

Nord Stern Region PCA

February 2024



*Ed Slot*  
2007





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PORSCHE

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

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Cover:

Done is 2007: Oil painting by the late  
Nord Stern artist extraordinaire,  
Michael Jekot, for Bruce Boeder  
1973 Signal Orange 911

Digital file by Michael Jekot



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

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

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

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e-mail address: editor@nordstern.org  
Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>

# 2024 Nord Stern Officers and Committee Chairs

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[editor@nordstern.org](mailto:editor@nordstern.org)



**Karen Fanning**

Minneapolis, MN  
2020 Macan GTS

**Dana Glade**

Hudson, WI  
2001 Boxster

**John Hawkins**

Spring Lake Park, MN  
2014 Cayman

**Corey Jensen**

Medicine Lake, MN

**Kristal Kohlmeyer**

Minnetonka, MN  
2020 Taycan Turbo

**Dale Parske**

Lakeville, MN  
1964 356

**Jeff Phillips**

Hopkins, MN  
2022 Taycan

**Gwyn Regehr**

New Richland, MN  
2017 Macan GTS

## 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 Tom Karn, White 2020 Porsche GT4

**R**eady, Ready, Ready. Green, Green, Green.

We officially kicked off our 2024 season at the Green Flag Gala, held at the beautiful Green Acres Event Center in Eden Prairie. The lower level of this historic venue warmly welcomed us in from the cold and snow with beverages, appetizers, and its charm. After time to talk with old friends and to make some new ones, we moved upstairs to the main part of the barn with its Gothic Arch shaped roof of aged timbers and beautiful hardwood floors highlighted by the crystal and candlelight chandeliers. This was a truly idyllic setting to enjoy the rest of the festivities for the evening.

**Roger Johnson** kicked off the program by presenting **Jeff Eckroth** with the President's Pen, acknowledging his tremendous leadership in 2023. Jeff then recognized the team that gave us so many great events and amazing memories last year. There were many on the 2023 team who worked hard, contributed much and performed at such a high level. A few went above and beyond. **Michelle Weber-Eckroth** and **April Barker** received the "Chairperson of the Year" awards and **Jim Southwell** was the recipient of the "Outstanding Leadership and Lifetime Achievement" award. It was fitting that Michelle and April received their award at the event they worked tirelessly to make happen for us. **Gayle Southwell** joined Jim center stage to be recognized for all her support in



the background, and at the many events for which she volunteers.

After our delicious meal, **Lori Schutz** immersed us in fabulous tales from her father's time at the helm of Porsche AG. **Peter Schutz** was a visionary leader whose legacy is still pervasive in the Porsche world. Without his influence on Porsche racing and his insistence on saving the 911, our passion may have been relegated to looking at old Porsche's in museums and at concours events rather than driving state-of-the-art performance machines. It was a real treat to have Lori with us. She is a great storyteller with a massive depth of knowledge regarding all things Porsche. She is super involved in PCA, Club Racing, and the 356 Registry. Her and her father's paths have crossed Nord Stern's many times. Lori is generous and kind, and all of us in Nord Stern are fortunate to be able to call her a friend. I'm sure we will see more of her in the future.

On display throughout the evening were two original paintings by Kelly Telfer, donated by **Jeff** and **Michelle Eckroth**, to be auctioned for charity. The paintings depicted Peter Schutz and the important cars with which he was involved, one with the race cars and one with the production cars. Additionally, JDC Motorsports donated a scale model of their Porsche 963 race car. Prior to the auction, **Tori Wilson** and **Katie Cummings** from St. Jude Children's

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## 2024 Advertising Rates

Ad frequency x12

Full pg.	\$120, per month
1/2 pg.	\$85, per month
1/4 pg.	\$65, per month
1/8 pg.	\$55, per month
Inside Covers	\$130, per month (N/A)
Back cover	\$130, per month (N/A)
Business Card	\$55, per month

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 full color. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated

\* 12 month pre-payment required for ad insertion, billed yearly

**B**efore I segue to a few of what I like to call 'letters to the Editor via Clubtalk,' I need to point out the cover image for this issue. This work of art by the late Michael Jekot is, of course, a very personal favorite - Michael was kind enough to create this work of our '73 911 track Porsche several years ago. It certainly showcases his talent; several images of Jekot artwork owned by various members were included in last month's issue and more that came my way are included elsewhere in this issue.

Plus I'd like to share some of the comments, kudos, and thank you's for the recent 'Green Flag Gala' launching the upcoming 2024 year in Nord Stern. Nothing says it better than members sharing their thoughts and thanks. And yes, it was truly a fun, entertaining evening!

*I would like to share with you the great time my wife, Jill, and I had at Nord Stern's Annual Green Flag Party last night. The Barn, the food, great friends, and Lori Schutz were fantastic. I would like to thank all the many members who planned and worked to make the party a great kick-off to the 2024 season - including Jeff Eckroth, Tom Karn, Roger Johnson, Steve Albers, and Jim and Gayle Southwell. But extra thanks needs to go to the two people who made it happen - Michelle Weber-Eckroth and April Barker. They knocked it out of the park.*

*I would like to reiterate my thanks to the great work by Michelle and April throughout 2023 as Social Co-Chairs.*

*The number of events they planned and managed was incredible, but more importantly they created an incredible atmosphere (including great venues and great food) at each event. The award they received last night was well deserved.*

*It was great to honor Jim (and Gayle) Southwell last night. Jim has chaired the Membership Committee, he has led several tech and social events, (he developed the membership badge program, too), he has run the grid at the Loonacy Club Race (for a number of years), and he developed and now leads Nord Stern's volunteer program. These represent just a short list of how Jim supports the Club. As a previous President, I can speak to the fact that Jim is one of those 'go-to' members who has always been there to help and make-it-happen. Well done, Jim, and thank you for your years of service.*

*Lastly, Lori Schutz did a great job telling her father's story. Peter Schutz led a fascinating life. More importantly, he was an incredibly, forward-thinking leader who laid a sustainable and brilliant foundation for Porsche - 'a little sports car company in Germany.'*

*Again, last evening was a great start to the 2024 season! I am looking forward to another incredible year.*

— John Velure

*John, thanks for the kind words. The party was very well*



Continued on page 21

## HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

**1. First, JOIN Porsche Club of America (PCA). Please visit [www.pca.org](http://www.pca.org) for membership instructions.**

**2. Second, join Nord Stern**

- Visit [www.nordstern.org](http://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](http://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!)

### Nord Stern membership Options:

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

- \* Check your mailing label for your expiration date

# 2024 Calendar . . . Get Around with Nord Stern

## FEBRUARY

2024

- 6 Nord Stern Business Meeting \***  
Location The Exchange, 500 5th Ave NW, New Brighton,  
RSVP to president@nordstern.org - all are welcome
- 17 Nord Stern Tech Session - That's a Wrap!**  
Print Labs - Vehicle Wrapping Demonstration  
8231 214th St W. Suite 2, Lakeville, MN  
10 a.m.
- 24 Nord Stern Tech Session - Data Delights**  
JDC Motorsports - Hear about the 963 Data  
Two Sessions: 9 a.m. and 11 a.m.  
Limited to 25 per session, register @ clubregistration.net

## MARCH

2024

- 5 Nord Stern Business Meeting \***  
Location: Spasso's in Minnetonka (101 & Mtka Blvd)  
RSVP to president@nordstern.org - all are welcome
- 9 Nord Stern Tech Session - Porsche Minneapolis**  
The New Cayenne - What's New!  
8:30 a.m.
- 23 Nord Stern Membership Social**  
Location: Imola, Inc.  
13300 15th Ave N, Plymouth, 763.205.2561  
Details - TBA
- 30 Nord Stern Tech Session - Carsmotology**  
Time to think about Detailing - from THE expert!  
Carsmotology: 17217 Ademmann St. SE #308, Prior Lake  
10 a.m.

