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July 2023



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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 June Meeting Minutes
- 22 I can't Hear You. . . .
- 23 Show your Nord Stern Pride!
- 30 Classifieds

Features

- 10 Loonacy Weekend - Multi-Event Extravaganza!
- 12 Surfing on a Porsche?!
- 13 Raise Your Hand and BE a Nord Stern Volunteer
- 15 Porsche Minneapolis 'Drives' to Minnesota Arboretum
- 16 People and Porsches at Minnesota Arboretum! . .
- 20 Fabulous Two Days of Spring Fling DE & DT . . . @ BIR
- 24 Porsche 910 Special - Zimmerized
- 29 Luftgekühlt 9!
- 32 Random 'Out and About' with Nord Stern
- 38 From the Archives . . .
- 36 One Man's View at the Porsche 75th Anniversary Affair
- 37 A Few Shots from this year's Tech Session @
Porsche Minneapolis, Dentwerks and Midwest Clear Bra

Upcoming Events

- 8 2023 Calendar . . . Get Around with Nord Stern
- 11 2023 Nord Stern Driver Training and Driver Ed Schedule
- 13 Eagan Condo Garage - Membrship Social 8.26.23
- 26 Where We Were . . . 60+ Years!
- 34 Nord Stern's 2023 Fall Color Tour 'Pre-Event' Info . . .
- 35 Twin Cities & Area Events / Autocross Calendar 2023



Cover:

Brainerd's tunnel CAN be driven through!

Tom Karn with son Caden and the
beautiful white 2020 Porsche GT4

photo by Michael Steinberg

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

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

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2002 911 Turbo

Josh Longawa

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Gregory Robertson

Dayton, MN

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Eden Prairie, MN

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

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

Volunteering: The club runs on volunteers! A great way to meet members and get the most out of your membership. Our club exists BECAUSE of members volunteering their time and talents to plan and execute our many different events. With NO paid staff, we depend entirely on volunteers to run OUR club and keep the calendar full of interesting and well planned activities. Whether your interest lies in track events, social activities, technology, touring, tech sessions, car shows or other, we have a place for you and many an opportunity to get involved.

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

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

The Prez Sez . . .

by Jeff Eckroth, 1996 993, 2015 GT3, 1992 911 Turbo

“Baby, You Can Drive Your Car!”

Thanks to our amazing Chairs, there will be no excuse not to get out and enjoy your Porsche and our People this summer and fall. I know this is covered on our website and page 8, but I’m so excited I would feel terrible if you missed out. Check your calendar and Register as these events typically sell out.

July 15: Drive to Loonacy Tour - Nord Stern Drive Event

Join us for the 2nd annual Porsche Minneapolis and St. Paul “Drive to Loonacy” event as part of the Nord Stern Loonacy Club Race and Weekend. Experience a Scenic Drive, Parade Laps, Food Trucks, SIM Racing, PCA Club Races, your NS members on the track as part of a High-Performance Driving



experience, Track Side BBQ Dinner w/entertainment and over 200 cars, including yours. Bring the family for an unforgettable day!

July 29th: Vino in the Valley Tour – Nord Stern Drive Event

Nord Stern is returning to Vino in the Valley! I love this drive along the river to the venue in Maden Rock, WI. The food is always excellent. Our cars will be parked on a vista with a breathtaking view. Just sign up!

August 3rd: Night at the Movies – Social Event – NEW Exclusive Event

Let’s go to the Movies at the St. Michael Cinema parking lot - Drive-in style. Do you have a need for speed? We have you covered! The featured movie is “Top Gun” the 1986 version. Bring your lawn chairs. Food and Beverage are available for purchase. Only \$10 per car, so pack ‘em in.

August 12th: Drive to Ciao Bella Tour – NS Drive Event

Chef Antonio of Villa Bellezza, recently returned from Italy and has curated a special menu for our Nord Stern group. After the exciting drive we will arrive ready for a gastronomical adventure. Included will be a photo op at the Little House on the Prairie, after which Chef Antonio will be making us Spiedini, Italian Kabobs! Oh My!

September 9th: Fall Autotour – NEW NSDrive Event.

The Nord Stern Drives team has plotted a scenic drive to the Jordan Supper Club where the group will partake in a breakfast buffet extravaganza. Join fellow Porsche owners for a fall drive. This is a new route and venue our Drive team has discovered, one that I am excited to experience.

September 23rd: Apple Picking and Pizza – Social Event – NEW

Fall Fun at The Arbor at Young Acres in Prescott, WI. This family-friendly event will be a fantastic way to welcome the change of season as well as enjoy the actual fruits of labor from a small business across the border. Registration Fee includes handcrafted pizza and a Upick ¼ peck of apples

Continued on page 32

Advertiser Directory

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John Healy, Crown Bank	19
LaMettry's.....	34
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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

To start out this column, I'm leading by pointing to the 'ad' to the right of my column for **PERRILL** - we'd like to extend our sincere appreciation and thanks to their creative team! They worked with Driver Ed Chair **John Blackburn** and the whole DE/DT program and came up with some fun graphics for us this year.

They have donated their services and we are the recipient of some truly creative, fun artwork - recall those earmuffs on the driving helmet promoting First Fling (rather appropriate this year with snow and cold being the operative theme for 2023's driving season start!). Who will forget the mounds of snow in the paddock, or the icicles hanging off the Tower?!

Thank you, Perrill and team!

And really, my main comment this month stems from the recent 75th Anniversary shindig hosted by the Minneapolis/St. Paul Porsche dealerships and the JDC Motorsports shop with overall coordination by **Roger Johnson**. There was so much going on, a meet up at Mpls Porsche, a curated drive

to JDC in Savage, the 963 on display, the restoration work of a 356, the gorgeous RS60 of Russ Hagen's and then there were the food trucks, the ice cream, the LeMans 24 Hours race projected on the side of a very clean white transport (and by the way, JDC provided a huge wide open space with plenty of seating, space to either pick up your charity t-shirt (for St. Jude's) or buy one on the spot - kudos and thanks to JDC for providing a perfect space for the huge turnout! And of course there were a number of photographers on hand and I hope to feature selections starting this month and more. There are so many fun, interesting, excellent photos of both many a gorgeous Porsche and many gorgeous people shots, too! Wowie, wowie, an editor's dream come true as far as I am concerned.



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HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Second, join Nord Stern

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

3. To RENEW an existing Nord Stern membership

- Visit www.nordstern.org to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).

- Or, send your check, payable to Nord Stern, to Todd via snail mail address below.

Address Changes:

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

Mail renewal checks to:

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

JULY

- 8 Medina AutoMotorPlex Open House**
Porsche will be featured marque
- 14-16 Nord Stern Loonacy Weekend, DE & Club Race**
Location: Brainerd International Raceway
- 23 Glacier Lakes Audi Club - Car Control Clinic**
Location: Dakota County Technical College
Information on Page 38
- 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

- 3 Nord Stern Night at the Movies**
St. Michael Cinema, 7 p.m.
- 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
- 26 Nord Stern Membership Social: Eagan Condo Garages**
Option breakfast+Drive, 8:30 a.m.
Open House: 11 a.m. Register at clubregistration.net
- 31- Sept 2 Run For The Hills**
Dakota Region of PCA

SEPTEMBER

- 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**
- 23 Nord Stern Social - Apple Picking and Pizza**
The Arbor at Young Acres, Prescott, WI
11 a.m. - 3 p.m. \$30 pp
- 27- Rennsport Reunion 7**
- Oct 2** Location: Laguna Seca, CA

OCTOBER

- 3 Nord Stern Business Meeting ***
Location: TBA
- 6-8 Nord Stern 2023 Fall Color Tour - NOTE DATE**
HQ will again be Pier B, Duluth, MN
Friday Welcome Party @ The Kitchie Gummi Club!
- 14 Nord Stern Checkered Flag Party**
Location: Buck Hill
Time: Noon - 4 p.m.

