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July 2024

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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:
Shadows
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.

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

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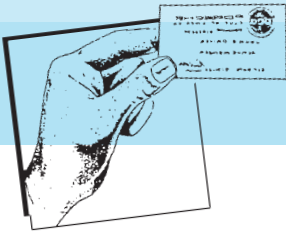
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Please contact staff for any event coverage you may need;
e-mail address: editor@nordstern.org
Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>

2024 Nord Stern Officers and Committee Chairs

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Addresses available upon request for chairperson/s or Board members, email: editor@nordstern.org. Please note the copyright symbol in the email addresses MUST be replaced with the '@' symbol to function



WELCOME . . . *New (and Returning!) Nord Stern Members*

We hope to see you at upcoming events!

Ron Drewski
Plymouth, MN
1990 911 Carrera 2

Kevin LaCasse
Cape Coral, FL

Charles Lederer
Somerset, WI
2002 911 Carrera 4S

Joseph Oppedisano
Shorewood, MN
2020 718 Spyder

John Westphal
Scandia, MN

So, Just What Do We Do In Nord Stern??! *A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!*

AUTOCROSS: A low-speed driving event teaches a person how to maneuver one's car through a course marked by pylons on a closed circuit. Instruction is often available, and drivers compete against the clock. No modifications to one's car are necessary. Helmet required.

CLUBTALK: This is an email-based list server for member subscribers focusing on car issues and discussions and a place to ask questions, get recommendations and comments. Also last minute breaking news on upcoming events and activities. Join Clubtalk at this link.

CAR SHOWS/CONCOURS: Members enjoy gathering and looking over a wide range of Porsche models, most nicely detailed to show them at their best. A generally informal and social setting.

- **All Porsche Show:** Nord Stern annually hosts the All Porsche Show in late June. One of the biggest events of the year, often with 150+ cars in attendance. A non-judged, "shine and show" event that attracts members and their families, along with prospective members.
- **Concours:** A setting where Porsches are displayed for general viewing and/or inspection, with competition in many distinct model categories. Experienced judges evaluate the various models based on cleanliness, overall condition, and authenticity. See also the PCA description, below.

DRIVES: An organized drive over a planned scenic route, usually to a meeting spot that offers food, beverages, and space to socialize. Venues rotate among popular destinations that offer good amenities for Porsche enthusiasts.

DRIVER TRAINING (DT): A driver training course designed to teach and enhance high-speed driving skills and techniques on an actual race course. Training includes classroom sessions, on-track exercises, and supervised lapping sessions. Completion of "DT" is a Pre-Requisite for "DE" participation and is NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. A current Snell-rated helmet is required at a minimum.

DRIVER EDUCATION (DE): A high-speed driving event on a closed-course racetrack (Brainerd and Road America for example) where drivers are grouped according to prior experience and car capabilities. Lapping sessions allows our members to enjoy the full performance capabilities of their cars in a relatively safe, controlled environment. Instructors are generally available for novices. Prior Driver Training participation is required. A current Snell-rated helmet is required at a minimum.

PARADE LAPS: Typically held during lunch sessions at DT/DE/Club Racing 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 so that they can 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 required. This national program is administrated and overseen by a volunteer, trained national staff. The PCA website has a full schedule of races and information. Prior race experience required and/or specific amount of Driver Education participation. Talk to our Chief Driving Instructor for further information.

RALLY: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally. Social: Organized gatherings of club members, affiliates and family member to meet, eat, and socialize. Many different venues and activities are selected every year to bring members together.

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

VOLUNTEERING: The club runs on volunteers! A great way to meet fellow members and get the most out of your membership. We exist because of members volunteering their time and talents to plan and execute our many events. With no paid staff, we depend entirely on volunteers to run our club and keep a calendar of interesting, well-planned activities. Whether its track events, social activities, tech, touring, tech sessions, car shows, or others, we have a place for you and many an opportunity to get involved.

The Prez Sez . . .

by Tom Karn, White 2020 Porsche GT4

Hello Nord Stern! It's been almost 30 years since Van Morrison began singing to us, "Mama told me there'll be days like this". A close friend reminded us of this great song a few years ago as we were convoying back from Cheese Fling at RA. It was probably the first time I truly listened to the lyrics. We were all in a blissful state—Road America does that to you. The beauty of the grounds and surrounding countryside, the technicality of the track, the thrill of blasting through the "Kink" in a Porsche, the wonderful old friends and the enjoyment of meeting new ones all come together to create a really special event. I love listening to *Days Like This* after an experience like Cheese Fling. Reminds us to focus on the good things in life. None of us can escape bad days, but there are perfect days, too.

So once again, I'm driving home from Cheese Fling reflecting on the days there. We had another incredible DE event organized and run by our DE Chair (John Blackburn), our Registrar Team (Dave & Mary Anderson, Andy & April Barker, Maddie & Vic Lee) and our Insurance Chair (Jeff Carlson). Several others provided on-site support, including our Safety Chairs (Nathan Reader & Paul Thai), the numerous instructors that helped guide drivers who were new to Road America, and the Happy Hour Team (Paul Davis, Adam Gettings, Steve Albers, Tom Sabow, Michael Bowman, & Caden Karn). Of course, Scott Brown is always on top of things as our Treasurer—there are many financial considerations for a big



event like Cheese Fling. Weather was great. We received many nice comments regarding the event, many of which came from drivers from other regions or other clubs. That is a real testament to the quality of the DE events Nord Stern runs. *"When everything falls into place like a flick of a switch, Well my mama told me there'll be days like this."* To the participants, it probably felt like a flick of a switch, but a huge amount of work goes into an event like Cheese Fling. Hats off and many thanks to the team which made it happen.

Since the last issue of this magazine, we had two very fun social events: Women of Nord Stern—Mozzarella Making at France 44 and Lawn Bowling at Brookview Golf Course. Thanks to Michelle Weber-Eckroth and Gayle Southwell for thinking outside the box and creating entertaining and engaging social events. Check out our next social event on September 21 at The Arbor at Young Acres in Prescott, WI. This was a big hit last year and you don't want to miss it! If you have an idea for a fun event and are interested in helping to plan it, email Michelle at social@nordstern.org.

Our next major event is Loonacy/Club Race Weekend at Brainerd International Raceway, July 12-14. If you have completed Driver Training, you can drive on the track for three days! And watch racing in between your sessions! There will also be a Grid Walk to admire the race cars and

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Advertiser Directory 2024

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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



Another issue packed with photographic evidence of how incredibly active this club is with a plethora of options covering just about anyone's interests or preferences. I am amazed at the number and variety of opportunities and it truly is all because so many very talented, very dedicated club members continue to step up and help out so these events can be planned and executed. I think we are one lucky bunch of folks. Kudos to each and every one willing to lend one of those 'helping hands.' The club truly can't exist otherwise.

