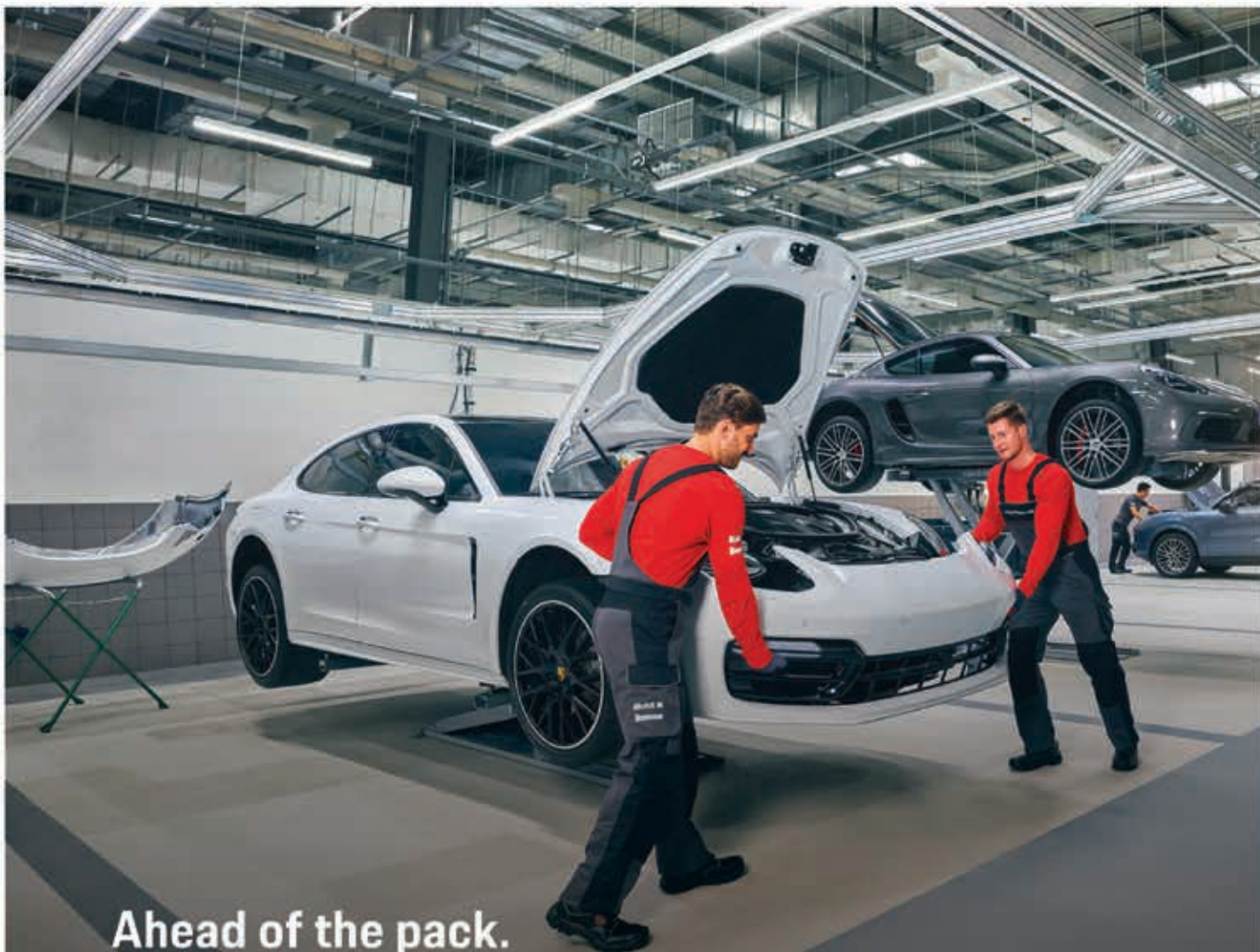




Nord Stern Region PCA

August 2024





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**PORSCHE**



PORSCHE

## A U G U S T

## 2 0 2 4

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

### Table of Contents

#### Departments

- 4 2024 Nord Stern Officers and Committee Chairs
- 6 The Prez Sez . . .
- 7 From the Editor. . .
- 15 Raise Your Hand and BE a Nord Stern Volunteer
- 26 Spotlight Series - Jason Slomkowski of Raymond Auto Body
- 28 Classifieds
- 32 1988 to 1993 . . . The Transition years
- 34 Legendary Porsche Race Cars - Model Highlights from 1951-1998

#### Features

- 10 The Show of 'Shows' But also It's About the People!
- 12 All Porsche Show is about More Than Just the Cars
- 14 Loonacy Weekend Kudos . . . Well-Deserved
- 16 Loonacy to Road America to the Donnybrooke track. . .
- 16 Clubtalk Chatter Edification!
- 19 Porsches of all stripes, shapes, years, models . . . But it's the People, too
- 21 Circuit de Reims . . . ??
- 22 Rollin' Rollin' Rollin'
- 25 Miscellaneous . . .
- 31 All Porsche Show: Something for Everyone . . .

