





Ahead of the pack. Even in the garage.

You didn't settle when you bought your Porsche. So why settle for anything less than the best maintenance? Our factory-certified technicians exclusively install Porsche Genuine Parts, backed by a 2-year limited warranty. Schedule your visit to keep your Porsche running at its peak.

Porsche Genuine Parts and Service.

Porsche Minneapolis

9595 Wayzata Blvd.
Minneapolis, MN 55426
612-439-5648
minneapolis.porschedealer.com

Porsche St. Paul

2490 Maplewood Drive
Maplewood, MN 55109
612-439-7115
stpaul.porschedealer.com

©2021 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times. European model shown. Some options may not be available in the U.S.



PORSCHE



PORSCHE

M A R C H

2 0 2 3

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 . . .
- 14 February Meeting Minutes
- 15 Nord Stern Region supports Courage Kenny
- 20 2023 Nord Stern Driver Education Tech Form
- 26 Where We Were . . . 60+ Years!
- 30 Classifieds

Upcoming Events

- 8 2023 Calendar . . . Get Around with Nord Stern
- 9 Nord Stern Happy Hour! Meet us at Bald Man Brewery
- 11 2023 Nord Stern Driver Training and Driver Ed Schedule
- 21 Membership Socials 2023
- 23 Loonacy Race Weekend . . . Summer 'adventures?!'
- 34 Nord Stern's 2023 Fall Color Tour 'Pre-Event' Info . . .
- 35 Twin Cities & Area Events / Autocross Calendar 2023

Features

- 9 Nord Stern welcomes our latest new Advertiser . . . C-Aire!
- 10 Car Number Assignments and 'How to Request a Change'
- 13 Member Porsche's . . . What's Your Story?!
- 16 The BaT Episode!
- 22 Why a Duck? . . .
- 25 Back to the Future . . . the 'Return of the GTP's'
- 38 Out and About with Nord Sterners



Cover: Andy and April Barker's Cayenne, caught n a glorious 'frosty' moment

Photograph by April Barker

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.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and Nord Stern.

Nord Stern membership is \$30 per calendar year. Nord Stern subscription for non-PCA members is \$40 per calendar year. Life members \$20 donation appreciated to defray costs.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.



Christie Boeder, Editor
11919 Hilloway Rd. W.
Minnetonka, MN 55305
612.845.4509 (cell) or
editor@nordstern.org

Adv Mgr - Mollie Nygaard, advertising@nordstern.org
Ron Faust, Staff Writer/Photog. 218.961.1617

Please contact staff for any event coverage you may need
e-mail address: editor@nordstern.org
website: www.nordstern.org

Online issues, past and present are available in pdf format at <http://www.nordstern.org>

2023 Nord Stern Officers and Committee Chairs

President Jeff Eckroth		president@nordstern.org	DE Registrar Andy Barker Dave Anderson	 	registrar@nordstern.org
Vice-President Tom Karn		vicepresident@nordstern.org	Driver Training Ben Rogers		dt@nordstern.org
Secretary Tom Sabow		secretary@nordstern.org	Drives Theo Martianos Nick Severson		drives@nordstern.org
Treasurer Todd Smith 13591 Pineview Ln N Dayton, MN 55327		treasurer@nordstern.org	Historic Archivist Roger Johnson		archivist@nordstern.org
All Porsche Show Phil Saari Hal Voges		porscheshow@nordstern.org	Insurance Jeff Carlson		insurance@nordstern.org
Advertising Mollie Nygaard		advertising@nordstern.org	Membership Steve Albers, Chair Michael Steinberg, Co-Chair Carolyn Veno, Co-Chair Jim Southwell, Co-Chair	  	membership@nordstern.org
Autocross Andy Golfis		autocross@nordstern.org	Newsletter Christie Boeder		newsletter@nordstern.org
Board of Directors Steve Kemp Chip Smith John Velure	 	board@nordstern.org	Fall Color Tour Open, help needed		touring@nordstern.org
Charity Community Relations Open		charity@nordstern.org	Safety Nathan Reeder Paul Thai		safety@nordstern.org
Club Race Loonacy WKND Events Steve Kemp		loonacy@nordstern.org	Social Michelle Weber-Eckroth April Barker	 	social@nordstern.org
Club Race John Velure		clubrace@nordstern.org	Social Media Misty Martianos Judi Sievers		socialmedia@nordstern.org
Club Race Registrar Kim Fritze		clubrace@nordstern.org	Tech & Shop Relations Roger Johnson		techsessions@nordstern.org
Driver Education John Blackburn		de@nordstern.org	Track Relations Jim Bahner		trackrelations@nordstern.org
Zone 10 Rep: Stan Thorne sthorne.carguy@gmail.com cell: 913.633.0311			Webmaster Dave Anderson Christie Boeder		webmaster@nordstern.org

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

Kimberly Anderson

Stillwater, MN

2015 Boxster S

Abhi Andley

St Paul, MN

1999 Boxster

Joel Button

Stillwater, MN

2017 911 Carrera 4S

John Buyse

Anoka, MN

Thomas Fewer

St Paul, MN

2007 Cayman S

Bryan Haker

Minneapolis, MN

1998 Carrera S 911

Michael Harvath

Prior Lake, MN

2015 Carrera 4S 911

Daniel Jacobs

Apple Valley, MN

2017 Cayenne S E-Hybrid

Greg Jansma

Minneapolis, MN

Rochelle Montgomery Genetti

Eden Prairie, MN

Eric Nelson

Minnetrissa, MN

2014 911 Carrera 4S

Kenneth Peterson

LaCrosse, WI

2022 Carrera 911

Scott Quick

Lakeville, MN

2006 718 Cayman S

Imaim Thao

Ham Lake, MN

1995 Carrera Cabriolet 911

Jason Williams

Woodbury, MN

2016 Boxster Spyder

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!

It Takes a Village and oh do we have a great one. Each and every one of you bring energy and a unique perspective on how to enjoy your Porsche with our club members. 2023 has something for everyone. Almost every facet of our club activities has been elevated and expanded this year. This can only happen when you have committed leaders and volunteers. We would like to invite you to consider 'jumping in' by sharing your time and talent.

I would like to extend a big welcome to our new members! Thank you for taking the next step in your PCA membership and joining the Nord Stern Chapter. We are thrilled that you are part of our club and hope to get to meet you at an event very soon. Your annual dues go toward supporting this amazing Monthly Magazine as well as a variety of social events, drives, driver training, driver education events, and so much more.



Speaking of our award-winning Magazine, we can't thank our Editor Christie Boeder enough. Would you join me by sending a quick note to editor@nordstern.org showing our gratitude. I know she is always looking for photos and content to share. *(editor's note: and several of you have answered my 'call' and I am thrilled, watch future issues for ever more personal 'P' cars and stories, woo woo!)*

Our Social chairs, **Michelle Weber-Eckroth** and **April Barker**, are on a roll. We are kicking off the Social season on March 16th at Bald Man Brewing in Eagan. This will be a great opportunity to catch up before the snow thaws. Please register for this free event at clubregistration.net so we can let them know how many are attending. On April 27th Nord Stern is hosting **'Take Me Out to the Twins Game 2023.'** Join your club members in cheering on our Minnesota Twins vs. Kansas City Royals. We have the Skyline Suite on the 3rd Baseline. Seating is limited so don't wait to register at clubregistration.net.

Membership chairs, **Steve Albers**, **Michael Steinberg**, and **Carolyn 'Speedy' Veno** have a trifecta of New Member/Member events in the works. Starting with Imola Motorsports in Plymouth, MN on March 25th, then on to Auto Edge in Mahtomedi on April 8th, and then Automotorplex in Medina on July 8th. These events are free and a great way for potential, new, and current members to find out about Nord Stern activities and meet other members and our chairs. Food, beverages, knowledge, and fun are provided by our sponsors and hosts.

Keep your browser pointed to www.nordstern.org and www.clubregistration.net for all the details and a complete list of our ever-expanding Drive, Social, Membership and Track events.

Continued on page 36

Advertiser Directory

Auto Edge	BC
Car Biz: Diamond Interiors, Trackside Tire, Luis Fraguada, Gates General Contractors	9
C-Aire Compressors	9
Dan Perinovic, State Farm Insurance	32
Further Performance	23
Imola Motorsports.....	IC
J. Sweitzer, Architects.....	30
John Healy, Crown Bank	19
Josh Hway, Dynamic Photowerks	21
LaMettry's.....	34
Midwest Clear Bra	31
Mollie Nygaard, Excelsior Realty	23
Porsche Minneapolis	IC
Porsche St. Paul	IC
Raymond Autobody.....	18
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

It happened to have had an occasion (while researching archival Nord Stern historical info in regards to our annual charitable giving) to come across one of my older 'From the Editor' column that upon re-reading it reminded me as to how much I enjoyed writing it. It appeared in the September 2001 Nord Stern newsletter.

And frankly, after re-reading it it seemed as germane as ever and timeless in the thoughts and feelings I expressed. In that spirit I decided to re-publish it this month. As we start out a new year of Porsche-centered options, opportunities, events I hope it expresses what many readers might also be thinking and feeling about your participation and membership in this (to me) rather unique club.

Wow, has this been a busy past several weeks. There have been a number of Porsche events such as the Club Race, Blackhawk DE, Afton Concours and Road America DE. Hopefully we will be able to provide some kind of post event coverage, whether it be an article or a pictorial

recap! This issue showcases some of the 2001 Porsche Parade in Milwaukee. Several members submitted photos, Marsha Drake's interview—not to be missed—features charter PCA members Jack and Ginny Case from San Diego. A delightful couple. Accompanying that is a piece Ginny did for their region's newsletter on the first Parade held back in 1956. What a memory she has. Check how many Porsches, and the variety, they have owned over the years. October issue will feature the Club Race and more Parade stuff.

Speaking of variety of cars, I remembered what I recently read that I thought would make a good subject for an editorial. It had to do with factions within PCA feeling 'left out' or 'not a part of the club' based on the car model they happen to own. That surprised me immensely! In my opinion a Porsche is a Porsche, is a Porsche and that the clubs are here to support everyone. Certainly, there



Continued on page 36

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

MARCH

2023

- 7 Nord Stern Business Meeting ***
Location: @ Spasso's, Minnetonka
Time: 6:00 p.m. Social, 6:30 p.m. Meeting
- 16 Nord Stern Social: Happy Hour**
Location: Bald Man Brewing, 5-8 p.m.
Bad Rooster Food truck 4-8 p.m.
registration: clubregistration.net
- 25 Nord Stern Member/New Member Social - ad pg. 21**
Location: Imola Motorsports
Time: 11 a.m. - 2 p.m.