NOVEMBER

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

2023 DECEMBER

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

** Business Meetings are open to all Nord Stern members, this year 2023 they are held the FIRST TUESDAY of the Month, contact the president for locations if not noted.*

LOCAL CAR EVENTS, OF INTEREST
These events are NOT organized, nor sponsored by Nord Stern or PCA, but club members are cordially invited

• MN CARS AND COFFEE •

First Saturday of the month, May - October

• OCTAINE AND CAFFEINE

2nd Saturday of the month Medina Autoplex, April - October

• CARS AND CAVES •

Last Saturday 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 this calendar as a courtesy to the organizer, or organizing entity, and at the discretion of the editor.*

2023







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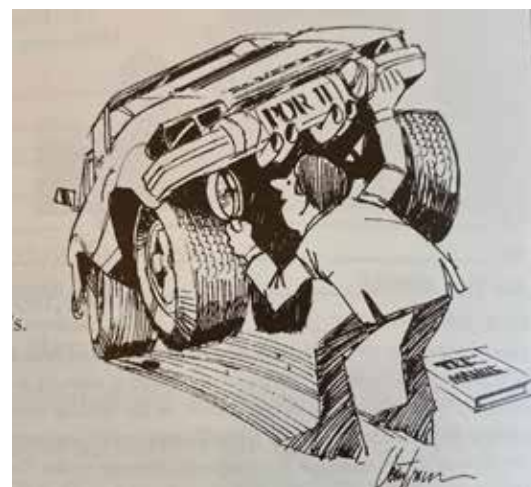
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Loonacy Weekend - Multi-Event Extravaganza!



What's New Loonacy 2023: Both the long (Donneybrooke) and short (Competition) tracks will be used. Split on Friday, Long on Saturday, and Short on Sunday.

- Why that matters: It's a bonus to know you will get to run both tracks for sure that weekend
- Whichever is your favorite track confirmation at BIR, Donneybrooke or Competition we are running it at Loonacy Weekend Driver Ed! We will be running the Donneybrooke course on Friday morning and all Saturday. We will be running the Competition course on Friday afternoon and all day on Sunday!"

What's New for FOOD: Coffee and scones from **Stonehouse Coffee** in Niswaga on Saturday morning. **Crabby Dale's BBQ Food Truck** for Friday-Saturday-Sunday Breakfast & Lunch. The **Iron Waffle Food Truck** will be on hand for Saturday Lunch and Saturday dessert.

- Food and coffee are a hassle at the track for morning coffee and lunch. This has always required folks to make stops on the way to the track and leave the track to go find lunch.
- So: "FREE gourmet coffee and scones from Stonehouse Coffee in Niswaga on Saturday morning, **compliments of Porsche Minneapolis/St. Paul**. Crabby Dale's BBQ Food Truck will feature a custom menu we've worked with them on and you will love! We promise.
- To handle the busy Saturday lunch, A second food truck in the paddock, the Iron Waffle Coffee Company. They will stay through Saturday dinner providing awesome dessert waffles.

New Attraction On Site: Sim Racing Challenge in the paddock!

- Ever wanted to try **Sim Racing**? We will be hosting a Sim racing challenge in the paddock where you can try it out! There will be prizes for the best time of the day in a GT4 Clubsport at a surprise track for both adults and youth. Come on up and check it out.

New: Driver Education TENT

- During the Club Race weekend, there were very few garage spaces available for DE drivers. The July sun can be HOT out in the paddock. No need to try bringing your own tent, we got you 'covered!'
- So check it out - a dedicated Driver Education garage tent! Get out of the sun and hang out in a dedicated DE tent garage spot.

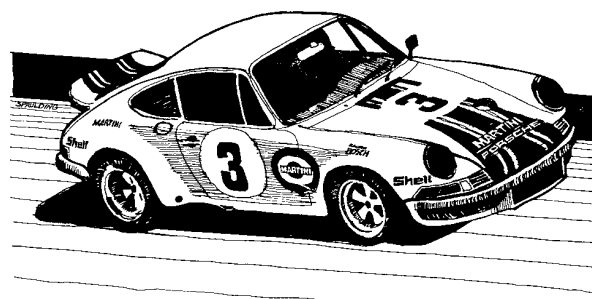
New: Porsche Minneapolis/St. Paul Tent

New: Family Options:

- More to do for family at the track with food trucks, Trackside dinner, Sim racing, enhanced Parade Laps, and announcer for the club races
- Not a DE or Club Racer, bring up the family and enjoy a magical, fun-filled weekend Brainerd International Raceway with Nord Stern's Loonacy extravaganza set in the beautiful Brainerd Lakes area with all the Up North action to make those fun, summer memories for every member of a family.

Old: But returning favorites:

- Free Trackside Dinner on Saturday night
- Again catered by Chef Mike and sponsored by Auto Edge!
- Lots of track time for all DE participants.
- Lots of racing for all Club Race participants.





**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)





Porsche and world-record-holder Sebastian Steudtner present jointly developed surfboard

- Big wave surfer Sebastian Steudtner wants to take his sport to a new level with the support of Porsche.
- Porsche Engineering applies proven scientific methods from automotive development for surfboard optimisation.
- Presentation of a hydrodynamically and aerodynamically optimised surfboard for wave and surfing speeds of over 80 km/h.

Together with Porsche technology subsidiary Porsche Engineering, current big-wave world record holder Sebastian Steudtner has spent the past two years scientifically analysing and significantly optimising his surfboard. Now the board, dubbed the “Caçador RS”, has been presented to the public for the first time in Cascais, Portugal.

Cascais: Sebastian Steudtner is the current world record holder in big-wave surfing with a wave height of 26.21 metres. With enhanced equipment, he wants to go even bigger in the future. In his long-term partnership with Porsche, he has substantially optimised his gear. The crucial boost came from Porsche technology subsidiary Porsche Engineering.

The idea of the collaboration was to translate experience from automotive development to the surfing context. Using the latest simulation methods and wind tunnel validation, the team improved the surfboard's handling in the water (hydrodynamics) as well as the aerodynamics of both the board and the surfer – always with the goal in mind of reducing drag in both the water and the air. And enabling Steudtner to reach higher speeds on the board. 70 to 80 km/h is currently possible. The higher speed is necessary to ride bigger waves – because the higher a wave

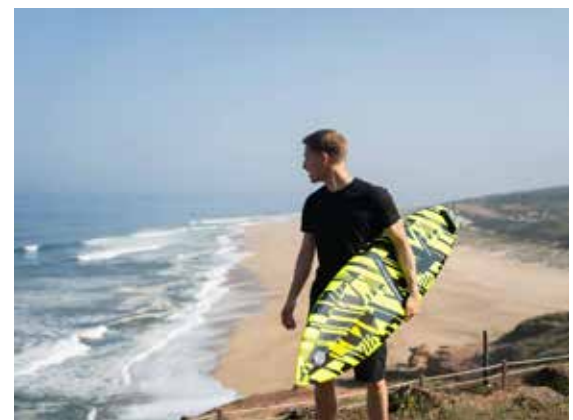
is, the faster the surfer has to be to keep it from crashing over him.

