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Cover:

Nord Stern member Rick Polk's 'Cow Car' captioned at this year's Loonacy Weekend Club Race at Brainerd International Raceway. And no, he wasn't 'doing donuts!'

Photo by Michael Grabner



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

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

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Jim Turner

Savage, 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

Look @ All the Happy People!
Nord Stern Members and Leadership, what joy you bring to our club. In this issue of the Nord Stern Magazine, you will see page after page of happy smiling faces. We are gifted with several members that share their keen eye for photography with us. Kudos to **Michael Steinberg, Michael Grabner, Kevin Davis, April Barker**, and all of those whom capture the essence of the club in this magazine and FB/Instagram.

We just wrapped Last Fling at Brainard International Speedway. **John Blackburn**, our Driver Education Chair and **Ben Rogers** and **Scott Brown**, our Driver Training Co-Chairs punctuated a record season for HPDE experiences for our Nord Stern members. 9 new drivers completed our

Driver Training program with miles of smiles showing the pride and accomplishment of being certified to drive 'solo'. We know the team is already planning for 2024 and can't wait for the snow to melt so we can get back on the track.

Use the network of Nord Stern members you have created to meet up for coffee, take a casual drive and reflect on what a special club we have and embrace it.

Another opportunity to connect is during our monthly business meetings. All are welcome. We ask that you RSVP

to president@nordstern.org so we can give the venue an accurate head count. The meetings are on the 1st Tuesday of the month and alternate between two venues. See the schedule on page 8 or on www.nordstern.org for details. Come early, socialize, enjoy delicious food and a beverage.

The Big Finish! **Checkered Flag Party 2023** - Every year we gather to share stories and reflect on the wonderful year YOU have created as part of Nord Stern. It's also an important time to acknowledge and thank the dozens of volunteers that invested in us. **Michelle Weber-Eckroth** and **April Barker** have nailed the venue and experience. Bravo! The Checkered Flag signals the end of the Club's season of events. Join us at Buck Hill in Burnsville on Saturday, October 14th from Noon - 4 p.m. for live music, lawn games, food, beverages, and your favorite stories from this past year. Registration is \$30 per person. This includes lunch. Beverages will be extra. For more details go to our website, www.nordstern.org and www.clubregistration.net to sign up and register.

Get ready for 2024 and join in the fun! We are having a blast and would love to have you jump in and play a role driving Nord Stern forward. Check out pg. 4 for a listing of committees and the smiling faces that lead them. This can be you! Send them an email and ask how you can be part of their team. If you are not sure, you can reach out to **Jim**

Continued on page 17

Advertiser Directory 2023

Auto Edge	BC
Car Biz: Diamond Interiors, Trakside Tire, Luis Fraguada, Gates General Contractors	9
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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

I have to say this month in my column that even after all my years being the Nord Stern newsletter editor, it never ceases to make me smile to hear from a reader. And in this case, even more so from a long-time member retired in Arizona but was quite active in the club here. Got this email the other day and thought I'd share it here:

Hi Christie, Thanks for keeping me on the mailing list. Here in Arizona our newsletter is only "online" and I hate it! This month is another award winner in my opinion. While I only know a few faces and names I do recognize at least a few of the cars as well. Your pics (editor's note: Thank you Michael Steinberg, Jon Hauptman, Amanda Zander, Michael Grabner and Porsche Junior Jarvis Yanke!) and are great this month and always bring back good memories. I'm still driving my 2012 4S Cab nearly every day, waiting for cooler weather for top down fall and winter driving. We do have a fall color tour up in the mountains but we miss those many years (about 20) of the John Dixon tour in MN. Janet and I wish the best to all our old friends at Nord Stern and the newbies as well.

– Jim and Janet Thole

How nice to hear from readers! It doesn't happen too often and for sure I'd love to hear from more, especially those fun stories such as Jim Bahner who reports on meeting up with

Nord Sterners Ryan McGee and Lara Dant to spend time while sailing up the East coast in their boat and newer member Amanda Zander, who reported on how much their young neighbor loves their Porsche! As she states, gotta support that obsession early.

The year is certainly not 'over' and several events are on tap including the end of the year party at Buck Hill on 10/14. Geared towards family, come on our and enjoy the day.

Which reminds me that our kids literally grew up in the club and had GREAT fun at BIR while we were having our fun on the track. Lifelong friends were made, experiences volunteering formed character, both went through the DT school and both acquired solid driving skills, knowledge, and habits. Lots of benefits to making club participation a family deal for those with children. Many know son Geoff, and it's been rewarding watching him pursue his teaching career (Science!) and now moving back to school for a masters in Engineering. In the meantime, he is putting those skills to work with his new business: High Reach Handyman, offering his services (shameless plug now - as I can attest to how well he does work as he is my 'go to!' guy) via his website! Got projects that might be a bit beyond one's own skills, lack the time, check it out!

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2. Second, join Nord Stern

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- 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 Scott via snail mail address - available upon request

Address Changes:

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

Mail renewal checks to:

Scott Brown - call for address-

Reminder: Annual Dues are:

\$30 per year (helps defray monthly newsletter costs!)

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OCTOBER

- 3 Nord Stern Business Meeting ***
Location The Exchange, 500 5th Ave NW, New Brighton,
RSVP to president@nordstern.org - all are welcome
- 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!
Touring in Wisconsin, Lunch, Paddock Pizza Party back
in Duluth. Register: www.registration.net
- 11 Porsche Minneapolis Classic Dealer Launch**
5:30 - 7 p.m.
- 14 Nord Stern Checkered Flag Party**
Location: Buck Hill
Time: Noon - 4 p.m.
Registration at clubregistration.net

NOVEMBER

- 7 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka (101 & Mtka Blvd)
RSVP via president@nordstern.org - all are welcome

DECEMBER

- 5 Nord Stern Business Meeting ***
Location The Exchange, 500 5th Ave NW, New Brighton,
RSVP to president@nordstern.org - all are welcome

2023

** Business Meetings are open to all Nord Stern members and we welcome all to join in and enjoy some refreshments and hear what's on tap, note that 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.*

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All good stories start at the beginning, but in this case, I won't start there as that was nearly 30 years ago.

This story, however, starts in February of this year, 2023. A full six years after having a racing accident @ the Road Atlanta track that had soured me on racing and finding me NOT racing at all . . . until now, 2023. So it begins.