APRIL

2023

- 1 Nord Stern 'Know Before You Go'**
Location: Tom Karn's Garage, Time: 10 a.m.
3530 Arrowhead Dr., Unit 6, Medina AutoMotorPlex
- 4 Nord Stern Business Meeting ***
Location: @ the Exchange, New Brighton
Time: 6:00 p.m. Social, 6:30 p.m. Meeting
- 8 Nord Stern Member/New Member Social - ad pg. 21**
Location: Auto Edge
Time: 11 a.m. - 2 p.m.
- 21-23 Nord Stern First Fling Driver Training & Driver Ed @ BIR**
- 27 Nord Stern Social: Take Me Out to the Twins Game**
Location: Skyline Suite @ Target Field
Twins vs. Kansas City Royals
Time: Game 6:40 p.m. Suite opens 5:30 p.m.
Registration and details: clubregistration.net

MAY

2023

- 2 Nord Stern Business Meeting ***
Location: @ Spasso's, Minnetonka
Time: 6:00 p.m. Social, 6:30 p.m. Meeting
- 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

2023

- 10 Nord Stern Drives #1 PLUS Porsche Celebration**
Details TBA, Save this Date!
- 19-20 Nord Stern Driver Ed Cheese Fling at Road America**
Location: Elkhart Lake, WI
- 25 Nord Stern All Porsche Show @ Roseville Central Pk**

JULY

2023

- 8 Medina AutoMotorPlex Open House**
Porsche will be featured marquee
- 14-16 Nord Stern Loonacy Weekend, DE & Club Race**
Location: Brainerd International Raceway
- 29 Nord Stern Drives #2 - VINO In the Valley**
Location: Meet@Porsche St. Paul 9 A.M.
Destination: VINO In the Valley
Registration/Details @ clubregistration.net

AUGUST

2023

- 12 Nord Stern Drives #3 Villa Bellezza / Ciao Bella**
Location: Meet@Porsche St. Paul 9 A.M.
Destination: Villa Bellezza/Ciao Bella
Registration and details @ clubregistration.net
- 31- Sept 2 Run For The Hills**
Dakota Region of PCA

SEPTEMBER

2023

- 5 Nord Stern Business Meeting ***
Location: TBA
- 9 Nord Stern Drives #4 Fall Autotour and Brunch**
Meet@Porsche of Minneapolis 9 AM
Destination: Jordan Supper Club & Tap Room,
- 15-17 Nord Stern Final Fling Driver Training & Driver Ed @ BIR**
- 27- Rennsport Reunion 7**
- Oct 2 Location: Laguna Seca, CA**

OCTOBER

2023

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

NOVEMBER

2023

- 7 Nord Stern Business Meeting ***
Location: TBA

DECEMBER

2023

- 5 Nord Stern Business Meeting ***
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 and at the discretion of the editor.*



TRACKSIDE TIRE
Paul and Lynn Beyl
612 309-3165

WWW.TRACKSIDETIRE.COM








Luis Fraguada
Director of Operations
Bus: 763.550.0043
Fax: 763.498.7710
Cell: 612.275.7617
luis@gatesgeneralcontractors.com

Restore | Create | Renovate

Nord
Stern
Happy
Hour!

Meet us
at Bald
Man
Brewery

**Nord Stern
Happy Hour**

**Thursday
March 16
5-8 pm**



Bald Man Brewing
2020 Silver Bell Rd. #28
Eagan, MN

register:
clubregistration.net



Cruising, not streaming

INSURANCE DRIVERS CLUB CAR CULTURE MARKETPLACE

HAGERTY offered by:  Hagerty Insurance Agency, Inc.

Tom Walgren: tomw@higginagency.com | 612-789-7231 | higginagency.com

Policies underwritten by Essentia Insurance Company. Hagerty is a registered trademark of the Hagerty Group LLC. ©2020 The Hagerty Group, LLC. All Rights Reserved.

Nord Stern welcomes our latest
new Advertiser . . . C-Aire!




**Locally-Owned by
Nord Stern Member**

- Porsche Club Discounts!
- Short Lead Times
- Quiet, Low RPM Pumps
- Low Cost of Ownership
- 1 HP to 350 HP
- Excellent Customer Service
- Local Maintenance & Repairs
- Installation, Piping, & More
- Founded in 1979




(651) 462-3440
sales@caireinc.net
cairecompressors.com
380 W 1st St, Dresser, WI 54009



Car Number Assignments and 'How to Request a Change'

by Dave Anderson and Andy Barker, Registrars

The 2023 DE track season is fast approaching and it's time, once again, to open the car number registration period. Car numbers are used at our Brainerd (BIR) and Road America track events to help with identification. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

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

If you'd like to request one or change your assigned car number, all that is needed is to contact the Registrar by e-mail (registrar@nordstern.org). To make the assignment process as efficient as possible, simply provide your current number and three new

numbers in preference order. We'll reassign the first one on your list that is available. Conflicting number requests will be given priority based on the current membership status and when the change request is received.

Requirements for maintaining a car number assignment

- Drivers must have registered for a DE event in the previous 3 years. Unused numbers are released for reassignment.
- Active drivers (after their first year) may request a different number if it is available.
- Duplicate number requests will be resolved by Nord Stern membership status and seniority based on the number of years each member has been active with the Club.

Car#	FirstName	LastName	22	Jason	Hedeen	55	Robert	Zabel	98	Pius	Eigenmann
0	Mike	Mady	23	Drew	Kirvida	56	Roy	Henneberger	099	Axel	Henry
1	Paul	Binek	24	Matt	Clark	58	James	Benson	99	Tylar	Twite
2	Gordon	Doering	25	James	Bahner	59	Robert	Welch	99	Casey	Webber
3	Bruce	Boeder	26	Jeffrey	VeLure	60	James	Moore	100	Luis	Fraguada Jr.
04	Dave	Billingsley	27	Keith	Erickson	61	Mike	Courtney	102	Andrew	Spaanem
4	Dale	Miron	28	John	Blackburn	61	Steve	Herron	103	Duke	Seigars
004	Dmitri	Shtulman	29	Victor	Lee	63	Jeffrey	Eckroth	104	David	Anderson
5	Paul	Thai	31	David	Newman	64	Jack	Romsaas	105	Joseph	Richter
6	Keith	Anderson	32	Bill	Corcoran	068	Daniel	Adamek	106	Rumi	Faizer
06	Rick	Polk	033	Tony	Ciro	68	Nick	Linsmayer	107	Tom	Huber
7	Greg	Windfeldt	33	Michael	Sabers	69	John	Hull	108	Chris	Leigh
07	Bill	Wolfson	34	Alan	Weiner	71	Jonathan	Wen	109	Gumer	Alvero
8	Bob	Fleming	35	Brian	Kessen	74	Sebastiaan	Nijhuis	110	Brian	Hanson
08	Tom	Sabow	36	Barrett	Sexton	75	Jeff	Davis	111	Timothy	Connors
9	Scott	Perkinson	37	Stephen	Kemp	77	Kevin	Kirvida	112	Dale	Seeley
10	Richard	Moe	38	James	Elasky	077	Phineas	Koutlas	113	Michael	Stewart
11	Gary	Amendola	39	Lance	Link	81	John	Link	114	Dave	Westphal
12	Jan	Jorgensen	40	Aaron	Gates	82	Bret	Bailey	115	Glenn	Baird
13	Chip	Smith	42	Jon	Steinmetz	83	Greg	Fresh	116	Lance	Van Norman
014	Andy	Barker	43	Rodger	Finke	84	Troy	Petersen	118	Adam	Gettings
14	John	VeLure	44	Jim	Golly	86	Robert	Carlson	120	Charlie	Schiessl
15	Jason	Hatton	45	Gary	Yee	088	Allen	Carlson	123	Paul	Nyhus
16	James	Arhart	46	Robert	Viau	88	Richard	LaVerdiere	128	Reed	Christianson
17	Lara	Dant	47	Mark	Sandau	91	Kevin	Mullen	131	Tom	Kileen
17	Ryan	McGee	49	Michael	Hoke	92	Alex	Zelenski	134	Bruce	Yerigan
18	Drew	Kirvida	50	Glen	Larson	94	Lon	Tusler	136	Jason	Brown
19	Dave	Hatzung	51	Cory	Hoeglund	95	Daniel	Martinson	139	Alex	Irey
20	Richard	Thomson	52	Scott	Donahue	96	Todd	Smith			
022	April	Barker	53	Kory	Thomas	98	Bryce	Austin			

Continued on page 32



**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)





Member Porsche's . . . What's Your Story? !

featuring Chris Dokken, and 1971 Signal Orange 911T



Editor's note: I am subtitling this article, A Study in Orange!

I will admit while I am not a habitual Facebook user, the Nord Stern FB page has yielded some fabulous photos and recently the threads have included uploads of various member Porsches. So being that I am ALWAYS looking for content for the newsletter, and specifically content centered on our members, their cars, their passions, I decided to work on connecting directly with owners to ask permission to publish photos of their P-cars. And to contribute a few words about how they feel about their car, how a particular car came to be in their possession, and of course any fun stories, facts.

This month I have the good fortune to feature Chris Dokken's early 911 that many probably have seen at socials and car shows. He was kind enough to send me several photos along with his story of how he came to own this car and some 'fun facts!' Thank you, Chris!

Yes, it's signal orange (note: exactly the color of the Boeder's 1973 911!)

My dad actually bought it new in December of 1970, so it's been in our family over 50 years.

He drove it back and forth from his various Air Force bases in Texas (Del Rio, Laredo, and Big Spring) and my grandparents' place in Bloomington. After getting out of the military, he got married to my mom and put the car in storage around 1988 or 1989. The car had just 16,400 miles on it at the time.

As a kid, I'd sit in the car and make "car noises" and dry shift it (probably drove my dad nuts, but he let me do it anyway!)

By my senior year of high school, I had convinced my dad to get the car back on the road again. A few "minor repairs" turned into a six month full-time job for a mechanic at Elias Import in Forest Lake, MN. We decided a re-paint would be needed, too, as the original paint had cracked over time. A family friend at the time owned Tired Iron in Forest Lake and was able to match the factory color.

By graduation in the spring of 2002, we had a fully-restored Porsche - which still included many of its original parts (seats, carpet, dash, etc.), its paperwork (bill of sale, maintenance records, owners manual), and tool kit.

My dad had a few old injuries that made driving a stick difficult, so I became the primary driver a couple years after I finished college. Still, he washed and polished it often, and I'd take it to shows in the summer. He hated the attention, but I was always so proud of the car.

Both of my parents passed away in the last few years (Mom in 2017, Dad in 2019) and while titled in my name, it will always be "Dad's car."

Today, I love taking my daughters for rides to get ice cream, along with the occasional car show, but the car boasts just over 25,000 miles. My 5-year-old loves to help with show prep, while my 7-year-old is trying to master the dog-leg shifter. (Thank you, Chris, for such a fun story!)

February Meeting Minutes

by Tom Sabow, Secretary

February Nord Stern Business Meeting called to order by President Jeff Eckroth at 6:37 p.m.

- Attendees
- Jeff Eckroth, Michelle Weber-Eckroth, April Barker, Tom Karn, Dave Anderson, Nathan Reader, Judy Sievers, Todd Smith, Steve Kemp, Mike Steinberg, Roger Johnson, John Blackburn, Jeff Carlson, Todd Bjerkness, Christie Boeder, Kim Anderson, John Velure, Steve Albers, Susan K., Carolyn Veno, Mary Driscoll
- Most headshot photos were taken at Green Flag Party. A few more still needed
- Nord Stern has submitted an application to PCA for Region of the Year. Thank you to all involved for your comprehensive work on this!

