contact Mike Hoke, 952.240.1031

Porsche 997.2 GT3 GT3 Centerlock Caps

\$60, Contact: Jim Holton, jim@riverwoodtrading.com or 612-868-3336.

OZ Ultraleggera HLT Center Lock wheel set FOR SALE. Fitment is 997.2 GT3 vehicles

Matte Graphite Silver

2 19x8.5 wheels-Offset 53 mm

2 19x12 wheels-Offset 63 mm

Tire sizes Front 235/35-19 Rear 305/30-19

Wheel 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.

Buyer pays shipping. \$1000, Contact: Jim Holton jim@riverwoodtrading.com, 612-868-3336.





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Minutes . . .

continued from page 10

(webinar)

- Driver Training events in April, May, October at BIR.
- Looking for additional volunteers for the DT program. Contact Ben for more info.

Historic Archivist, Roger Johnson, Kim Fritze

- No report.

Insurance, Jeff Carlson

- Insurance in place for the Green Flag Party.

Membership, Jim Southwell, Steve Albers

- Jim stepping down after 2 successful years with Membership. "He has busted his tail and I thank him," per Steve Albers. New committee members: Michael and Carolyn Steinberg. 3 membership events planned (Imola and Auto Edge events are set). Has a PA system available for use for any events.

Met Council, Bob Kosky

- Discussion to remove chair group.

Newsletter, Christie Boeder

- Next newsletter in progress; always looking for articles and photos.

Registrar, Dave Anderson, Andy Barker

- Discussion re when to post events on club reg for both track and social events, pricing, deadline, registration format, etc.

Safety Chair

- New Safety Co-Chairs, Paul Thai and Nathan Reeder.

Shop & Tech Relations, Roger Johnson

- Possible 3M tech session . Upcoming GT3RS tech session (date TBD) at Porsche Minneapolis.
- There will be a 963 event when the car arrives. Dealer will do another restoration challenge which Nord Stern can help support.
- Talking about a 75th Anniversary of Porsche event.
- Discussing increased dealer

involvement at Loonacy Weekend, and new product events. launches Development of a focus group for "Women in Driving".

Social, Michelle Eckroth

- "Green Flag Party" - January 14th, at Green Acres Event Center in Eden Prairie. The
- Menu includes 3 choices, Cut-off date for caterer is January 3. Guest Speaker will be Chris Runge. Discussion re ideas/places for future events.
- Early bird pricing: \$75 per person by December 14, after, \$85 per person
- 52 members registered to date.
- Register online at clubreg

Social Media, Misty Martianos, Christie Boeder

- Always looking for new photos and articles from members on Facebook. Discussion re password protection, more moderators, and hibernate Twitter account. Looking for more volunteers within the group.

Touring/Rallies/Drives, Theo Martianos, Nick Severson, Michelle/Ron Johnson

- Good formula for last year's drives, dealerships involvement, routes, etc.
- Plan to have 4 drives for next year plus an over-the-road event. Looking for new ideas for venues from members. Contact Theo.
- Developed promotional merchandise for drives.
- All proceeds go to charity. Ideas from members for events at Drive-In theaters (Litchfield and Richfield). Lots of good, positive feedback for the Drives program.
- 'Fall Color Tour' will be October 6, 7, 8. Pier B hotel block (25 rooms) in place. Looking for more volunteers for the committee.

Track Relations, Jim Bahner

- Increase in BIR track rental fees
- Increase in Road America track rental fees for the June 19-20 track event.

Webmaster, Dave Anderson and Christie Boeder

- Anderson is researching a membership subscription wall that can move membership into an annual date for dues.
- Needs mugshots for contact information on website.
- Michael Steinberg offered to take mugshots at the January membership meeting and at Green Flag Party. Requests stories for website from members. Working on re-design of website.

OLD BUSINESS:

- None

NEW BUSINESS:

- Jeff Eckroth has requested stories and photos to share with National for publication.
- New logo design for the club. Roger Johnson will forward to chairs.
- 2023 Board Members:
 - Jeff Eckroth, President
 - Tom Karn, Vice President
 - Todd Smith, Treasurer
 - Tom Sabow, Secretary

Next Meeting:

- Tuesday, January 3
- 6:30 pm at Spasso Restaurant, Minnetonka
- Adjourned @ 8:35 p.m.

Respectfully Submitted

Judi Sievers, Secretary

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- Track tires + brakes
- Performance engine oil
- Transmission + brake fluid
- Engine tuning + modification
- Transmission modification + rebuilds
- Track alignment + corner weighting
- Spec Cayman race car builds
- Porsche 964 Safari builds
- Track car modifications
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- Race part fabrication
- Pre-track inspections
- Track day transportation + support
- Race event transportation + support



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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."



Prez Sez . . .

continued from page 6

- Fall Color Tour, our signature driving experience, is booked for Duluth Oct 6-8, 2023
- Meet & Greets at various venues across the Twin Cities
- All Porsche Show, the Nord Stern Concours event featuring over 250 cars, is set for June 25th.