#### Upcoming Events

- 8 2024 Calendar . . . Get Around with Nord Stern
- 9 Upcoming Events - Get these on your Calendar
- 23 2024 Nord Stern Season of Speed Track Dates
- 24 Twin Cities and Area Events - Autocross Calendar 2024

Cover:

Gorgeous, very colorful 'row' of Porsches at this Spring's gathering in the Buck Hill parking lot . . .

photo by Bob Walden



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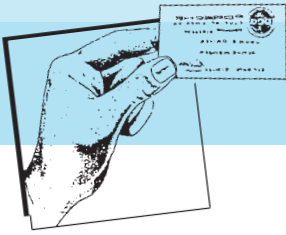
Please contact staff for any event coverage you may need;  
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Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>

# 2024 Nord Stern Officers and Committee Chairs

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<b>All Porsche Show</b> Phil Saari Jim Southwell	 	<a href="mailto:norscheshow@nordstern.org">norscheshow@nordstern.org</a>	<b>Membership</b> Carolyn Veno Michael Steinberg Amanda Zander	  	<a href="mailto:membership@nordstern.org">membership@nordstern.org</a>
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<b>Zone 10 Rep:</b> <b>Stephen Kemp</b> <a href="mailto:zone10rep@pca.org">zone10rep@pca.org</a>			<b>Webmaster</b> Dave Anderson Christie Boeder	 	<a href="mailto:webmaster@nordstern.org">webmaster@nordstern.org</a>

Addresses available upon request for chairperson/s or Board members, email: [editor@nordstern.org](mailto: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!*

**David Cheney**  
New Brighton, MN  
2001 Boxster

**Chris Docken**  
Maple Grove, MN  
1971 911 T

**John Groess**  
St Paul, MN  
2024 Macan

**Brett Morgan**  
Hayward, WI  
2014 Cayman S

**John O'Grady**  
Prior Lake, MN  
2001 911 Carrera

**Allen Stasny**  
Roseville, MN  
2024 718 Cayman

**Loren Stiles**  
Rochester, MN  
1989 944 S2

**Nathan Stublaski**  
Excelsior, MN  
2006 Boxster

**Teresa Thomas**  
Minneapolis, MN  
2006 911 Carrera S Cabriolet

**Debbie Turnure**  
Mound, MN  
2013 Boxster

**Jack Wolf**  
Lakeville, MN  
2007 Boxster

**Isaac Young**  
Minneapolis, MN  
2020 911 Carrera 4S

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.

**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!

What a year it has been so far! The past month brought us more spectacular events with great cars, great people, and great weather. The Nord Stern team of chairs and volunteers is succeeding in enhancing the lives of our members and all those that experience our events.

Well over 200 Porsche's and hundreds of spectators showed up for the All Porsche Show in Roseville. **Phil Saari** and **Jim Southwell**, along with many additional volunteers, meticulously planned and flawlessly executed this major event that has become a favorite of all. So many beautiful cars, so many colors, so many friends. Thanks to everyone who volunteered and those who brought out their cars!

Hundreds of Drivers, Racers, Sponsors and Spectators participated in Loonacy Weekend/Club Race 2024, making this three-day event a gigantic success. **John Velure** and his co-chair, **Steve Albers**, worked tirelessly for almost a year to create Nord Stern's biggest event of 2024. They knocked it out of the park! Three Club Races (including a Grid Walk), hours of track time for DE, the Drive to Loonacy from Porsche Minneapolis, Parade Laps, Food Trucks, Happy Hours, two Trackside Dinners, Porsche Merchandise, Camaraderie galore and more! Loonacy Weekend has now even become an international event with 26 PCA members from the Red River Region driving their cars from Manitoba, Canada to



join us. Thank you John and Steve for making all of this happen!! Of course, they couldn't have done it alone. Again, many volunteers contributed countless hours planning and on-site. **Porsche Minneapolis/Porsche St. Paul, Werks Automotive, Auto Edge**, and **Eide Bailly** provided significant support through their sponsorship. Thank you everyone!

Our All Porsche Show and Loonacy participants were particularly generous this year with their donations to St. Jude Children's Research Hospital, Nord Stern's designated charity. They gave \$4,200 over the two weekends. This brings our year-to-date total to \$14,000. That is already double the amount Nord Stern raised last year! Great job everybody! Let's keep it going! If you want to donate, it's easy! Just go to: [StJude.org/nordstern](http://StJude.org/nordstern).

Our new Drives Team has really been doing a great job this year. They have two major Drives under their belts now — the Drive to Dancing Dragonfly Winery and the Drive to Loonacy. With several more to come, they plan beautiful and exhilarating routes to fun destinations. Coming up are: Vino in the Valley on August 3rd, the Eagan Garage Condo "Drive or Arrive" on August 10th, and the Drive to the Henderson Classic Car Roll-in on Tuesday, August 20th. Thank you to **Rich Rolfs, Chuck Barr, Jason Barney**, and **Nick Severson** for all they have done this year. Also, Nord Stern's

*Continued on page 24*

## Advertiser Directory 2024

Auto Edge .....	BC
Corporate Tenant Advisors.....	15
Dan Perinovic, State Farm Insurance .....	34
Dent Kraft .....	20
Further Performance .....	21
Imola Motorsports.....	IC
John Healy, Crown Bank .....	17
Josh Hway, Dynamic Photoworks .....	21
LaMettry's.....	17
Midwest Clear Bra .....	29
Mollie Nygaard, Excelsior Realty .....	27
North Woods Agency, Dan Salminen .....	27
Porsche Minneapolis .....	IC
Porsche St. Paul .....	IC
Raymond Autobody.....	30
Steve Albers, Avenues & Acres Home Team.....	30
Werks Automotive .....	33

## 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

**H**ere it is, the depth of summer and there sure have been a lot of events to report on and show off the many fabulous photos members take and are willing to share with our newsletter. There's nothing better than seeing our cars and all the folks enjoying an outing, or a drive, or racing around the track at BIR or RA or wherever. I know back when we joined the club - my significant other knew he wanted to take our Porsche out on the track and that meant joining the club - and when I saw photos from a social event it hit me, oh, that this is also about fun and social times too. Not just going fast around a dedicated track - which at that time wasn't my passion for sure, at least not yet. But that's another story altogether!

This issue focuses on the All Porsche Show but I missed this year due to family things going on that kept me out of town. I hear it was quite the turnout and a huge success. Bigger than ever, which probably being held on a Saturday and cooperative weather may have played a hand this year. No matter what, it is always a fun deal with more Porsches than most of us had any idea even existed in the Twin Cities.