NEW BUSINESS:

President, Jeff Eckroth

Vice President, Tom Karn

- Plans for an April 1 “know before you go” track-prep event for DT participants in Tom Karn’s garage at AutoMotorPlex in Medina
- Saturday, July 8, Porsche will be the marquee brand at AutoMotorPlex’s monthly car show.

Treasurer, Todd Smith

- Discussion as to whether Zelle is an acceptable form of payment to the club

Secretary, Tom Sabow

- no report

Board of Directors, Steve Kemp, John Velure, Chip Smith

- No report

Chair reports:

Advertising, Mollie Nygaard

- C-Aire Compressors is a new advertiser, ad has been received and running starting with March 2023 issue

All Porsche Show, Phil Saari and Hal Voges

- Date set: Sunday, June 25

Autocross, Andy Golfis

- No report

Board of Directors, Steve Kemp, John Velure, Chip Smith

- No report

Charity/Community Relations

- Open position

Club Race, John Velure

- See Loonacy Weekend

Dealerships, Roger Johnson

- Monthly meetings with Porsche Mpls
- They have budget for outreach and a desire to collaborate with Nord Stern
- Potential support for Loonacy Weekend & other “event” type of activities
- June 10 – working on a combo Porsche Mpls 75th anniversary & new car unveiling

Driver Education, John Blackburn

- 2023 Season of Speed
- 5 track events are booked and now live on Club Registration
 - 4/22-23 First Fling BIR (DE + DT)
 - 5/20-21 Spring Fling BIR (DE + DT)
 - 6/19-20 Road America (DE)
 - 7/14-16 Loonacy Weekend BIR (Club Race + DE)
 - 9/15-17 Last Fling BIR (DE + DT)

Drivers Training, Ben Rogers

- No report

Historic Archivist, Roger Johnson

- Our application for PCA Region of the Year does a great job of providing a detailed historical arc of the club

Insurance, Jeff Carlson

- Discussed whether we’ll use the same insurance partners as prior year
- Discussed choice of ambulance services

Membership, Steve Albers, Michael Steinberg, Carolyn Veno

- 110 Life Time Members
- 406 paid thru 2023 or beyond. Of these, 10 are new members
- 179 paid thru 2022 and awaiting payment

Continued on page 18

NORD STERN MARCH 2023

PORSCHE CLUB OF AMERICA-NORD STERN REGION SUPPORTS COURAGE KENNY

Courage Kenny has been the Porsche Club of America Nord Stern Region's designated charity for 25 years, raising over \$500,000 and counting. Since 1999, every penny of the profits raised go directly to the charity.



Courage Kenny Rehabilitation Institute, part of Allina Health, provides a wide range of inpatient and outpatient



rehabilitation and community services. Their goal is to partner with patients to help achieve the highest level of independence, health, and wellness by providing excellent services, innovative programs, ground-breaking research, and barrier-shattering advocacy. A major non-profit in the Twin Cities of Minnesota, Courage Kenny serves people with disabilities and those recovering from serious injuries such as a brain injury, stroke, or spinal cord injury. Courage Kenny provides physical rehabilitation therapy and a variety of independent living services, including testing services for senior drivers.

The idea to combine support to their local community with the enjoyment and playtime with their Porsche's seemed obvious to several club members. The initial effort had

come from club member Bobby Piper who had a personal connection with Courage Center and organized and solicited donations for every lap he drove during one of Nord Stern's club races in the late 1990s.



Above: A donation check was presented at the Nord Stern Region annual Club Race/Driver Education weekend at Brainerd International Raceway.

From there, the club stepped up and recognized Courage Kenny as its region charity. Fellow racers joined in, a silent and live auction were added during the annual club race weekend to expand the involvement to non-racers, plus a donation was collected for Parade Lap participation; thus, growing the various sources and amounts raised every year. One year the Region even had an older 911 donated which brought in a \$13,000 contribution.

Quickly the PCA Region recognized there were other opportunities to include a charitable component to some events the club held, such as the yearly concours and car show. The club moved to implement a 'suggested donation' with 100% of collected funds going to Courage Kenny wherever they could. Utilizing the auctions at their annual club race, plus the suggested donations at the annual All Porsche Show instead of a registration fee, proved an effective fundraising method. Another example was when a Nord Stern member, a former professional photographer, volunteered his expertise to run a vanity photo calendar production. Each month was auctioned, with the winning bid going to Courage Kenny and in exchange the owner's Porsche was that month's feature photo. It was very popular.

All event chairs organizing Nord Stern activities support the non-profit through managing their event financially in such a manner so all members who attend any of those events know they are supporting Courage Kenny. Nord Stern members often donate more than a 'suggested donation' amount

The
BaT
Episode!
...
aka
Bring-A
-Trailer

by Jon Beatty

There is this website called BringATrailer.com, usually referred to as BaT, that runs auctions for vehicles of interest. I joined BaT in September of 2016 after another Porsche friend pointed it out to me (thanks, Jim!). I immediately became a daily consumer, mostly of the comments on auctions I found interesting. Your basic lurker. After a while I jumped in with a bid on something I thought was under priced and something I wanted. Alas, I never made it into the winners circle but the experience of participating is certainly addictive. What I did learn was the vast knowledge of the BaT “peanut gallery” posting both ridiculous and surprisingly accurate information on all sorts of specifics of whatever was on the block. You can literally get an education on a specific vehicle’s strong and weak points in any good BaT auction. You can also get a bit of ruffled feathers when differing factions support, or reject, highly technical data that is posted (ex. 996 over revs). Such an education!

So, fast forward and I purchase a project 911, specifically a 1969 911 Targa in Tangerine. Ok, always wanted a Targa but being a bit of a track addict, that extra flex was obviously unacceptable, even though it was unlikely I’d ever get to the point of feeling that. Still, who could resist an early 911 in Tangerine, seriously! Car was a bit less than what was represented by the seller but I do admit that I was the one pursuing the deal which spanned a bit over a year. That is another story so back to BaT. I had every intention of cutting, welding and fabricating everything I needed to get this rust bucket back to street worthy. Then my direction was diverted when I was presented with the opportunity to buy a different project by a long-time friend and club member. Ok, another story so I bought this second project and was questioned by the Weefe that, at my age, what the hell are you doing adding another major project? Yeah, kinda hard to argue with so a new BaT episode was initiated.

I first approached BaT with a “project car” but was summarily rejected when I could not produce a title in my name. Seems it is illegal to sell a car with an open title, albeit that is just what I did in buying the car, oops. This communication with BaT, all by email BTW, was preceded by attempts to list the car with a reserve, which BaT said they would not do. So, I jumped ship and approached PcarMarket, a BaT competitor. Yep, same bar for entry,

either no reserve or no listing. After a bit of thought I came around and decided, if I’m going to sell this, go to the place that has been kind of a digital car shopping home for me, BaT.

The next task was to get a valid title in my name and, as my current residence is North Carolina, I attempted to get the title transferred from Mississippi. Hard stop, seems NC has issues with titling any car this old (never figured out this logic) so it had to be personally inspected by a NC DOT agent. Agent came to my house after a couple weeks and viewed the chassis mainly and took some pictures. Told me the process is slow but I should have a title before Christmas. Keep in mind, it is currently July!

Subsequent communications with the agent meant another on-site inspection and more pictures. I talked with the agent and the issue was verifying the VIN, which Porsche put as a stamping in the chassis in the “frunk” as well as on a riveted plate on the front trunk cross member. My car has no such front plate but it does have a conspicuous stamping of the VIN that matches the VIN on the Mississippi title. The agent was unswayed with my arguments as he wanted to see this riveted plate. Interestingly he homed in on the paint code plate in the driver’s side A pillar. I gave him data about this just being a paint code but he would not budge. In desperation I turned to PCA’s tech experts and sent a message to Ed Mayo, the early 911 guru. His response was interesting and not exactly something I would post online but he did point out that the 1969 Owner’s Manual had a page identifying the “chassis serial number.” I downloaded a copy of the ‘69 911T owners manual and sent it to the agent. He responded almost immediately that he would include this on his report to the state. That worked as two weeks later I receiving a NC title and, true to his estimate, I did get it before Christmas. Ok, it is a “non-operable” title but that is all BaT needed.

Now returning to BaT with a valid, in my name, title and agreeing to a no reserve auction we started the submission process. Pretty simple process, you answer their canned questions and submit all your photos. Uploading photos is easy but somewhat time consuming as it took me about an hour to upload 150 or so pictures. Having been a long time BaT watcher I know that the best thing to do is give the audience as many meaningful pictures as you care to submit.

It took a few rounds of review until BaT agreed to my pictures. Process was easy if not time consuming. Once all of this was done we get down to the text on the ad. BaT actually does a pretty good job of writing boilerplate text for something that fits their mold. Mine was a bit out of that spectrum but we did, after maybe three or four rounds, accept the text. In hindsight I finally felt I was being a bit of a hard case on actual wording but when the auction actually was presented, I had virtually no questions. Pictures and text matter.

Now we get accepted and scheduled by BaT for a seven day auction, their default. Auction goes live at 10:30 a.m. Sunday morning. Almost immediately the peanut gallery starts chiming in. Of course, I expected this and just resolved to just answer any question. Surprisingly I had about five or less questions during the entire auction. Seems pictures are indeed worth a thousand. But if you want a successful auction you must be engaging, even answering questions that you might think were posted in humor.

I had a plan for how I expected the action to go so I figured I was prepared. Interestingly after the first push of bids, we were at roughly \$2k. Not going to reveal how much I won/lost but \$2k was pretty low. Auction followed a 'familiar to me' path. A couple early and low bids, then virtually no bids until the last 24-48 hours. Of course, you can't dismiss the BaT "peanut gallery" of commentators. BaT does a clever thing here by posting the count of the comments made each time you make a comment. Some of these people have thousands of comments, kind of an interesting "I'm a real BaT fan" but maybe not a real buyer. In any event, the commentators certainly seem to drive the "views" the auction gets as well as the "watchers." I've not made any concrete counts of what constitutes a "good" auction but it is common to find up to 100 comments and about as many watchers. Seems a project like mine got some major attention as, by the end of the auction, I had 278 comments, 1,129 watchers and 29,039 views. That won't burn down the Internet but it did tell me I was reaching the audience most likely to buy my project.

All during the week I watched the auction, ready to answer any question, but as I stated earlier, all of the questions came in the first couple days. But the comments continued



and they ran the gamut of funny to serious, supportive or wondering if I'm all there. If you do go this route to sell anything, you do find that comments are one of the key pieces of the BaT site. I even learned some things about my project I didn't know, driven by people's comments.

It makes you a bit nervous, getting down to the last few hours and only seeing the bidding crack \$4k. Then you find you have three active bidders who then traded bids getting it finally up to \$8.6k. Yep, less than I wanted but above my "oh crap!" price.

At this point BaT just connects the buyer to the seller via an email and it took the buyer of my project no time to give me a call. Sounds like just the right person for this to actually get a chance at restoration as he is retired, has a small stable of cars but none are projects and he's had a history of dealing with older or classic cars.

So, would I do it again, absolutely! It also felt good to create an auction with so much interaction and returning to what BaT's original premise was, buy a project but Bring-A-Trailer.

For those wanting to waste even more time, go to the BaT website (bringatrailer.com) and search on "1969 Porsche 911T Targa project" and you'll see it in the recent auctions list.