I needed to acquire a new PCA race license, forms filled out, paying for the PCA license, an updated physical, ordering new tires, working out all the logistics of getting the car to the track plus all the things that need to go to the track with the car. And needing to remember necessary tire pressures, my fuel tank size, ordering stickers, getting those stickers on the car, in-car camera working and mounted, when to change tires, looking at track maps, visualizing driving each corner. And don't forget needing my driving suit, gloves, helmet, shoes, socks, ear plugs. Check!

Then there was the need to meet online with the Race Steward to go through the required Orientation meeting as I'd not raced in six years. Zoom meeting takes about ½ hr., Nice guy. Passes me to race. Check!

It all came together on July 14, 2023. Long-time Nord Stern member and good friend Rick Polk and I get both our cars loaded into the trailer: mine a 2003 GTC 3 996 Cup car and his a 1973 T fully reworked to a 3R. We head to the track leaving Eden Prairie at 5:30 a.m. and arrive at 7:55 a.m. in Brainerd for the obligatory 8 a.m. Driver's Meeting. Pay an extra \$150 to drive Friday in the Nord Stern DE. Get in two sessions to re-familiarize myself with both the car and track.

Saturday race day has 2 races on main track @ BIR, 3.1 miles long. Each race is approximately 30 minutes long. Fastest practice time sets the starting grid. I do end up on pole with 34 cars behind me! 5 or 6 cars should be faster than me but are not (editor's note: Jerry has a LOT of track time at BIR and that does help).

Race 1

First Race start, Rick Polk - who is on the front row with me - passes the green start flag before me, and I follow him through Turn 1 and Turn 2, going into 3 I take an inside line and out-brake him, re-taking the lead and never looked back. Lapped 27 cars during that race.



Margin of victory was 7.216 seconds, average speed was 108.528 MPH, best lap time was 1:41.075, which averaged 110.413 MPH for that lap. Total race time 30:50.951.

One race down with one win and set the fastest lap. I was exhausted after this race. I did NOT have a cool suit to help me keep cool in car - which has Plexiglas windows on both sides. Car temps inside were terribly high. I did not feel well plus I was coming off a terrible cold I had had for three weeks at that point.

Not sure if I wanted to go out in race #2!

Race 2

I needed to find a way to stay cool in car, so I found a plastic bag, filled it with ice and zipped up it inside the top of my race suit (*editor's note: this was 'old school' practice before cool suits became 'the thing' with their tubes circulating icy water pumped through a connected ice-filled cooler!*) I can still see another Nord Sterner who was racing at Gingerman in Michigan pop that bag of ice inside his suit, zip up and then whack to break it up a bit and spread the ice over his chest!)

Second Race start: again, Rick and I are on the front row, as I had the fastest race lap in the first race and he had second fastest. Once again, Rick jumps quicker on the start - I follow he and another guy in a faster car into turn one, pass the faster guy at the exit of one on the inside going into turn

2. Follow Rick like before into turn 3 and I again take the inside line, out-breaking him and pass him to take the lead going into turn 4. During the race, I thought it would be fun for the spectators to see Rick and I go back and forth. This thought hit me about lap 5 while going 140 MPH into turn 2. Just that lapse of clarity while driving at that speed, was all it took to miss a small, but important, brake tap to help car turn in and make the corner safely at 132 MPH. The car slides out onto the rumble strips across the track on the outer portion of track. I knew enough that I was going off and did not apply any brakes, instead, steered off as best as possible in a straight line going with the track on my right-hand side traveling thru the grass.

After the car seemed to be under control and with my foot still on throttle, I bring the car ever so gingerly back onto the track, all the while staying in front of Rick! My concern was how will my tires behave now having picked up all that grass. But to my surprise, they worked quite well. Passed only 18 cars during that race. Margin of Victory was 11.657 seconds, best lap time slower @ 1:42.417. Two races down with two wins now. The ICE in bag was a hit. I felt OK after the race and there still was ice in bag. Big difference, and not over-heated at all.

Sunday Race 3

On the short track at BIR. First time Nordstern PCA has ever raced on this shorter track. Track is a combination of both tracks but is only 2.5 miles long. This being a new track, we were told fastest lap time from first or second practice would set the race grid. Ice in bag zipped up, I run thru 5-6 laps, feel good, but had no idea on times as my in-car timer is not working. After the timesheet come out, I'm 3rd fastest. I'm okay with not going out for the 2nd practice, as I want to save tires, etc. and feel I can do better during the race. But Rick convinces me to go out for practice 2 as he wants us both on the front row. I oblige him. More ice in bag, and off I head onto the track. Tires are not warming up, usually they warm up in 2-3 laps. Going into turn 2 on my 4th lap, I know right away I'm going off AGAIN!

Slide all the way across the track and off into the grass, rinse and repeat. Back on to track gently – frustrated now, can't get tires to grip at all. Circle track a few more laps almost sliding off in 1. Run 3-4 laps more and come off track. Frustrated if I even did better than the first practice session. We are off track at 11:30 am, eat lunch and decide I'm not going out to race the 3rd race. Car is in one piece, I've won two races, I tell Randy Bakersfield – My tire guy who is the best ever helping me get through 10 years of racing.

Let's pack car up as I'm not going to go out. I feel just fine with this decision, and even a little relieved as I know on this shorter track you are very busy and this race is for 40 minutes. Well, Rick shows up, I tell him I'm not going out, he says let's see how we at least did with the 2nd practice times. We walk over to Nord Stern headquarters, under the tent, manned by Dave and Penny. They hand us the latest time sheet. Rick ran a 1:36.722, and I ran a 1:36.670! That puts me on Pole and Rick on the front row in 2nd.

Dang. Now I have to go out. But I feel better as I was running faster than the others.

Third Race Start

I know Rick will Jump again, so I jumped first. It worked as I held him off all through turns one, two, and three. He was right behind me, and I mean right behind me. Huge wing and bigger tires, this track is made for his car. But during the first several laps, I noticed it was near impossible for him to pass me as the track is tight and our cars are near equal in speed. Mine pulls away on the longer straights as its more arrow, as his has more wing and in the carousel eats me alive.