Be sure to check out the photos from the recent get-togethers - from those who attended the car show at Buck Hill and helped fill that parking lot with a lot of Porsches, to a whole lot of Firsts at this year's First Fling at Brainerd, to cheese-making (what does that have to do with Porsches, but who cares, mozzarella is always good - especially fresh), to Porsche St. Paul's annual car get-together dubbed 'Auto Fair.' I've always said 'a picture can paint a thousand words' and what better way to showcase all the fun and interesting things we get to do!

And be sure to check out the Loonacy Saturday events up at BIR - it'll be a blast whether you are on or off the Track!

But my favorite part of this month's issue is the chatter on Clubtalk generated by a simple question by a new member about favorite routes to enjoy - boy, oh boy did that elicit a lot of commentary, suggestions, routes, tidbits of advice, restaurant recommendations and even a couple of 'maps

were shared. They are in kind of reduced size here in the newsletter but if anyone would like a digital copy just shoot me an email and I can send the pdf files your way. One might need a more detailed map to identify individual roads, but I'm sure the routes outlined (we've certainly been on some of those roads and can attest to their worthiness - can anyone say 'the Driftless Area'?!) So spectacular. Enjoy the chatter, I love how some subject just really bring out lots of interesting comments, advice, suggestions, recommendations. What a great resource.

And here's to summertime and maybe some good driving weather ahead for one and all. Then, I have to share this fun photo in my guise as the newsletter editor where a request for extra newsletters for an upcoming Nord Stern tent display made for a rather, even if I say it, eye-catching display!



HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Second, join Nord Stern

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

3. To RENEW an existing Nord Stern membership

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

- Or, send your check, payable to Nord Stern, to Scott via snail mail address - available upon request

Address Changes:

Please send any address changes or updates via email to 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

JULY

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

AUGUST

10 EAGAN CONDO GARAGES: ARRIVE•DRIVE
 11 am to 2 pm
 Registration: clubregistration.net

20 Rescheduled Henderson Car Show Drive
Tentative Date

SEPTEMBER

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

21 Nord Stern goes Apple Picking - 2nd Annual
 The Arbor at Young Acres, Prescott, WI
 11 a.m. to 3 p.m. \$30 per person includes pizza,
 farm activities, LOTS of fun

OCTOBER

4-6 Nord Stern's Annual Fall Color Tour
 HQ: PierB in Duluth
 Friday evening welcome party
 Saturday drive with lunch destination
 Saturday night dinner details TBA
 SAVE THE DATE

12 Nord Stern Checkered Flag Party
 Location: Buck Hill Party Room
 Time: Noon - 4 p.m.
 Details/Cost TBA

2025 Events - Save the dates!

JANUARY

11 Nord Stern 2025 Green Flag Party
 Location/Time/Cost: To Be Announced
 Save the Date

2024

** 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, September - May contact the president for locations, if not noted.*

2024

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

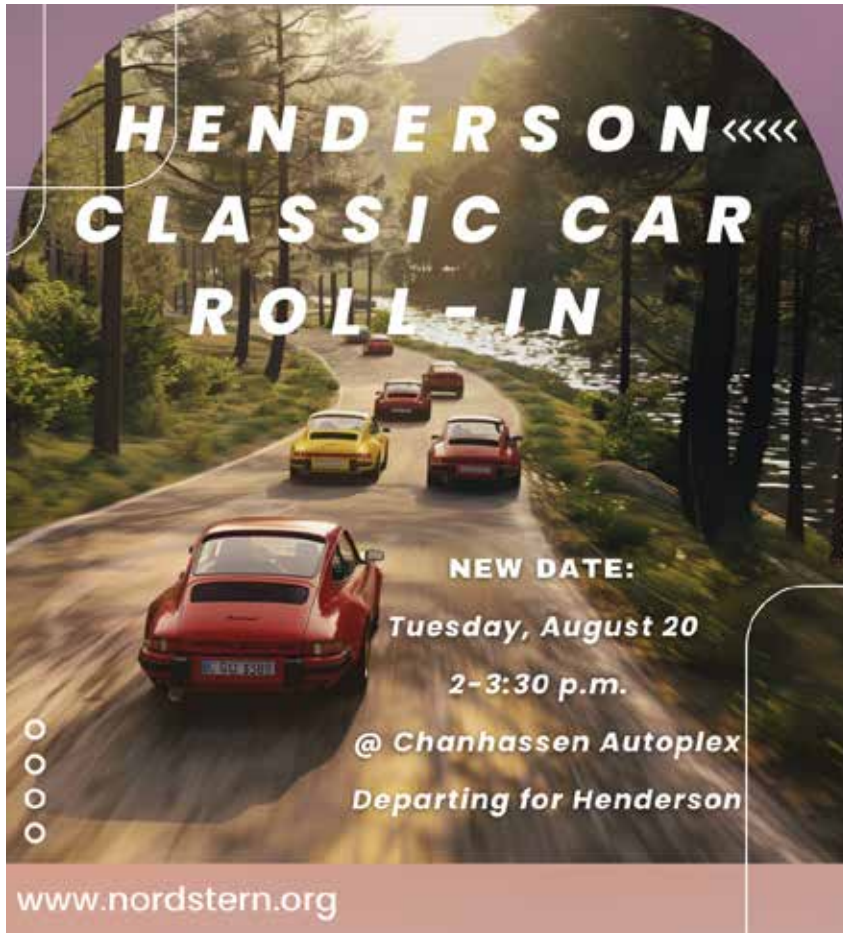
***Please note: Nord Stern-sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. Non-Nord Stern events of potential interest to our membership may be added, upon request, and dependent on space availability, to this calendar as a courtesy to the organizer, or an organizing entity, and strictly at the discretion of the editor or Nord Stern president.*

2024

*Any event datels that conflict with a Nord Stern-sponsored event will **NOT** be published in any official Nord Stern communications.*



2025



HENDERSON <<<<
CLASSIC CAR
ROLL-IN

NEW DATE:
Tuesday, August 20
2-3:30 p.m.
@ Chanhassen Autoplex
Departing for Henderson

www.nordstern.org



EAGAN CAR CLUB
DRIVE • ARRIVE • SOCIAL

Saturday, August 10

- Optional AM Drive
- Food | Refreshments | Tours
- Clubregistration.net TBA
- www.nordstern.org/calendar

11 AM - 2 PM



501 Classic Ct, Eagan, MN 55123



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Buck Hill: Not Just for Skiing!