## APRIL

2024

- 2 Nord Stern Business Meeting \***  
Location The Exchange, 500 5th Ave NW, New Brighton,  
RSVP to president@nordstern.org - all are welcome
- 6 Nord Stern Track Prep: What you Need to Know**  
Werks Automotive, 14205 W. 62nd St, Eden Prairie  
Time and details TBA
- 13 Nord Stern Membership Social - Auto Edge**  
Location: Auto Edge  
900 Wildwood Rd., Mahtomedi  
Details - TBA
- 27-28 Nord Stern First Fling @ BIR**  
Driver Ed/Driver Training - Long Track  
Registration will be at clubregistration.net

## MAY

2024

- 4 Nord Stern Midwest Clear Bra**  
Note: Tentative Tech Session
- 7 Nord Stern Business Meeting \***  
Location: Spasso's in Minnetonka (101 & Mtka Blvd)  
RSVP to president@nordstern.org - all are welcome

## JUNE

2024

- 17-18 Nord Stern Cheese Fling @ Road America**  
Driver Ed only - Elkhart Lake, WI  
Registration will be at clubregistration.net

- 29 Nord Stern Annual All Porsche Show**  
Roseville Central Park, 10 am to 1 pm  
NOTE: This is a Saturday date this year

## JULY

2024

- 12-14 Nord Stern Loonacy DE & Club Race @ BIR**  
BIR Long and Short tracks  
Registration will be at clubregistration.net

## SEPTEMBER

2024

- 14-15 Nord Stern Driver Training @ BIR**  
Driver Training will be Saturday/Sunday  
Registration will be at clubregistration.net
- 14-15 Nord Stern Final Fling @ BIR**  
Two Day Driver Ed BIR Long Track  
Registration will be at clubregistration.net

*\* 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 2024 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

### • CAFFEINE and OCTANE

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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## NORD STERN TECH SESSION

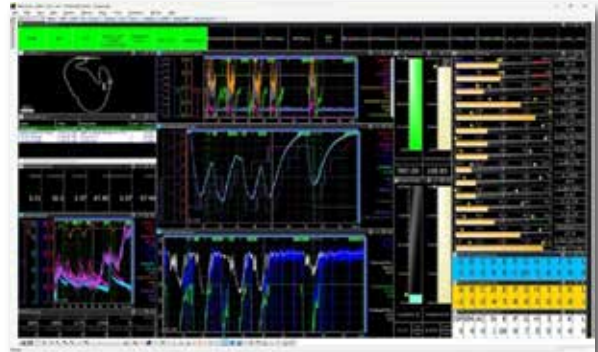
Saturday, February 24  
9 a.m. and 11 a.m.  
Limited to 25 per  
session



**Q1:** How many engineers does it take to start a Porsche 963 GTP and how long does it take? (That is what they are doing here.)



**Q2:** What is the RF brake rotor temperature of the Porsche 963 as it enters turn 1 at Daytona? It's right here:



**Ryan Perera**, Systems Engineer from JDC-Miller Motorsports, will walk us through the incredible amount of data that comes off the Porsche 963 and what can be done with it. The above is just one of the screens Ryan monitors during the race. Ryan will show us how drivers can see how their lap compares to their teammates lap. *Registration at [clubregistration.net](http://clubregistration.net); space is limited!*

**JDC-Miller Motorsports**

12977 Eagle Creek Parkway, Savage, MN 55378

For more info contact: Roger Johnson, [RSAmerica93@comcast.net](mailto:RSAmerica93@comcast.net)

The logo for SANDAU CO, featuring a large, stylized "S" in a white circle on a red background, and the letters "CO" in a white circle on a dark blue background.

# SANDAU CO

DESIGN & BRANDING  
WEB / DIGITAL / VISUAL

[SANDAU.CO](http://SANDAU.CO)

The best known “specialty equipment” show in America is? SEMA. There is another show by the same organization, and it’s the biggest for motorsports only. It’s called “PRI,” which stands for: Performance Racing



Industry. I have attended both shows with some frequency since the mid 90’s. PRI is motorsports only, so there are no mudflaps, air fresheners or camper tops . . . It’s exclusively about Going Fast. The PRI show is held during the off-season in early December, at the downtown Indianapolis Convention Center plus the adjoining Lucas Oil Stadium. One difference this year? I received an invitation for my Cayman GTS 4L to be one of only 15 Featured Display Cars.

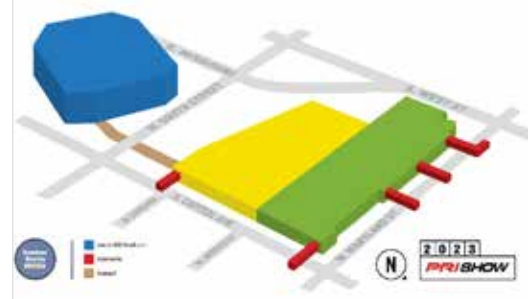
PRI includes the whole range of motorsports. There is the expected emphasis on NASCAR and Drag Racing, of course. There’s Indy Car, and all the kinds of Sprint Cars, too. There’s F1, Sportscar, Autocross, and Tractor Pull. Plus Off-Road Racing including Trophy Trucks and Buggies, Drifting, Rally, and even Snowmobile and Powerboat motorsports. If you want what it takes when your primary focus is going faster, it’s probably at PRI!

2023 was Porsche’s 75th Anniversary year, I intended iconic livery for the Cayman. For me, one of the most memorable and historic events was Porsche’s first Overall Win at Le Mans in 1970, made even more famous in the movie of the same name. After Steve McQueen, the next biggest star in that movie: The GULF Porsche 917. So? It would be GULF livery for the Cayman and showing the “75 Porsche” logo, too. The designation “SSR?” That’s the SCCA class: Super Street R. Did I have something a little extra to celebrate about ‘23? You bet. In ‘23, I started my fifth decade of PCA membership, and I also earned my 74th and 75th Driving Championships. Who else celebrated Porsche’s 75th by earning Championship #75, mit Cayman?

Wednesday, December 6th is move-in day and car-guy-friend Erik and I detail the Cayman after placing it in its assigned spot, which is directly across from Registration in the Green Lobby. The attendance projection is for 40,000. Many people who share “gasoline in the veins” will see the GULF Porsche as they obtain their official credentials, etc.



The next morning is opening day, and a huge motorsports crowd descends on the ICC/Lucas Oil Stadium, with its



over half-million square feet of exhibit space. For early risers, it starts with a 7 a.m. sit-down breakfast with Tony Kanaan as the speaker (photo left), and Ralph Sheheen of Speed Sport as interviewer. Afterwards, it’s meet-and-greet time. Tony will continue involvement with INDY Car, this time with the Arrow McLaren team.

There were other Nord Stern personalities around.

NORD STERN FEBRUARY 2024

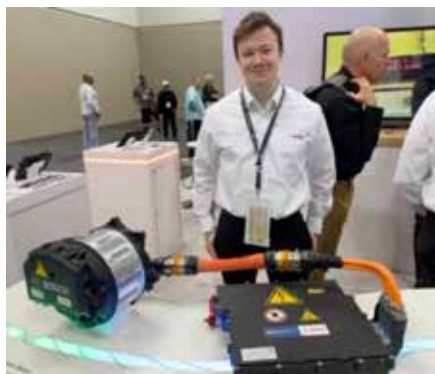


I chatted with Tom McGlynn, at the Jongbloed wheels booth. And with Mark Link at the Diversified Cryogenics/Race Gas booth . . . Which was right next to one for the Indianapolis Speedway Museum. Under the new Penske ownership, that's undergoing a huge renovation, and will re-open in 2025.

I went through the Featured/New Products display section. An item from Mahle caught my attention. That was? A set of pistons made to upgrade the 964/993 3.6L engines



to 3.9L when doing a rebuild. Bosch was there, with a display of their hybrid drive that's the spec standard in all the IMSA (LMDh) GTP racecars, including the Porsche 963. The components are more



compact than I expected.

After the show closed at 5 p.m., there was a huge 'Happy Hour at PRI' party in Lucas Oil Stadium. No charge with beer and finger food served buffet-style while we watched the E-Kart Classic races down on a section of the floor of the stadium.