I knew I was holding him up with my slower speed there but there's no way to pass . . . until going into the braking zone for turn 3, my normal downshift into 3rd gear would not go in! I find 2nd gear, and we go side by side through turns 3, 4, & 5 and then as he has the inside line, he makes the pass on me and it holds around turn 6. He passed me . . . Dang, did I screw up? Why could I not

find 3rd? Chasing him now, I try to keep up, but noticed every time I downshift into 3rd it just will not go in and it takes me several laps fighting with it, even double clutching, to get a downshift into 3rd to work. I finally give up, and decided to late, late brake and use 2nd gear. Up shifts on 3rd worked just fine but it limited me from using 4th gear in a few places on the back side of track. Still behind Rick, but getting a new rhythm going, Rick is passing a car on the outside of turn 13 in front of me, then that car comes over on him and forces him onto the grass. This allows me to catch up and stay on Ricky's tail which combined with some lucky traffic is now holding him up in those sections where he is faster in his car.

Then, Rick going into 13 locks his rears up. I pounce, take the inside line, and pull ahead so he is now happily in my rear-view mirror! Several more laps go by with me using my new 2nd gear in corners and I know it's killing Rick to go this slow but he is unable to pass. Finally, a car spins in the carousel, and is parked in the middle of track, double yellows come out and then finally the pace car. We follow the pace car for 4 to 5 laps until it pulls off and I find myself in a situation. Do we double up, two rows on the restart? I cannot remember but I do say to myself, I earned the front spot so I keep my car very wide as we head to the green flag and as I pass the finish stand I see he is holding up one finger, and I know I have one lap to hold off Rick. I speed up as I see turn 13 in front of me, carry that speed to the green flag and count my blessings as I see Rick right on my tail as I go down into 2nd gear for turn 3. I was able to hold a hard charging, and faster car than mine, driven by Rick, behind me all the way to the checker and race win #3. My best time was a 1:36.229.

A clean sweep for my '03 Cup and myself in our last race; with three race wins, two fastest laps, a new track record, and for the cherry on top, the coveted Corner Workers award.

A perfect ending to a 30-year race career.

Attendees:

- Jeff Eckroth, Steve Kemp, Todd Smith, John Velure, John Blackburn, Tom Karn, Steve Albers, Carolyn Veno, Jim Southwell, April Barker, Stan Lim, Paul Thai, Scott Brown, Tom Sabow, Michelle Weber-Eckroth, Kim Fritz, Andy Golfis, Andy Barker

The meeting was called to order at 6:39 p.m. by President Jeff Eckroth

NEW BUSINESS:**President, Jeff Eckroth**

- no separate report

Vice President, Tom Karn

- Discussed VP position being open for 2023
- Treasurer, Todd Smith/Scott Brown - Treasurer position is in transition from Todd to Scott
- Club financials are in good shape

Secretary, Tom Sabow

- No separate report

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

- Loonacy/Club Race Weekend:
- no report

Advertising, Mollie Nygaard

- All is good and up to date.

All Porsche Show, Phil Saari and Hal Voges

- No report.

Autocross, Andy Golfis

- There is an event on September 17 at Dakota County Technical Center

Club Race/Loonacy, John Velure, Steve Kemp

- Great turnout for Loonacy/Club Race weekend.
- Positive feedback on event organization from the Club Racers. Grid Master Karn ran a tight ship!
- Thank you, thank you to all of our volunteers!
- There is plenty of merchandise left over . . . contact Steve Kemp

Dealerships, Roger Johnson

- No report

Driver Education, John Blackburn

- All set for Last Fling
- Safety truck discussion at track events

Drivers Training, Ben Rogers, Scott Brown

- 8 students signed up for Last Fling

Historic Archivist, Roger Johnson

- No report

Insurance, Jeff Carlson

- All remaining events for 2023 are covered

Membership, Steve Albers, Michael Steinberg, Carolyn Veno

- 700 paying members
- Recent membership drive/arrive, Eagan Condo Garage member social:
- 19 cars drove from Stillwater with 56 registered attendees
- Dan Jacobs at Bald Man provided samples and swag
- Larry Koland hosted at his Eagan Garage Condo, picked up Food & Beverage plus provided swag.
- Gorgeous day – Michael and Speedy hosted our prize drawing

Magazine, Christie Boeder

- No separate report: Please continue to send in your photos and event write-ups directly to Christie's email: editor@nordstern.org

Registrar, Dave Anderson and Andy Barker

- Nord Stern is strongly represented with Rennsport registrations
- Nord Stern Tapas dinner at Rennsport. Register on ClubRegistration.net
- Paypal discussion
- Merchandise discussion

Safety Chair, Nathan Reader, Paul Thai

- No report

Shop & Tech Relations, Roger Johnson

- No report

Social, Michelle Weber-Eckroth and April Barker

- **September 23:** Apple picking & Pizza. The Arbor at Young Acres in Prescott, WI, register online
- **October 14:** Nord Stern Checkered Flag party at Buck Hill. Noon to 4pm. Register online



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!
- 32 members signed up to volunteer at Loonacy Weekend, and filled some 65 volunteer slots using our new Volunteer signup page: <https://website.nordstern.org/volunteer-new/>. All had a chance to contribute, meet other fellow members, and share their Porsche stories. How about you?
- Take a look and see where **YOU** can take that little leap and be a part of the big picture in Nord Stern!
- Remember - The club needs those helping hands all year round.

Truly a Picture Paints a thousand words . . . Ciao Bella Drive #3





Nothing better than photos from an event to truly let members get a feel for how interesting and fun the drives, tours, winery stop, and of course, the food (photos left and above)!

This tour also included a stop at the Little House Wayside commemorating Laura Ingalls Wilder (above, Michael Steinberg and Carolyn Veno).

Photo upper right is Michelle Weber-Eckroth and Jeff Eckroth

Below is a panorama shot at the wayside stop. A bevy of beautiful Porsches!





Ciao Bella Drive #3, more photos, smiles all around

by Michael Steinberg

Upper right: Gayle and Jim Southwell, Beverly and Brad Baron

2nd Row Left: Carolyn Veno

2nd Row middle: Terry Sexton

2nd Row right: Amanda Zander and Carolyn Veno

3rd Row Left: Jenny Hurd admiring Porsche merch

3rd Row middle: Todd and Kathleen Smith 'paying attention'

3rd Row right: Driver meeting before heading out on the drive

Bottom left: DESSERT!