Nord Sterners have been ultra busy this year picking and choosing any and all from the amazing lineup of activities and events your leadership has organized and scheduled for your benefit! As a newsletter editor, I am amazed at the number and variety of options we as members of this club have before us. And to prove it, the photographs from several membership show us how engaged and active this club truly is. From fun socials at breweries, wineries, cheese-making, sitdown dinners, to drive and arrive car shows - such as the recent gathering in the parking lot of Buck Hill (club members!!), to of course track action at Brainerd, Road America, to scenic drives on fun roads, to tech sessions at various shops and our local Porsche dealership, and even our monthly business meetings are pretty interesting and fun.

Be sure to thank your leadership when you see them at 'the next event!' And my personal thanks to Michael Steinberg for ALL his wonderful photos documenting the people and cars of Nord Stern. I'm a lucky editor.

Get Your Member Badge!

- Show your Nord Stern pride: Magnetic and Lanyard styles available
- Members, Affiliates, Juniors, Significant Others, order your badge(s) on the Store tab on the club website: Badges feature our Nord Stern logo, your first and last name, and a "personalization line"
- Wear your badge with pride at our events!



Slowpokes Inc.

Open Track Events - No Run Groups

Brainerd International Raceway

- **Competition Course: 2.5 Miles 13 turns**
- **Track Open from 9 a.m. to 6 p.m.**

\$400 per event or \$1,300 all 4 events*

2024 Dates

- **May 10th (Friday)**
- **July 3rd (Wednesday)**
- **September 3th (Tuesday, day after Labor Day)**
- **October 7th (Monday)**

Format:

- **No run groups**
- **Passengers allowed**
- **Lunch from 1 to 2 p.m. – Parade laps on Track**

Requirements:

- **Prior High Speed Track Driving Experience**
- **Vehicle Tech Inspection**
- **Contact us for details or questions**

Contact us: info@slowpokes.org

**If your happiness requires more track time visit
www.slowpokes.org to sign up**

Road Tripping!

Hi all, I'm pretty new to the club, having moved here from Illinois earlier this year. From what I've seen, this club is really fantastic! (Editor's note: I agree!)

My girl and I are going to take a day next week for a road-trip. Looking for good scenery, interesting or scenic destination, and I'm hoping for a fun road to drive on at least part of the way! We'll start from either the Bloomington or Inver Grove area of the metro. Destination could be anywhere within a couple of hours or so each way.

You all have undoubtedly done this more than I have, do you have any suggestions for us?

– Best regards, Ron, 997.2 4S Cab

Welcome to the Club, Ron!

You can't go wrong with a drive along the Mississippi River. Start in Prescott, WI and head south. You can cross the river on US-63 to Red Wing where you grab lunch before driving back to the Cities. Or if you have the time, keep heading south on the WI side to the Nelson area where you can cross over to Wabasha or keep going to Bluff Siding where you can cross over to Winona.

There are formal drives being scheduled during the summer. Watch for emails from the Prez and ClubTalk posts.

One such drive you should consider is the Loonacy Drive from Porsche Minneapolis to the Loonacy Weekend and our national Club Race at BIR on July 13th. It will be a fun drive that ends at the track where you can mingle with fellow members and get up close and personal with Porsche race cars and drivers. And if you're so inclined, take a few laps on BIR with Parade Laps over the lunch hour at the track when you get there.

– David Anderson,

Lake Pepin. Follow the river down there. Scenic on both sides but the Wisconsin side is more popular. There are a few wineries. Lots of eagles. A casino if you want a building with no windows. More?

– Bret Bailey

And go down US 61 to Lake Pepin and beyond, crossing over the river and coming back up on the Wisconsin side . . . and grab lunch at the Harbor View Cafe in Pepin, Wisconsin.

– Bruce A. Boeder

Day trip for lunch and some shopping: Stillwater, MN or Hudson, WI.

Assuming "My girl" is a girlfriend and not a young daughter (and that you both like craft beer): New Ulm for lunch and then tour/tastings at the Schell's.

Scenic tour (Bark and Beer were tours run by our members in Rochester): I'll email (image on pg 14) you the route separately. Finish at Lake City and have dinner before taking the road following the river back.

2-3 Day Trip: If you both are into light hiking and wonderful scenery you must go to the North Shore. It is a little known National Treasure. Stay at someplace like Cove Point and go up to Grand Marais for lunch (Angry Trout!).

Let's just say some saw three digits on their speedometer.

– Nick Cirillo

As others have stated, the drive down along the Mississippi is pretty nice. Pizza barns are a real thing and can be a lot of fun. Here's a recent list for MN and Wisconsin <https://twincities.eater.com/maps/best-pizza-farms-minnesota-wisconsin-iowa>. Check each for days and hours of operation.

Our go to is to Stone Barn Pizza outside of Nelson, Wisconsin but get off the main roads. Find back roads in the Driftless Area https://en.wikipedia.org/wiki/Driftless_Area and enjoy some curves along the county roads around Durand to Stone Barn Pizza or make your own way. Lots of fun county roads with curves and a little bit of elevation.

– Matt Linzbach

Welcome!

I fully agree with these suggestions. There are some scenic routes to New Ulm about 90 miles South West.

New Ulm has a great brewery tour and lots of German architecture. Enjoy!

– Keith Jones

Duluth is a boring ride, but only 2.5 hours from Bloomington. If you have not been there, put it on your list. It is a fun town with lots of tourist opportunities. Anything north of Duluth is scenic and some drives are incredibly fun.

– Bret Bailey

Hey . . .Tobie's bakery is in Hinckley . . . mid way to Duluth . . . they specialize in the cardiologist special.

– Bruce A. Boeder

258, the last exit before leaving Minnesota, then circling back to the West on Hudson Road, the South service road, to pick up the Saint Croix Scenic Byway heading South to Afton. In Afton, you can stop by the oldest ice cream parlor in Minnesota, Selma's, for a frozen treat. While the building had been used for ammunition storage during the Civil War, it opened in 1910 as a confectionery and ice cream shop.

Continue South on the St. Croix Scenic Byway/St. Croix Trail to Highway 10, the Vietnam War Veterans Memorial Highway, and

the Ellsworth Cooperative Creamery for arguably the best cheese curds in Wisconsin (or more ice cream).