Aero-edges for surfing speeds of up to 100 km/h

Optimisation of the complete system of Sebastian's surfboard resulted in significantly reduced drag, which in turn could now potentially enable surfing speeds of up to 100 km/h. “To reduce drag and stabilise the board, patented attachments known as aero edges were added to the front and back of the board”, explains Marcus Schmelz, Project Manager at Porsche Engineering. “We know this principle from automobiles: here, too, tear-off edges are defined, for example through the use of spoilers. They reduce air turbulence, making the car more stable and aerodynamic at high speeds.”

Beyond the structural changes to the board, aerodynamics tests in the Porsche wind tunnel also found other potential optimisations: adapting Sebastian's body position while surfing and optimised equipment also produce significantly lower drag.

Steudtner's new board was dubbed the “Caçador RS”. The name is a combination of the Portuguese word



“Caçador” (hunter) and the classic Porsche designation “RS”, which is reserved for the sportiest Porsche models. With his new surfboard, Steudtner can now set off in pursuit of the next world record.

“It's a very exciting moment for me to introduce our ‘Caçador RS’ at long last”, says Sebastian Steudtner. “Together with the Porsche Engineering team, we've spent two years intensively researching, testing and

developing. The result is a faster and more stable board that enables me to ride into even bigger waves – a milestone for our project.”

Next project already in the works: the precise measurement of waves

Using a measuring drone, in the future it will be possible to quickly and accurately measure the height of waves. At present, measurements are made using videos and still photographs.

The current prototype from Porsche Engineering is equipped with cameras, control and storage units, and sensors of the type used in vehicle development for modern driver assistance systems. The device measures all areas of the wave and the surfer in a 100-metre radius. The first reliable data is expected to be collected this autumn of this year, when the next big-wave season begins in Nazaré, Portugal.



DRIVE OR ARRIVE: EAGAN CONDO GARAGES --- MEMBER SOCIAL

NORD STERN REGION PCA

Saturday August 26

Eagan Condo Garages
501 Classic Court, Eagan

11AM to 2PM

8:30 AM - Optional Breakfast & Drive
Joseph's in Stillwater

- Meet and Greet
- Tours of model garages
- Casual lunch and refreshments
- Beer samples courtesy Bald Man Brewing

Details at www.nordstern.org/calendar
Register: clubregistration.net

NORD STERN REGION OF PCA

BECOME A VOLUNTEER



VOLUNTEERS NEEDED

**14-16
JULY**

Raise Your Hand!
Be a part of the team. Step up
and help during Loonacy
Weekend's Club Race & DE!
Join the FUN.

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Raise Your Hand and BE a Nord Stern Volunteer

- Nord Stern is a club, a club made up of members who share a passion, an interest, a desire to delve ever deeper, in our case, into the Big Wide World of Porsche!
- Like all clubs, it runs on volunteers, people who give of their time and talents with very little interest in ‘what’s in it for me.’
For those who DO step up, all would agree we get way more out of our membership than we give.
- Take a look and decide where **YOU** can take that little leap and be a part of the big picture in Nord Stern!
- This July’s **Loonacy Weekend** Club Race and Driver Ed is the perfect opportunity to spend time helping out - all while being up in beautiful Minnesota lake country, seeing LOTS of Porsches, Porsche people, track action, racing fun, good food, appropriate libations and in general a GREAT time.

Here’s what’s needed: Grid Workers, Steward Assistant, Scrutineer assistant/s, timing assistants, Info area staffer, and more.

Contact volunteer coordinator, Jim Southwell, at volunteer@nordstern.org and Step Right Up and Join In! You won’t regret it.

June Meeting Minutes

by Tom Sabow, Secretary

Attendees: Jeff Eckroth, Steve Kemp, Todd Smith, John Velure, John Blackburn, Tom Karn, Roger Johnson, Judy Sievers, Steve Albers, Karen Carson, Carolyn Veno, Michael Steinberg, Jim Southwell, April Barker, Stan Lim, Steve Thompson, Theo Martianos, Misty Martianos, Nathan Reader, Paul Thai, Jeff Carlson, Chip Smith, Scott Brown, Tom Sabow, Michelle Weber-Eckroth

Meeting was called to order at 6:33 p.m.

NEW BUSINESS:

President, Jeff Eckroth:

- No separate report

Vice President, Tom Karn:

- Porsche Track Experience will be at Barber Motorsports and scheduled for February 2024
- Green Flag party – January 13, 2024. We're looking for a speaker/guest of honor

Treasurer, Todd Smith:

- First Fling was a success, Spring Fling financials look good. Good financials overall

Secretary, Tom Sabow:

- No separate report

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

- Loonacy/Club Race Weekend:
- Announcement & sign-up for Club Race – 21 drivers registered
- Club Race & DE will use normal long track paddock & garages all weekend regardless of which track is being used
- An expanded offering of event merchandise will be available. Thanks to Drew Stienke.
- **Sim Racing Challenge** (competition level rigs) will be housed in an air-conditioned transporter. Thanks to Ed Tripit.
- **"Drive to Loonacy 2023"** communication begins week of June 12
- Volunteers are needed for the weekend. Sign-up page on website is coming soon.

Advertising, Mollie Nygaard

- All is good and up to date.

All Porsche Show, Phil Saari and Hal Voges

- Sunday, June 25. Featuring early water-cooled models. Volunteers needed. Email appeals have been sent

Autocross, Andy Golfis

- No report

Charity/Community Relations (Open position)

- Club Race, John Velure
- Volunteers still needed
- There is still room for racers
- There will be food trucks for breakfast & lunch both days

Dealerships, Roger Johnson

- Lots of interest in 75th Porsche anniversary gathering on June 10.
- Drive from Porsche Minneapolis to JDC
- Charity is St. Jude Children's Hospital. T-shirts available with a charitable donation

Driver Education, John Blackburn

- Spring Fling – 99 registered
- Great weekend/thank you to all volunteers
- Reminder for future events to clean-up registration building & reset chairs/tables!

Drivers Training, Ben Rogers, Scott Brown

- Spring Fling – 17 registered drivers. 14 attended & completed the course
- Excellent support from instructors on the track & in the classroom
- Student surveys indicate overwhelming satisfaction & a rewarding experience

Historic Archivist, Roger Johnson

- No report

Insurance, Jeff Carlson

- Certificates of insurance having been secured for events through Sept. 9.

Membership, Steve Albers, Michael Steinberg, Carolyn Veno

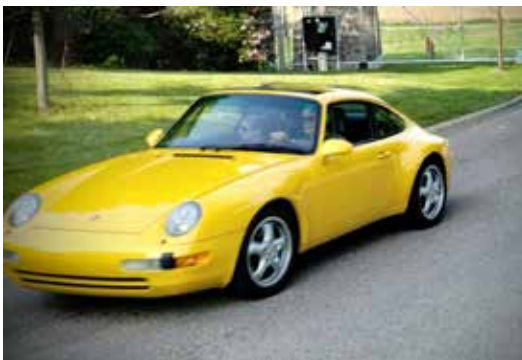
- May membership total: 679 members
- Upcoming Events:

Continued on page 18

NORD STERN JULY 2023

Porsche Minneapolis 'Drives' to Minnesota Arboretum

photos by Michael Steinberg



Porsche Minneapolis invited Porsche owners to a drive out to the Minnesota Arboretum and hosted a wonderful spread of food to match the beautiful Porsche's arriving to a designated special parking area. It was a gorgeous evening and the smiles all around attest to how fun it was for those fortunate enough to get one of the limited reservations! Thank you to Porsche Minneapolis for hosting a delightful evening of driving, touring the lovely Arb, enjoying the camaraderie and did I say, the food?!

People and Porsches at Minnesota Arboretum! . .





June Minutes . . .

continued from page 14

- July 8 at Medina Motorplex
- August 26 member social and drive

Magazine, Christie Boeder

- No report, just kudos to all the members submitting photos for publication!
- Thank you for your great work, Christie.