February Minutes . . .

continued from page 14

- 695 total
- Member badges are now available, chairs & board members are first to order so we're easily identified at events. Badges will be free for members
- Imola, March 25, 11am to 2pm
- AutoEdge, April 8, 11am to 2pm
- AutoMotorPlex Medina July 8 car show

News Magazine, Christie Boeder

- Send photographs/stories, etc. We are always looking for good content.

Registrar, Dave Anderson and Andy Barker

- Three (3) levels of pricing for track registration with a \$50 discount and a \$50 addition based on when registration occurs
- Prior to 2 months before an event there is a \$50 "early bird" discount
- For 2 months to 2 weeks before event we have a "base" rate
- Inside of 2 weeks before an event, and at the track/day-of, there will be an extra \$50 "Weather Watchers" added to the base rate

Safety Chair; Nathan Reader, Paul Thai

- No report

Shop & Tech Relations, Roger Johnson

- See Dealerships

Social, Michelle Weber-Eckroth and April Barker

- Green Flag Party was a resounding success! Lots of fun had by all. Dates for Green Flag 2024 being discussed.
- Casual social events for early spring and fall being vetted

Social Media, Misty Martianos and Christie Boeder

- Social media going smoothly, no glitches, no problems
- Starting to promote First Fling

Touring, Rallies, Drives, Theo Martianos, Nick Severson

- Drive 1 still working on a destination
- Drive 2 Vino in the Valley is destination
- Drive 3 Ville Bellezza is destination
- Drive 4 destination still TBD

Track Relations, Jim Bahner

- No report

Webmaster, Dave Anderson and Christie Boeder

- Membership pay wall now on Nord Stern website
- 3 tiers

Loonacy Weekend, July 14-16

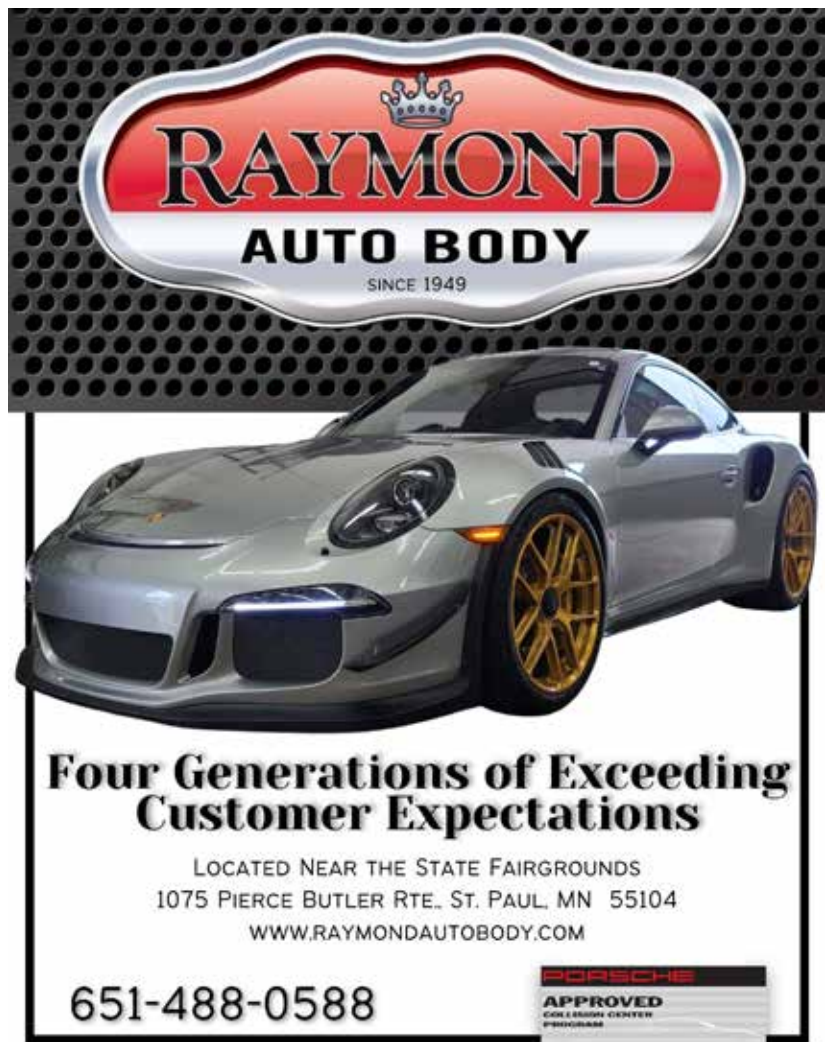
- Goal: get more members and racers to attend
- Friday – DE for both Drivers Ed participants and Club Racers. Long track – morning; short track – afternoon

- Saturday – 2x 30-minute Sprint races, all day long track
- Sunday – 1x 40-minute Sprint Race, all day short track
- AutoEdge, Porsche Minneapolis, Werks and Imola are potential participants
- Working on marketing & media to drive awareness and attendance

Next Meeting: March 7 at Spasso in Minnetonka

Meeting was Adjourned @ 8:15pm

Respectfully Submitted by
Tom Sabow, Secretary



RAYMOND
AUTO BODY
SINCE 1949

Four Generations of Exceeding Customer Expectations

LOCATED NEAR THE STATE FAIRGROUNDS
1075 PIERCE BUTLER RTE., ST. PAUL, MN 55104
WWW.RAYMONDAUTOBODY.COM

651-488-0588

PORSCHE
APPROVED
COLLISION CENTER
PROGRAM

Making A Difference . . .

continued from page 17

set for an event participation, generously provide auction items, generously bid for those items, and generously purchase wares donated for the charity.

There have also been various other charitable ventures through the years and currently Nord Stern's T-shirt merchandising program is proving quite popular, while also continuing the silent and live auctions and event registration donations.

Theo Martianos, Drive Chair for the Nord Stern Region designed a series of Porsche T-shirts, called The Icons of Nord Stern which are based around members' vehicles. He selected a member's car to be used for promoting the first club drive and tour which is booked at a local winery, Vino in the Valley. T-shirt sales have been very successful and are an important part of the club's current charitable fundraising effort.



Drives Chairs Nick Severson and his wife Robyn Severson modeling some of the shirts.

Misty Martianos recognized the T-shirt sales effort by saying, ***"I would like to thank the Nord Stern Region for their commitment to the charity, Courage Kenny. Especially to the Drives team and Theo Martianos for taking the lead in designing and selling these unique T-shirts with sales profits going to Courage Kenny. The entire club is supporting our charity program with a purchase of the shirts. Current President Jeff Eckroth has embraced the merchandising initiative and is providing***



monumental support for club members' desire to help the community by supporting Courage Kenny."

The Nord Stern Region plans to continue to feature donation opportunities, T-shirt sales, and other fundraising possibilities to support Courage Kenny and their local community into the future.

The above article was written by PCA's Jim Hemig based on data, photos, and information provided by several Nord Stern members, Courage Kenny and from previously published articles in our region's newsletter.

ZERO TO POSSIBLE IN RECORD SPEED.



John Healey
Chairman and Director

MEMBER FDIC EQUAL HOUSING LENDER

EDINA • 952-285-5800 | MINNEAPOLIS • 612-746-5050

CROWN BANK
MAKING THE POSSIBLE, POSSIBLE

2023 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____

Phone _____

PCA #/Exp. Date _____ Driver's License # _____
(Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List modifications to Engine, Drive train, Suspension, Brakes, and Wheels on the back of this form.

Technical Safety Inspection

Shop/Inspector Stamp Here

To be completed by a qualified shop or inspector

Lights Pass

Headlights _____
Front Signals _____
Rear Signals _____
Tail Lights _____
Brake Lights _____

Brakes/Wheels/Tires Pass

Tires/Wear _____
Wheel Bearings _____
Rotors/Scored/Cracked _____
Brake Fluid/Full/Clean _____
Brake Lines _____

Interior Pass

Steering/Play _____
Brake Pedal/Firm _____
Seat Belts/Anchors _____
Helmet _____
Snell 2015 or newer

Suspension Pass

Shocks/Leaks _____
Susp. Travel/Noise _____
Susp. Mounts/Rust _____
Tie Rods/Tight _____
Ball Joints/Tight _____
Engine Mounts/Cracks _____

Engine/Transmission Pass

Fan Belts/Cracks/Tight _____
Fuel or Oil Leak _____
Hoses, Wiring/Secure _____
Transmission/Leaks _____
Throttle Return _____
CV Joints/Tight/Dry _____

Miscellaneous Pass

Spare Tire/Secure _____
Battery/Secure _____
Windshield Wipers _____
Roll Bar 1" above occupant
head/s for Open cars _____
Equivalent Restraints _____

Condition of:

Brake Pads _____

Condition of:

Tires/Wear _____

Is shop re-inspection required: Yes No

Items to be correct: _____

(Continue on back) Approved shops can be located at: <https://nordstern.org/tech-inspection/#shops>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____



New Member/Member Social at Imola Motorsports

Imola: March 25, 10 AM to 1 PM

13300 15th Ave N, Plymouth MN 55441



New Member/Member Social at Auto Edge

Auto Edge: April 8, 10 AM to 1 PM

900 Wildwood Rd, Mahtomedi MN 55116



We have a big season of events coming up in Nord Stern this year!

Come and hear about what we DO, when we DO it, how we DO it and how YOU can DO it, too. Meet the club Chair-people that organize our events and learn about our Driver Training and Driver Education programs, the All Porsche Show, Nord Stern Tours, the Loonacy Weekend, Social Events, the Fall Color Tour, the PCA Club Racing Program, and our Charity endeavors!

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

All Members, New, Current, are WELCOME, Join Us! Food, beverages, and door prizes too!



Why a Duck? . . .

by Danielle Badler, March 2023

You go down to the viaduct.
Why a duck? . . . Why a no chicken?

Let's all do one big rim shot for the healing powers of comedy. Because humor can overcome just about anything. The Marx Brothers were masters. And they were in their prime during the peak of the Great Depression, when we really needed it. But we can argue that the need is just as great today. So . . . let's all take a second to look around, for the nuggets that smile on us, and make us smile back.

It's what I've been doing. I've been collecting tidbits, new and old, some which were intended to be funny, some which weren't. But they all should do the trick. Follow me, and let's all lighten up, at least for a few minutes, and enjoy the ride.

Car and Driver Magazine used to publish an annual "10 Best" issue that went beyond the best vehicles. They also covered things like the best car stories of the year. I remember one in particular.

It's the story of these guys who were driving around one night, street racing and chewing gum. Each time the driver opened another stick of gum, he'd roll the tin foil into a neat little cylinder. And, as the evening went on, the foil grew to a nice, ripe size.

Then, after one big burnout, a cop pulled them over. The policeman walked up to the driver's window, looked in and asked the driver, "Who do you think you are?"

And the driver, holding the wad of tin foil, said, "Perhaps this silver bullet will explain me."

In a similar vein, I just saw an interview with Lewis Hamilton – from the "My Next Guest Needs No Introduction" series hosted by David Letterman. Dave was asking Lewis about his street-driving habits, and Lewis was very self-deprecating. He said he drives very carefully, because there are a lot of crazy people out there.