Leaving Ellsworth, continue East then Southeast on Highway 10 until reaching the Salem Town Hall, there make a right turn on the newly paved County A, which follows the Rush River to the Mississippi. Don't go that far, reaching the Great River Road make a left turn and follow it through Maiden Rock (sad story) and Stockholm (great pies at the Stockholm Pie and General Store) to Pepin where you can tour the Laura Engles Wilder Museum and have lunch at either the Villa Belleza Vineyards or the banks of the Mississippi located Pickle Factory, depending on your taste.

Returning home, you can either reverse course on the Great River Road to Prescott, there picking up Highway 10 to Highway 61 to the Twin Cities, or reaching Hager City on the Great River Road you can follow Hwy 63 South to join Hwy 61 through Red Wing to the Cities. If you go through Red Wing, be sure to go to the blufftop Memorial Park to follow Skyline Drive around the top for amazing vistas of the city below and the Mississippi River Valley.

– Cheers, Chuck Barr

I agree with Bruce. The Harbor View is always a great stop. Check their hours

Continued on page 24



You can drive up to the North Shore or head across WI to Door County! When we lived in MN we took a drive down the Mississippi River all on backroads when possible. We stopped in a lot of interesting small towns along the way.

– Jeff Boehm

State 23 between Banning Junction / Askov and Duluth provides some scenic relief from the freeway.

– Steve Peterson

I found Southern Buffalo County in WI a great drive if you like twisty roads.

I will attach a PDF map that should get you started (image right).

Hwy 60 east of Hwy 52 in MN are also great drives, along with County 11 from South Troy to Millville.

– Bruce Franklin

I am up in Little Falls, where the Great River Road (runs from Itasca to New Orleans) runs on the west edge of Little Falls right along the river, beautiful from our town down to Sartell with great views of the Mississippi. Let me know if you come this way.

– Phil Prosapio, 2022 Taycan GTS, 2012 911 GTS Cab, 1976 930 Turbo

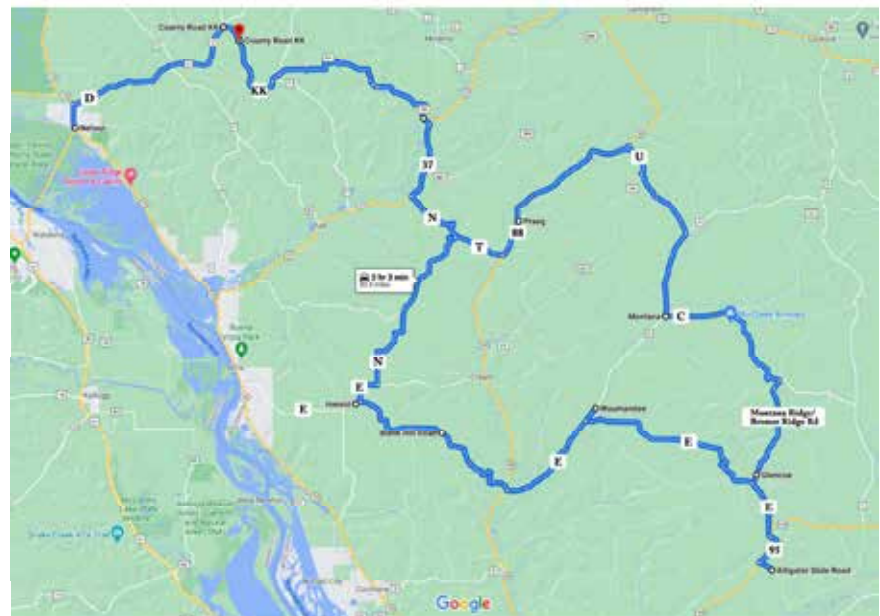
You might try heading East on I-94 to exit

follow it East to Prescott, the oldest town in Wisconsin. Entering Prescott, make a right turn on Broad Street which will become the Great River Road.

Follow the Great River Road Southeast along the Mississippi River until passing through Diamond Bluff (the Nauti Hawg is a great place to take your Harley for a brew) then make a left on County Road O, which follows the Trimbelle River North. Reaching Highway 10 turn East towards Ellsworth.

In Ellsworth, you can make a pitstop at

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- Nord Stern is a club, an organization 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!
- In '23, 32 members signed up to volunteer at Loonacy Weekend, and filled 65 volunteer slots using our Volunteer signup page: <https://website.nordstern.org/membership/volunteer/>. 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 a small leap and be a part of the big picture in Nord Stern!
- **Remember - The club needs those helping hands all year round.**

Out and About in St. Paul

By Tom Karn, President



It's true that the annual Porsche St. Paul 'Auto Fair' in early May is not organized by Nord Stern Region of PCA, P-car owners always enjoy coming out to park, socialize, and just have some fun. Above, left bystanders admire Chuck Barr's new 911 Turbo S; above right is Greg Thompson; above left is David Kearm (and Porsche Bear!); left is Phil Prosapio; below right 'Reflection Acid Green'; below left, Martini Livery!



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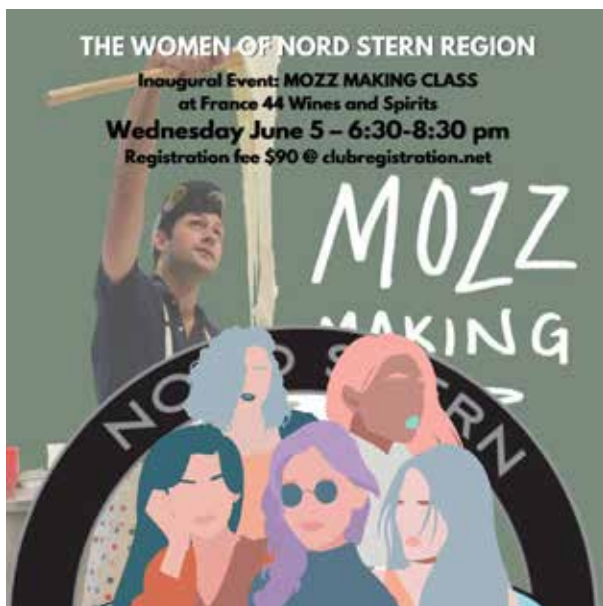


The word on the street was that everyone at the Mozz Making event was too busy following directions, cooking, eating, to take very many photos. But I think everyone will agree that this social event must have been quite the experience and not only fun, but delicious (that photo of the tomato/basil/balsamic vinegar/mozzarella salad is ‘Top Chef’ worthy!)