And next month I'll be featuring a LOT of photos from that next big Nord Stern event - the Loonacy weekend up at BIR. This issue you'll find some of the kudos, the big thank yous to literal army of volunteers it takes to put on these multi-event weekends including both Driver Ed, Club racing, dinners, drives, track walks, parade laps, food trucks, and more. Having been involved in many of those

Loonacy weekends, I can attest first hand as to how much work it takes behind the scenes. My thanks, too, for all that everyone did. And my special thanks for those photographers who share their work with me and the newsletter. Woo woo.

I'd also like to mention the sudden passing of long-time Nord Stern member, Jo Trippler. We were so sad to learn of her death from her husband Dale. Dale and Jo were very active for many years with Dale participating in Driver Ed as well as the two of them often serving as the friendly hosts for events happening on the 'east-side' of the Twin Cities. Dale was known, too, for his favorite color Speed Yellow, owning both a Cayman S and Boxster. In fact, at one point Dale even had stamps made from one of his photos - I featured an image of the sheet of stamps as a newsletter cover, in fact! I'll have to see if I can find that to share. Jo was an accomplished woman who was very kind, fun, and so interesting. Our thoughts and best go out to Dale.



## 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 to [membership@nordstern.org](mailto: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

## 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 - clubregistration.net  
**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.*

## 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.*

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

2024

2025





## Upcoming Events - Get these on your Calendar

A poster for the Henderson Classic Car Roll-In. It features a scenic view of a dirt road winding through a forest, with several classic cars driving away from the viewer. The text is overlaid on the image.

# HENDERSON <<<< CLASSIC CAR ROLL-IN

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

www.nordstern.org

A poster for the Eagan Car Club Drive • Arrive • Social event. It features a dark background with white and red text. On the right side, there are three logos: the Eagan Car Club logo, the St. Vincent's logo, and the Jimmy John's logo. Below the text, there is a photo of a group of people standing in front of a building with a blue awning. The text "11 AM - 2 PM" is in a red box above the photo.

## EAGAN CAR CLUB DRIVE • ARRIVE • SOCIAL

**Saturday, August 10**

- Optional AM Drive
- Food | Refreshments | Tours
- Clubregistration.net

www.nordstern.org/calendar

**11 AM - 2 PM**

**>>>>**

501 Classic Ct, Eagan, MN 55123

A logo for SANDAU CO. It features a large white 'S' and 'CO' inside a circle, set against a red and dark blue background. To the right of the logo, the text "SANDAU CO" is written in large, bold, red and blue letters. Below this, the text "DESIGN & BRANDING" and "WEB / DIGITAL / VISUAL" are written in smaller, red and blue letters. At the bottom right, the text "SANDAU.CO" is written in white.

# SANDAU CO

DESIGN & BRANDING  
WEB / DIGITAL / VISUAL

SANDAU.CO



The Show of 'Shows' But also It's About the People!









## All Porsche Show is about More Than Just the Cars



Photos Above - all smiles, Above right, a shutterbug's dream event, right middle, Amanda Zander and that beautiful color for a P-car, and right below just a bit of the crown scene.

Above, a lovely 356 cab photographed by Bob Walden. Rest of the photos are by Michael Steinberg.

There are many, many more and suffice it to say, this is a 'must do' event each year.







# 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 10<sup>th</sup> (Friday)
- July 3<sup>rd</sup> (Wednesday)
- September 3<sup>th</sup> (Tuesday, day after Labor Day)
- October 7<sup>th</sup> (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](mailto:info@slowpokes.org)

---

**If your happiness requires more track time visit**  
**[www.slowpokes.org](http://www.slowpokes.org) to sign up**

**L**oonacy Weekend & Club Race 2024 was amazing thanks to the many Nord Stern Leaders and Volunteers that made it happen. Also, we couldn't have done it without our generous sponsors and great participants.

A tremendous amount of work went into the planning and execution of Nord Stern's biggest event this year. We are grateful to the individuals below for all they did. Please thank them the next time you see them.

**John Velure** and **Steve Albers** were the co-chairs of the event overall, with John taking the lead on all Club Race aspects. John literally started planning this event just weeks after the 2023 event was completed and he worked tirelessly for almost a year.

**Jim Southwell** organized and recruited the many volunteers, in addition to contributing many hours of planning and on-site volunteering himself.

**John Blackburn**, as always, ran an organized, fun and safe Driver Ed event.

**Dave** and **Mary Anderson**, **Andy** and **April Barker**, **Vic Lee** and **Maddie Lee** spent numerous hours as the registrars, both prior to the event and on-site for 3+ days.

**Kim Fritze**, as the Club Race Registrar, did a great job as the liaison with the Club Racers.

**Michelle Weber-Eckroth** and **Kate Velure** worked hard to ensure excellent food and beverage options were available for us.

**Jeff Carlson** carefully considered the insurance requirements and worked to ensure adequate coverage.

**Nathan Reader**, **Paul Thai**, **Steve Powless**, and **Karen Carson** served in the critical capacity as the Driver Ed Safety Team.

**Scott** and **Mary Quick** and **Derek Laumbach** spent most of the weekend on the grid leading many of the volunteers listed below.

**Nick Severson** and **Rich** and **Mary Rolfs** led the Drive to Loonacy from Porsche Minneapolis.

**Scott Brown** and **Ben Rogers** organized and led the Parade Laps.

**Michael Steinberg** and **Carolyn "Speedy" Veno** helped at Volunteer Check-in, and of course in their capacity as Membership co-chairs and Club Photographer.