And so much more.

Want to get involved? There is a place for you. I would encourage you to email one of the chairs in your area of interest or email volunteer@nordstern.org and we will make it happen. As in any club, we live by the Lottery Rule: "You Have to Play to Win."

Check out www.nordstern.org for more information as events are solidified. Then go to www.clubregistration.net to register. Other great places to make sure you are 'in the know' and to interact with club members is through our Facebook and Instagram pages.

Cheers to 2023!

Jeff, president@nordstern.org

Runge . . .

continued from page 15

His latest project is a homage to the RS60. It will be a Runge envisioned RS60 Spyder. We hope to have the chassis on display at the dinner.

Nord Stern has an incredible history of great speakers at our dinner parties. These have ranged from Curt Brown, a space shuttle pilot, to Le Mans winner Derek Bell, to Formula 1 World Champion Phil Hill. See Nord Stern History Post 44. The Green Acres Event Center is a great venue so this should be a very special event. Sign up today!

Register online at clubregistration.net!

RÜNGE Cars specializes in producing handcrafted, bespoke automobiles and furniture. Each commission is designed to customer specifications. Executing traditional coachbuilding techniques, bodywork is hand formed of aluminum over body bucks and finally fitted to the "Superleicht" aluminum tube form. www.rungecars.com



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

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

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

Rick Moe
nurburgring, inc.
shop@dasring.com

Terms . . .

continued from page 25

recommend you be a good Nord Stern citizen by registering early for an event. We also strongly recommend you be effusive in your praise of the Registrar, as this is a tough, thankless job. We all want to keep our Registrar happy!

Road America: Abbreviated RA. A fantastic track located in Elkhart Lake, WI. that features big straights, the infamous Carousel, the wicked Turn 5 and more. Also features “Eggers” - a breakfast concoction not for the faint at heart (or sensitive of stomach) and the best brats in the country. An easy 6 hour drive. (Any less and you will meet one of Wisconsin’s finest who carry credit card slide machines, for your convenience...)

Run Group: Your group at a Drivers Ed event, assigned by lap time. Note: Run Group in no way designates social standing or status within the club. It is a time-based grouping designed only to maximize track time. Based on observing other regions who do not use time-based Run Groups, our system also maximizes fun.

Safety: The people charged with insuring our driving events are run in as safe a manner as possible. Duties of the Safety Chair include monitoring adherence to the rules, making certain people are driving in a safe, sane fashion and having “chats” with drivers who exhibit inappropriate behavior.

Schools: The politically incorrect term (still incorrect to date!) for our Driver Training Days which precede our Driver Education events. (Confused yet?)

Tech Talk: Another of our wonderful internet chat groups, specifically for conversations of a technical nature. Go to www.NordStern.org to sign up.

Techs Events: organized to give us a dose of car talk in the off-season. We gather together to hear presentations on technical aspects of our Porsches and Porsche ownership, and to talk cars with our Nord Stern friends. Topics vary and are always

fascinating. (editor’s Note, still popular)

Tech Inspections: Prior to attending a Drivers Ed event, your car must pass a tech inspection. A comprehensive inspection of your vehicle is done to insure it is “track ready,” checking brakes, tires, wheel bearings, suspension, fluids, and mandatory safety gear. This is done at one of our Tech Inspection locations, with your car up on a lift.

Tours: Like a Rally in that you are going from Point A to Point B, but you know the route and there’s no pressure. Routes are specifically selected to be scenic and/or fun to drive in your Porsche. Note: The sight of 20 or 30 Porsches traveling briskly down a beautiful country road is not to be missed. Tours always include great food and great socializing.

Waiver: A form you will be asked to sign prior to participating in any event which involves driving your car, including rallies

and tours. It is required by PCA as part of our insurance package. Our lawyers make us do this.

Work Assignment: Your part in making the event happen. Assignments depend on the type of event, and range from lining up cars on the grass at the Concour, getting waiver signatures at the Rally or working registration at CBIR, for example. No assignments involve rocket science: you will always be told what you need to do. You will always be told where you need to be. The best strategy to take as a Nord Stern member is to volunteer early to get a choice job, and then do it. (editor’s note: no longer as tracks utilize paid corner workers!)

Zone Rep: Each region in PCA is part of a Zone. Each Zone has a representative who’s job is to keep track of the regions and to represent us at PCA meetings. Once or twice a year our Zone Rep will attend a Nord Stern event to schmooze. We are part of Zone 10.



PCA hosts over 3,500 events, activities, and programs every year

As a member of PCA, you're invited to show off your prized possession to people who can appreciate it while attending a wide array of PCA-sponsored events. PCA activities include autocross, HPDE, Club Racing, rallies, concours, sim racing, car shows, driving tours, tech sessions, and much more. Whether you like a bit of friendly competition or prefer to socialize, there is something for you.

MORE INFORMATION: www.pca.org/activities



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