The show is three days, and just walking all the aisles might take that long. I have been interested in one special tournament, called "Hot Rodders of Tomorrow." Teams of high school youth teardown and rebuild a

Chev V8 in a timed competition. They must do the whole assembly, from air cleaner to oil pan including the valve train, cylinder heads, and pistons! The rules specify hand tools, no electric or air power-assist tools are allowed. There were four actually working on the engine, and a fifth teammate "man's" the toolbox, rearranging tools and parts to keep progress organized. There are multiple Judges watching for proper assembly and they actually check for proper torque on fasteners afterwards . . . There are significant time penalties if those aren't to spec. Five teams are competing at one time; this is a bracket "runoffs" so the teams have to keep performing if they want to advance to the top. This is entertaining; young people 100% intent on mechanics and showing what they can do. While I watched, one team took their V8 apart in 5 minutes and 18 seconds. It did take them more than twice as long to reassemble it. The average time of the winning team through the runoffs: 17 minutes, 16 seconds for the full teardown and re-build cycle. Hot Rodders of Tomorrow indeed, and there are substantial



scholarships to those who excel, totaling over \$3M!

The intense immersion in motorsports at PRI is exciting. Want to check out the fit of a full range of race seats, or helmets, first hand? Safety gear is everywhere. Wheels and tires? Ditto. Lucas Oil Stadium has the full range of trailers and haulers. There is one whole long row of vendors . . . just from Italy.

				
FINAL RESULTS				
Results	School	State	Instructor	Time Average
1st	Forsyth Central High School Team 1 Fragola	GA	Tyler Turner	0:17:16
2nd	York County School of Technology Team 1 Motive Gear	PA	Todd Kessler	0:18:23
3rd	Forsyth Central High School Team 2 JF Pistons	GA	Jacob Cochran	0:20:13
4th	York County School of Technology Team 2 NASCAR Tech	PA	Todd Kessler	0:21:42
5th	CD Hyllon High School Team 1 SCAT	VA	Eddie Stevens	0:22:01
6th	Lakeshore High School Team 1 Fluidampr	MI	Doug Haygood	0:25:23
7th	Forsyth Central High School Team 3 PRW	GA	Andrew Graham	0:26:11
8th	Birdville High School Team 2 Engine Pro	TX	Aaron Lescallet	0:27:43
9th	Birdville High School Team 1 Howards Cams	TX	Jessie Hackfield	0:27:58
10th	Pontotoc Tech Center Team 1 Comp Cams	OK	Nathan Dial	0:32:35



*continued from page 11*

The Venom F5 Supercar is in the Forgeline Wheels booth. 1,817 horsepower with Cup



2's to put that power to the ground. Aim? A top speed in excess of 300 mph. A very American Hypercar, with a seven-figure price tag. Of course, there's an App for the Show. You can use it to plan, making sure you don't miss something. <https://pri2023.mapyourshow.com>. Most of the sanctioning bodies are there, and the GridLife conference is jammed, and announces a Road America event for '23. There are more Turbo suppliers than ever, that is clearly a super-hot product category. Exhibitors go to



great lengths to gain attention . . . Why settle for a mere sign overhead, when you can use a whole vehicle . . . As Bilstein did!

Above: Erik in the Bilstein booth

There is the "Alt/EV" section, that would seem to presage the future. There is a Williams F1 car, as a hybrid. Porsche has

invested significantly in the manufacture of carbon-neutral synthetic fuel, sometimes called "e-fuel," I'd expect that to be in this category in a future show. There are lots of E/V conversions, and this is also the ESports Arena which is the area of many large-group SIMs. Those also appear in many manufacturer booths across the whole show. You might guess what would



really catch my eye in this area? Yes, it's the Porsche 99X, the 2023 Championship Formula E global series car, driven by Jake Dennis for Andretti Global (photo above). Looking at it close-up, I'd say it has exceptionally low aerodynamic drag for a racecar. Nearby there was the Indy Car from the Autonomous Driving Contest held at the Speedway, which is derived from the Dallara AV21 Indy Lights chassis. This area is all about evolving future tech.

There's also the designated Machinery Row, with plenty of Tech there too. There are the usual welders and such, and computers proliferate to run more machines, such as water jets, 3D printers, plasma cutters, CNC milling machines and much more. If you want to build it, or repair it, your vehicle expert needs computer skills in the 21st century.

It's coming up on 4 p.m. Saturday, the official close of the show. We get the Cayman ready for the exit. Obviously, word had gotten out that "all the cool cars of PRI



will be coming out at 4 p.m." There is an epic gauntlet of paparazzi lining both sides of the official exit route onto South Street. I have never had so many hundreds of cameras aimed at one of my cars, all at one time. I presume those images are destined for social media. With that, the '23 season ends. Soon we'll all be getting ready for going fast in '24, keep the right foot down!



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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!
- 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.

# January 2th Nord Stern Business Meeting Minutes

by Tom Sabow, Secretary

## Attendees

- Jeff Eckroth, John Velure, Carolyn Veno, Jim Southwell, Scott Brown, Tom Sabow, Andy Golfis, Karen Carson, Steve Albers, Roger Johnson, Amanda Zander, Rich Rolf, Mary Rolf, Michael Steinberg, Tom Karn, Andy Barker, April Barker, Michelle Weber-Eckroth, Todd Smith, John Blackburn, Paul Thai, Nathan Reader, Molly Nygaard, Scott Quick, Jason Barney

## Call to Order

- 632 pm

## NEW BUSINESS

- None

## President, Tom Karn

- Introduction of new year

## Vice President, Steve Albers

- No report

## Treasurer, Scott Brown

- Current cash balance review
- Quickbooks being used for all billing
- All Rennsport Reunion 7 deposit return checks have been cashed

## Secretary, Tom Sabow

- No report

## Board of Directors, Steve Kemp, John Velure, Jeff Eckroth

- Loonacy/Club Race Weekend is on the calendar
- Welcoming Jeff Eckroth to the Board

## Advertising, Mollie Nygaard

- Using Quickbooks invoicing for advertisers
- Increasing ad rates for 2024
- Paid advertisers may now post on our facebook page once a month
- One new advertiser and most have renewed for 2024

## All Porsche Show, Phil Saari and Jim Southwell

- no report, awaiting confirmation from Roseville on this year's date

## Autocross, Andy Golfis

- 2024 schedule has been finalized

- Dates, locations, contact info are now in the newsletter as of February 2024 issue

## Club Race/Loonacy, John Velure

- A Loonacy Weekend chair position is open for 2024

## Dealerships, Roger Johnson

- Club is in great standing with all partners

## Driver Education, John Blackburn

- Club lost money on 2023 track events
- Upcoming meeting with BIR to discuss pricing, track conditions and 2024 dates
- Road America DE date set for June 17,18

## Drivers Training, Ben Rogers, Scott Brown

- There is a new patch and t-shirt available for instructors

## Historic Archivist, Roger Johnson

- Discussed 1976th year parade

## Insurance, Jeff Carlson

- No report

## Membership, Michael Steinberg, Carolyn Veno

- 641 paid members
- 113 new in 2023
- Newsletter discussion

## Magazine, Christie Boeder

- Please send photos and event write-ups directly to Christie's email editor @ nordstern.org.
- The 15th of every month is content and submission deadline
- We appreciate the continued support of the newsletter by our loyal businesses and members!

## Registrar, Dave Anderson and Andy Barker

- Waiting for track dates and prices before setting up the events in clubregistration.net
- Loonacy merchandise is still available

## Safety Chair; Nathan Reader, Paul Thai

- No report

## Shop & Tech Relations, Roger Johnson, Stan Lim

- Plans for a Carsmotology tech session
- Print Labs with Dennis Swanson (the car wrap guy) will on February, 17, 2024.



# PAYING TOO MUCH FOR YOUR OFFICE LEASE OR WAREHOUSE RENT?

## HOW DO YOU KNOW?

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ADVISORS**

- JDC Motorsports reading 93 data, is set for Saturday, February 24th. Two sessions, attendance limited
- Midwest Clear Bra
- JDC Paddock & Pit tour at Road America, will be August 4th
- Possible tech session at Porsche Mpls on the new Cayenne
- Editor's note: See calendar for current roster of Tech Session dates, times and locations

### **Social, Michelle Weber-Eckroth and April Barker**

- 83 registered for Green Flag party on January, 13, 2024
- Lori Schutz, is our speaker

### **Social Media, Misty Martianos, Christie Boeder, Judi Sievers**

- All is good

- Posting event dates as they are confirmed
- Many FB members are posting fun pictures

### **Touring, Rallies, Drives, Nick Severson, Chuck Barr, Rich Rolf**

- Considering different wineries as destinations. Vino in the Valley is on the agenda, back by popular demand.