Bottom right: Carolyn Veno attests to how well the corn is growing!



Above: Under the 'tent' at the winery participants sipping and socializing on a gorgeous summer day

Prez Sez . . .

continued from page 7

Southwell, our Volunteer Chair, volunteer@nordstern.org or myself and we will hook you up.

My life has been elevated through each of you and the times we have been able to share on Drives, over a Meal, on the Track, at our Sponsors, Socializing, and the many events that this club has sponsored.

I have been blessed to meet many of you over the past months and have enjoyed every minute of it. You Make our Club Great! Thank you for allowing me to be part of your Porsche Passion.

Your Prez'

– Jeff Eckroth

Racing Quote for October:

The best classroom of all times was about two car lengths behind Juan Manuel Fangio."

— Stirling Moss

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John Healey
Chairman and Director

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Out and About at Porsche St Paul's Auto Fair September 9

Photos, below left, gathering at Porsche St. Paul

Bottom left, Gaosong Vang Heu and Marc Heu_Marc Heu of Patisserie Paris

Bottom right, Brad Krehbiel chatting with Steve Albers, Membership

Right middle, reflections of the dealership!

Right, Porsche engine!

Photos page 19: Upper left Andy Golfis and Matt Christofferson

Middle row, left, William Hite

Bottom row, left, Dennis Kane

Far right, PINK, dare we say Barbie!

Middle row, Far right, Patisserie Paris goodies

Bottom row, Far right, Carolyn Veno and Steve Albers, NS Membership tent





1969 Porsche 917

The first Porsche 917 is unveiled at the Geneva Motor Show on 12 March 1969 and causes a stir around the world. On 21 April 1969, representatives from motorsport governing bodies examine the 25 Group 4 sports cars that are lined up



for inspection in plant 1 in Stuttgart-Zuffenhausen: the 917 is homologated for racing from 1 May 1969. The vehicle is a base model that can be piloted as both a long-tail and short-tail version, thanks to a detachable rear section. Spoiler flaps on the front and rear sections are a prominent aerodynamic feature of the car, and are linked to the wheel suspension to change the angle of attack depending on the car's downforce and lift. The very first 917 – chassis number 001 – serves as a test and exhibition vehicle for the entirety of its service life, experiencing several paintwork makeovers and being converted into the short-tail version in autumn 1970. Painted in the colours of Porsche Salzburg's winning Le Mans car, and emblazoned with starting number 23, the 917-001 is exhibited at the Paris Motor Show in October 1970. The car eventually becomes a permanent feature of the Porsche Museum's collection. The process to restore the car to its 1969 condition starts in January 2018.

Year: 1969

Engine: 12-cylinder V 180°

Displacement: 4,494 ccm

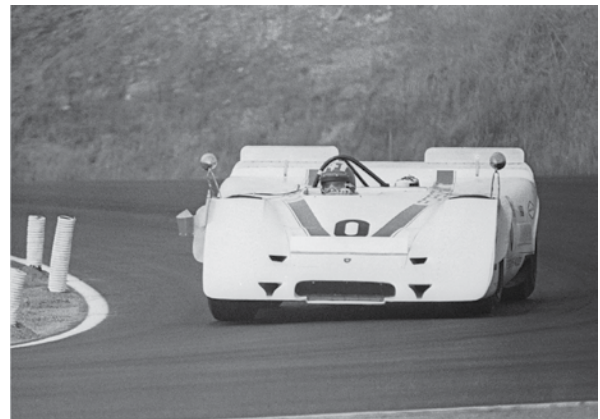
Output: 426 kW (580 PS)

Weight: 800 kg

Top speed: 320 km/h (short-tail version)

1969 Porsche 917 PA Spyder

By 1969, Porsche develops the 917 Spyder with a view to competing in the extremely popular North American racing series, the Canadian American Challenge Cup (Can-Am). Two units featuring 4.5-litre twelve-cylinder naturally aspirated engines are constructed in Zuffenhausen, and Jo Siffert takes one to the US to compete in the Can-Am races, ultimately placing fourth overall. The car becomes known as the 917 PA Spyder, with "PA" standing for "Porsche + Audi" as they are the two sales organisations in the US at



the time. The second car serves as a test vehicle, becoming famous in 1971 when it is used to test the most powerful naturally aspirated race engine ever built at Porsche: a sixteen-cylinder engine with 6.5-litre displacement and 755 PS, developed at the behest of Ferdinand Piëch. The 917 Spyder aluminium frame is reinforced and extended to accommodate the engine's extra 25 cm length, taking the race car's weight up to 841 kg. Around the same time, a twelve-cylinder turbo engine is built. Though at 270 kg it is only 50 kg lighter than the sixteen-cylinder, it considerably outperforms its contemporary, offering 850 PS output from a 4.5-litre displacement. Engineers fully dedicate themselves to continuing to develop Porsche turbo technology, while the sixteen-cylinder 917 Spyder is destined instead for the Porsche Museum in October 1971.

Year: 1969

Engine: 16-cylinder V 180°

Displacement: 6,543 ccm

Output: 555 kW (755 PS)

Weight: 841 kg

Top speed: 360 km/h

Continued on page 25

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- rectangular, horizontal, magnetic badge, or
- rectangular, vertical, lanyard style badge

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Eagan Condo Garages Drive and Social

Photos by Michael Steinberg

What an amazing Saturday! Jim Southwell lead 38 Porches and their lucky occupants on a spectacular drive from Josephs Family Restaurant in Stillwater to the Eagan Condo Garages.

traditional prize drawing at the end. Of course, Dan is also a card carry'n, badge wear'n Nord Stern Member too!

In short, thank you to all our attendees, garage owners, hosts, organizers Michael Steinberg Carolyn Veno, and impromptu volunteers Gayle Southwell and Amanda Zander.

Left, group shot of a few attendees and their beautiful Porsches at the Eagan Condo Garage social

Below, Larry Koland in front of the garages

Below, left to right:

Gary Hite and William Hite

An attending driver 'hello!'