While the event ‘Mozz Making’ might have gotten a few quizzable looks by members, what a great opportunity to learn about making a favorite cheese, mozzarella, and to enjoy one’s one creation. While it wasn’t about how to drive faster on the track, the skills learned certainly would come in handy.

Thanks go to Michelle Eckroth-Weber for her organizational skills! Kudos are due.

And yes, there were guys there, too!



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Parade Laps at Noon

Drive your Porsche on BIR's Long Track – 3.1 miles, 10 turns (12:00 PM)

Race Fan Grid Walk

Walk the grid, meet the drivers, get your picture next to the race cars (1:30 PM)

Super Sprint Race – 40 Minutes

Wheel to wheel racing on the Fast Track in America (2:00 PM)

Sprint Race – 30 Minutes

More racing that you can watch from various areas around the track (4:00 PM)

Free Happy Hour

Join the racers and other club members for a beverage (5:30 PM)

Saturday Trackside Dinner

Join the Celebration & Awards
Only \$25 per ticket (6:00 PM)

So, question of the day. When does music become noise? Here's my answer; it's all in the ears of the beholder.

I've been fortunate. I attended two Monaco Grand Prix in the early 2000s as part of corporate entertainment/hospitality. Both times, when you walked into the viewing suite (a restaurant one year, and an apartment the other) you were given earphones. Some wondered why. Not me. I'd seen the scene on telecasts; literally everyone at each venue in those days, wearing sound deadening of some sort.

When the race began, and the cars screamed by at 17,000 rpm, the piercing wail, at mega-decibel levels, multiplied impossibly by the ricochet off all the buildings in the principality . . . well, just for grins, I couldn't resist, I decided to find out, just how loud it was. I thought it can't really be THAT bad . . . I lifted just one earphone ever so slightly from my ear and . . . Oh My God! It felt like a jackhammer, cracking through the brain cells in my head. The sound was, yeah, ok, I'll say it, reluctantly, because I can't come up with another word, awesome.

Now, in today's modern turbo era, you watch the F1 telecasts and nobody wears earphones except team members, who use them for team communications. The cars sound like, well, average race cars. Is something missing? Good God, man! It's Formula 1! My understanding is that, for the next set of rules in 2026, one goal will be to bring back the noise . . . er . . . the sound . . . the sound of the show.

I hope so. Because here's the alternative path. One fine recent weekend, I was channel surfing and came across a telecast of a Formula E race. I hadn't seen one before. In fact, if I had missed the channel, that weekend, I would have blithely gone by my business.

But, no. I was curious. Here were aspiring F1 pilots, former F1 drivers, all wheeling these bolides that looked a lot like modern F1 cars. They seemed to accelerate and brake and handle like one, as well. Except, except, yeah, except they all sounded like a mass transcendental meditation session. Can you, and 300 of your best friends, all say om at the same time? To me, that was the essence. Oh, and it was coupled with a bit of tire noise and squeal. That's it.

I'm sorry, but the overall effect reminded me of, not top-tier racing, but rather a misspent youth, spent indoors at slot car parlors. For those of you too young to remember the

craze, well, it really was a craze, at least for a few years. Warehouses converted to flat, tiered, overlapping super-mini racetracks, with an opening in the middle of each lane, where you placed your shrunken replica race car, and ran it by a remote joystick. If you spun out, crashed or just exited your lane, you simply ran over, and put your car back on the track. And off went your mini-me racer.

The sound? A lot like a modern Formula E car.

Was it fun? You have to ask those who partook. I never took the dive. It seemed kinda, well, pointless to me. The cars would hum around the track, and then literally fly off, then hum around, then fly off. Again and again. After a few years, the popularity waned to the point where, today, for most ex-slot car racers, it's a long-lost memory, like 45-rpm record spindles, swivel seats and necker knobs.

Yet we're moving, maybe inexorably, into an "electromotive" era. Maybe not next week . . . the infrastructure needs to mature . . . but it's probably safe to say it will happen. I'm sure all you early adopters of EVs out there would agree.

But not so fast, so to speak. I've collected a pile of stories on this subject. And my conclusion is that there still is some hope. Maybe more than just some.

For example, I came across this story, "Aston Martin product boss: People want big engines." I quote, from MotorAuthority. "Big engines aren't really necessary anymore for performance. Aston Martin currently races in Formula 1 with turbocharged V-6 hybrid powertrains, and both the Ferrari 296 GTB and McLaren Artura supercars use twin-turbocharged V-6 engines as part of their respective plug-in hybrid powertrains. But customers in this high-end segment also want emotion, and that requires more cylinders," says Alex Long, the automaker's head of product and marketing strategy.

In another story that ran on MotorAuthority, the author cites Stephan Winkelmann, Lamborghini's CEO, that "it isn't a lack of performance but rather a lack of the emotional aspect of gas-powered supercars. (Winkelmann) specifically mentioned the sound of the Lamborghini Huracan's V-10 engine being something an EV can't replicate."

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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)

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Twin Cities and Area Events - Autocross Calendar 2024

DATE	EVENT	SPONSOR	LOCATION
July 4th (Thurs)			INDEPENDENCE DAY
July 7th			
July 13th (Sat)	MOWOG #6	MAC	MINN STATE FAIRGROUNDS
July 14rd	MOWOG #7	MAC	MINN STATE FAIRGROUNDS
July 27th (Sat)			
July 28th			
Aug 4th	Members Only Standing Start Event	MAC	DCTC
Aug 10th			
Aug 18th	Supersunday AutoX II	COM	DCTC
Aug 24th (Sat)	Practice #3	MAC	DCTC
Aug 25th	MOWOG #8	MAC	DCTC
Aug 31st-Sep 2nd			LABOR DAY WEEKEND
Aug 31st-Sep 6th	SCCA Solo Nationals	SCCA	Lincoln Airpark
Sep 8th	AUTOCROSS	CVSCC	Northern Wis State Fairgrounds
Sep 17th			DCTC REPAVING
Sep 24th			DCTC REPAVING
Sep 25th			DCTC REPAVING
Oct 1st			DCTC REPAVING
Oct 6th	MOWOG #9	MAC	Canterbury Park
Oct 15th			DCTC REPAVING
Oct 22nd			DCTC REPAVING

Clubtalk . . .

continued from page 14

before heading out. On the Wisconsin side take a couple of the turnoffs onto the alphabet roads. Wisconsin likes to use letters to name the roads. If you want a little longer trip Alma Wisconsin has one of the best overlooks of the river valley.