### **Webmaster, Dave Anderson and Christie Boeder**

- Still working on membership/ subscription pay-wall
- Working on enabling a functional online storefront
- New committee proposed
- Jeff Eckroth proposed forming a committee to discuss ways to bring our magazine back to a break-even cost structure.

- Next Meeting will be Tuesday, February 6th 630 p.m. at The Exchange in New Brighton

The meeting was adjourned @ 7:46 p.m.

Respectfully Submitted,  
by Tom Sabow, Secretary

Research Hospital helped us to understand the need for and impact of our donations. Nord Stern is proud to have supported St. Jude through this auction, and we look forward to more opportunities to do the same in the future.

**Steve Albers** rallied the audience and did an amazing job as our auctioneer. Over \$6,000 was raised for St. Jude. Thanks to all the bidders! **Jim Southwell** and **Rich Rolfs** went home with the prints. As the bidding slowed on the car, **Roger Johnson** sweetened the deal by offering paddock time with the race team and JDC driver autographs on the car. **Terry Sonnenfeld** stepped up with the winning bid and not only took home the car, but future fun too. **Jeff Carlson** and **Amanda** and **Stephen Zander** were also active bidders who made significant donations to St. Jude. What a great way to start the year. Generosity!

As we wound down the evening, ten beautiful centerpieces were raffled off. These were prints of the Guards Red 911 Speedster Design Study that led to the first production 911 Speedster in 1988, another one of Peter Schutz's important contributions. Finally, Auto Edge, with a significant contingent in attendance, donated five gift certificates that were also raffled off. Thank you to **Dan Balthazor** and **Auto Edge!** We are so lucky to have such strong support from our local shops.

Another exciting year of fun adventures lies ahead. We have a long list of tech sessions, membership events, drives, socials and, of course, track sessions already scheduled. Check your news magazine, the website, ClubTalk, Facebook, and Instagram frequently for updates as the details unfold.

There are lots of opportunities to give back to this club that gives us all so much. Jim Southwell is the volunteer coordinator and can be reached at [volunteer@nordstern.org](mailto:volunteer@nordstern.org).

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



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



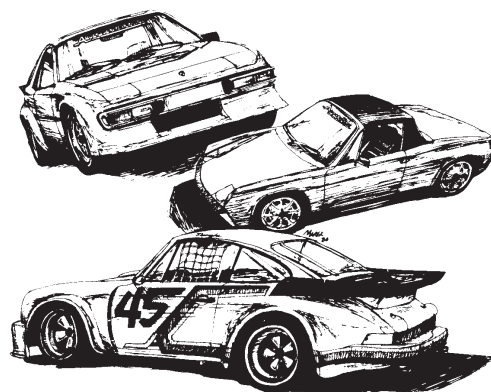
**June 9-15, 2024**  
**Birmingham Convention Center**  
**Birmingham, Alabama**  
[www.porscheparade.org](http://www.porscheparade.org)

Let him know how you can help - try it, you might just really like it.

2024 is off to a great start! It's so great that we can experience our cars within the context of . . . Generosity. Camaraderie. Passion. Community.

Your Prez', Tom Karn

[president@nordstern.org](mailto:president@nordstern.org)



## It's all about the Scale!

*photo by Chip Smith*

Another fun submission by Chip Smith of one of his model Porsches replicating a former P-car that he drove on track. Last month featured his Red Baron version and this is his #13 Club Race setup that ran in Class G.

These look so 'real' when photographed - until you notice the windsill behind it! Thanks, Chip, for sharing your toys.



NORD STERN REGION OF PCA

# TECH Session

ALL YOU NEED TO KNOW ABOUT THE NEW CAYENNE

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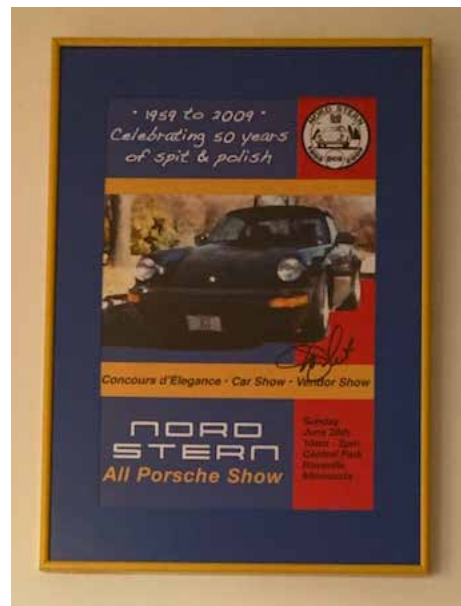
## Winter Driving . . . Despite . . . Barely Any Snow!

*Photos by Amanda Zander, 2016 Macan S*



## Automotive Artistry . . . Michael Jekot

*Submitted by Frank Thayer*



We have a lot of special people in our community and none more so than Michael Jekot. He was a dear friend and I will cherish memories of our sharing beers together on Third Thursdays at Club Jager, along with many other times that we spent together.

This past autumn, I captured on my iPhone, three mounted posters of Michael Jekot's beautiful artwork that grace the walls of my Pennsylvania cabin. One is of Mike's poster promoting 356 Registry's 2009 Holiday in Sedona, AZ. The other two are of Mike's posters promoting Nord Stern's All Porsche Show in 2009 and 2013.

My intent at the time was to share these photos with Michael in the hope that they would brighten his day and bring a smile to his face when he received them. Regrettably, I never sent these photos to Mike after I returned home, and now it is too late.

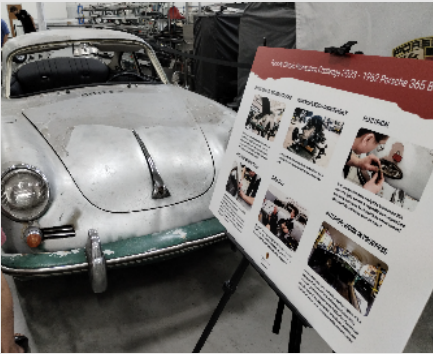
Those of us within the Porsche community and beyond who have Michael's beautiful artwork hanging in our homes should consider ourselves very fortunate. Every time we walk past an example of Mike's timeless artwork, it will surely bring a smile to our face remembering this talented artist, our beloved friend. He will be long-remembered. Rest in peace, Michael.

Editor's Note: Plans are in the works for a life celebration later this Spring and we at Nord Stern will communicate info as we learn those details.

# NORD \* STERN

PORSCHE CLUB OF AMERICA

## Tech Events 2024



February 17 @ 10:00 AM

**Print Labs - Lakeville**  
Vehicle Wrapping

March 9 @ 8:30 AM

**Porsche Minneapolis - Golden Valley**  
The New Cayenne

February 24 @ 9:00 AM and 11:00 AM

**JDC Motorsports - Savage**  
Vehicle 963 Data

March 30 @ 10:00 AM

**Carsmotology - Prior Lake**  
Car Detailing

\*space is limited, sign up at: [clubregistration.net](http://clubregistration.net)

Watch the various Nord Stern social media outlets for details as we get closer to the dates.  
Watch for additional tech announcements in the coming months.  
There will also be announcements regarding the annual Membership events as those dates are firmed up.



*Who else has a winter sportscar?*

– Merrill Aldrich



Just my 2014 C-class that I'm trying to sell . . .

– Brad Apold

I drove my S2000 for 11 years in all 4 seasons. It was my daily driver so blizzard or ice storm it got me to work every day!!

– Mark Kittock

In law school I drove a 1972 Triumph Spitfire . . . affectionately” called the “Shitfire.” It was an “interesting” winter car . . . The engine and transmission roasted the driver and passenger in the summer, and in the winter the heater was barely adequate . . . But it was fun.

– Bruce A. Boeder

Ah, the memories. I moved to Minneapolis in 1974 and I was driving an MGB. Got stopped one night on 18 by a cop who said I was driving “too fast for the conditions”. Hell, I at least had snow tires on the car.

Fast forward and I had graduated to a 911 C4 and with a set of winter shoes I used to enjoy a good snow storm. Drove that car for 13 years all year long. Great car and I miss it.

– Jon Beatty

1993 Firebird Formula on Blizzaks in MN in my 30s, the only car I had, so I made do. My driver's test at 16 was in a '75 Pontiac LeMans in CO on snow, so it was destiny

– Matt Jones

Oh. now you all are taking me back to memories of my driving test. Manual 1984 Ford Mustang GT convertible. On a frigid, snowy winter day in Massachusetts. I passed, somehow!