Mike Corraza resting on his Targa



Here 56 Nord Stern Members and guests were hosted by Nord Stern Member Larry Koland and his amazing team. We enjoyed touring some incredible garages, a number of the owners are also proud members of our fantastic club. The food Larry provided offered a perfect, tummy filler following our drive from Stillwater. Daniel Jacobs, President/Co-Founder at Bald Man Brewing Company generously donated a sampling of his delicious brews for us to taste along with some fun Bald Man Swag for our



*continued from page 22***1970 Porsche 917 KH (short-tail)**

Sindelfingen native and seasoned professional, Hans Hermann, is a fast and



efficient driver. At Le Mans he starts from 23rd on the grid together with British driver Richard Attwood, in the red-and-white 917 short-tail with 4.5-litre engine, racing under the Porsche Salzburg name. In heavy rain and disastrous weather conditions it becomes impossible to overtake at times – even on the long straights. For the first time ever drivers start the race already strapped in, abandoning the famous “Le Mans start” on foot. One hour later and Hermann is only in ninth place. Jo Siffert leads the field in a Porsche 917, followed by Jacky Ickx in a Ferrari 512 S. Siffert later misses a gear change, over-revving and breaking the engine; Ickx crashes his red racer before the Ford chicane; many other cars experience failures during the race. Race veteran Hans Hermann takes the opportunity to shine with his brilliantly matched teammate Attwood, and despite the tough conditions, they take the 917 to victory and secure the first Porsche overall win at Le Mans. A little later, back home in Stuttgart, the Porsche victory is celebrated with a motorcade through the city and in the main square.

Year: 1970
 Engine: 12-cylinder V 180°
 Displacement: 4,494 ccm
 Output: 426 kW (580 PS)
 Weight: 800 kg
 Top speed: 360 km/h

1971 917 KH (short-tail)

The local time in Le Mans is 4 p.m. on 13 June 1971, and the 917 short-tail, emblazoned with starting number 22,

crosses the finish line as the winner of the 24-hour race. Covering a distance of 5,335 km with an average speed of 222.3 km/h, drivers Gijs van Lennep and Helmut Marko set two records that remain unbeaten for 39 years. Their Porsche – painted in the Martini Racing colours – features the new rear “shark fins” which first appeared at preliminary training in April and give the 600 PS race car directional stability. In true Porsche style, having brought the fastest



race car to Le Mans, it is also awarded the “Index of Performance” classification that measures the most efficient fuel consumption-to-displacement ratio. The drivers are never aware that their 917 is the first Porsche with a magnesium tubing space frame to be used in a race. Magnesium is far lighter than aluminium, making this 917 so lightweight that the engineers are able to include a 55-litre oil reservoir to reach the 800 kg minimum weight limit and optimise weight distribution. The vehicle has a short and abrupt racing career: after construction is completed on 5 June, it drives 552 km during training for Le Mans ((229 according to Näher; this figure crops up again in his book)) and ends its career with the win at that race.

Year: 1971
 Engine: 12-cylinder V 180°
 Displacement: 4,907 ccm
 Output: 441 kW (600 PS)
 Weight: 800 kg
 Top speed: 360 km/h

1971 Porsche 917/20

The 1971 917/20 is one of a kind. According to the minutes of a meeting in Zuffenhausen on 22 June 1970, Porsche makes a plan to develop a “coupé with less drag than current models” for the Le Mans race, though it



must produce the same level of downforce. This brief results in the development of a 917 short-tail with a much larger body, nicknamed “Big Bertha”. It is the fourth model of 917 after the long-tail, short-tail and short-tail with side fins, and it combines features from each of these. Measuring 2.21 m across, it is nearly 24 cm wider than the plastic body of the conventional 917; with the track width remaining unchanged, the wheels sit deep back in their arches. The front section is shorter than the new 917 long-tail, but just as flat. It has voluptuous curves that inspire the Porsche Design Studio to paint it pink and illustrate it in the style of a butcher’s chart listing cuts of pork: it quickly becomes known as the “Sow”. The 917/20 becomes the most-photographed entrant at the 1971 Le Mans race, getting to sixth place with Willi Kauhsen and Reinhold Joest in the cockpit before an accident at 3.19 a.m. forces it to retire.

Year: 1971
 Engine: 12-cylinder V 180°
 Displacement: 4,907 ccm
 Output: 441 kW (600 PS)
 Weight: 813 kg
 Top speed: 360 km/h

1971 Porsche 917 KH (short-tail)

It’s 9 May 1971 at the Spa-Francorchamps circuit in Belgium – the sixth of 11 World Sportscar Championship races with the

*Continued on page 27*

Where We Were . . . 60+ Years!

Newsletter Covers and tidbits; scanned by Ron Faust, 1980 Weissach 911 SC, 50th Anniversary 911, 356