– Rick Dagenais

I agree on Pepin - We drove down there on the Wisconsin side last fall when the leaves were changing. then worked our way southwest to Decorah, Iowa and back up through the driftless area south of Root River Valley- THAT is some awesome driving and the roads are spectacular (condition and twisties).

– Will MS

Prez Sez . . .

continued from page 6

talk with the drivers, Happy Hours and Cookouts, Porsche Merchandise and Food Trucks on site. If you aren't driving at high speed on the track, you can participate in the Drive to Loonacy on Saturday, or just meet us at the track, and join us for an exciting day (including all of the aforementioned attractions). The Drives Team has a thrilling route chosen from Porsche Minneapolis. Plus when you arrive, you can drive your car (any car, SUV, etc.) on the track for Parade Laps. All you need to do is make a small donation to St. Jude Children's Research Hospital. The St. Jude Team will be at the track to help and answer any questions you have. As you probably know, they are now Nord Stern's official charity. We are fortunate to have great sponsors for our Loonacy/Club Race Weekend, including Porsche Minneapolis/St. Paul, Werks Automotive, Auto Edge, and Eide Bailly. Thank you to all our Loonacy sponsors!

There are lots of opportunities to volunteer

and get in on the action, whether it's at Loonacy Weekend or other ways. Jim Southwell is our volunteer coordinator and can be reached at volunteer@nordstern.org. Let him know you want to help and he'll figure out where!

The Drive to Henderson Classic Car Roll-in has been re-scheduled to Tuesday, August 20. This is a NEW drive that is sure to provide summer PM delight and lots of eye candy at the destination for all car enthusiasts. Back by popular demand are the following exciting drives: Vino in the Valley on August 3, the Eagan Car Club "Drive or Arrive" on August 10, and the signature favorite Fall Colors Tour the weekend of October 4 – 6. For more details on these and all events, check your social media, emails, and www.nordstern.org.

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And remember, "Mama told me there'll be (perfect) days like this"

Your Prez', Tom Karn

NORD STERN JULY 2024

Miscellaneous . . .

ClubTalk Chatter:

It's fun when someone throws out a teaser on clubtalk and while this inquiry didn't generate as much 'chatter' as hoped, it was fun to test members' local knowledge!

Q: *What Porsche model and year is on the cover of the April 2024 Nord Stern newsletter / magazine?*

Michael G. *you cannot answer right away.*

– Andy Golfis

I stayed out of the discussion because I knew the answer. That pic was taken as part of the calendar shoot back in 2018. The location is Peppermint Twist drive-in located in Delano. Worth trip for some drive-in nostalgia in both food -- popular for burgers and shakes -- and the drive-in experience of years past.

The 968 is still with me but now located in Aberdeen, SD as one of a handful of Porches in town. Unlike driving in the Cities, it's a head turner here.

– Dave Anderson

Amps . . .

continued from page 22

The article goes on to cite Rimac Group CEO Mate Rimac, who is now also head of Bugatti, "buyers in the high-end segment prefer a more emotive, more analog experience. Rimac cited the low demand for his own Nevera electric hypercar, which has failed to sell out, despite being launched in 2021 with a build run of only 150 units."

Let's add Porsche's recently unveiled hybrid powertrain for the next-gen flat-six 911. And, and this has to be my favorite quote, also from MotorAuthority, "Ferrari: We'll Build V-12s Until They're Outlawed."

Forza Ferrari! Forza Lamborghini! Allez forte, Bugatti! Starke, Porsche! That's what I want to hear!



Porsche Panorama back editions online now PCA is adding new back issues each month – free for club members

The Porsche Club of America is digitizing the complete library of *Porsche Panorama* magazine, dating back to 1955. The online archive currently reaches to 2006 with a goal to complete the library in 2024. Check back as new issues are added frequently.

Take a look: www.pca.org/panorama



PORSCHE CLUB OF AMERICA

Hard at Work . . .

photo by Tom Karn

Michael Steinberg and Carolyn Veno (aka Speedy) under the Nord Stern Membership tent at the St Paul Auto Show. Our membership ambassadors extraordinaire, among their many talents.



This month's advertiser spotlight shines on WERKS Automotive with an Interview of Ron Johnson, General Manager.

Ron also is a long-time member of Nord Stern Region of PCA, past president (2013), has volunteered many, many an hour on the behalf of the club, it's events and activities!

Q. What is WERKS known for?

A. We are a blending and extension of Courtney Truck Service. WERKS is best in customer facing through emails and text and pictures of all repairs.

And, we are updating our shop and have a new program called, "Bolt on Technology."



Q. What is your idea for a perfect day?

A. A day when my team is all in a cohesive unit . . . all working together in a good mood and raising the bar higher.

Q. What is your most treasured possession?

A. Friends, family, and cats.

Q. Have you ever had a project that had to change while in progress?

A. Yes, projects can change as the work unfolds. One's financing may change or the customer may decide to upgrade the car or even decide to go in a new direction.

For example my 944 turbo as I restored it changed from stock to a resto model and racer.

Q. What is your "cylinder Index"?

A. As a confirmed motor head you are asking how many cylinders do I own . . . (Ron pauses the interview to reach for his calculator) . . . I have 116 cylinders!

Q. Why a Porsche?

A. I love muscle cars but then in 1983 I started working at a Porsche dealership. I fell in love with how a Porsche can handle, corner and its braking power . . . there is no other car like it.

Q. How do you define customer service?

A. Fix it right the first time . . . communication builds customer satisfaction.

Q. What would be the name of your music debut album?

A. Create Your Own Reality

Q. What talent would you like to have most?

A. I would like to learn the bass guitar. At present the bass guitar is gathering dust in the corner. I would love to play like Geddy Lee of Rush. (note, Rush complex compositions have been compared to Sergei Rachmaninoff)

Q. What is your favorite Porsche color?

A. Black.

Thank you, Ron!



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Nord Sterner's **Michael Steinberg** and **Carolyn Veno** (Speedy) volunteer to BOTH man, and assemble, the Nord Stern membership tent at Porsche St. Paul's Auto Fair!

Photo by Tom Karn

NORD STERN JULY 2024

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Hoosier Track Slicks

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Le Mans 1982; Porsche-Rennfahrer Jacky Ickx und Derek Bell auf Porsche 956 LH, 1. Pl. Ges.kl.