**Peter Anagnos** served as the Timing and Scoring Assistant AND Creator of the very cool trophies for the races.

**Keith Anderson** and **Judi Sievers** were assistants to the PCA National Staff running the Club Race.

Additionally, the following individuals gave countless hours on-site during the event to help in a variety of roles: **Gary Amendola**, **Karl Andreasen**, **Max Blackburn**, **Shawn Brovold**, **Jenny Brown**, **Rick Dagenais**, **Paul Davis**, **Jeff Eckroth**, **Chris Fazendin**, **Greg Frazee**, **Jason Hatton**, **Ron** and **Aleksi Hongell**, **Tom Huber**, **Michael John**, **Matt Jones**, **Chad Lemmons**, **Stan Lim**, **David Maples**, **Bruce Parker**, **Phil Prosapio**, **Peter Puffer**, **Bob Quickel**, **Wally Raduenz**, **John Rebane**, **Phil Saari**, **Tom Sabow**, **Matt Smith**, **Gayle Southwell**, **Dan Tokheim**, and **Greg Windfeldt**.

Thank you everyone!

*Special Thanks to our Sponsors for their support and on-site presence:*

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Our generous Loonacy participants donated almost \$3,000 over the weekend, bringing our year-to-date total to \$14,000. Thanks so much to everyone who donated!



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## Raise Your Hand and BE a Nord Stern Volunteer

- 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.***

**J**ust wanted to say thank you to all the volunteers this weekend it was an awesome event. Please see attached link to photos taken during the event.

<https://www.itsmaxkoch.com/loonacyweekendpca/>

Dan Balthazor, General Manager  
Auto Edge, 651-777-6924  
dan@autoedgemn.com

Dan, THANK YOU and your Team for elevating Loonacy Weekend to a new level of AWESOME. We couldn't do it with out Auto Edge as our partner!

– Jeff Eckroth, Board of Director,  
Nord Stern Region of the Porsche Club of America

Dan, it was great having you and your team there to support the event and your customers. I'm sure you saved a few weekends with your collective efforts.

– Jim Southwell, Nord Stern Volunteer Coordinator

Dan, thank you for all of your help at BIR this weekend. As Jim suggested, you, Nick and John absolutely saved my weekend as my car came up with a fault code just as I pulled into the garage on Friday!

You were able to clear it and determine that it was okay to drive. You also kept me on the track when my rear wheel weights melted off with a quick trip over to the tire guy to rebalance and then some tape to keep them in place (How we learn I guess). There were other things too and I and many others really appreciated that you all were there to support Nord Stern. As they say, it's not the cars . . .

– Bob Quickel

## **From the Facebook page of Nord Stern Region of Porsche Club of America - From Betsy Perk**

**J**ust wanted to say thanks and tell everyone how much we enjoyed the "HOT" two-day event you all put on at Road America. It was an absolute pleasure to be able to run with your group, everybody's courteous and kind. The drivers were great and the event was remarkably well run. So many PCA drivers have said that the two day RA Nord Stern Event is the best one and now we can all agree that is the truth! See ya next year!

## **Clubtalk Chatter Edification!**

**I** have noticed that in Nord Stern Magazine, on the page WELCOME TO THE 2024 SEASON OF SPEED, one of the track configurations is identified as BIR DONNYBROOK. This perplexes me.

Donnybrooke was not named directly for the suburb of Dublin. It was named as a memorial to Donny Skogmo and Brooke Kennard. I am old enough to have been around when this happened. I am not old enough to have known Donny Skogmo and Brooke Kennard.

– Phil Ethier

OK, so how someone needs to tell us who are Donny Skogmo and Brooke Kennard?

– Nick Cirillo

SCCA racers in the early 60s from Minnesota. Both killed racing.

– Bruce A. Boeder

From the website "racing.info":

"What do you do if you own a 427 Cobra but have nowhere to really let it stretch its legs? Well, if you live in 1960s Minnesota and your name is George Montgomery, the answer is simple; build your own racetrack.

So it was that the Northwest Airlines pilot began buying up plots of land near to the then-relatively small town of Brainerd. By 1967 he had acquired some 800 acres and set to work turning his dream into reality. Enlisting the help of SCCA Land O' Lakes Region founder Bill Peters Sr., together the pair began to plot out a course.

The major feature was a near one-mile main straight, followed immediately by a near flat-out sweeping first turn and an equally fast turn two; in one fell swoop the track claimed the longest straight and fastest corner of any road course in the USA. The rest of the circuit was plotted out around swamps and gulleys after the pair surveyed the land elevation and drainage and in 1967 construction began. Trees were cleared and soon the fast but flat 3.1-mile course emerged.

*Continued on page 25*



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To say it was 'the show of shows' sounds like it might be a bit of an understatement. This year's All Porsche Show enjoyed good weather, was on a Saturday, again a major feature of the Roseville's annual Rosefest and saw huge, record attendance of both spectators and all sorts of Porsches. Kudos to organizers **Phil Saari** and **Jim Southwell** and ALL the many volunteers (and great photographers!) who made it happen. Truly a 'don't miss' annual gathering of what makes Porsches, the Nord Stern club, its members, truly a value and valuable resource, plus just a ton of fun.



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## Circuit de Reims . . . ??


*photo by Judi Sievers*




Above, photo from this Spring's Boom Island Brewery social - a fun photo of a sticker on a certain well-known Nord Sterner who can wax poetic about the Circuit de Reims. Perhaps he'll share a story someday on the efforts, unfortunately not that successful, to restore the circuit.

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9 a.m. - 2 p.m.

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**VINO**  
IN THE VALLEY

They really are two of the best days of the year, at least for me. The annual Rocky Mountain Driving Experience, organized by the Rocky Mountain Automotive Press association. The manufacturers bring their chosen few to a jumping off spot, outside Denver, and we scribes flog them in the mountains for two days.