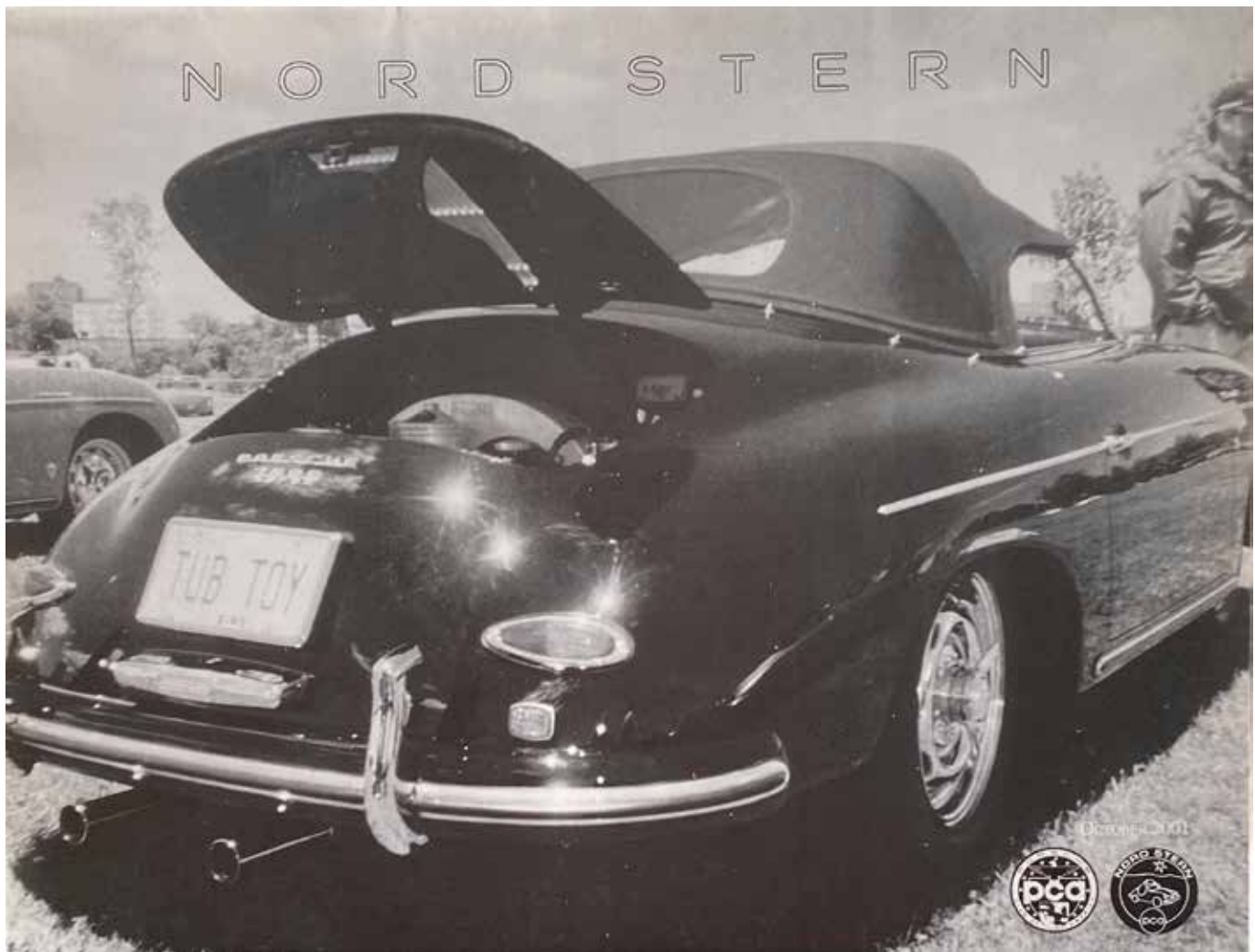


Photo scan above is the cover from the October 2001 newsletter. I recalled this photo as the license plate just made me laugh. It was captioned:

Spotted at the Milwaukee Parade Concours this past July, a gorgeous black, 1957 356 Speedster with appropriate license plate! Photo by Marsha Drake. And I enjoyed seeing one of the 'fun things' I included in this particular issue that I'll republish:

Firestone Tire Slogans

courtesy Red River Ramblings, Red River PCA Region

- | | |
|---|---|
| 10. "Safer than a Russian sub." | 5. "C'mon, did you really expect good tires on a new Ford?" |
| 9. "The perfect gift for your mother-in-law." | 4. "Reinforcing the importance of the speed limit." |
| 8. "Because there's a lot riding on your lawsuit." | 3. "Hey, it's not like we crashed our blimp or something." |
| 7. "Better than driving around on your axles, right?" | 2. "Best Blow Job In Town." |
| 6. "Pop a set on your car today." | 1. "You can't recall a better tire." |

continued from page 25

highest elevation of any endurance race staged at that time. Porsche is on track to win this prestigious championship for the third consecutive time. The two 917 KH (short-tail) cars, sporting the renowned Gulf colours, battle for the top podium spot along the 14.1-kilometre high-speed circuit of the 1,000-kilometre race. Driving with starting number 20, driver Jo Siffert sets a great record time in practice, with an average speed of 260.8 km/h. But in the end, Siffert and his teammate Derek Bell are given team orders during the race to let the team's other 917 KH pass, driven by Pedro Rodriguez and Jackie Oliver. After four laps at an average speed of 249.069 km/h, they allow Rodriguez and Oliver take the lead, though they skilfully do so by only four tenths of a second. With eight overall victories, Porsche wins the 1971 World Sportscar Championship by a considerable margin.

Year: 1971

Engine: 12-cylinder V 180°

Displacement: 4,999 ccm

Output: 463 kW (630 PS)

Weight: 800 kg

Top speed: 360 km/h

1971 Porsche 917 LH (long-tail)

The 1971 Porsche 917 LH is almost synonymous with the exceptional Vic Elford and his race at Le Mans. In 1970, the British driver achieved the fastest practice time and is first to break the 240 km/h barrier. His average speed is 242.685 km/h, and in the race Elford hits 241.236 km/h to achieve the fastest lap of the race. However, on the Sunday morning, engine failure cuts short his race with teammate Kurt Ahrens. One year later, Elford returns to race with Gérard Larrousse in the same car. After intensive wind tunnel testing resulting



in the development of covered rear wheels, the right-hand kink at the end of the Mulsanne straight can now be taken at a full speed of 380 km/h. On the Saturday evening, Larrousse and Elford break down with an overheated engine. This race is the last in Elford's extremely successful five-year term as a Porsche works driver. His wins during this period include the Monte Carlo rally, the 24 hours of Daytona, the 12 hours of Sebring and the Targa Florio.

Year: 1971

Engine: 12-cylinder V 180°

Displacement: 4,907 ccm

Output: 441 kW (600 PS)

Weight: 800 kg

Top speed: 386 km/h

1972 Porsche 917/10

Following the runaway success of the 917 in the 1970 and 1971 World Sportscar Championships, Porsche takes on a new challenge: the motorsport department develops



an open-top version of the 917 – the 917/10 – for the Can-Am series in the US and Canada. Porsche pioneers the development of race engines with exhaust gas turbochargers in response to the high-volume V8 engines of its US competitors, long before turbocharger technology appears in Formula One in 1977. Fitted with a turbo engine delivering 1,000 PS, the 917/10 starts its first race on 11 June 1972 at the Mosport Park circuit in Canada. On 9 July ((8 July according to Näher's book and other documents)) the car takes its first victory at the Road Atlanta circuit. With its 5-litre turbo engine, the Porsche 917/10 beats its US competitors to victory in six races out of nine during the 1972 season. Porsche defends its world title superbly in the following year too, with the 917/10 and its successor 917/30, the latter of which is equipped with a turbo engine featuring a larger 5.4-litre displacement and

delivering 1,150 PS. The 917/10 also competes in the European Interserie racing series in 1972 and 1973, winning the championship in both years with Finnish driver Leo Kinnunen. On 13 July 1972, the vehicle with chassis number 917/10-005 is delivered to the Penske racing team without a chassis, engine or body – only a frame with the full electrical kit and fire extinguishing system.