Registrar, Dave Anderson and Andy Barker

- Ride to 75 had 59 drivers and 90 total participants
- Cheese Fling – 93 registered
- Loonacy weekend – 26 registered thus far
- Condo rentals available at BIR for Loonacy. Contact Steve Kemp
- Porsche & Pints – 21 registered
- Member social at Eagan Condo - 13
- Vino in the Valley – 19 registered, 34 people
- Ciao Bella tour – 3 registered, 6 people
- September Last Fling – 15 registered
- 43 Drive for 75 t-shirts were sold prior to the event for a total of \$1,290. Drive for 75 donations are at \$520.
- Rennsport Reunion room guarantee status – 35 confirmed, 3 on wait list

Safety Chair; Nathan Reader, Paul Thai

- First Fling & Spring Fling: no incidents.

Shop & Tech Relations, Roger Johnson

- See Dealer relations

Social, Michelle Weber-Eckroth and April Barker

- June 15, Boom Island Brewery, 5 - 8 p.m.
- August 3: Drive-in movie night, 7 p.m.
- September 23: apple picking & pizza. @ The Arbor at Young Acres in Prescott, WI
- October 14: Checkered Flag party at Buck Hill.

Social Media, Misty Martianos, Christie Boeder, Judi Sievers

- Facebook page is seeing a lot of activity
- Please send Misty content you'd like posted

Touring, Rallies, Drives, Theo Martianos, Nick Severson

- July 29: Vino in the Valley – meet at Porsche St. Paul @ 9am
- August 12: Villa Bellezza/Ciao Bella – meet at Porsche St. Paul @ 9 a.m.
- September 9: Fall Auto Tour & brunch – meet at Porsche Mpls @ 9 a.m.
- October 6-8: Fall Color Tour. HQ: PierB in Duluth MN

Track Relations, Jim Bahner

- No report

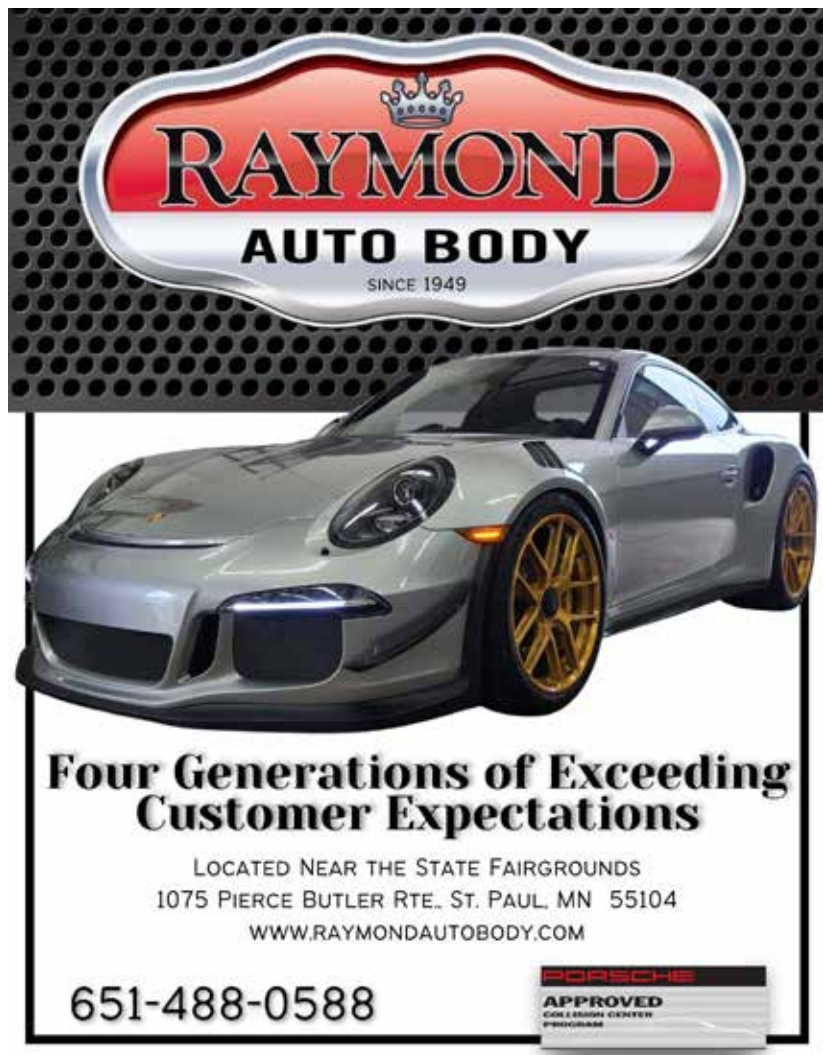
Webmaster, Dave Anderson and Christie Boeder:

- Working on completion of storefront with online payments
- New version of a membership plug-in is being tested
- Will be working with Christie on a homepage/site redesign
- Working on dedicated landing page for Loonacy Weekend & volunteer sign-up

Next Meeting: September 5 at Spazzo in Minnetonka

Adjourned @ 8:16 pm

Respectfully Submitted
Tom Sabow, Secretary



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PROGRAM

Save The Date:

August Social

“Nord Stern Night at the Movies”

St. Michael Cinema

Thursday August 3, 2023

7:00 p.m.

Movie and Registration fee TBD

.....



Save the Date:

September Social

Apple Picking and Pizza

The Arbor at Young Acres-
Prescott WI.

Saturday, September 23, 2023

11 a.m.- 3 p.m.

\$30 per person for pizza and
U-pick 1/4 peck of apples.

Includes farm activities and
festivities such as tractor ride, tree
maze and much more.

.....



Save the Date:

Checkered Flag Party

Buck Hill- Burnsville

Saturday October 14, 2023

12 p.m. - 4 p.m.

More details to follow



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Fabulous Two Days of Spring Fling DE & DT . . . @ BIR

Photos by Michael Steinberg



It was a busy day for Driver Training participants registering, getting their materials, classroom sessions learning about car control/handling, the do's and don'ts on track, apexing, coming, braking, you name it - it's a lot. But so fun, new skills gained!





Above, R to L: Caden Karns in the tunnel, oil spots!, social time track and the beer is cold,



Above, R to L: Caden and Tom Karns, Nice Carrera GTS, 'Speedy' Veno Photos below, R - L, Social Time on a beautiful day at the track, a happy DE participant



I can't Hear You. . . .

by Danielle Badler, July 2023

It was a rude awakening recently. I was on a Porsche run, third in line in my run group, following a newish C4S, which was following a 2003 Carrera Targa. More on the Targa in a moment.

The thing that struck me was that, every time we started off, from a layover, a rest stop, whatever, the car ahead rolled up its windows as it headed on out.

Not me, of course. Not in my '78 SC. First because the AC doesn't work and hasn't since I last tried a freon charge, at least 15 years ago - the freon lasted about 10 minutes. And, even worse, the AC compressor created a power strain on the engine that was really kinda scary.

No worries. For 35 years of ownership, I've always savored the sound of the exhaust, along with the melody of the mechanical machinations, back there in the rear. Which has meant an open sunroof for anything but freezing outside temperatures. And open windows for anything above, say, 70 degrees F.

I'm on my fourth exhaust. B and B. When I first had it installed, I actually found it too loud, even for me. I had a baffle put in. But now, to me at least, it's just right. To savor. Especially in tunnels.

But what about my friend in the C4S, just ahead of me on the run? Of course, his car has climate control. And climate control pretty much obviates the need to open the windows, just about ever. Except maybe for drive-throughs. Too bad for him, I thought, as I relished the sound of a throttle blip on a downshift.