Hey, you want to play? You got to write something on a regular basis that revolves around, and maybe even rates, the wares provided by our generous suppliers. It's a fun way to make a living. Although I'm not sure how many in our group actually live off their wordsmithing these days. Myself included. But it's still fun.

Each year, I'm always curious about what vehicles will show up. And, no surprise, the trend in recent years has been increasingly in two overlapping directions, EVs and SUVs, giving birth to E-SUVs.

Take manual-gearbox vehicles. Last year, there were two, an Acura Integra Type S and a Toyota CR Corolla. This year there was one, a Mazda Miata RF (the folding hardtop version) with new-this-year updates.

Other enthusiast cars? Well, we had the Nissan Z Nismo. And, uh, well . . . Once again Porsche did not show. Nor did BMW or Audi, although they both have in the past. Mercedes did bring a vehicle, the E-Series electric SUV. Last year it was the S-Series electric SUV.

I promised myself I wouldn't get upset over the lack of vehicles to get your blood flowing. It's an inexorable process.

But I was able to bond, once again, with a cadre of automotive nut cases, knowledgeable, opinionated, erudite road warriors. In this crowd, I'm normal, just another inveterate gear-head. What a pleasure.

I made it a point to spend copious amounts of time behind the wheel of what I actually had an interest in. Like the Miata.

I tooled the Miata, top down, natch, from Fairplay over Hoosier Pass to Breckenridge and down to Dillon for the evening. Snick snick, heel and toe. If only it had room for a passenger and my dog. And my golf clubs. And another 100 hp.

This was the fourth or fifth Miata that I've driven, and it still delivered smiles per mile. From me. But I also expected, or at least hoped, for some recognition as I tooled my way through Breck.

Alas, it was not to be. Perhaps because I was following a leviathan of a silver earth crusher, a Tesla Cyber Truck, which was running with our party for the day. The scene; waving, thumbs up, thumbs down, nobody in shrugging neutral. The thing is such an anomaly, I half expected to witness a recreation of the parade sequence in Animal House where, in this case, the Tesla goes into attack mode, the retractable tonneau retracts to spit out . . . Who knows what, a howitzer? The long-rumored Tesla sports car?

I did sit in it. And almost had a chance to drive it. The owner said that, once behind the wheel, it drives like . . . A truck. A powerful truck. It even has a drift mode. All righty, then.

The Nismo. I took it over Kenosha Pass (yes, timing is everything.) And, quite frankly, it was delightful. Especially in Sport +.

Now, I've driven a number of vehicles with Econ, Normal, Sport, and Sport +. Invariably, like the 991 Porsche Carrera PDK I drove a few years ago, it's great for canyon-carving. But it becomes gross overkill when the twisties untwist themselves. Not the Nismo. It shifts up, awaiting a touch of gas, or a paddle flip, to get right back into the power band. Nice.

And then there was this year's cuddly-wuddly, a Ferrari-red Fiat 500-e. Yes, it's back. Reborn, with electro-torque galore. I had my doubts. A few years ago, I wrung out a 500 Abarth in the mountains, and was complimented for keeping up with, my memory fails me, a Mustang GT and something else. What they didn't know is that the body lean in the corners was terrifying. Plus, the manual only had five gears. And the seat adjustment was on the right side. It took me half the run, just to find it. Why? I have no idea.

But this thing actually was fun. With much less lean. A runabout that could run around an e-Mini or any other electric econobox.

Oops, I'm almost out of room. Here's the best of the rest. I did try some EVs and some SUVs and some E-SUVs. I'll



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)

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## Twin Cities and Area Events - Autocross Calendar 2024

DATE	EVENT	SPONSOR	LOCATION
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	

### Prez Sez . . .

*continued from page 6*

signature Fall Color Tour is the weekend of October 4th – 6th. Details and registration can be found at [ClubRegistration.net](http://ClubRegistration.net). This event will sell out, so register early!

The big events for the year that require lots of volunteers are in the past, but it's not too early to start thinking about next year. If you've been thinking about jumping in and helping more, contact Jim Southwell, our Volunteer Coordinator, to see where we need help. He can be reached at [volunteer@NordStern.org](mailto:volunteer@NordStern.org). Also, if you would like to take on a bigger role (for example as a committee chair), please contact either me or Jim.

For more details on all events, check your social media, emails, and [www.NordStern.org](http://www.NordStern.org).

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### Clubtalk Chatter

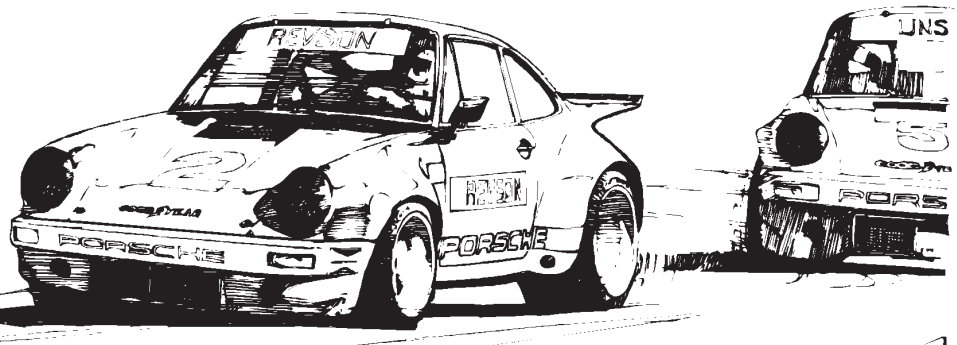
*continued from page 16*

Montgomery chose to name the new circuit Donnybrooke Speedway, in tribute to two stalwart SCCA competitors who had been killed in separate accidents, Donny Skogmo and Brooke Kinnard.”