But that's not the joke. Then Dave asked him if he'd ever been pulled over. And Lewis said yes, once, in London. According to Lewis, the constable looked into the car and asked, "who do you think you are, Lewi . . ." And he stopped cold. True story, according to Hamilton.

Oh, and Dave asked him if he got off, and he said yes.

What do we make of the state of Wyoming, where legislators recently put forward a bill to ban electric vehicles, EV's, by the year 2035? Literally, ban them. Reportedly, the rationale is that they threaten the oil and gas industries in the state. Is this a joke? I don't know, but ya gotta laugh.

And how about the CEO of Citroen who, in January, was quoted in Auto Express that the growth of the SUV market, worldwide, "will soon be a relic of the past."

Really? Oh yes, said the CEO of Citroen. Despite the fact that the SUV craze has now jumped across the Atlantic and is invading Europe. According to the article, "the segment accounted for 50 percent of all new vehicle registrations on the Continent over the past few years."

The CEO of Citroen reportedly went on to explain. He "pointed to the new-ish phenomenon of sedans that are 'called SUV's just because they're a bit higher.'" And he went on, "On a battery EV, if your aerodynamics are wrong, the penalty in terms of range is massive. You can lose 50 kilometers (of range) between good and bad aero, and between an SUV and a sedan, you're talking 60/70/80 kilometers, very easy." And that will shame people to drive smaller vehicles, he said. He has a point, I think.

Then there's Max Verstappen, the two-time Formula 1 World Champion. Did you see where he competed in a virtual Le Mans race, on-line, and he was disconnected, mid-race? While he was in the lead? Max then declared "game over," in no uncertain terms. Apparently rejoining would have resulted in his team being a couple of laps down. He called the whole episode a "clown show."

Max, some advice, if I may. Upgrade to high-speed connectivity. Make your way down to the viaduct. And chew some gum along the way. Smile. You'll feel better. And so will we.

Editor's note: I stumbled across these photos in my, to say the least, extensive archives of Nord Stern files and photos.

They are from the Mosport (Canada) track and their club race one year when my husband was stewarding and I had hopped along (this is one of the tracks I love tagging along) as it means I get to spend touristy time in Toronto! We have been there a number of times over the years. These two are examples of the grid worker t-shirts that used to be created for their volunteers - which they did several years in a row. I just loved them. And the volunteers loved wearing them.

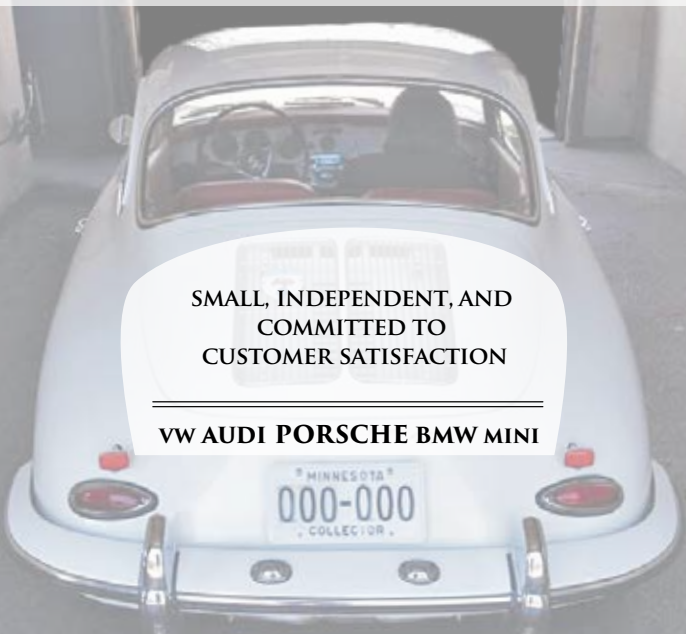
Start thinking about OUR upcoming Loonacy Weekend this July (never too early to be planning your summer fun) and how you can help out - if not driving - as this weekend takes a LOT of volunteers not the least of which are the grid workers; if that's not appealing rest assured there are positions that will need filling. And for once



don't take a lot of 'prior expertise' and frankly, just are plain fun. Being at the track and seeing the cars, the drivers, the racing, the Driver Ed, the other fun activities such as the Saturday night dinner, auction action, being in our fabulous 'up north' environment is truly one of the highlights of the year!

FURTHER F
 performance


MAINTENANCE • RESTORATION • PERFORMANCE



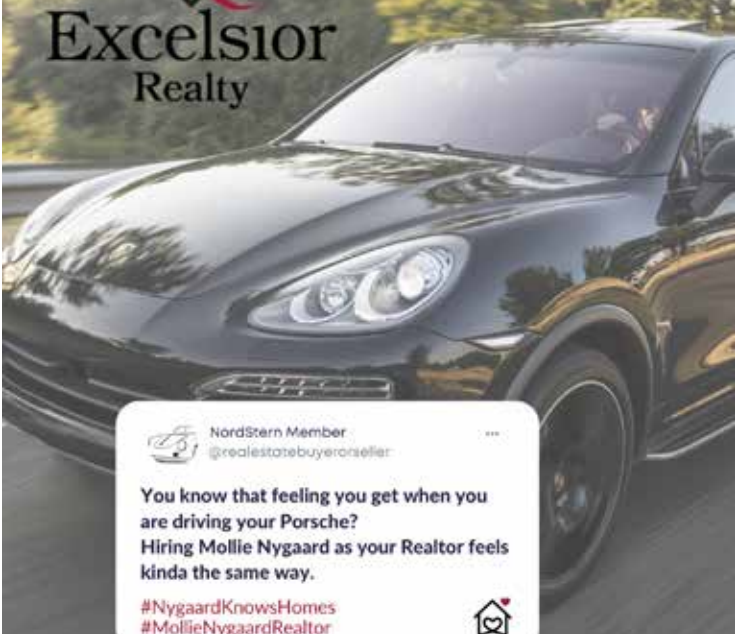
SMALL, INDEPENDENT, AND
 COMMITTED TO
 CUSTOMER SATISFACTION


VW AUDI PORSCHE BMW MINI

WWW.FPTUNED.COM
612.374.2604 SERVICE@FPTUNED.COM
305 THOMAS AVE. N. MINNEAPOLIS



Excelsior
Realty






NordStem Member
@realestatebuyerorrefier

You know that feeling you get when you are driving your Porsche?
Hiring Mollie Nygaard as your Realtor feels kinda the same way.

#NygaardKnowsHomes
#MollieNygaardRealtor



MN REALTOR® License#40479691 | Cell: 952.334.7150 | @WestonkaAgent
 Mollie@ExcelsiorRealty.com | Keeping It Local, Keeping It Real

Back to the Future . . . the 'Return of the GTP's'



2023 was the 61st running of the Rolex 24, and it was also the return of the GTP class. What makes that so special?

The original GTP "Grand Touring Prototype" class was in the 1980's and it was a glorious time in sportscar motorsport. Technology was evolving, and . . . once again . . . Porsche got there first. They built the breakthrough 956/962.

These dominated sportscar racing for the most of the decade, winning Le Mans every year from 1982-1987. The advanced aero shape made so much downforce that, at very high speed, these could have run upside down. The factory displayed this ability at their museum (photo below). Add



one more twist? As the rules evolved, Dauer did find some way to make a 962 a street legal car (in Europe) so the Dauer 962 won Le Mans in 1994. All that history means that it's not a random event that IMSA series organizers chose to relabel the global "LMDh" (Le Mans Daytona hybrid) cars as "GTP" here in America. That name harkens back to an era of Greatest Hits. Once again, now 40 years later, there is factory participation that makes for an extremely high level of competition, and utilizing current technologies. Hence the "hybrid" design. There are three different legal chassis, and there is a common BOSCH "MGU" electric motor and the Williams (F1 team) battery element. Yes, there are brand styling cues, plus the factory supplies its own I.C. engine. Acura went for a V6 Turbo, Cadillac a normally-aspirated V8, BMW and Porsche installed Turbo V8's . . . to mate with that specified hybrid drive. Porsche went for an extra-special engine. I have noted some social media speculation that it's from the Cayenne or Panamera, etc. Guess again. It starts as a 3.4L V8 in the Porsche LMP-2 RS Spyder in the early 2000's . . . which goes on to win the IMSA Class Championship three times in a row: 2006-2008. Later the engine architecture is enlarged to make it a 4.6L V8 and it's then used in the 918 Spyder hybrid . . . a street car, but a million dollar one. I think there are under 300 of those in the USA. Now, as installed in the Porsche 963 . . . that's Porsche nomenclature, directly following the original GTP 962 designation you'll note . . . it's been uprated yet again, to a Turbo 4.6L V8.

OK to push the "wayback" button? As the world recovered from WWII, motorsports slowly regained. There was a previous pinnacle of sportscar racing prototypes, back in 1973. It was called the Porsche 917/30. (photo below) 12 cylinders, over a thousand horsepower, some say 1,200–



1,500 hp with added qualifying turbo boost. 50 years ago. A race car so fast that it utterly dominated. This was the first

NORD STERN MARCH 2023

time that Penske and Porsche teamed-up, and they won six races and the CanAm Championship that year. Another way to measure the speed? It was so d_mn fast that the other teams felt it was hopeless to compete against the 917/30 and subsequently withdrew, so the series folded at the end of the season. Later, I had a chance to meet the Porsche 917/30 race engineer from that year, Helmet Flegl. I found it supremely interesting as he enumerated what they had done for the '73 season: lengthening the wheel base two inches, increasing downforce and enlarging the engine to 5.4L. At Porsche, racing fed back to make better street cars. The genesis of turbocharging at Porsche? Look no farther than the 917/30 and the subsequent launch of the 930 (911 Turbo) just a few years later. What did Flegl do next? He was then a 928 Production Engineer, and I met him in the 90's when he was the head of all R&D at Porsche AG. That he then took a tangible interest in my competing with the 928GT, that was our shared ethos . . . you get gasoline in the veins and it doesn't get out!

This makes the 963 the third collaboration for Penske & Porsche, after the all-conquering 917/30 in CanAm and a repeat success with the RS Spyder in LMP2. The stage is set; this is the start of a spectacular new prototype racing era. Erik and Davis Nygren and I flew in for The Roar. That's the qualifying event on the previous weekend to the 24H race. It was very close, with the Acura and Porsche GTP's changing the lead back-and-forth on the final qualifying lap. In the end it was a separation of only .083 of a second. Less than a tenth of a second over 3.56 miles, game on. The new 911 GT-3's in GTD apparently didn't get a great rules break . . . otherwise known as "Balance of Performance" . . . so those were not in the hunt for the Class Pole. It was 80° and the engines were emitting an exuberant song; I thought back through my decades of attending this Superbowl of Sportscar Racing.

Amazing memories, how about my kind of old-school "selfie?" Reflections-on-a-racecar transporter wheel.



The grid is set, we head to the resort to check-in for the duration. We have a few days before the R24 gets cranked up later in the week. We go to the Hall of Fame Museum at the track on Monday. There's a huge display of race cars driven by the Inductees in the Motorsport Hall of Fame. Totally awesome visual review of significant and historical race cars. Worth every penny of the \$12 admission, which includes a "sit in one" opportunity.