956 – 961 – 962 C: Triple victory as a career launcher – nine Porsche in the top ten – the quickest lap in history – high-tech with all-wheel-drive put to the test

On March 27th, 1982, a revolutionary race car turns its first test laps in Weissach. It is the Porsche 956. Designed complying with the technical regulations, this is the first race car from Weissach to feature an aluminium monocoque chassis which is 80% stiffer than the frame of the 936. The body proves revolutionary in the sports car world: inverted wing profiles in the sidepods and the shape of the underbody generate enormous downforce through the aerodynamic ground effect. After intensive research, Porsche modifies the principle used in Formula 1 and implements it in its sports car. The regulation-complying 800 kilogram 956 is powered with the same 2.65-litre twin-turbo engine as the 1981-winning 936. With the exception of this ca. 620 hp (456 kW) engine, everything else on the vehicle is new. On 20 June, Porsche celebrate a triumphant triple victory at Le Mans with the 956: Jacky Ickx and Derek Bell win from pole after a faultless race in front of Jochen Mass and Vern Schuppan as well Hurley Haywood, Al Holbert and Jürgen Barth. The race analysis shows that, thanks to the sophisticated aerodynamics, the new-comer uses considerably less fuel at higher average speeds than the 936. Success in typical Porsche style: The triumph of a new idea and first places in all classes make this day a very special one in the history of Porsche motor racing.

Porsche makes the 956 available for customer teams in 1983 and Le Mans turns into a festival of the innovative car from Weissach. Nine of the top ten to reach the finish are 956. Only the ninth spot is occupied by a Sauber-BMW. The superior 956 vehicles provide plenty of race action on the track: After a battle of mammoth proportions with 25 changes at the top in 24 hours, Al Holbert, Hurley Haywood and Vern Schuppan sweep to victory in the

works-956, just 64 seconds ahead of fastest qualifiers Jacky Ickx and Derek Bell in the second factory-run 956. Mario and Michael Andretti join forces with Philippe Alliot to bring home third. But on their way their victory, Holbert, Haywood and Schuppan face a nail-biting situation: on Sunday afternoon, the 956 loses a door while out on the track, which disrupts the air flow to one of the radiators and causes the temperature in a cylinder bank to rise to an unhealthy level. In the final phase, the engine intermittently cuts out. Holbert manages to salvage a close victory over Bell who is chasing hard behind. The engineers all agree, his 956 would not have survived another lap.

It is true that in 1984 Alessandro Nannini set the fastest race lap in a Lancia LC 2-84, but after 24 hours on the Circuit de la Sarthe the superiority of the “wing-cars” from Porsche is irrefutable. Klaus Ludwig and Henri Pescarolo win in a 956 of Joest Racing over six other Porsche 956 – all campaigned by customer squads. The battle for prestige amongst the customer teams turns the race into a real thriller. The statistics show eight different leaders, with the Lancia matching the high speeds over a long distance, until gearbox failure relegates the Italians down the field. In protest against a short-notice rule change concerning fuel consumption and weight, the factory does not compete: the world sports federation had announced a 15% reduction in the allowable fuel consumption. Hence, Porsche took great pains in optimising the 2.65-litre engine. Then in mid-March – too late to find another workable solution – the World Federation “FISA” rescinded the decision.

The works teams from Porsche, Aston Martin, Jaguar, Lancia and Peugeot make up an formidable field in 1985. Porsche competes with the 962 C as the successor to the 956. The front axle of the new race car is moved forward by twelve centimetres to comply with the regulations of the American IMSA. The wheelbase, extended to 2.77 metres, changes the front overhang making a revision of the overall aerodynamics necessary. Due to the mandatory narrower tyres, the “Venturi” channels under the car can now be five centimetres wider. In qualifying, Porsche opts for the water-cooled, three-litre turbo giving around 700 hp (515 kW). Hans-Joachim Stuck turns the fastest lap ever in Le Mans. His time of 3:14.80 min. corresponds to an average of 251.815 km/h. With this, he trounces the standing record of Jackie Oliver, who had achieved 250.475 km/h in 1971 at the wheel of the mighty 917 long tail. But in the race, Joest Racing’s 956 is in a league of its own. Klaus Ludwig, Paolo Barilla and Louis Krages (“John Winter”) churn out a blistering pace, in spite of the further reduction of stipulated fuel consumption. The trio lead for 23 hours and bring home an unchallenged win. Only Richard Lloyd’s 956, driven by himself as the owner as well as Jonathan Palmer and

James Weaver, initially seems to have an answer to the Joest-Porsche, and eventually finishes second in front of the factory-962 C with Bell, Stuck and Ickx. With their tenth overall victory, Porsche ousts Ferrari from the number one spot on the winners' list. Joest Racing catches up with Ford (1968/69) and Bentley (1929/30) with two wins in a row for one chassis (No. 117).

1986 heralds another fabulous year for Porsche – despite the increasingly tough competition most notably from Jaguar and Sauber-Mercedes. Derek Bell, Hans-Joachim Stuck and Al Holbert clinch overall win number eleven with the works-962 C ahead of the 962 C fielded by Brun Motorsport and a 956 of Joest Racing. Again, nine Porsche finish in the top ten: amongst them, the first and only all-wheel-drive race car to see the flag at Le Mans. It is the 961, the racing version of the ground-breaking 959 with all-wheel drive, a sequential turbocharged system and a raft

of other cutting-edge technological features. With René Metge and Claude Ballot-Lena at the helm, the high-tech racer achieves seventh place overall and wins the IMSA/GTX class. This marks the first time a Porsche has tackled Le Mans featuring the Porsche Doppelkupplung gearbox. Alas, the works-962 C with the starting number 3 retires when a screw loosens on the main shaft between the engine and gearbox. The race is overshadowed by the fatal accident of Austrian Jo Gartner, whose 962 C of Kremer Racing goes off the track during the night.

The fight for race honours in 1987 is predicted to be between the Porsche 962 C and the Jaguar XJR-8LM. The British race cars prove virtually unbeatable in the World Championship. But Le Mans is a whole other story. Derek Bell, Hans-Joachim Stuck and Al Holbert win – although this success has a somewhat dramatic prequel. It begins with the tests at Weissach when Hans-Joachim Stuck destroys Jochen Mass's

vehicle. Mass then gets Stuck's car at Le Mans. Price Cobb throws another of the Porsche fleet away in practice when he writes the 962 C off on a barrier. Just 30 minutes after the start, Jochen Mass glides to a halt with engine failure caused by tainted petrol – a fate that would afflict many Porsche customer cars. Stuck/Bell/Holbert continue with recalibrated electronics, but the work has cost them time in the pits. In the night, Stuck cranks out three stints in a row, sets a murderous pace and hands his Porsche to his teammate the next morning leading the field. When a puncture results in a crash and a head gasket blows, two Jaguars are out of contention. The third steers into the pits for a new gearbox. The works-run 962 C continues without problems. Victory is safe. Second place also goes to a Porsche – the 962 C fielded by the Obermaier team with Jochen Lässig, Pierre and Bernard de Dryver.