That Targa, two cars ahead? I knew the car well. Because I actually was its first owner. One thing I did was upgrade to the Porsche sport exhaust, in always-on mode. To me, the mix was magic - slide open the top, let the climatized air blow, and you had the best of both worlds - comfort, sunshine and . . . the sound. I should have never sold it.

Did you ever go to a Formula 1 race, back in the 19,000 rpm redline era? I did. Here's what it was like, one year, at Monaco. My company was doing some high-class client entertaining, and we rented an apartment near the start-finish line. When we all walked in, we were all given earphones. Not to hear music, not to talk to each other. To keep from going deaf.

The race began. My earphones were doing their job. I couldn't really hear too much at all. But I got curious - I started wondering, how loud could it possibly be? So I tried lifting them off my ears, just so, maybe an inch . . . and, bam, I was assaulted by a blood-curdling scream that made the wail from a banshee sound like the tweet from a parakeet. Deafening does not begin to describe the assault on my ears. All I could do was, quick, smack those babies back down. And I didn't remove them until the race was over.

It all came back, recently, when, instead of doing real work, I was mindlessly screening YouTube videos of historic Formula 1 races. Don't ask. But I came across a video someone had posted of the best-sounding F1 Cars of all time. They all sounded, and I really hate using this word, it's way overused, but in this context it's appropriate, awesome.

But now, with the latest incarnation of F1 cars, that's gone. Remember when everyone on the pit wall, in the pits, anywhere near the action, wore earphones? Just like we did at Monaco? Well, have you noticed that that's no longer the case? There's no longer a need. And, with the latest power delivery systems, they don't even call them engines anymore.

And that's too bad, I think. As the song says, something's gained, but something's lost. It's another step in the homogenization of gearhead enthusiasm. You see it in racing today. You really see it in e-racing. And you really, really see it in passenger cars. And then, in EVs, when you couple climatization with electric power, you really, really, really see it.

Hey, well, you can always crank up the music, and listen to tunes, right? And, with modern audio systems, you can actually enjoy the experience, right?

Well, not exactly. Not in my rapidly becoming vintage 911, where listening to the radio at speed is as viable as leaping tall buildings in a single bound.

It's not the same. Progress is progress. But at least one aspect of the thrill is gone.

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Show your Nord Stern Pride!

Nord Stern is offering a nice-looking name badge free to all paid-up primary members. Badges will be offered in:

- A rectangular, horizontal, magnetic badge, 1.5" x 3"
- A rectangular, vertical, lanyard style badge, 2.125" x 3.375"
- The badges will feature our Nord Stern logo, reference to PORSCHE CLUB OF AMERICA, your first and last name, and a "personalization line", where you can refer to your prized Porsche ("Boxster S"), your club service ("DE Chair"), years in club ("member Since 1990") or similar reference to your Porsche Club passion. The lanyard badge will also include the PCA logo on the backside.

Sign up @ <https://nordstern.org/badge-request/> and we'll do the rest. Click "Submit" just once. Badges will be mailed directly to whatever address you provide. No PO Boxes, please. We hope to see our members out and about at our events, sporting their badges, and enhancing the connections we all make through Nord Stern.

We will soon also offer badges to PCA Affiliate members and the ability to offer a second or replacement badge if a member wishes. Stay tuned.

Sign up now!



Porsche 910 Special - Zimmerized

by Karl Ludvigsen, reprinted with permission from Porsche Classic

Editor's note: My husband Bruce recently read an article about the Zimmer 910S in the latest issue of Classic Porsche, written by none other than Karl Ludvigsen. With Jack Zimmer being a local guy, a Porsche and racing enthusiast, early owner of Carousel, he reached out through a connection with PCA to Karl directly, asking permission to reprint his article in our Nord Stern newsletter.

As he wrote: *"I'm sure you are aware, Jack Zimmer is still alive and living about a mile east of us in Minnetonka. Some region members have recollection of the 910S being on the floor room at the small Porsche dealership when he was the dealership owner but most members have no idea of the car, its history and Jack's ownership of the car and dealership. It would be fun to reprint your article."*

And lo and behold, Karl immediately got back to us with the article and link to the images! His only request (beyond properly crediting) was to include information on his Substack posting at <https://karlludvigsen.substack.com/>! Bruce subscribes and is enjoying this source of Porsche materials.

In the early 1970s a car enthusiast whose racing Porsche suffered damage decided to transform it into a no-excuses sports car for the road.

Calling in the leading experts, he succeeded in creating an automobile of rare sculptural excellence.

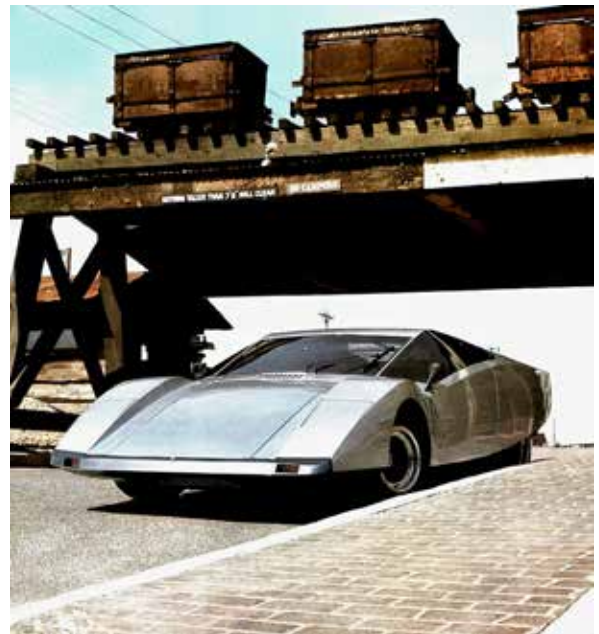
by Karl Ludvigsen

You wouldn't call a racing Porsche a "sow's ear" but the transformation of the car you see here into a "silk purse" would qualify for just such a makeover. It began with a Type 910 Porsche, so we'd better get an idea of just what kind of Porsche this was.

The Type 910 was the first big step from the 906 Carrera 6 that was the launch vehicle for Ferdinand Piëch as an engineer who would thrust Porsche forward as a motor-sports competitor. Starting in 1966, Porsche built some 30 of its 910 model for long-distance endurance racing. They were powered either by a fuel-injected 2.0-litre flat six, creating a 910/6, or a 910/8 with an ex-Formula One 2.2-litre eight. In 1967 the factory team of 910s scored class victories in the Daytona 24 hours, Sebring 12 hours, the 1,000-kilometer

races at Monza and Spa, the Targa Florio, Le Mans and the Reims 12 hours.

A 910 won outright in the Nürburgring 1,000 kilometers, driven by Joe Buzzetta and Udo Schütz. Placing second with Paul Hawkins and Gerhard Koch was chassis number 910-013. In 1968 it was in the hands of Italian Alberto Luti, who entered 013 several times and raced it once at Mugello. Coming out of storage the Porsche was acquired by Canada's Burt Kuehne, who with Harry Byzak raced 013 through the 1972 season.



Lurking at the curb, Jack Zimmer's Porsche 910S was a completely new vision of a sports car in ultra-modern form, forecasting the speed of which it was capable.

By then the 910/6 was due for a major overhaul. Over the border in Brooklyn Center, Minnesota it came to the attention of Jack Zimmer, owner of Porsche special-equipment company Carousel Racing. Seeing the Porsche as the basis of a special for club racing in the USA, Zimmer crossed Kuehne's palm with silver. When the Canadian traveled south to deliver the 910, however, he flipped the transporter on its roof. The damage was severe enough to cause scrapping of the original coupe body.