The next day, Davis and I head to Champion Porsche, near Miami, they are the largest Porsche dealer in the USA. Riding in a golf cart to go through their inventory and storage (all indoors, taking up the entire footage of a former Big Box store) I spot no less than THREE V-10 Carrera GT's! Service personnel are detailing a '90 928 GT . . . it

Continued on page 29

Where We Were . . . 60+ Years!

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

April 2001

The stunning front cover of Nord Stern for April of 2001 featured a photo of a pair of 356s on the shore of Gull Lake. The white 356 in the foreground belonged to **Bob Church** and was a 1964 356 SC. **Ron Faust's** classic Irish Racing Green 1964 C is likewise featured. The photo was taken by Club legend Ron Faust. The back cover was a photo of the track from the grandstand at Daytona National. This picture was taken by **Jim Holton**, who likewise authored a great article on the 24 Hours of Daytona in the April edition of Nord Stern.

Editor **Christie Boeder** was very pleased to report that the April edition of the Club newsletter was the second in a row to be generated completely by Nord Stern members. As Christie commented, it was a joy to edit and assemble. Without Club-generated content, Christie needs to utilize materials from other PCA Regions which, although often interesting, are just not the same as local material prepared

by Club members. Christie thanked club president **Jim Holton**, club legend **Ron Faust**, **Kim Crumb**, **Bobby Piper**, **Lon Tusler**, **Rick Moe**, **Bob Viau** and **Marsha Drake** for their well written material which filled the entire April edition. The writings of April's Nord Stern truly reflected the Club at its best.

President **Jim Holton** thanked the Club again for its outstanding tradition of giving back to the community. Jim reminded all that the Club almost routinely

plays a leadership role among other Porsche clubs in the nation. Jim noted that Nord Stern was one of the first of the local clubs to organize a Porsche Club race. Additionally, ours was one of the first Clubs to organize an enduro as a part of a Club Race weekend. But most importantly to Jim was the fact that the Club gives and gives to those less fortunate; that generosity was and is legendary among Porsche Clubs throughout North America.

Nord Stern's Porsche Personality feature, written by hard-working **Marsha Drake**, focused in on **Team Erickson**, including **Don**, **Gayle Momchilovich** and a standard poodle named Leif, as the Club's Porsche Personalities of the month. Marsha, as was typical, focused on key details in Team Erickson's existence from start to finish, beginning when Don and Gayle met on a blind date through the current time (22 years ago), when both Don and Gayle live for Porsche and Nord Stern. A parade of cars was discussed, including the Team's



Team Erickson: Gayle, Don, and Leif
Photo by Marsha Drake



1987 911 Team Turbo, with Don Erickson at the wheel
Photo courtesy of Don Erickson



The Team Erickson 911 "Chung" down at Sebring. Photo by D. Member
Photography, Inc., courtesy of Don Erickson



1986 944 Turbo, photo courtesy of Don Erickson

newest, a 2000 GTS American Cup Race Dodge Viper. The article commented that Team Erickson's objectives were always to have fun, stay safe and beat the competition. A great family.

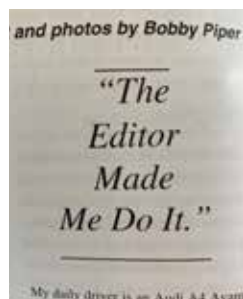
As mentioned above, Prez Jim Holton was kind enough to put together a detailed description, with pages of pictures, of his recent trip to the 24 Hours of Daytona with **Bobby Piper**. Also joining Jim and Bob were a pair of old friends from Nord Stern, **Julie** and **Bill Schneider**. While the weather was rainy and cool, the group had a great time touring the track from the pit to the grandstand in advance of

Above, Front Cover - Think Summer! 356s on the Lake! White car is Bob Church's 1964 SC and back car is Ron Faust's Green 1964 C. Photo by Ron Faust.

the race. The 24 Hours commenced at 1:00 PM on Saturday afternoon and the group amazingly stayed with the event for most of the entire race. Jim and Bobby even returned to the track at 1 AM on Sunday morning (again in the rain) to watch the ongoing festivities, including the glow of Porsche rotors. Both Jim and Bobby planned to return for next year's 24 Hours of Daytona.

Kim Crumb authored a touching eulogy of Dale Earnhardt who died recently a few hundred yards from the checkered flag at the Daytona 500. Kim discussed Dale's reputation as the "Intimidator" and one who never walked away from anything on the track. Just before his death, he appeared to once again be an enforcer as events sent him into the wall at 170+ miles per hour. An ugly reality check was Kim's closing comment.

Bobby Piper, fresh from his trip to Daytona , provided an update on his Project 911 SC. As Bobby mentioned in his introductory Nord Stern article on the topic the month before, he was thinking big in



LGL 1978 911SC project		
Parts	Projected Total	Actual
Body		
Roller	3000	3000
Safety	400	150
Wheel	200	0
H4 headlights	225	0
Tail	250	0
Valance / spoiler	300	0
Windshield / seals	400	0
Windows & trim	1000	940
Total:	5775	4090
Drivetrain		
3.6 motor	7000	7000
Euro 911 frame	750	0
Shassymate	800	0
Strong frame	450	0
Hand throttle	100	0
Clutch assembly	1200	0
Handshift	800	0
Oil lines & cooler	200	0
Exhaust	500	0
Total:	11750	7000
Suspension		
Torsions F/R	200	220
Torsions R	200	0
Rollover Sports	400	0
Sprung plates	200	0
Turbo de Hays	150	0
Brake master	200	0
Brake boost	140	140
Brakeings	50	0
Master cylinder	100	0
Total:	2790	360
Grand Total:	22215	11490



reworking his 911 SC. This section of the journey was published in April of 2001 and dealt with many practical considerations involving the rationalization of the costs incurred in the installation of a 1993 3.6-liter 993 engine into a 911 SC body. In this part of Bobby's multi-article saga, he reviewed the costs and difficulties involved in reworking

the body, the drivetrain and the suspension of the vehicle. As costs inched upward, Bobby appeared to become more skilled at rationalization as long as the total price of the needed modifications did not require Bobby to drive a minivan as his daily driver. Stay tuned for Part III next month.

Club legend **Ron Faust** took Nord Stern readers on a guided tour of car auctions in Scottsdale AZ, courtesy of **Dick Meintsma**. Ron noted that, while these auctions were not quite up to the intensity of Monterey, a visit was certainly what the doctor ordered for the average Minnesota car guy during the darkest stages of winter car separation. The Kruse auction, visited



by Ron, was apparently a part of a wandering show stopping in many locations across the country. Meintsma was a very entertaining host, able to describe an open wheel racer that went around the Brickyard 65 years ago or a 1956 Chevy with less significant credentials. Attending the auction with the Kruse brothers was something of a hoot, as the auctioneers seemed to believe that every car was a steel and that the only way you could make any money in life would be to buy the car on the block. Ron was most impressed with Steve Beddor's



black RUF Yellow Bird turbo. A poster next to the Yellow Bird noted that its sister car was written up in Road and Track magazine in 1990 as the fastest production car on the road after top 200 mph in testing. The Yellow Bird was on the market at the auction, with a reserve of \$180,000. Ron passed on its purchase after the bidding went out of control.

Marketplatz from 22 Years Ago

1974 914 2.0 liter. Guards Red and absolutely rust free. Fresh motor rebuild by Auto Edge. Roll cage, Butler racing seats and a window net. Koni adjustable struts, Eibach springs and a super trap exhaust. Original equipment wheels , interior and suspension included. \$12,000. Call John Cousins

1989 911 Carrera 4. 84,000 miles, dark green, tan leather with all service records. Power seats, power windows and power mirrors with a sunroof. RS America tail, lowered Eibach sports suspension and complete 60,000 mile service including many rebuilds. Two sets of tires. Never raced and fanatically maintained. \$29,900. Call Bruce Campbell

Old Panoramas --the 1970s and 1980s. Approximately 50 issues, can be delivered to Minneapolis for pickup. Warning, box is heavy. Best offer. Call Dave.



Don't Just Attend Porsche Parade... ...Be a Part of It!



An autocross is a closed-course driving event, and they are held in a large open area - such as a parking lot - where the objective is to safely complete the course in the shortest amount of time. New to Autocrossing? Parade is a great time to give it a try!



June 18-24, 2023

The LaQuinta Resort and Club

www.porscheparade.org

Future . . .

continued from page 25

turns out to be a European version. (photo below) Well, we're past the 25 year Federal



Exemption on that, and so few were actually made, these are increasingly collectible. Your writer is still the proud owner of a 1989 928GT, one of just over a hundred that PCNA brought in that model year. Champion is proud of their entry in the recent Porsche Restoration Challenge . . . a 911 Turbo (photo below) I am still



in awe at Champion's Wall . . . the display of helmets, all drivers who have won the Le Mans 24 and also drove for Champion. (Photo below, Kim & Davis including a new 911 #7411, by Larry Reynolds.)



Then an hour jog north on I-95 to RENNTech, the team that I drove Mercedes for back in the 90's. There are race car transporters filling the lot and the shop has a busy tempo. I talk to Hartmut, the owner; he's looking for more space as he'd like to build some more European Restomods. We pickup Paul and Teresa Cole @ MCO on our way back from Miami to Daytona - they will be attending the R24 again.

Wednesday, the weather is glorious . . . sunny and the temperature goes past 80 again as we're floating down the "lazy river" at the resort. The luxury of doing nothing. At 6 p.m. we go to the big pre-race street party at One Daytona. There are many prominent race cars on display, driver autograph sessions and a pit stop challenge . . . between Lamborghini and Lexus teams.



Thursday I'm rocketing the X5 down I-95 to the Cape. Yes, we'll experience a SpaceX launch at Canaveral, from across the Intracoastal Waterway at Space View park in Titusville. It's 4:22 a.m., and no that's NOT the sun coming up on the horizon, it's the



light-the-candle moment! (photo SpaceX Launch 2023, by Davis Nygren)

Later we visit my PCA friend Ken, he's built a home in New Smyrna Beach, which is only 20 miles south of Daytona. The new 911 Turbo S I drove at the most recent Porsche PARADE is there in the garage. An amazing car that now seems a trusty steed to me. We have an early dinner at Norwood's Treehouse Bar & Restaurant. I rarely mention eateries but I am making an exception this time. The name gives you a hint: there are some unique open-air

architecture elements plus many more great seafood menu choices than typical. Mmmm . . . Kim recommended, if you're driving down Hwy 1 south of Daytona.

Friday is the day for the four-hour "Michelin Pilot Challenge" race. There are "GS" cars, which are GT-4 cars such as Mustang, Aston Martin, McLaren, M-B and the Cayman GT-4 RS. There is a 2nd class for front-drive models such as the Audi RS-3, named "TCR." The GS class is allowed seven sets of tires, the TCR class gets six sets. We go over to the PCA hospitality area which is near The Kink in the infield. There's a huge tent, lots of tables and seating, two big screens with the live TV feed and basic refreshments. A great place to watch as the



race cars roar by merely feet away. The 4L Flat Six in the Cayman could match the V8's, and also the BMW Turbo 6, too. It was nip 'n tuck at the end with the Cayman GT-4 RS coming in 2nd. I still want one. We'll be back to the PCA tent, there are more activities scheduled during the 24 Hours.