Year: 1972

Engine: 12-cylinder V 180° twin turbo

Displacement: 5,374 ccm

Output: 846 kW (1,150 PS)

Weight: 837 kg

Top speed: 360 km/h

1972 Porsche 917/30

In November 1972, the first 917/30 with chassis number 001 is created as a test vehicle for the Can-Am racing series. What makes this test vehicle special is its adjustable space frame that is designed for different wheelbase sizes. After the first test drives on the practice circuit in Weissach, the car completes wind tunnel testing at the University of Stuttgart and further test drives on the Paul Ricard circuit in Le Castellet in the south of France. It becomes apparent during testing that a longer wheelbase is advantageous, so the wheelbase is made 184 mm longer than the 917/10, for a total length of 2,500 mm. Soon after, Vic Elford wins on the car's first outing at the Interserie race in

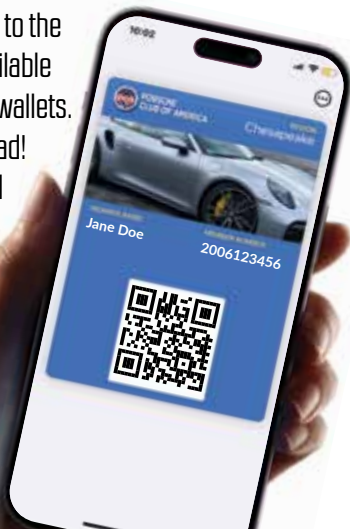


Hockenheim on 15 July 1973. A year later the 917/30-001 wins five out of six Interserie races: Swiss driver Herbert Müller wins four races while Finnish driver Leo Kinnunen secures the fifth victory. Müller achieves another first place with the car at the Interserie opening race in Hockenheim in 1975. Just before the launch of the "50 years of 917" special exhibition in 2019, the 917/30-001 is exhibited in newly



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Recently, long-time member Jim Bahner sent in a few promised photos from a recent adventure they enjoyed.

The pictures are from when Gail and Jim met up with Ryan McGee and Lara Dant (also Nord Stern members) on the East coast during their Great Loop boating adventure. He report: We were with them for about a week on their MainShip sailing from Jacksonville, FL to Savannah, GA.

We rented a Panamera at the end to have some wheels for a few additional days - and it happened to be the ONLY Porsche on the local Turo (car share app)!

We really came away from the experience with an appreciation for the build and quality of that land ship, quite an impressive vehicle.

FYI – The boat trip was fantastic !

– Gail and Jim Bahner

From the Nord Stern Facebook Page, by Amanda Zander

"My neighbor kid loves the Porsche; every time he sees it he points and yells PORSCHE!!

So I stopped at his bus stop (the other) morning and let him take a peek inside, he was SO excited and said his favorite was the dark walnut steering wheel. Gotta start the obsession early."

Amanda reports that she talked to his mom and they set up a photo shot for him in their car. And even took a bit of video where he's having fun revving the engine, and exclaiming 'It's Awesome!'

His smile is truly just the best.



continued from page 27

restored condition, featuring the livery of its 1975 sponsor, central heating manufacturer Vaillant.

Year: 1972

Engine: 12-cylinder V 180° twin turbo

Displacement: 5,374 ccm

Output: 809 kW (1,100 PS)

Weight: 800 kg

Top speed: 385 km/h

1973 Porsche 917/30

In 1972, Porsche is the only manufacturer to deploy turbo engines on the angular circuits of the Can-Am Championship; it wins the title by a wide margin with the 917/10. Porsche gets the 1973 season off to a blistering start with the 917/30 Spyder. Its 5.4-litre twelve-cylinder twin turbo engine delivers up to 1,200 PS, sprinting to 200 km/h in 5.4 seconds and hitting 300 km/h after approximately 11 seconds. Compared to the 917/10, the wheelbase is lengthened by 184 mm to 2.5 m for increased stability.



In 1973 Porsche wins all eight races and the championship. The 917/10 secures the first two wins, while the other six are won by American driver and engineer Mark Donohue in the 917/30, competing for the Penske Racing Team sponsored by Sunoco and Porsche + Audi. Donohue completes the fastest laps in every race. In 1975 Donohue sets a new world record for closed-course speed at the Talladega Superspeedway in Alabama. He reaches an average speed of

355.848 km/h in the sister car to the 917/30. Prior to the race, the twelve-cylinder's power output had been specially increased to 1,230 PS to achieve these speeds.

Year: 1973

Engine: 12-cylinder V 180° turbo

Displacement: 5,374 ccm

Output: 882 kW (1,200 PS)

Weight: 850 kg

Top speed: 375 km/h

Steve Albers
Nord Stern Membership Chair
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Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 15th of the month prior to publication date: editor@nordstern.org.

1988 911 Carrera Cabriolet.\



Beautiful, unique granite-green metallic finish. Strong engine, lots of torque. No oil leaks! Sound G-50 5-speed transmission. No

synchro issues. Fuchs forged alloy wheels. Cab is tight against rain. Killer sound system! Tonneau and car cover included. 133,000-plus kilometers on the odometer. Condition 3 by PCA standards. I prefer to sell my Porsche to someone within the local Nord Stern community, if possible. No "flippers", please. \$55 K. I prefer text, but, am also available by email. Frank Thayer, 651.260.2570; fwthayer@gmail.com.

Winter wheels and tires

Plus compact wheel, tire for 997 & 996; alloy spare wheel, tire, jack, & storage bag. (Used with 2010 997.2)

Pirelli Sottozero Winter Series III, 265x40x18R V, used 1 winter, 7 mm tread depth. 235x40x18R V used 2 winters, 5 mm tread depth

"Sport Edition Cup 4" alloy Porsche replica wheels. 2@ 18x8 and 2@ 18x10 (Dusty, but have very few minor marks).

17" compact alloy wheel, with unused collapsible tire (185x60x17 Vredstein) with zippered heavy nylon bag and unused jack and metal wheel chock/wedge.