– Mike Teitel

I kind of know a bit of background because I had a crush on a Skogmo in grade school and my grandmother worked at a Gambles-Skogmo department store. Years back when working on my family tree, the coincidence put me down a rabbit hole looking for lost loves.

What I remember is that Don Skogmo was born in Minneapolis in early 1930. He died in a crash at Road America that resulted in a redesign of pit lane.



When I first moved to the Twin Cities, I lived close enough to Lakewood Cemetery that I biked over a number of times to browse around looking for distant relatives have been buried. Interestingly enough, I found a Skogmo family plot where Don Skogmo is buried.

Honestly, the number of times that I’ve bumped into intersecting coincidences working on family history is kind of shocking!

– David Anderson

BIR refers to their long road racing course as the Donnybrooke Road Course. I believe you are correct the naming of that course. The club shows the two different configurations as it had been planned to use both tracks at our upcoming Loonacy Weekend.

– Jim Southwell

### Rollin’ . . .

*continued from page 22*

cut to the chase. The Genesis GV-70 beat the Merc for pleasure-boat cruising.

And that’s about it, folks. Fun where you can find it. I passed, so to speak, on the off-road excursion, the morning of the second day. My friends did too. Another cup of coffee sounded better than a climb over logs and boulders at 5 mph. Call me crazy, until next year.



Above, photo by Bob Walden of ‘Original Porsche Air-conditioning’ which those of us old enough, know all too well. Such nostalgia - however, I am sure most of us agree that AC in cars was a big improvement for those long-distance summer journeys.

And for sure those would be crank window handles!

# Spotlight Series - Jason Slomkowski of Raymond Auto Body

*Interview and portrait by Michael Steinberg*

**A**s I walk in the front door of Raymond Auto Body I am greeted by two wonderful, sparkly women at the front desk welcoming me!

I immediately feel relaxed and know I will have the best experience. I'm thinking how did they create a space that I instantly feel well cared for? The space is nicely designed, clean, and well-organized. There is a small glass partition separating the welcome area from the busy organized office. People are moving about but quietly.

*"Hi, I'm here to interview and photograph Jason for our Nord Stern Magazine," I said.*

Smiling, they let Jason know I was here. They offered me some great tasting coffee and I grabbed a granola bar as well. I had barely sipped my coffee and I had half of the granola bar in my mouth when right behind me was Jason. Chewing quickly we shook hands and he was patient as I swallowed and said **"Hi"**.

We walked upstairs to the small tastefully done conference room. I was about to put my cup of coffee down as Jason quickly provided a coaster that became the protective layer for the wood table . . . Let me stop here for a moment before the interview started and say that within a few minutes of stepping through the front door . . . Without a question or doubt . . . This is where I would take my car. How was this possible?

***Q. How did you get into the business?***

A. My great, great grandfather started Raymond Auto Body and now I am the fourth generation to continue this business.



Growing up I first started out washing the cars and cleaning them and then later going to college. I returned to the business as a service writer and then expanded into developing our network with dealerships.

***Q. Who is your favorite hero?***

A. That's an easy one . . . It is my Dad, and who is also my idol. All the things I am today have been the result of following in my Dad's footsteps. The way he holds himself up . . . He taught me so much about people.

***Q. What is your idea of a perfect day?***

A. The perfect day is that our customers and staff are all satisfied with the outcome. When the day is over and our customers are happy!

***Q. Why would you want to go to Raymond Auto Body?***

A. We treat people like people. We completely care about our customers and their cars. The customer has to have a good experience during the entire process. Another factor is that we use OEM parts only for the best quality.

***Q. How do you lead?***

A. Being compassionate with people. Bringing out the best in people by understanding what they need on their different levels. Our staff attends seminars and trainings to understand how best to work with our customers. We are always trying to raise the bar higher, reaching for the next level.

***Q. Can you name a lesson you have learned?***

A. If the problem looks to be too big, just take one bite at a time. Define the problem and then constructively think it through.

***Q. What talent would you like to have most?***

A. I wish I was a musician, composing music in different genres and learning to play the guitar. Growing up I played violin and viola but a guitar seems to work entirely different.

***Q. In your leadership seminars what have you learned?***

A. There are three points that stand out. One is the process of self-realization. The second is how to communicate with different personality traits in people. And, the third is teamwork with our staff and customers.

***Q. How are you a different person today?***

A. You take all these learning nuggets along the way and it culminates into today's journey of growth.





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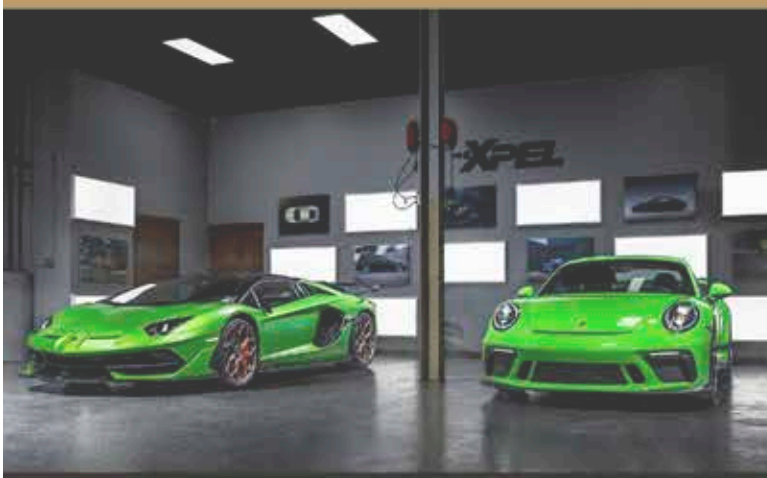