I opt for a really good night's sleep . . . a 24 hour race is a test of spectators, too. We arrive early on Saturday, and look over the Heritage/Classic race car display before these go out on track for a few demo laps. The 935, the 962, 904 and the 914-6 . . . I was there for a lot of it, with my IMSA attendance starting back in '80. We check out the Michelin tire mounting area. There are huge tire stacks, something like 18,000

Continued on page 37

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.

Custom-built versatile open Porsche Trailer



Trailer has hauled 911 C4, 914, 356, and 1988 Corvette. Low profile aluminum diamond plate deck with two stowable

loading ramps. Four wheel over tire tie down strap system with E track anchor and individual below deck winches to tighten straps. Removeable left fender for easy door opening. No climbing through the window! Lockable front utility tool box with tire rack mounted above for track tires and spares. Electric Power Winch in utility box with 40 ft cable for loading assist of non running car. Two 3,500 lb capacity Dexter axles with E Z Lube hubs and 14 inch radial tires. Four wheel electric brakes. Reese equalizer hitch.

More photos available. Trailer in Minneapolis, MN

\$7,995: John Cousins, jcous2500@aol.com or 612-618-9339

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

- Currently configured as PCA D class, easily converted to other classes.
- Professionally maintained and supported by Auto Edge Racing.
- 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.

\$50,000. Contact Mike Hoke, 952.240.1031



Commercial / Industrial

J.Sweitzer – Architects llc

Jeffery R. Sweitzer AIA CID
www.jsweitzerarchitecture.com
www.jsweitzerarchitects.com
email: jeff@jsweitzerarchitects.com
cell: 612.220.3283



Recreational / Residential



XPEL MN DEALER OF THE YEAR
2019 & 2020

...XPEL

PAINT PROTECTION FILM
CERAMIC COATING | WINDOW TINT



612.366.5588 | [INFO@CLEARBRAMN.COM](mailto:info@clearbramn.com)

[f](https://www.facebook.com/clearbramn) [i](https://www.instagram.com/clearbramn) [y](https://www.youtube.com/clearbramn) [t](https://www.tiktok.com/clearbramn) /CLEARBRAMN.COM

2405 ANNAPOLIS LN N | SUITE 210 | PLYMOUTH MN 55441

DE #'s . . .

continued from page 10

144 Scott Brown
146 Bob Viau Jr.
148 David Manzey
149 Karl Andreasen
151 Jason Hatton
152 Dan Niccum
157 Scott Gill
159 John Miller
163 Todd Miron
168 Brad Bass
171 Steven Sabers
175 Mike Ostenson
176 Don Charnetski
177 Fred Carlson
181 Scott Hemenway
188 Tony Carideo
193 Gregg Larsen
193 Glenn Solie
199 Brandon Hyland
200 Nathan Reader
204 Kyle Skidmore
207 Greg Fresh
208 Djamil Abiyev
209 David Walker
210 Julian Abiyev
211 Jeff Majkrzak
213 Erik Johnson
214 John Warford Sr.
215 Tom Sabow
217 Michael John
220 David Von Wald
221 Thorsten Gruenheid
225 Stephan Meydell
228 Brady Fast
241 Brian Lewis
245 Cameron Parkhurst
246 Casey Panzer
263 John Schellhorn
266 Todd Julen
267 Jeff Johnson
277 Harvey Robideau
286 Ryan Nelson
295 Paul Ingebrigtsen
301 Owen Laumbach
302 Derek Laumbach
303 Shannon Ivey
311 Ryan Gates
312 Keving Kelly
314 Al Pokorny
316 WikstromErik
328 Gary Amendola
333 Peter Anagnos
334 Brent Trickle
356 Phil Hancock

357 Mark Steingas	521 Bruce Williams	824 Cindy Spielman
386 Gary Miron	522 Thomas Ruwart	828 Ben Rogers
406 Ivar Nelson	523 Carter Norman	877 Paul David
410 Steven Schmitt	528 Travis Lance	888 Muzaffar Gafurov
411 Thomas Karn	569 Sam Blue	901 Patrick MacGregor
415 Scott Robideau	582 Brent Buchan	908 Don Lawrence
420 Scott Jenkins	611 Justin Draper	910 Zach Prim
444 Jeff Podergois	620 Curt Olson	911 Edmund Vazquez
446 Jason Tofte	623 Jacy Legault	912 Mark Schumacher
464 Keith McGovern	624 Laura Colosi	913 Thomas Palladino
471 Lars Naslund	651 Tylar Twite	920 Stephen Powless
491 Kaitlyn Hoke	660 Keith Fritze	924 Mike Schumacher
500 Shawn Brovold	671 Nicholas Froehling	948 Travis Kramer
501 Brandon Walzer	701 Mischa Redmond	951 Kevin Fitz
502 Gary Lind	707 Noah Huth	964 Hal Voges
503 Paul Andersen	711 Nathan Reader	981 Clay Steffens
504 Dave Billingsley	717 Tim Stone	987 Cory Hoeglund
504 Nathan West	719 Mark Schumacher	988 Chris Leu
505 Matthew Windfeldt	747 Louis Wehrspann	990 Luis H Fraguada
506 Jimbo Erickson	757 Bryan Nelson	991 Bruce Gates
507 Peter Paulsen	762 Reed Unterseher	993 Mark McCarthy
508 Mike Smith	770 Jeff Stevens	996 Lon Tusler
509 Rick Dagenais	771 Paul Ablack	999 William Cliby
510 Paul Speltz	776 Eric Geyen	
511 Daniel Muldowney	777 Matthew P. Jones	
512 Scott LeMond	788 Jess Meyer	
513 Robert Quickel	801 Mark Mann	
514 Shawn Thornton	809 Robert Zabel	
515 Thomas Kalafut	811 Stanley Lim	
516 Scott Gay	814 John Warford Jr.	
517 Sean Gallant	816 Robert Quickel	
517 Steven Imhoff	818 Matt Smith	
519 Jenny Brown	819 Keith Fritze	
520 Jim Seifert	824 Peter Puffer	



Daniel P Perinovic Ins Agy Inc
Dan Perinovic, Agent
7048 E Fish Lake Rd
Maple Grove, MN 55311
Cell: 612-558-3738 Metro: 763-425-9800

DEPENDABLE and KNOWLEDGEABLE
agent seeks customers looking for
real **PROTECTION** and long term
RELATIONSHIP.

SINGLE, ARTSY LADY SEEKS SINGLE ARTSY GUY. If you
love painting, decorating, baking and knitting, we are a match. Please
be over 30 and willing to take art classes.

FATHER OF EIGHT se
lady. Must love kids, be fit
to jump in and join the fun
training would be helpful.

ADVENTUROUS CAT
seeks adventurous cat own
be employed and willing to
Especially fond of black and
tuxedo cats. All responses
answered. Looking for that
match.

Look no further.

Having one special person for your car, home and life insurance lets
you get down to business with the rest of your life. It's what I do.

GET TO A BETTER STATE™.

CALL ME TODAY.



State Farm Mutual Automobile Insurance Company, State Farm Indemnity Company, State Farm Fire and
1101201.1 Casualty Company, State Farm General Insurance Company, Bloomington, IL

COURTNEY TRUCK SERVICE IS NOW WERKS AUTOMOTIVE!

WERKS

AUTOMOTIVE

Continuing 40 Years OF TRUSTED AUTO & TRUCK REPAIR SERVICE



COMPLETE AUTO + TRUCK SERVICE • PERFORMANCE + MOTORSPORTS • PORSCHE SPECIALIST



AUTO

- High performance tuning
- Wheels + tires
- Alignment
- Transmission
- Engine
- Heat + AC
- Brakes
- Drivetrain
- Oil Changes
- Suspension
- Electrical

TRUCK + TRAILER

- Fleet maintenance
- Trailers
- DOT inspections
- Tires
- Snowplow install + repair
- Alignment
- Transmission
- Engine
- Heat and AC
- Brakes
- Drivetrain
- Oil changes
- Suspension
- Electrical

PERFORMANCE

- 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
- Roll cage design + install
- Race part fabrication
- Pre-track inspections
- Track day transportation + support
- Race event transportation + support



952-934-0931

werksautomotive.com

Shop Hours:
Mon - Fri 7am - 5pm

14205 W 62nd St,
Eden Prairie, MN 55346

@werksautomn



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.

**THE SAFE
REPAIR
EXPERTS.**

LaMettry's®
Collision, Glass and More!

PORSCHE
**APPROVED
COLLISION CENTER**

LaMettry's has the
ADVANCED TRAINING & EQUIPMENT
to properly repair your car or SUV.

With **10 FAMILY OWNED TWIN CITIES
LOCATIONS**, there's a LaMettry's near you!

Find the closest LaMettry's OR get an online estimate at **WWW.LAMETTRY.COM**

TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2023

DATE	EVENT	SPONSOR	LOCATION
March 26th	MAC Practice Event	MAC	DCTC
April 23rd	Novice School #1	MAC	DCTC
April 29th (Sat)	MOWOG #1	MAC	Canterbury Park
April 30th	MOWOG #2	MAC	Canterbury Park
May 7th	AUTOCROSS	CVSCC	CHIPPEWA FALLS
May 20th (Sat)	SCCLAC/LOL T & T	SCCLAC	South East Tech-Winona
May 21st	SCCLAC Championship #1	SCCLAC	South East Tech-Winona
May 21st	MOWOG #3	MAC	DCTC
May 26-29	<i>Spring Nationals/ Memorial Day Weekend</i>		
June 4th	Novice School #2	MAC	DCTC
Jun 10th (Sat)	MOWOG #4	MAC	MINN STATE FAIRGROUNDS
Jun 11th	MOWOG #5	MAC	MINN STATE FAIRGROUNDS
June 17th (Sat)	SCCLAC Championship #2	SCCLAC	South East Tech-Winona
June 18th	SCCLAC Championship #3	SCCLAC	South East Tech-Winona
June 25th	SUPERSUNDAY AUTOX	COM	DCTC
July 8th (Sat)	Practice #2	MAC	DCTC
July 9th	MOWOG #6	MAC	DCTC
July 23rd	SCCLAC Championship #4	SCCLAC	South East Tech-Winona
Aug 5th (Sat)	Practice #3	MAC	DCTC
Aug 20th	SCCLAC Championship #5	SCCLAC	South East Tech-Winona
Aug 26th (Sat)	MOWOG #7	MAC	DCTC
Aug 27th	MOWOG #8	MAC	DCTC
Sep 2nd-Sep 8th	<i>SCCA Solo Nationals</i>		
Sep 10th	AUTOCROSS	CVSCC	CHIPPEWA FALLS
Sep 17th	SUPERSUNDAY AUTOX II	COM	DCTC
Sep 24th	SCCLAC Championship #6	SCCLAC	La Crosse Fairgrounds Speedway
Oct 8th	MOWOG #9	MAC	DCTC

SCCA TRACK NIGHT IN AMERICA @ DCTC: May 5, June 9, June 30, July 27, Aug 18, Sept 15; @BIR: July 7

PCA DRIVER EDUCATION at BIR: APR 21-23, MAY 20-21, SEP 15-17, CLUB RACES July 14-16

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 19 & SEPTEMBER 18

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 952-938-1438

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

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

Prez Sez . . .

continued from page 6

Our Membership chairs, along with Jim Southwell, have found a way to do what some thought impossible. They are implementing a Name Badge Program for all paid up Nord Stern members. You will complete a simple on-line form with your information and choose a magnetic or lanyard style. Your FREE badge will be mailed directly to your door. I don't know how they made it so simple, but they did.