Contact Jim Brown with reasonable offers: brown014@umn.edu or 612.616.8524.



For Sale



Colgan bra front: 65.73 911, 912, \$125 and for '68 912 brake line kit, New from Stoddard, \$95. Gary Greiner, 218.348.1849, email: gtgreiner@gmail.com. Superior, Wisconsin.

Four Wheels For Sale

Taking up space in my garage! 4 wheels that came on my 1976 930 that were replaced with Fuchs. I believe they're from a 964.

Wheels are 17x9 and 17x7 1/2. Best Offer, Contact Philip Prosapio at plprosapio@gmail.com. More pictures (close ups with stamping) available upon request.



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Meeting Minutes . . .

continued from page 12

- **January 13, 2024:** Green Flag party
- Social committee would welcome volunteers to help organize individual events

Social Media, Misty Martianos, Christie Boeder, Judi Sievers

- Drive to Jordan, Final Fling, Apple Orchard events all on Facebook
- All FB members please feel free to add content in support of these Nord Stern events!
- And do feel free to put your Nord Stern/Porsche photos in the album section of our Facebook page
- PCA Social Media suggests we stay vigilant as there have been bogus region accounts set up to try to sell merchandise etc.

Touring, Rallies, Drives, Theo Martianos, Nick Severson

- September 9: Nord Stern drive to Jordan Supper Club & Tap Room
- October 6-8: Annual Fall Color Tour. headquartered at PierB in Duluth, MN
- 39 cars and 73 participants currently registered

Track Relations, Jim Bahner

- Porsche Minneapolis is officially approved as a Classic Dealer
- Launch party at the dealership October 11 from 5:30-7 pm

Webmaster, Dave Anderson and Christie Boeder:

- No report

Next business meeting is October 3 at The Exchange in New Brighton

The meeting was adjourned @ 8:00 p.m.

Respectfully submitted by
Tom Sabow, Secretary

More Eagan Condo Pics . . .

continued from page 22



Above, group shot some of the event attendees and their beautiful Porsches at the Eagan Condo Garage Social this past August



Left, Shelly Genetti at the Eagan Condo Garages and such a beautiful blue GT3 RS



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- Transmission modification + rebuilds
- Track alignment + corner weighting
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- Porsche 964 Safari builds
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- Race part fabrication
- Pre-track inspections
- Track day transportation + support
- Race event transportation + support



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Flash Back: Loonacy Wasn't Just Racing - DE Photos!

By Kevin Davis



If you've been following this space, you'll recall that we've periodically chronicled some of the ridiculous and the sublime examples of how our favorite marque has capitalized on its name and reputation.

We've written about the high-rise Porsche apartment building in South Florida that features an elevator which whisks your four-wheel baby right up to your aerie, where it then poses, safe and sound, and within drooling distance of your living room. The audio speakers that are fashioned from a GT3 exhaust system. The Airstream silver bullet travel trailer that's been breathed on by the elves of Stuttgart. The yacht. The runabout. The electric runabout that features tech co-opted from the Taycan.

I thought the subject was covered to death. Until write-ups of several new offerings made their way into my consciousness. I'll get to them in a minute.

Now, I have nothing against line extensions. They're a time-honored way for companies with established brands to add, not only market share, but new markets to their portfolio. Porsche has been really, really good at it. I mean, just where would our favorite marque be today without the Cayenne and the Macan?

I'll tell you. I looked it up. And let's just take Porsche Cars North America (PCNA.) Last year, the last full calendar year, PCNA sold 6,609 911s, 718s, Panameras and Taycans, combined. That's right, combined. In all variations. Now, that's against, believe it or not, 6,611 Cayennes, alone, and 7,735 Macans.

Yeah, I know. And here's the kicker. In all its corporate literature, they'll start with this phrase; "Porsche, the sports car manufacturer . . . Reporting earnings, introducing corkscrews and golf bags. Logo branding irons. Whatever. That's the halo, the umbrella, that makes it all possible.

And that, dear friends, is the value of a brand.

Just how do they do it? Who decides what to get behind? Am I the only one confused by where all this stuff comes from?

Turns out that, since 2007, it's all been under the tutelage of Studio F.A. Porsche. Here's their boilerplate; "We are a premium design agency and the origin of the brand Porsche Design . . . Since the foundation of our studio by Prof. Ferdinand Alexander Porsche in 1972, we are striving for the perfect symbiosis of form and function . . ."

That's of course Butzi Porsche, one of Ferry's sons, who designed the 904 and the original 911, and whose first iconic line extensions were the Porsche Design chronograph and the sunglasses.

You should know that the Studio F.A. Porsche website lists some 48 companies with whom they've worked, designing everything from a washing machine to airport seating to a champagne refrigerator to fitness equipment to a spray gun.

So I should have not been surprised when I received a link to the "911 Spotlight Classic – Porsche Originals." It's a spotlight. And it doesn't look anything like any headlights I've ever seen on a 911. It's not even close. But, then again, a Cayenne doesn't look like a Boxster S. So, well, whatever.

Now, I've come across another new product line, one that made me sit up straight and say, huh? It's called Porsche x Backdrop. I quote, "Porsche's iconic car colors, now for your home for the first time in limited-edition premium paint." Let me continue; "To celebrate 75 years of Porsche Sports Cars, we created a special limited-edition Porsche paint palette. This collection reflects our shared commitment to meticulous quality, an appreciation for color, and exceptional design."

The iconic colors? There are four. Porsche Irish Green, which looks a lot like British Racing Green, Porsche Speed Yellow, which makes me think of Ferrari's Giallo Modena, Porsche Riviera Blue, which they also call electric blue, you get the idea, and my favorite, Porsche Ruby Star, which I just call pink, bright pink.

Ok, I'm worried. When I think iconic colors, I think Arctic Silver. I think Guards Red. I think Gulf livery. I think Martini Racing. I think Triple Black, which I believe is the invention of Porsche designer Tony Lapine, who ordered his own 356 that way, and it was sacrilege at the time. Tony, you may recall, oversaw the 928, which actually is acknowledged today as a classic design.

What would Tony think? What would Butzi? What do I? Ahh, once again, it all comes back to the phrase, there's no accounting for taste. Even for line extensions, even from Porsche, the sports car manufacturer. The market votes with its pocketbook.



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