This didn't daunt Jack Zimmer, but the Sports Car Club of America put a stick in his spokes. The SCCA decided to merge sports-racing classes A and B into a single class that would include the heavy-duty Can-Am-type cars. "Because

the car would be less than competitive,” wrote Joe Ruzs, “Zimmer decided to use its still-respectable performance—175-mph top speed—in a one-of-a-kind street coupe that would rival the best Italian dream cars in looks and performance.”

That was a tall order. America had few of the enterprises that the 21st century would bring in the way of freelance stylists and coach builders. But Zimmer had been reading his *Road & Track*. He remembered that the Reventlow-built Scarabs, world-beaters in their heyday, had clever designers and fabricators. The former was Chuck Pelly, responsible for the Scarab’s good looks, and the latter Dick Troutman, who with Tom Barnes did extensive fabrication work on the sports-racers.



A first big step by Ferdinand Piëch, at its nose the Porsche 910 showed its 906 origins. It also showed that Porsche was serious about its long-distance racing.

Both men were still on the job in California. Chuck Pelly had just established DesignworksUSA as an independent industrial-design contractor while Dick Troutman still had his Culver City workshop though partner Barnes had departed. Ready to rumble, Zimmer considered them “the best in the business.” But what would the car look like? The options were infinite.

According to Zimmer, “Pelly and I made some initial sketches of what we thought the ultimate Porsche street machine should look like.” Inspiration came from a motor-show stunner that the Porsche’s new owner

fancied—and as he was paying the bills, Zimmer was influential. He remembered a Pininfarina design that had turned heads at the 1969 Turin Salon. It was the work of Filippo Sapino, who had the task of clothing a mélange that Ferrari provided. Based on the chassis of a 312P sports-racer, it had the 6.0-liter engine of a Can-Am Ferrari—though with nothing inside it.

This was the Ferrari 512S Berlinetta Speciale that put the Americans on the right track. Ultra-low and striking in yellow, it majored on crisp lines while eschewing the “origami” look that some designers were favoring. Its influence on the Zimmer car is clear but Pelly adopted lines that were unmistakably his to create a superbly clean and chiseled coupe body with hippy flanks

and a plunging nose. Chuck showed it once in California, winning for him and his creation the 1975 California Design Excellence Award.

With the design taking shape, Pelly asked colleague Ed Stulik to create a model. Stulik did this in quarter-scale, using the designer’s “cheat” of a mirror so that only half the car had to be modeled. After this was perfected, full-scale drawings of the body were made. Stulik worked with Troutman on the fabrication of the wooden buck that guided the final form.



The sheer lines mandated by Pelly’s design made heavy demands on the skill of Dick Troutman. Working to a wooden buck, he succeeded in manipulating its aluminum.

Aluminum and steel sheets as specified were placed on the mockup, cut to size and shipped to the California Metal Shaping Company in Los Angeles for rough forming. Their stampings returned to Troutman’s shop, where the coachbuilder shaped, fitted and welded the pieces into a homogeneous form. Aluminum was used for all body panels except the tub and the roof, where steel sections were needed for rigidity. Side windows were Plexiglas while a Cadillac windscreen was trimmed to fit. The glow of the finished car’s Porsche metallic-silver lacquer is to the credit of Hawthorne, California’s Creative Car Craft.

Conversion of 910-013’s rolling chassis to the semi-final version of Zimmer’s 910S coupe occupied Dick Troutman for almost 14 months. While he was forming its body the chassis was stripped, sand-blasted, X-rayed, magnafluxed and straightened. Meanwhile Zimmer supervised the fabrication of many custom-made components including door handles, hinges, molded-in steel bumpers and dashboard using 911 instruments, all hand-crafted by Californian artisans.

New substituted for old throughout the car. Suspension components and running gear were all restored or, in most cases, replaced with new parts purchased from the Porsche factory’s racing arm. Every nut and bolt

Continued on page 28

Where We Were . . . 60+ Years!

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

August 2001

The front cover of Nord Stern for August of 2001 featured a photo of **Joel Pfister's** lean, mean racing machine inside of BIR's Turn 10 during the Club's Spring Fling (scan below). The well-composed photo was taken by Club legend **Ron Faust**. The back cover was a photo of the Tokyo Water Park, apparently designed for serenity in a crowded urban environment. It is unclear who submitted the interesting photo and equally unclear as to how it related to Nord Stern.

Editor Christie Boeder apologized for the slim pickings in the August newsletter, but she noted that July was a very busy time with limited opportunities to prepare the issue.

Christie did report on the Porsche Parade held in Milwaukee with the support of many Nord Stern members. Our editor also reported that the Club's well-regarded newsletter was awarded first place in its class at the event.

President Jim Holton focused on the need for safety in all activities. Jim pointed out the fact that up to this point in the season, the Club was incident free. Jim recognized that this was not coincidence but rather how the organization approached safety by teaching fun and

At 2001 Parade Concours . . . photos by Ron Faust



safety simultaneously. Jim called out Safety chairs **Scott Anderst** and **Don Miller** for their efforts in working quietly behind the scenes to assure that all were safe in a dangerous environment.

Nord Stern's semi-resident photographer Ron Faust supplied several pages of photos of the 2001 Parade Concours in Milwaukee. Photos of everything from restored 356's, to a Porsche tractor and a quality shot of a Popeye's Fried Chicken in Milwaukee graced the pages of our August newsletter.

Marketplatz from 22 Years Ago

- 1973 911 T Club/Vintage Race Car RS replica. Rebuilt 2.4-liter MFI engine with a front oil cooler plus suspension and brake updates. Fiberglass front and rear bumpers with rear fender flares, a sport muffler, and a duck tail. Last year of the desirable original 911 design -- increasingly hard to find. Excellent track car that can be driven on the street. A solid car. \$17,500. Call Dave Wiesel.





Above left: Love these AX result pages from newsletters 'of old' and noting all the names of still very active PCAers/Nord Sterners. Above right and far left, Ron stopped in at that year's Porsche Parade to ogle the Concours participants - while enroute to see family in Chicago as that year's Porsche Parade was in Milwaukee, WI



Above, Take my word for it but this was Ron Faust's brand new gorgeous yellow 2001 Boxster S - which he regrets to this day selling!
The caption for photo on the right "You need grease to go fast!"~
And to the left is the front of 52 Stafford in Plymouth, WI; an Inn which is definitely one of the classier spots to stay when attending or driving/DE/Racing at Road America in Elkhart Lake, WI

continued from page 25

fast but you couldn't stop it in a straight line. Funny but scary."



In profile the 910S most resembled its Pininfarina inspiration, although with the convenience of side-opening doors. (titanium) was replaced. The ventilation system and electric pop-up headlamps were Porsche 914/6 while tail lamps were Audi Fox. Porsche black leather covered the Lotus Europa seats, with tartan cloth inserts, and the rest of the interior. The original aluminum lateral fuel tanks were converted into 45-liter fuel cells on both sides of the car. Wider wheels—9.5 x 13 front and 13 x 13 rear—carried Firestone racing tires.

The most significant modification was to use a 2.8-liter engine. The reborn Zimmer-Porsche was first driven early in 1975, close to three years after the project started. "After we had run it with the original rebuilt two-liter," said Zimmer, "we found that the increased weight of converting from a race car to a street machine was just too much for two litres. By my standards the car was slow. I sent the original engine (910-014) to Arnold and Dieter at Andial. They made it into a 2.8-liter using the original internal titanium valve gear and of course bigger valves. The resulting output was 280 bhp, a welcome uptick from the original 220 bhp.