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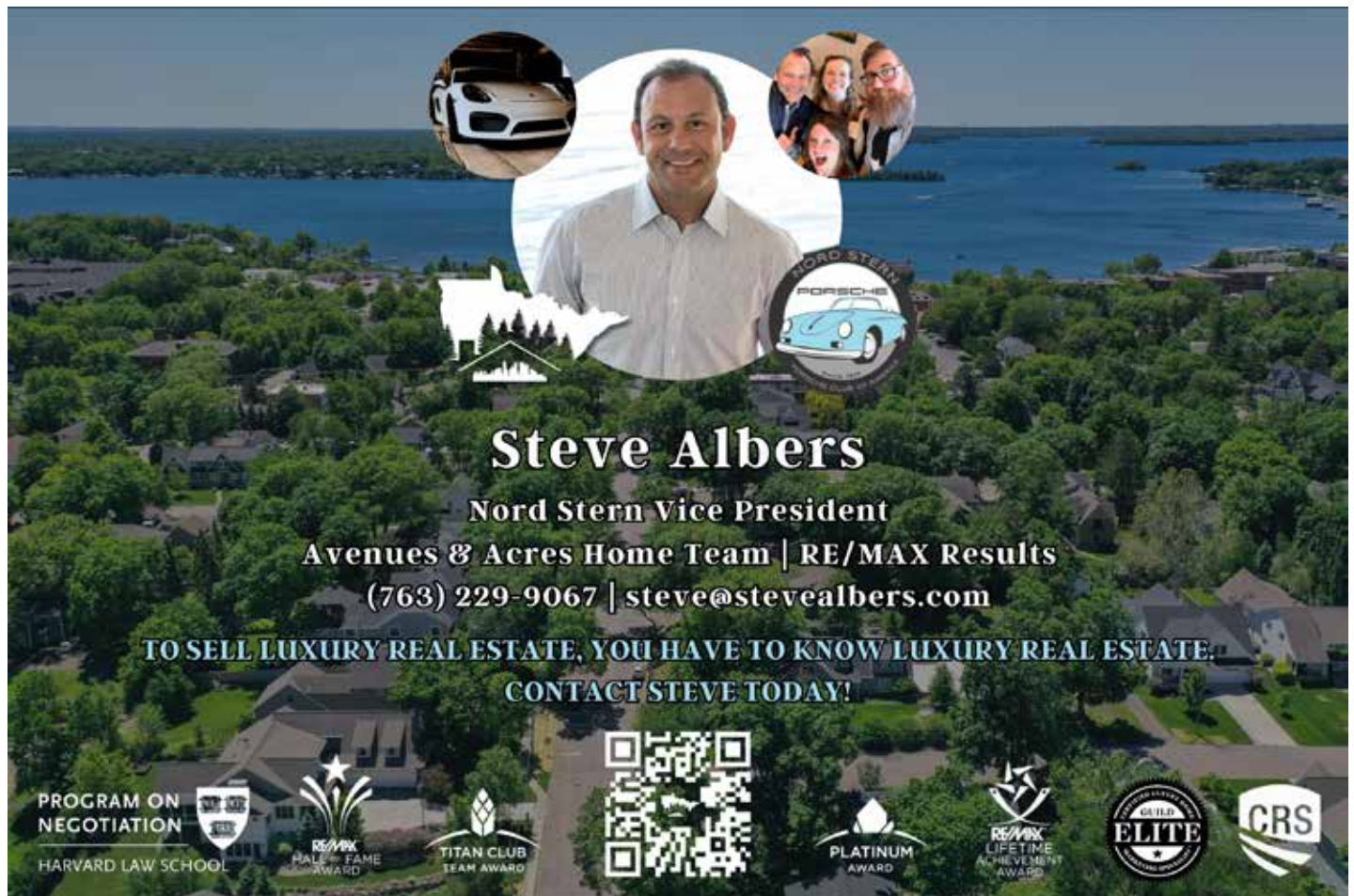







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# All Porsche Show: Something for Everyone . . .

*by Jim Southwell, photos by Andy Golfis*

The All Porsche Show is a June tradition for Nord Stern, and the move to a Saturday date this year proved to be no deterrent to the Show's success. As part of the City of Roseville's Rose Fest, community members as well as all Porsche owners are invited. Non-Region participants are encouraged to attend, both to bring some new cars into our ecosystem and to possibly gain some new members. Speedy and Michael were there to handle that.

Attendance hit a new level, with the display lot filled to the point of a row of cars down the center of both aisles, onto the grass and up the slope to the park's shelter. The final ten cars completely filled both entrances, a bit jumbled but just adding to the happily "big tent" atmosphere. More could have been accommodated, but for the previous rainy weather nixing some nice grassy space. Overflow decorated the nearby streets.

And colors! All the Skittles showed up: Viper Green, Speed Yellow, Acid green, Tangerine, Signal Orange, Miami

Blue, Guards Red, Lava Orange, Carmine Red, Wimbledon Green. The classic Blacks, Whites, Silvers were all there and looking good, but we love the vibrant colors. It made for a great setting for socializing, meeting new and old friends, and no doubt making plans for the next Porsche.

A solid group of twenty-four volunteers directed parking and show tear down. Many hands make small work, and allow time to enjoy the show as well. Event Chairs Phil Saari and Jim Southwell handled the organization and rollout of the event. Judi Sievers handled traffic on Dale St. bravely and competently.

St. Jude Children's Research Hospital, Nord Stern's named charity, had a rep on site to explain their programs, and with a combination of donations via Clubregistration.net and cash at the event, the club was able to make a donation of \$1,200 to St. Jude. Every bit helps!





Le Mans 1988. 17: Porsche 962 C LH with Hans-Joachim Stuck, Klaus Ludwig and Derek Bell, 2. Pl. Ges.kl.