Seriously, what ARE all these Nord Sterners doing, laughing and having fun and no Porsches even in sight?! Still tuned for full coverage of an outing that involved balls, beer, and all sorts of broad smiles belly laughs.

Legendary Porsche Race Cars - Model Highlights from 1951-1998

courtesy: https://presse.porsche.de/presskits_until_2015/products/2013/lemans/html/en_15181_0.html

The Milestones - Porsche 550 Coupé Porsche Chassis # 550 02




The Porsche 550 Spyder was the first sports car from Stuttgart-Zuffenhausen built specifically for racing. At its Le Mans premiere in the year 1953, sporting a Coupé-hardtop and a 78 hp power unit based on the VW engine, the fast and agile 550 featured a mid-engine, independent suspension as well as a pendulum rear axle and torsion bars. In addition to the excellent handling characteristics, lightweight design was the top priority for Porsche engineers: the overall weight of the 550 was now around 550 kilograms – that’s 100 kilos less than the 356 SL Coupé. The type designation “550” has, in fact, nothing to do with the weight of the vehicle – the name actually indicates the project number 550 of the Porsche Design office, which was founded in

1931. Becoming almost as legendary as the vehicle itself was what is known as the “Fuhrmann” engine in the 550 Spyder, which at the time of the Le Mans debut was already on the test-bed back in Germany. In the construction of the 1.5-litre light-alloy, four-cylinder, the Porsche designer Ernst Fuhrmann used every possible feature of modern race engine construction: Four overhead camshafts of the “Fuhrmann” motor, dual ignition, as well as an 8-litre dry sump lubrication at first delivered a reliable 110 hp. Over the following years, the performance of the engine type 587 grew to 180 hp. The Porsche 550 A Spyder made its debut in 1956 with a lighter and significantly stiffer space frame instead of the flat frame. With the 550 and 550 A Spyder, Porsche notched up six class victories in a row at Le Mans until 1958. Specs:

Jahr/Year	1953
Motor/Engine	4 Zyl./Cyl. Boxer/Flat
Hubraum/Displacement	1.488 ccm
Leistung/Power min	78 PS/hp (57 kW) @ 6000/
Gewicht/Weight	545 kg
Vmax	200 km/h /kph

This series on Legendary race cars will continue in subsequent issues as space permits.




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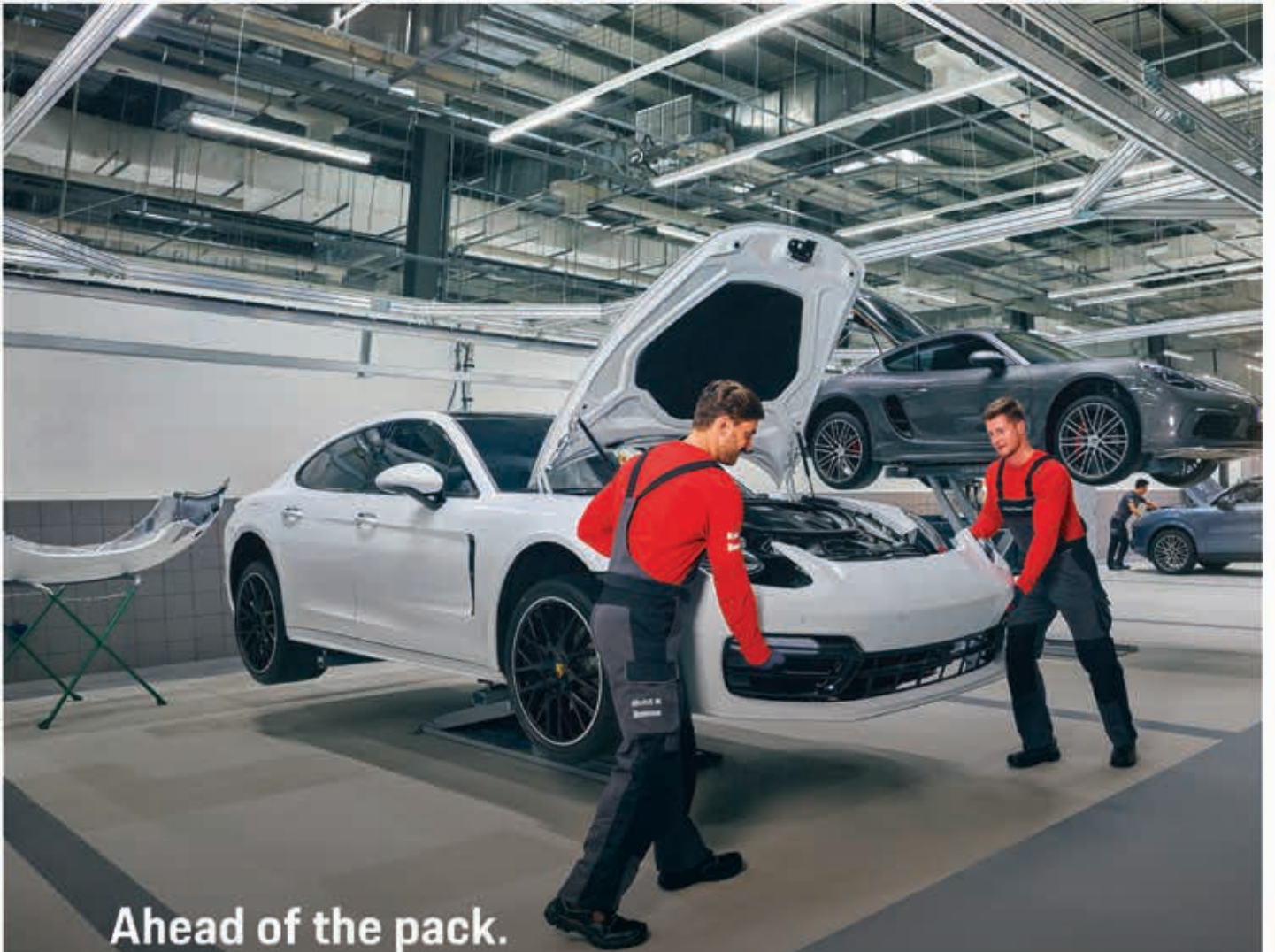
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