– Merrill Aldrich

1972 pinto wagon, bright red, with snow tires and chains in high school. Unstoppable in winter.

Today? 2012 Cayenne. Also unstoppable in winter but much better!

– Jim Crowley

My '09 Cayman S is wonderful fun in the snow, but you need a proper set of snow tires.

Some years ago, I was at work when we had a freak late spring snowstorm. I ended up leaving my car in the parking lot at the McDonalds at Medicine Lake Road and 169 and calling my wife to come get me.

– Michael John

I saw a Black Cayman like this going westbound on Saint Clair the other day.

A vertical advertisement for Dynamic Photowerks Commercial Photography. The background is a blurred image of a red sports car, likely a Porsche Carrera GT, driving on a road. The text is overlaid on the left side of the image. At the top, 'DYNAMIC PHOTOWERKS' is written in large, bold, white letters with a blue outline. Below it, 'COMMERCIAL PHOTOGRAPHY' is written in smaller white letters. A list of services follows: 'CAR SALE PHOTOS.', 'TRACKSIDE PHOTOS.', 'COMMERICAL ADVERTISING PHOTOS.', 'PRIVATE CAR SHOOTS.', 'LICENSED DRONE OPERATOR.', 'COMMERCIAL VIDEO SERVICES.', 'DIGITAL MARKETING CONTENT.', and 'STUDIO PHOTOS.'. Below the list, it says 'PCA MEMBER.' and 'CAYMAN S OWNER.'. At the bottom, the name 'JOSH HWAY' is written in large white letters, followed by the phone number '218 235 1809' and the email address 'JOSH@DYNAMICPHOTOWERKS.COM'.



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From the Editor . . .

*continued from page 7*

done, and Michelle and April and their team deserve a great deal of credit. It was good to learn that Nord Stern will support St. Jude's going forward, continuing a proud tradition for the club.

One of the theme's of Jeff (Eckroth)'s Presidency was "You need to play to win," and it's absolutely true; the fun and rewards come from the involvement.

Looking forward to a lot of Porsche fun in '24.

– Jim Southwell

"John, . . . what a great letter you crafted. I also am grateful to the many volunteers and leaders who help to make Nord Stern the great club that it is.

Lori's talk was informative and engaging. When she mentioned her father's thought that life was in the dashes, it reminded me of the work of another visionary, Steve Jobs (whose) 1987 book was titled "The Journey is the Reward."

– Cheers, Chuck Barr

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- Badges feature our Nord Stern logo, your first and last name, and a "personalization line"
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- Sign up @ <https://nordstern.org/badge-request/> and we'll do the rest.
- Affiliates, Juniors, significant others, duplicates, go to <https://website.nordstern.org/store/>

I just saw the movie “Ferrari.” I had to. I mean, considering the early hype, how could I call myself a bona fide car fanatic and not see it? Besides, I had to find out for myself if the film does indeed belong in the pantheon of car movies.

What’s in the pantheon? To me, and this is purely subjective, the top of the heap belongs to two, “Grand Prix” and “Le Mans.” Let me give you a taste of why.

When “Le Mans” came out, I had a summer job at CBS in New York, a relatively menial job for a college student. But I was working in Black Rock, the fabled headquarters building at 52<sup>nd</sup> Street and 6<sup>th</sup>, and as such, I was privy to the internal all-hands memos . . . And one day one arrived on my desk inviting employees to screen “Le Mans.” Seems a division of CBS at the time, Cinema Center Films, had produced it.

So . . . I arrived a half hour early. I thought about arriving an hour early, but decided that would be overkill, even for me. Of course, I had my lunch and a drink with me. God forbid I’d have to step out for any reason. Turns out, I was the first one there, and by a long shot. But I was ready. Oh was I ready. Eventually the room did fill up, and the lights dimmed and . . . well . . . Just like that it was over. It seemed like time had stood still, along with my lunch. I thought it was the greatest movie I had ever seen . . . next to “Grand Prix.”

But when the lights came back up, I looked around and beheld the fact that I was the only one in the screening room. Literally everyone had left, some time during the showing. I hadn’t noticed. There I was, absolutely alone in my rapture.

Now, a few days ago, I had lunch with my friend Bill. In the course of our conversation, he mentioned that he had seen “Ferrari” the previous weekend with a friend, and the two of them were the only ones in the cinema.

An omen? I didn’t know. But I would soon find out. I had mentioned to my daughter, Meredith, that I was planning on going, and she had offered to take me for my birthday, sort of as an alternative activity to a nice dinner.

We went to a mid-afternoon Saturday matinee. We entered the theater, rounded the corner and . . . Whoa, I gave a sigh of relief. Because at least ten souls were already seated.

We grabbed a light dinner afterwards. Between bites of pizza (of course) I asked my daughter, what did you think? And Meredith, someone who is about as far from having the car gene as someone can get, who was making, I knew, a very big sacrifice to me for my birthday, Meredith said she liked

it. Really? Why? She said she especially liked Penelope Cruz’s performance as Ettore’s wife. And the interplay between them. And how she almost single-handedly kept the business afloat.

And the cars? And the action? “Too loud!” Meredith said. She reminded me of the days when I’d watch the live feed of F1 races, early Sunday mornings, and how angry she was that she couldn’t watch her cartoons. But had to put up with my vroom vroom telecasts.

She asked me what I thought. I told her it was good, it was very good. Although I just couldn’t say it joined the pantheon. But I pointed out that I hadn’t seen anyone get up and leave during the showing, and that was a good thing. I explained the background of the Mille Miglia, how the film covered what turned out to be the last time it was run. How there were, shall we say, Hollywood liberties taken for the sake of the story. How it was a labor of love for Michael Mann, the director, because he’s a complete motorhead, a Ferrari motorhead.

And I told her I was glad it was made. Because the film makes a controversial, complicated, manipulative, lionized legend, who came to dominate motor racing when it was a blood sport, come alive, to live on, warts and all, in celluloid, and that’s a good thing.

And I also told Meredith that the film covers an era that we’ll never see again, an era where life could be painfully short, where drivers were paid literally peanuts for risking their lives, in cars without seat belts, in fact without any safety measures whatsoever. Not that the racers really needed or wanted much more than the thrill. Many were from a breed of risk-taking sportsman that we hardly recognize today.

I forgot to tell Meredith what Hemingway thought of car racing, but I’ll mention it here. He said there were only three real sports, mountain climbing, bull fighting and car racing. The rest are games, he said. But that was 100 years ago. How about today? Mountaineering continues to this day, I’m sure. Bull fighting? It’s an anachronism. And auto racing . . . it has evolved into a business, a very big global entertainment business, soon to have vroom vroom replaced by humm. Meredith would have smiled.

We all have our memories - and films like “Ferrari,” which help us remember. Remember how times change and how they don’t.

WELCOME TO THE



## 2024 SEASON OF SPEED



BIR DONNYBROOK



BIR COMPETITION



ROAD AMERICA

DATE	EVENT	TRACK (EVENT TYPE)
4/27-28	FIRST FLING	BIR (DE + DT)
6/17-18	CHEESE FLING	ROAD AMERICA (DE)
7/12-14	LOONACY WEEKEND	BIR (CLUB RACE + DE)
9/14-15	LAST FLING	BIR (DE + DT)