"I had good friends at Mahle," Zimmer added. "They helped me with special cylinders and pistons. I never did get around to running new 'performance' tests with the Andial 2.8-liter but it was flat-out faster. Running it at Donnybrooke through turns 1 and 2, braking at turn 3 was hilarious. Get hard on the binders and the car would leap from the inside braking area to the outside of the track. When the

corner workers at turn 3 saw me coming they would desert their post en-masse. That was the limiting factor of my 910S: no brakes. My last but unfinished project was to change over to 908 front and rear suspension including bigger, ventilated 908 brakes. The car was bloody

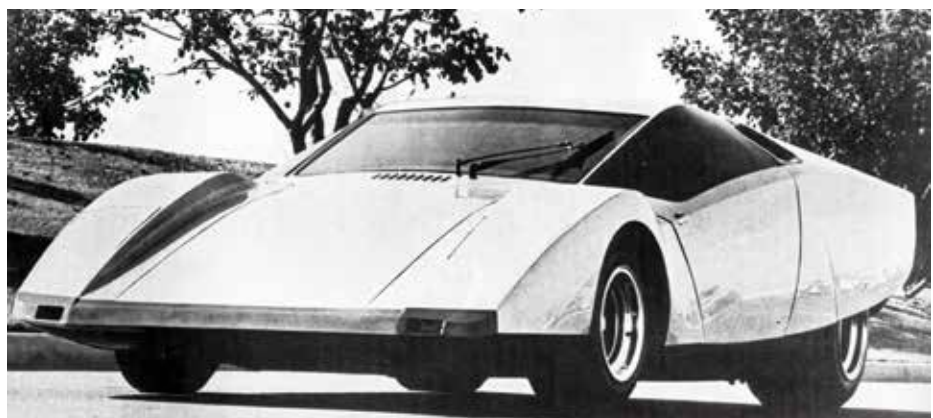
Although Jack Zimmer said he eschewed performance timing, some figures do exist for his coupe's acceleration. They are 1.7 seconds to 30 mph, 4.4 for 60, 6.9 to 80 and 11.2 seconds to 100 mph. The standing quarter-mile was covered in 12.5 seconds with a final speed of 134.9 mph. Top speed was given as 187 mph, a nice round 300 km/h.

This was outstanding performance for the 1970s, probably matching the potential of the Pininfarina Ferrari that inspired the car's design. Zimmer said that his 910S—as he dubbed it—rode better than his Porsche Turbo Carrera, was much quicker and, indeed, nicely noisier. The whine of the cams at 8,500 rpm screaming just behind your head somehow sounded better than the less-busy swoosh/whoosh of the Porsche Turbo.

Continued on page 37



Chuck Pelly is at the center and Jack Zimmer on the right as they survey their joint achievement. The new special 13-inch wheels take a high polish.



Porsche values were maintained with the use of the 914's mechanisms to lift and lower disappearing headlamps.

Luftgekühlt ~ “Air-Cooled” is the name chosen by Porsche racer Patrick Long and Howie Idelson, his business partner when the idea grew into a first-class venue for classic and rare Porsches. Luftgekühlt 9 was one of the largest gathering of Porsches anywhere and a venue others will strive to emulate. This is the ninth version of the gathering and it was held at the closed Mare Island Naval Shipyard, located 25 miles northeast of San Francisco, in Vallejo, CA on 29 and 30 April, 2023. The shipyard was closed in 1996, with the aging warehouses, cranes and drydocks supplying a wonderful and unique background to hundreds of classic Air-Cooled Porsches on Saturday, with Sunday expanded to Air/Water Porsches.

When I signed up for Luftgekühlt 9 in February, there was complete mystery where the actual location would be. Only hint was that it would be in Northern California. The submission process is fairly unique in that you have to submit photos of your Porsche, VIN, and history of your ownership, pay the fees for display, entry and if you would participate in both days. Then the selection committee would notify you in a few weeks if you and your Porsche were admitted. I thought it was strange that the entry for display did not include price of admission, but c’est la vie! What I didn’t realize was that the car history the organizers requested would be posted via a QR code for attendees to access during the show from a window sticker. My description was less than stimulating or inclusive, had I known it would have been more complete. I was notified on March 27th that my 1969 911S Targa was accepted. To complete the application, I needed to purchase an Early Admission Ticket for \$115 and Feature Car Ticket for \$95. I also signed up for Sunday’s Air/Water for more Porsche fun.

I decided to drive the 417 miles rather than tow, my 1969 911S Targa! Road Trip it is! As luck would have it, my wife, Sandy was too ill to travel and told me to go anyway. The ’69 S performed flawlessly on the six-hour plus drive on Friday the 28th. Only had to clean the bugs off after I got to the hotel in Vallejo.

The Mare Island Shipyard was a fantastic and inspirational venue. The instructions were to meet at 06:30 at the Mare Island Shipyard staging area. The organizers had plenty of vested helpers directing the numerous Porsches into multiple lines in the lot. The shipyard is huge and they actually had it

divided into North and South areas. While I was in line entering the South area, Jeff Zwart, Porsche Pikes Peak winner and partner in Luft Nine, pulled up alongside me on a bicycle and motioned me to follow him. I left the line and he placed me parallel to a dark fence in front of a massive ship. He told me, “Don’t move until I get back!”

When he returned 30 minutes later, I found out this was my spot for the day (photo right!). He then proceeded to position my car in the proper photographic position against the backdrop. I realized he positioned the majority of the Porsches that day.

The count exceeded 550 Porsches on Saturday, the majority placed in clusters or uniquely against brick or wooden structures, beneath towering cranes or huge dry docks. Every imaginable model and year were represented. There is no way to describe all the Porsches on display that day or on AirWater on Sunday which was reported at over 600. It was a Porsche Woodstock! I recommend checking out YouTube or put “Luftgekult Nine” in your favorite search engine to explore the event fully. Spending the day with all these Porsche owners and sharing Porsche stories was truly a wonderful and memorable experience.

I drove back home to Long Beach on Monday, May 1st and on May 3rd loaded up the ’69 911S onto a U-Haul auto transport and towed it back to Amery, WI for the summer. I am looking forward to driving it to many future Nord Stern events this summer and in the future.

See you with the Top Down!



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.

1975 914 Porsche For Sale



1975 914 (1.8L.) car. The car is in very good condition (a scratch on the passenger side door) and has 62,000 miles. My Son took the

car out this Spring and on the way back home he encountered shifting problems. He drove it home and we replaced the rear ball cup bushing on the shift rod head. That helped but the shifting is still not perfect. I have owned the car for 20 years and it has always



been stored in a garage. Four original wheels are included, (not shown in the photo). A new battery was put in in 2022 and a radio with speakers was added in 2005. The price is \$4,500. Due to the shifting concerns, I recommend a trailer. I live in Eagan, Minnesota and my contact information is Dale Heebl, cjheebl@comcast.net

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Prez Sez . . .

continued from page 6

- PLUS all the farm activities including a tractor ride, orchard maze, and more!

October 6-8: Fall Color tour – Nord Stern Tour – Expanded for 2023

Our Iconic Tour Event, Fall Color tour will once again headquarter out of Duluth and the lovely Pier B Resort. We have secured a block of 25 rooms at Pier B. When making your reservations, use the leader number 180733 when booking. Our Fall Color Team is finalizing a few final details. Look for registration to open soon. Secure your room and get ready to enjoy the north shore of Wisconsin and Minnesota at the peak of the Fall color.

High Five and Kudos to our Drive Chairs, Theo Martianos and Nick Seversen (drives@nordstern.org) and Social Chairs, Michelle Weber-Eckroth and April Barker (social@nordstern.org). They are having a blast and would love to have you join in the fun. Send them an email and ask how you

can be part of their team.