The development and racing of an engine and single-seater race car for the American CART Series begins in 1987 and ties up substantial resources again in 1988. But still, a factory contingent is determined to once again launch an assault at Le Mans with the seven-year-old 962 C vehicle concept against the ultra-modern competition the calibre of the Jaguar XJR 9 LM. Three works-run 962 C are sent to Le Mans. Hans-Joachim Stuck clinches pole position and turns the fastest lap in the race. Stuck shares driving duties with Derek Bell and Klaus Ludwig. The Porsche is leading the race when Klaus Ludwig attempts to squeeze in two more laps - with the reserve fuel light on. With the help of the starter motor, he makes it to the pits but loses two laps. Later on, the car is held up by a clogged fuel filter. After 24 hours, a Jaguar wins two minutes and 37 seconds ahead of second-placed Stuck, Bell and Ludwig in Joest Racing's 962 C. Eight Porsche 962 C finish in the top ten. But victory number 13 has to wait.

In 1989, there is no factory entry at the start, but Porsche is strongly represented by its customer teams fielding 17 of the 962 C. Engineers and mechanics of the works team provide the customer squads with support in their bid against sports car from many other notable manufacturers. Hans-Joachim Stuck and Bob Wollek manage to slip into the lead after several hours with a 962 C of Joest Racing, when the extremely swift Jaguar runs into problems. The Bavarian and the Alsatian are leading by two laps when a water pipe breaks during the night. Their campaign to reel in the now-leading Mercedes is hampered in the early morning hours of Sunday by oil on the clutch. At the flag, Stuck and Wollek pocket third place behind two Mercedes Benz.

While the factory continues to focus on the American CART Series in 1990, Porsche customers bring a strong contingent to Le Mans

with 20 of the 962 C. Jaguar fields four works-entries. Nissan, Toyota, and Mazda are also well represented bringing works-delegations to the Sarthe department. Right up to the last hour of racing, a Porsche campaigned by Walter Brun's team, with Oscar Larrauri, Jesus Pareja, and the team owner at the wheel, are on track for a podium finish, at times even taking the lead against the works cars, when engine failure sidelines their 962 C after 23 hours and 46 minutes. The 962 C fielded by the Japanese Alpha Racing team with Tiff Needell, David Sears and Anthony Reid, nets third overall ahead of Stuck, Bell and Frank Jelinski in the Joest Racing Porsche.

At Porsche Motorsport, all efforts are focused on the new Formula 1 project. The customer teams with their 962 C sports cars face a severe handicap: according to the new rules of the World Championship, which also apply at Le Mans, these turbo race cars must now weigh at least 1,000 kilograms. Accordingly, the chance of a top placing is slim. Hans-Joachim Stuck, Derek Bell, and Frank Jelinski bring their Joest Racing Porsche over the finish line as the best Porsche team in seventh place. The winner of the marathon is a Mazda with a rotary engine – and the gearbox of a 962 C.

Again in 1992 the regulations were changed. The organizer reduces the allowable amount of fuel for Group C race cars by almost 20%. Without the development work of the factory, the customer teams now have only a very slight chance of finishing up the front. The 962 C K6 run by Porsche Kremer with John Nielsen, Giovanni Lavaggi, and Manuel Reuter is flagged off as the best Porsche in seventh.

1993 marks the last time the “Group C” race cars competed here with the formula that yielded the 962 C its greatest successes and made it the record-winner in Le Mans. With the 962 C featuring a concept that is now over a decade old, customer squads now compete against brand-new World Sports Cars. In seventh, the Obermaier Racing Porsche is the best-placed “classic” this year. The works-run “Le Mans Porsche Team” has prepared a near-standard 911 Turbo S Le Mans GT, with which Hurley Haywood, Hans-Joachim Stuck, and Walter Röhrl are the fastest in their class until an accident during the night brings their sensational charge to a halt.



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# Legendary Porsche Race Cars - Model Highlights from 1951-1998

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## PORSCHE 718 RSK SPYDER

In 1958 Porsche again fields the 718 RSK, after the first outing a year ago ended with an accident. The successor to the 550 A Spyder is improved in many respects. A space frame of seamless steel tubing provides high rigidity at a very low weight; the suspension and the drum brakes have undergone optimisation. The aerodynamics have been refined – for Le Mans the co-driver's side is covered with an aluminium sheet. Car #29 is powered by a Fuhrmann engine that was enlarged to 1,587 cc, the other three RSK feature the 1,498 cc unit planted in front of the rear axle. Jean Behra and Hans Herrmann clinch a sensational third place overall – the first overall podium result for Porsche KG right in time for the 10th anniversary of the young

sports car manufacturer. Edgar Barth and Paul Frère win the 1.5-litre class with their #31 RSK and finish fourth overall.

In 1959 the works RSK will tackle Le Mans with new “sprint” camshafts – and not see the flag. A year later the new 718 RS60 Spyder will come the Sarthe after outright wins at Sebring and the Targa Florio with new aerodynamics and a rear axle with coil springs. One of the cars will go on to score second place in its class. In 1961 a 718 RS61 will win the two-litre class with 185hp, and a 160hp “Le Mans Coupé” will conquer the 1.6-litre class. The wheelbase of the RS61 has grown by 100 millimetres compared to its predecessor, with the rear axle now featuring double wishbones. In 1962 the ACO do not grant permission for the 718 W-RS to compete with its new eight cylinder unit. But in 1963 it will clearly dominate the two-litre class. For Le Mans its engine puts out 210hp and accelerates the car to 280 kmh.

Jahr/Year	1958
Motor/Engine	4 Zyl./Cyl. Boxer/Flat
Hubraum/Displacement	1.587 ccm
Leistung/Power min	148 PS/hp (109 kW) @ 8000/
Gewicht/Weight	530 kg
Vmax	260 km/h/kph



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