**NORD\*STERN**  
PORSCHE CLUB OF AMERICA



# Twin Cities and Area Events - Autocross Calendar 2024

<i>DATE</i>	<i>EVENT</i>	<i>SPONSOR</i>	<i>LOCATION</i>
March 24th March 31st	Knock off the Rust Practice	MAC	DCTC EASTER
April 21st April 27th April 28th	Novice School #1 MOWOG #1 MOWOG #2	MAC MAC MAC	DCTC Canterbury Park Canterbury Park
May 5th May 12th May 19th May 25th-27th	Autocross  MOWOG #3	CVSCC  MAC	Northern Wis State Fairgrounds MOTHER'S DAY DCTC MEMORIAL DAY WEEKEND
June 2nd June 8th (Sat) June 9th June 16th June 23rd June 30th	Novice School #2 MOWOG #4 MOWOG #5  Supersunday Autocross Practice #2	 MAC MAC  COM MAC	DCTC MINN STATE FAIRGROUNDS MINN STATE FAIRGROUNDS FATHER'S DAY DCTC DCTC
July 4th (Thurs) July 7th July 13th (Sat) July 14rd July 27th (Sat) July 28th	  MOWOG #6 MOWOG #7	  MAC MAC	INDEPENDENCE DAY  MINN STATE FAIRGROUNDS MINN STATE FAIRGROUNDS
Aug 4th Aug 10th Aug 18th Aug 24th (Sat) Aug 25th	Members Only Standing Start Event  Supersunday AutoX II Practice #3 MOWOG #8	MAC  COM MAC MAC	DCTC  DCTC DCTC DCTC
Aug 31st-Sep 2nd Aug 31st-Sep 6th Sep 8th Sep 17th Sep 24th Sep 25th Oct 1st Oct 6th Oct 15th Oct 22nd	 SCCA Solo Nationals AUTOCROSS    MOWOG #9	 SCCA CVSCC    MAC	LABOR DAY WEEKEND Lincoln Airpark Northern Wis State Fairgrounds DCTC REPAVING DCTC REPAVING DCTC REPAVING DCTC REPAVING Canterbury Park DCTC REPAVING DCTC REPAVING

SCCA TRACK NIGHT IN AMERICA @ DCTC:

PCA DRIVER EDUCATION at BIR:

SCM PRACTICE DAYS/LAPPING at BIR:

SCM CAR SHOWS

SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES

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# Flying Lizards Land at Park . . . !

*Sotry and photographs by Michael Steinberg*

Back in 2010 I was living in Massachusetts not far from Lime Rock Park.



Flying Lizards were headed this way on July 24th as part of the American Le Mans Series. The ALMS was at their midway point for the season and Flying Lizards wanted to regain some ground lost from the previous month at Miller Motorsports outside of Salt Lake City.

Patrick Long and Joerg Bergmeister were driving No. 45 Flying Lizard Porsche and are in second place in the GT championship. Their team is in third with Darren Law and Seth Neiman driving No. 44 Flying Lizard Porsche in Lime Rock Parks 2 hour and 45 minute race.

The program at the track mentioned that in 2009 Long and Bergmeister won at Lime Rock 3 times ( for Bergmeister that made 4 consecutive wins at Lime Rock , three of the last four were with Flying Lizards.)

At this point the point standings are very close between BMW Rahal/Letterman, Risi Competizione (the Ferrari race team), Corvette Racing and Flying Lizards.

Lime Rock is a very short course, 1.51 miles, and with



40 cars on track the race was very exciting. If lucky with several cautions, one may only have to pit once. In any race it's always important to know when to pit as it is to what happens in the pit.

I knew Flying Lizard Chief Engineer, Craig Watkins from living in Silicon Valley years earlier. My 911 was often at Jerry Woods Enterprise and Craig was across the street in his building. Always friendly, I could ask Craig what improvements would he recommend for my 911 and my racing times always improved.

As you can see by the photos Friday was rain drenched and Patrick Long still qualified for the pole position in No 45. and Seth Neiman qualified twelfth. I read something that Long said after the race . . . Lime Rock track is tight and technical, with a lot of elevation changes . . . it's about how you handle the throttle and brakes and not so much about the steering and aero.



Continued on page 27



## Clubtalk Chatter . . .

*continued from page 20*

My White Cayman is sleeping peacefully in my heated shop.

My Fusion on Michelin snow tires does just fine until the snow gets really deep.

My Suburban on Michelin all-seasons never gets stuck, so it gives me the luxury of going slow when the snow is deep.

That said, if I was only able to have one car, running the Cayman on good snow tires does not seem that daft. I would not have done it with an Elise, but I knew someone who did.

– Philip Ethier

- **1973 Triumph Stag LE22439UBW**  
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- **2004 Suburban 8.1, Sport Red**
- **2005 Lotus Elise, Bordeaux Red Pearl, Gone but not forgotten**
- **2006 Gulf Stream Conquest Super C, 8.1, White**
- **2011 Cayman 2.9 PDK, White**
- **2017 Ford Fusion SE 2.0 Turbo, Oxford White**

*Editor’s note: love when members ID their automotive possessions – pride in ownership!*

My Winter sports car is a Cayenne with Michelin snow tires. It goes every where in the winter.

I do have a set of turbo wheels mounted with snows for my 911 twin turbo but haven’t driven with them for 5 years.

I chickened out driving my 911 in the Winter when I saw a 911 with the front spoiler and part of the front bumper broken off after that 911 hit a large ice chunk that came off a semi on I-394.

Enjoy the Winter everyone!

– Keith Jones

That’s awesome!! Back in the day I drove my 944 with winter tires all over during the winter. I have to believe the Cayman being as balanced as it is, makes a wonderful winter car.

– Scott Kuhne

In the ‘70s I drove my ‘69 S Targa to plenty of ski resorts in CA, which is stretching it for a winter driver, but it handled well with snow tires I had mounted on spare wheels at the time. The Fuchs were still on in this photo. You can’t beat the Cayenne or Macan in snow.

– Marty Noonan



Glad to see you installed the skis correctly. I cringe when I see a car on the freeway with the points forward.

– Philip Ethier

Ha Ha, Thanks, Philip. Me too! So lame!

I’m not sure if they use much salt in Europe, but Porsches drive all year round there without many problems - except excess speed and high snow drifts! Ya Ya!

– Marty Noonan

Not a Porsche, but way back in high school, I drove my ‘68 GTO 400 hp, four speed in North Dakota summers and winters. However, tungsten studded tires were legal

during winter months. It was a blast!

– Dave Sorenson

David,

Lots of Horses in that GTO, for studded grip! Cheers,

– Marty Noonan

My first car was a Fiat 850 Spider. I had to put two cinder blocks in the front trunk or it wouldn’t turn on snow. Later I had Blizzaks on a Subaru Legacy wagon; the car was unstoppable. Now the Boxster does fine on Michelin Alpins. It’s a Spyder, so I’ve come full circle

– Jim Robinson

My first car was a 1955 Olds Delta 88. Coral over white. The headlights were so rusted that even the sheet metal screws didn’t secure them to focus. Bald tires, but for most of the winter I installed chains. Smoke rose up inside the car from the transmission hump, ah, those were the days!

(P.S. We did drive a ‘93 964 for 10 years as a literal daily driver and that meant, yes, in the winter, with snowtires, and it went everywhere!)

– Bruce A. Boeder

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## Flying Lizards . . .

*continued from page 25*

Race day saw hot temperatures, high humidity and the sun was out. I can only imagine that Lime Rock being a tight and short course navigating the traffic and staying out of harms way is a feat. Several incidents occurred through the race and the lead changed several times.

In the end Patrick Long and Joerg Bergmeister took the GT class win to retake the championship lead. Seth Neiman finished seventh in the thirteenth GT field.



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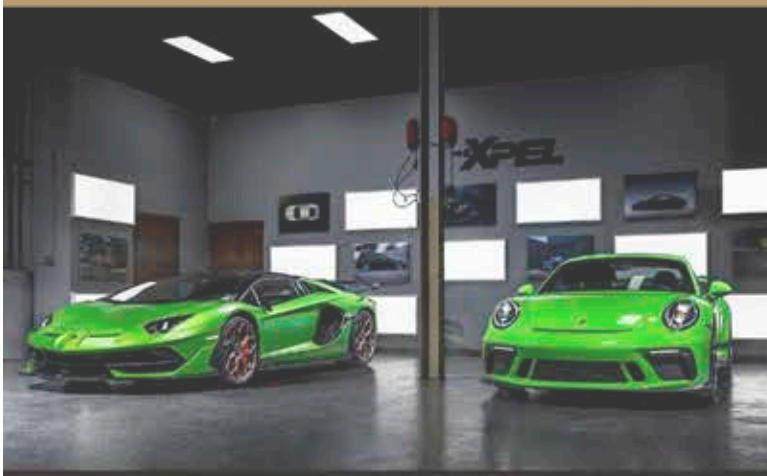