I have just hit the highlights and point you to www.nordstern.org for more detail and www.clubregistration.net to sign up and register. Many of these events will have capacity limits, and as the trend has been, will sell out.

Beep-Beep, Beep-Beep, Yeah!!

Your Prez'
Jeff Eckroth



Luftgekühlt 9

photo by Marty Noonan

The use of the grounds and warehouses was very well done for this iteration of Luftgekühlt! It was an awesome two days surrounded by Porsches! It was a total Porsche fix...

Random 'Out and About' with Nord Stern

photo by Kevin Davis



Editor's Note: These great, fun, photos were shared with Nord Stern by Kevin Davis with these comments:

"I brought my son, Charles, to Brainerd on May 20-21 for his first Brainerd Int'l Raceway driving school. We were fortunate to have Matt Gallagher as his weekend instructor; Charles had a pretty stellar weekend. While he was driving, I was working on taking photographs of him as well as a couple of other drivers and instructors. I was fortunate to be able to get a couple of great photos of Judi (Sievers), our black flag official."

Judi commented: "Thank you for the photos, Kevin. I was actually trying to stay out of your view! I appreciate your thoughtfulness . . . I love what I do and volunteering with this great group of Porsche enthusiasts."

And we at Nord Stern consider Judi a rockstar and appreciate all she does! And look, NO SNOW!

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

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



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

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

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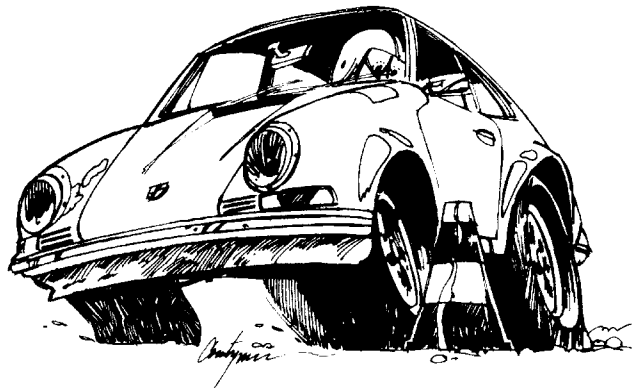
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TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2023

DATE	EVENT	SPONSOR	LOCATION



June 17th (Sat)	SCCLAC Championship #2	SCCLAC	South East Tech-Winona
June 18th	SCCLAC Championship #3	SCCLAC	South East Tech-Winona
June 25th	<i>SUPERSUNDAY AUTOX</i>	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	<i>SUPERSUNDAY AUTOX II</i>	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

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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 FAIRGROUDS, 225 EDWARD ST., 54729

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

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

One Man's View at the Porsche 75th Anniversary Affair

Photos by Carlos Marroquin

The 75th Anniversary event was a huge success with the rollout of the 963 at the expansive JDC Motorsports complex, a charity t-shirt option, food trucks, ice cream, LeMans 24 Hours playing on the side of a transport and a lot of meet/greet. There will be a larger photo display in future issues by several other photographers so stay tuned !

But here are a few teasers





A picture taken soon after the car's completion shows temporary glazing for its rear window and predates the final livery of its tail. It's a striking view.

In subsequent years Jack Zimmer's Carousel company became an Audi dealer. In this format the business was bought by local SCCA racer Tom Countryman, complete with the Zimmerized Porsche. The tender

loving care that such a car required was not in the offing. An unknown party decided it would best be returned to a Porsche and discarded the work of Pelly and Troutman. In the garb of an original 910 Porsche 910-

013 with engine 910-014 is thought to have been sold to Japan.

In its day the 910S was a stunningly handsome sports car that outpaced all other contemporary efforts to create advanced two-seater designs in America. Nonetheless it received little recognition in its heyday. Jack Zimmer admitted that he was partly to blame. The 910S should have been a star at all the venues from Pebble Beach to New York City. But its owner was worried about possible transport damage—shades of the accident that made its chassis available—and about the petty vandalism that was prevalent at most auto shows.

We haven't even the suite of professional images that would have captured such an icon for eternity. However we do have the pictures that accompany this article. They make the case that the 910S was a gorgeous car in its day and an American achievement worth celebrating.



A Few Shots from this year's Tech Session @ Porsche Minneapolis, Dentwerks and Midwest Clear Bra

Photos by Andy Golfis

May 6th was this year's date for a multi-tech session morning starting at Porsche Minneapolis. An interested crowd had the opportunity to join in at:

1st stop: Review of Restoration Challenge 356 and Technical Review of 992 GT3 as time allows at Porsche Minneapolis

2nd Stop: The magic of paintless dent removal. No matter how many times you see this done, it is still simply amazing what these highly skilled technicians can do. At Dentwerks PDR in Plymouth.

3rd Stop: See the latest in clear bra technology and tour Midwest Clear Bra's new detailing shop.

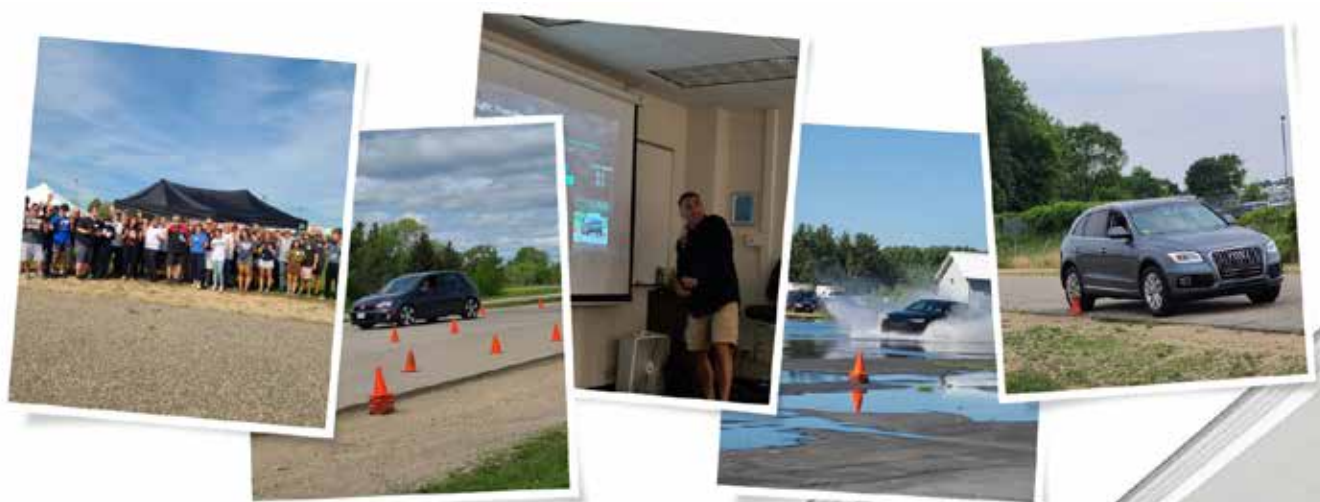
Kudos to Roger Johnson for once again organizing a fun morning for the club's Membership.

From the Archives . .

photos courtesy The Fausts (Ron and Jen Faust LeFebvre)



Two of the editor's favorite photos 'from the archives' are these from the Faust family vault showing Claire above, giving their daughter Jen a bath while camping and traveling in their Signal Orange 1970 911T in Montana (notice the bathtub that almost matches the 911). And to the right is baby Jen in her babyseat in the back seat of the 911. Smiling away, already enjoying her 'ride.' Dad Ron says she was smiling as she was 'ready to be done with that bath!'



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