The Season of Speed Team, lead by **John Blackburn** and **Ben Rogers** (dt@nordstern.org) have added a NEW event to the Nord Stern calendar for those new to the track and signed up for Drivers Training, those who would like a refresher, or those members contemplating Drivers Training participation. **'Track Prep: Know before you Go'** will be held on Saturday, April 1st at Automotorplex in Medina. **Tom Karn** will host the event at his garage condo. Thank you, Tom. (Time: 10 a.m. Location: 3530 Arrowhead Dr., Unit 6, Medina, MN)

How could 2023 would be more EPIC? Well, we will be celebrating the 75th anniversary of Porsche. **Roger Johnson** is taking the lead, along with our Drives and Social chairs, and cooking up plans to celebrate our iconic brand in a big way. This event will be in partnership with our dealer partners, Porsche Minneapolis and St Paul. Save the date for June 10th.

In closing, I'm sending a Big Thank You for our sponsors and advertisers. You have invested your time, facilities and money in our Club so we can make great things happen for our members. I appreciate you. Please join me in letting them know and doing your best to support those that support us.

Your Prez, Jeff Eckroth

From the Editor . . .

continued from page 7

are specialty clubs out there like the 356 Registry. Perhaps I am a bit obtuse, or naive as the case may be, but it has never struck me in Nord Stern that members 'judge' each other on the car model owned. I am well aware that there is a certain amount of good-natured rivalry between 911's, 944's, 924's, etc. with a bit of 'dissing' between air-cooled and water-cooled.

But, with the type of activities we usually sponsor each year, there are opportunities for all models and all owners to get something out of the club. I am a big believer in 'getting out what you put in!'

In fact, one of the first things that struck me 11 years ago (eek! How THAT number has grown) as we were becoming more involved with the club, was a sense of 'equality' in this shared passion for the Marque. I found that incredibly refreshing. For the most part, none of us knew who did what for a living, nor was it a major topic. We all came together with cars that varied hugely in cost. There was a common thread of interest and willingness to share expertise, time, helpfulness as we explored having fun with our vehicles. It did not matter much who owned what kind of car. Hopefully I can and will continue to find a variety of articles on car care, maintenance and technical concerns that will address the various car models. If anyone sees me neglecting this, please let me know!

Let's keep our general spirit of inclusiveness continue and I sincerely hope that no one feels neglected and if so, speak up and let us know what you need and desire from our club!

Whether you are a 356, 914, 911, 912, 944, 968, 993, 996, Boxster (and soon, Cayenne) owner, I hope everyone feels there is a place for them! (and please don't point out what models I missed, I am just happy that after all these years I actually can tell most models apart!

Editor's Note: While much of the above is still true today, there are events listed that are no longer a part of our programming and that list of Porsche models sure has of course GROWN in the past 20 years. And I have to admit I still struggle with the difference between a few of the newer models (such as the 993, 996's but please don't laugh is all I ask) and I will readily admit that the technical details that so many owners know, appreciate, debate and discuss just often fly right on by me.

But no matter what your motivation for membership, the club is here to support and enhance your Porsche experiences!

And as an 'extra note' I am including here some fascinating 'notes/facts' from long-time member **Mark Pladson** who was on hand in Daytona for the 24 Hours. He noted:

At the Rolex 24 Hour race at Daytona this weekend and I was able to participate in a Michelin Tire tour through Porsche Club of America. Some fun trivia:

- They bring 18,000 tires to the track for the race
- During the race they will change 10,000 tires
- Teams drop off old tires on one side and then drive to the other side and approximately 15 minutes later they have the new tires mounted
- They have four lines staffed by 80 people who rotate shifts to handle 24 hour service
- Each line can change 30 sets of tires per hour.
- Each tire has an RFID tag for tracking
- GTP cars lease the tires during the race and no race tires can be on the car outside of the race itself.
- GTP cars are allotted 100 tires for the weekend down from 152 tires in 2022 due to improvements in technology.

It was a fun tour!

Future . . .

continued from page 29



of them. From afar they look like big rolls of “track licorice?” The GTP cars are allowed 25 sets and the GTD teams get 31 sets. What’s the team tire bill going to add up to . . . the price of a Boxster? Later, pre-race, we’re doing The Grid Walk, we stop to chat with some of the team principals that I know. (photo below, by Teresa Cole, with



Will Turner (r) and Kim Crumb (l) There’s extra pomp and circumstance, with a band playing and marching as the cars on the

front of the grid stream down the length of pit lane, and are placed. You can feel the tension building. There is an all-time record crowd for ‘23, let the good times roll. Soon it’s going to be show-n-tell.

We watch the start from the Fan Zone, so the cars are roaring visibly by on the front stretch banking, as we simultaneously watch the live TV feed on an enormous big screen too. Given the complexity of the GTP hybrids, and this being their very first race, questions of reliability loom. The GTD class had four Mercedes GT-3’s qualifying at the front, it looks like maybe they won the “Balance of Performance” rules-break sweepstakes? These days the cars are close enough, that a long race like this is often won by the team with the least amount of unscheduled pitstop time. The track does a good job of providing trams and small buses to ferry people into and around the track. I opt to take a full ride-around loop, just to observe what the fans are up to. Imagine a six foot tree brought in, and festooned with beer cans! Fan creativity and partying are in full swing.

30 years ago, I might have stayed the whole 24H, and stolen a couple hours sleep in the rent-a-car in the wee hours of the night. Comfort matters more now, it’s back to the resort for rest in a real bed. Oh, I did put up the lapchart and IMSA radio on the laptop, putting it on a side table . . . I’ll drift off still tuned-in, and wake-up the same way. The GTP hybrid drives seem to be causing a few technical issues . . . surprise, surprise. The two LMP-2/3 Spec Classes soldier on. The GTD Pro/GTD class has that Porsche vs. Corvette vs. BMW vs. Aston vs. Ferrari vs. MB excitement and rivalry. The new GT-3 911 is back to rear-engine again, after some years of being mid-engine in the now defunct GTLM class. When we return Sunday morning . . . it’s a small world. How so? I’m at the PCA tent, and so is club member Roger Johnson. We discuss some of the complexities of the new GTP cars, right down to the torque sensors used by IMSA to monitor and regulate the total power being delivered to the wheels.

Roger already did a great job with reporting some race highlights on ClubTalk, so I’ll not expend too much time on that. I’ve anticipated the end of the race in Victory Circle so we head there and imagine the elation that a team must feel to earn that vaunted spot. (Photo below, by Davis



Nygren.) I’ve noted some pit strategy that seems unusual. The Acura team, which is leading, seems to pit at nearly every yellow flag. Those are “cheap” pitstops for time, but making more pitstops would, in itself, seem time counterproductive at some point? This is a “figure it out” task for me. In the GTP rules it turns out that your total energy usage is being monitored and regulated. Each car has a virtual “tank” of 920 megajoules of energy and it’s all being measured per stint. And? To take on a full 920 megajoules is a pitstop of 40 seconds. Likely more time than a change of tires and some fuel for the I.C. engine would require. By topping off more frequently, they are avoiding some longer (40 second) pitstops . . . because they’ve topped up the “virtual tank” even if there is still adequate fuel for the I.C. engine. A full and complete technical explanation is way beyond the scope here. It is important to know that your “virtual tank” is 920 megajoules, and your total energy use is what is being regulated . . . and that a full

Continued on page 38

In keeping with the Boeder mantra that Porsche made their cars to be driven and driven in all sorts of weather and locations, we could not resist snapping a few photos of the 911 Carrera 4 we came across in Vail, CO. We were there for a two-week ski vacation. Casually parked along the main road (thus avoiding the incredibly expensive parking ramp . . .) we came cross this wonderful sight. A P-car with rack, light bar, and a license plate from Virginia! So not a local. And what a fun sighting. While it might be hard to read, the owner has his 'name' decaled above the driver's door: Leaky Eddie . . . We just laughed. It made our day for sure.



Future . . .

continued from page 37

fill-up of that takes 40 seconds, regardless of other constraints. This makes the whole calculation of an optimum pit strategy orders-of-magnitude more complex than it used to be. We're at the very first race using these rules; I think there is going to be a massive learning curve. I wouldn't bet against Porsche in the figure-it-out game . . . their running in Formula E likely has provided additional expertise in energy consumption vs. speed.

When I started going to this 24H race in 1988 only about half the cars actually finished. Now that finishing percentage is closer to 90% so it's unlikely that anybody is going to win this race "easily." It's relentless, and the people and machines

are getting a kind of full-blast test. As the appointed 24 Hours draws to a close, there are four GTP cars on the #783 lead lap: Acura/Acura/ Cadillac/Cadillac. In GTD/ GTD Pro? A GTD car, the Aston Martin "Heart of Racing" entry actually beat the GTD Pro winner: the WeatherTech Mercedes. There were seven total GTD cars on the same 729th lap as the winning Aston. The closest 911 GT-3R? It was one lap down @ 728. Maybe the "Balance of Performance" will get adjusted for Sebring in March?

Race over, we hustle it to MCO as we're on the 6 p.m. something Delta flight back to MSP. Lots of JDC team people are on this flight. Call it the Nord Stern flight too? Yes . . . Roger Johnson, yours truly, and other Porsche friends are all on this same flight.

2023 is Porsche's 75th Anniversary and the 100 Years Anniversary of Le Mans . . . I think we can surmise what Porsche has in mind with the 963. And? The rest of the car world is on-to-it? All the tickets for the '23 Le Mans 24 are already sold out. There will be even more factories joining the LMH/ LMDh prototype class, so this is going to keep building all the way into '24. I predict a double-banner Rolex 24 next year . . .

See you there?



13300 15th Ave N • Plymouth, MN 55441

SERVICE / PERFORMANCE / RACING

Audi • Bentley • BMW • Ferrari • Lamborghini • Maserati • Mercedes • MINI • Porsche • VW

- Service & Repair
- Maintenance
- Performance

- Software Tuning
- Wheel Tire Service
- Competitive Pricing

- Coolant Pipe Pinning
- IMS Bearing Solutions
- Factory Technicians



imolamotorsports.com | T 763-205-2561

SHARKWERKS



APR

BBS

EUROPIPE

COBB

EVOLUTION
motorsports

EVOMS *it*
racing tuning *****

Hoosier
TIRE OFF ROAD

Eibach
SPRINGS

RSS



JRZ H&R

Bring this ad in and receive a 15% discount on labor. (max value of \$200) One time use. Valid through 2023 Not valid with other specials.

NORD STERN P.C.A.
c/o Christie Boeder
11919 Hilloway Rd. W.
Minnetonka, MN 55305

PRSRT STD
U.S. POSTAGE
PAID
DOCUMENTATION

Maintenance | Performance | Track Prep
Complete Automotive Service for All Makes & Models

Auto Edge



Classic to Current, Show Car to Race Car
Auto Edge can help you get the most out of your Porsche!
651-777-6924 | AutoEdgeMN.com