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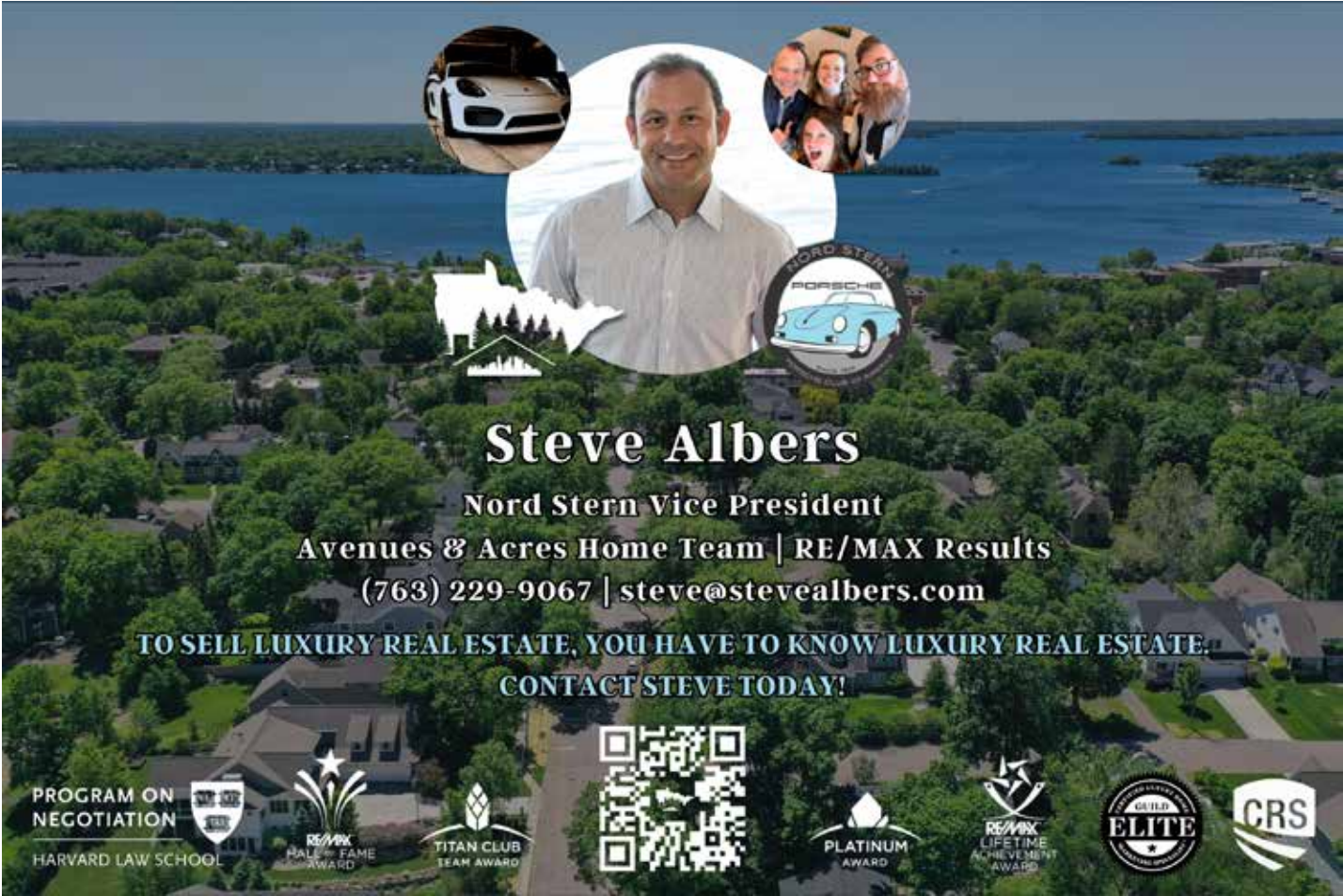






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**Note: Original Publication 2013 - 1951 to 1959**  
**From “aluminium can” to first podium**



## **PORSCHE HAS BEEN AT THE START FOR 63 YEARS**

Above: 356 SL 1100 at Le Mans June 23/24, 1951. Auguste Veuillet and Edmond Mouche achieved victory in the class up to 1100 cc with this car in the first outing of a Porsche at Le Mans

The 24 Hours of Le Mans is the most famous endurance race in the world. The post-war history of the 24 Heures du Mans begins in 1949. And as early as 1951 - production of the first sports cars in Stuttgart-Zuffenhausen had only been running since March of the previous year - a small delegation from Porsche KG ventured to the high-speed circuit 200 kilometers west of Paris in the department Sarthe.

The class victory of the 356 SL Aluminum Coupé at the very first start marks the beginning of one of the great legends of motorsport: Porsche and Le Mans. Porsche racing cars have competed every year since 1951. The reward for this unique endurance - only Porsche has been there for 63 years - is a series of records, including 16 triumphant overall victories out of 102 class victories up to 2013. The sporting competition and success at the top level of motorsport in one of the most famous arenas in the world and belongs to Porsche like the number combination 911.

After numerous class victories in the early 1950s with the 550, the 718 RSK made it onto the podium in the overall ranking for the first time in 1958: third place. In 1968, a Porsche set the fastest training lap for the first time. It is the 908 of Jo Siffert and Hans Herrmann, who came third in the race. In 1969, the mighty 917 made its debut and led, but failed with clutch damage. In 1970 the time had come. Hans Herrmann and Richard Attwood win in a 917 short tail. A year later, Gijs van Lennep and Helmut Marko repeated this success. In 1976 and 1977 the Porsche 936 Spyder was victorious at the

Circuit des 24 Heures with a turbo engine, as all other victories were achieved with turbo technology. The success of the 935 K3 marked the first victory by a customer team in 1979 and the only overall victory for a rear-engined car. After another success of the 936 in 1981, Porsche launched the 956 in 1982. It is the first racing sports car from Porsche with an aluminum monocoque. The aerodynamic design of the underbody creates the ground effect known from Formula 1 for previously unimagined cornering speeds. The 956 and its successor 962 C won the race from 1982 to 1987 en suite. In 1994, Porsche won again with a modified version of the 962, before the Joest TWR-Porsche WSC Spyder took first place in 1996 and 1997. Porsche achieved its most recent overall victory to date with the 911 GT1 '98 in 1998. The most successful Porsche racing drivers at Le Mans are Jacky Ickx and Derek Bell with four wins each, Hurley Haywood and Al Hobert have three overall wins.

More than six decades at Le Mans also means more than six decades of technical changes and pioneering achievements. The organizing Automobile Club de l'Ouest (ACO) traditionally formulates the most innovative regulations in top motorsport. Porsche always takes the opportunity to subject new technologies to a trial by fire that no test drive can represent. In 1964, the 904 demonstrated the durability of the very light metal-plastic composite technology. In 1974, the first 911 with a turbocharger easily passed the endurance test with an extremely high proportion of full load on the almost six-kilometer-long straight. Groundbreaking solutions in engine electronics and aerodynamics helped the 956 achieve an incomparable winning streak from 1982 onwards. In 1986, Porsche launched the groundbreaking 959 in a racing version (Type 961) with all-wheel drive, register turbocharging - and the standard transmission.

Sophisticated aerodynamics for the long straights and super-fast corners, excellent chassis and brakes, the lightest yet high-strength construction and superior engine performance are the ingredients of success in motorsport. In Le Mans - and this is what the ACO attaches great importance to - the magic word “efficiency” is crucial. It is part of the tradition of the 24 Heures to regularly reduce the amount of fuel available for the endurance sprint and at the same time open the door to alternative drives. The path to success at Le Mans is therefore, more than in other races, a question of intelligent performance. Only the cleverly put together overall package of high, sustained speed and lowest consumption has a chance of success. Efficiency wins. The ACO rewards the best efficiency with prestigious awards such as the Index of Performance or the Index of Thermal Efficiency. Here too, Porsche can be proud of incomparable



success. The 550 Spyder won the fuel consumption rating as early as 1955. Even the 917 was able to win efficiency awards with its historic victories in 1970 and 1971. More recently, from 2007 to 2011, the 911 GT3 remained unbeaten in its class for fuel efficiency and won the Michelin Green X Challenge. In 2014, Porsche is once again relying on pioneering technologies in the fight for overall victory that combine the highest performance on the racetrack with the highest level of efficiency.

### **1951 to 1959: From the “Alubbüchse” to the first podium**

In 1951, Porsche was the first and only German manufacturer to take part in the third 24-hour race after the war. In the fall of 1950, Charles Faroux, as one of the “inventors” and current race director of the Grand Prix d’Endurance les 24 Heures du Mans, together with the French Porsche importer Auguste Veuillet, convinced Professor Ferdinand Porsche of the idea of racing his sports cars on the high-speed circuit in 1951 to bring the Sarthe department to the start. The small Porsche KG racing team rents a workshop not far from the track in the town of Teloché, where Porsche will prepare the racing cars for decades and celebrate many a victory in the Café du Sport - and overcome one or two defeats.

For the race on the circuit 220 kilometers west of Paris, Porsche is relying on the 356 SL (Super Light) “Gmünd Coupé” with a streamlined aluminum body and covered wheels, which the mechanics affectionately call their “Alubbüchse”. With its 46 hp (34 kW) 1,086 cc four-cylinder boxer engine, the coupé achieves a remarkable top speed of 160 km/h. A basic idea of Porsche’s technical philosophy becomes clear here: consistent lightweight construction and sophisticated aerodynamics are at least as important as healthy engine performance.

The premiere was a complete success: Veuillet and his friend Edmond Mouche won the 751 to 1100 cc class and finished 20th overall. Your Porsche covers 2,840.65 kilometers at an average speed of 118.36 km/h without a technical problem. The class win secures the starting place next year. And success is no flash in the pan: seven more class victories en suite will follow.

Porsche returned in 1952 with three 356 SL Coupés. The newly appointed press and motorsport director Huschke von Hanstein shares the cockpit of one of the rear-engined sports cars with Petermax Müller, but has to give up after six hours due to gearbox damage. The silver coupé with starting number 51 is ranked 25th overall at this point. The first customer team also has little luck. The Frenchman Auguste Lachaize brings a 356 SL to the start under his

own application and is well in the race with Eugène Martin, but is disqualified on Sunday morning for refueling with the engine running. Veuillet and Mouche saved the success: They won their class in the 356 SL with start number 50 and a new record distance. The duo covered 2,955.410 kilometers at an average speed of 123.14 km/h.

In 1953, the Porsche team launched the 550 1500 S Spyder with a hardtop coupé. At 3.60 meters long, 1.55 meters wide and just under a meter high, this first thoroughbred racing car used by the factory is even more compact than the 356 SL and weighs a whopping 540 kilos - almost two hundredweight less than the aluminum coupés brought the scales. The location of the engine in front of the rear axle is groundbreaking: the small Porsche is the only rear-mid-engine racer in the starting field. When it comes to the engine itself, the team is living with a compromise this year. The 1,488 cc bumper four-cylinder based on VW produces around 83 hp (61 kW). But the groundbreaking four-cam Carrera engine from Dr. Ernst Fuhrmann (Type 547) on the test bench.

Porsche entrusts the Spyder with starting number 44 to the experienced Helm Glöckler and the 25-year-old youngster Hans Herrmann. The starting number 45 is driven by the journalist, motorcycle racer and founder of “Christophorus”, Richard von Frankenberg and the Belgian journalist and racing driver Paul Frère. The two lightweight Porsches fly away from the competition, overtake the racing cars in larger classes, set a new distance record of 3,332 kilometers and, thanks to their huge lead, are even able to stage a perfect photo finish. Frère/von Frankenberg won the class up to 1500 cc with an average of 138.8 km/h, just ahead of their teammates Herrmann and Glöckler.

The year 1954 brought the exciting and ultimately successful premiere of the four-camshaft “Fuhrmann” engine at Le Mans. The Belgians Johnny Claes and Pierre Stasse won the class up to 1,500 cubic centimeters with the 110 hp (81 kW) four-cylinder, after Richard von Frankenberg/Helm Glöckler and Hans Herrmann/Helmut Polensky had to retire with overheated piston heads. A Porsche also wins in the class up to 1.1 liters: it is the 550 Spyder driven by Frenchman Gustave Olivier and his American teammate Zora Arkus-Duntov. The latter, by the way, is in the process of turning General Motors inside out at home and making the Corvette an American legend. All 550 Spyderys start under the Porsche KG application.

*Continued on page 34*

*continued from page 33*

For the first time in 1955, Porsche drivers occupied all three steps of the (class) winner's podium after Richard von Frankenberg/Helmut Polensky in the works 550 Spyder took first place in the class ahead of Wolfgang Seidel/Olivier Gendebien and Helm Glöckler/Jaroslav Juhan in that order drive up to 1,500 cc. The Porsche 550 Spyders also prove to be unbeatable in the class up to 1.1 liters: double victory for Zora Arkus-Duntov/Auguste Veuillet ahead of Gustave Olivier and Josef Jeser. However, the success is overshadowed by the terrible accident involving a Mercedes-Benz 300 SLR, in which numerous spectators also lose their lives.

The year 1956 marked the Le Mans debut for the 550 A, which caused a sensation on June 10th with overall victory in the Targa Florio under Umberto Maglioli, who drove alone. With the 550 A Spyder, Porsche has taken a big step forward technically. A tubular space frame replaces the flat frame of its predecessor and makes the car significantly stiffer. The weight has been reduced by 40 to around 550 kilos. The 1.5-liter Fuhrmann engine delivers 135 hp (99 kW), and the chassis has been completely redesigned. With the dominant victory in the class up to 1.5 liters and fifth place overall, Wolfgang Graf Berghe von

Trips and Richard von Frankenberg prove that the little 550 A Coupé is a winner not only on the winding Sicilian mountain roads, but also on a high-speed circuit. Umberto Maglioli and Hans Herrmann parked their 550 A Coupé after 136 laps with engine failure.


A customer team was able to enter the winners' list for the first time in 1957. Ed Hugus and Carel Godin Graf de Beaufort win the class with their 550 A and are eighth overall. The racing driver Claude Storez shows extraordinary fitness and willpower when his factory 550 A rolls out in the 23rd hour with an empty fuel tank. Storez pushes the car to the pits for an hour and sees the checkered flag in seventh place, but is then disqualified. The first outing of the new 718 1500 RSK with Umberto Maglioli and Edgar Barth ends dramatically. During the night, Tony Brooks crashes his Aston Martin and is thrown out of the car. Maglioli sees the Briton lying on the track, swerves and crashes into the barrier. The Italian then runs across the track and carries the unconscious Brooks to the side of the track and to safety.

A great year for Porsche, because in 1958 the small team managed to reach the podium in the overall rankings for the first time in competition with large factories. The 718 RSK exceeded all expectations in its second outing at Le Mans. Jean Behra and Hans Herrmann take turns at the wheel of the

Porsche with start number 29. This 718 RSK is powered by a Fuhrmann engine enlarged to 1,587 cc with around 150 hp (110 kW). Accordingly, the car starts in the class with a displacement of up to two liters. Edgar Barth/Paul Frère and Richard von Frankenberg/Claude Storez drive 1.5-liter engines. Two private 550 A cars complete the Stuttgart racing car fleet, which for the first time consists exclusively of open Spyders. The race takes place in catastrophic weather conditions. Brother even makes an extra stop that night because he is completely hypothermic and wet. The Porsches are extremely fast and even put the three-liter racing cars from Ferrari, Jaguar and Aston Martin under pressure. After 24 hours the triumph is complete: Behra/Herrmann drive their Porsche to third place overall ahead of Barth/Frère in fourth place! These are also class victories for 2.0 and 1.5 liter racing cars. Winning the team prize rounds off a wonderful weekend.

After a third place overall in Sebring and overall victory at the Targa Florio with the 718 RSK, the Porsche works team came to Le Mans in 1959 feeling confident. And after eight class victories in a row, they experience a defeat. The new "Sprint" camshafts prove to be not stable enough. All five racing cars are out. A private 550 A gave up on Sunday morning after clutch damage.

To Be Continued . . .



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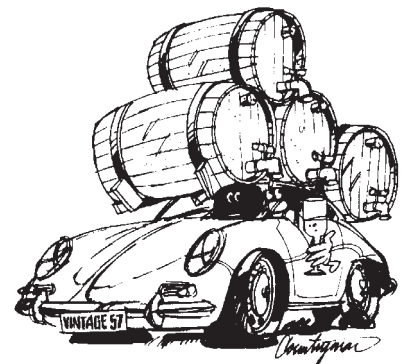
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