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**PORSCHE**





## PORSCHE

# J A N U A R Y 2 0 2 5

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

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Cover photo by Michael Grabner

Ready, Set, Go!

Vic Lee's beautiful '#29' Petrol Blue 1978 911SC with which he joined Nord Stern back in 1995 - he continues to DE it at BIR along with a second generation Lee; daughter Maddie!

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

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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>

# 2025 Nord Stern Officers and Committee Chairs

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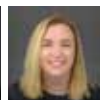
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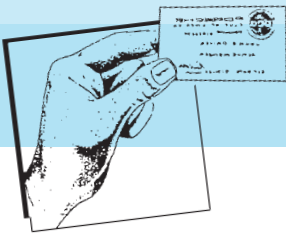
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Dave Anderson  
Christie Boeder



webmaster@nordstern.org



## WELCOME . . . *New (or Returning!) Nord Stern Members*

*We hope to see you at upcoming events!*

**Jack Bergman**  
Plymouth, MN  
2003 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.

In 2015 I purchased a third generation, 981 Boxster S. The depth of my Porsche knowledge was that the engine was still in the rear, like my first generation 986. However, the rear trunk would no longer fit my golf clubs! Considering the spec'd dimensions, it just didn't make sense! - Real world problems, (laughing face emoji). In November of that same year, I joined Nord Stern. 2025 makes it 10 years for me. I'm still a relative newbie, as compared to many of our loyal members. Nonetheless, thanks to these same incredibly generous, kind-hearted people I have encountered over the years, I know now, there is a front trunk too.

But seriously, these members and now dear friends are who drive my enthusiasm, keep me young, and keep me coming back year after year. One of whom, Mr. John Velure, carries with him decades of knowledge and experience as a member and a leader in our club. Yet, it's his wisdom that has kept him curious and humble, especially during his leadership over these last 5 years as Vice President, President, and three years as a Board Member. So, I want to echo the words of

Mr. Tom Karn, "Thank you John, not only for the past 5 years of dedicated service, but for decades of enhancing the lives of Porsche enthusiasts." Mr. Karn, I couldn't have said it better myself, so I won't (wink emoji).



This past October, many of you joined us for our year end Checkered Flag Party at Buck Hill. Tom was an

incredible host and MC. He regaled us all with a colorful account of our 2024 events and accomplishments. Tom was seamless in thanking each Chairperson, Executive Team Member, Board Member, and Volunteers. How he did this, I don't know. But he did and that's Tom.

Tom is one of the nicest guys you'll meet. As President he was always willing to help anyone, anytime. He has been an incredible mentor to me over this past year. I want to thank him for his guidance and friendship. Most importantly, thank him for his incredible contributions as President in 2024. Tom's positive influence on our club carries on as he takes his seat on the Board. Thank you, my friend.

As we move forward into 2025, my goal is to build upon the strong foundation laid by our past leaders and dedicated volunteers. I'm committed to enhancing member engagement, strengthening partnerships and fostering new ones. Let's all do our part to ensure Nord Stern remains a vibrant and inclusive community for all Porsche enthusiasts, on socials and in person.

I look forward to meeting many of you at our upcoming events and working together to make Nord Stern an even more extraordinary club. Let's continue to celebrate our shared passion for Porsche and the incredible experiences that come with being part of this remarkable community.

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**2025 Advertising Rates**

<b>Ad frequency</b>	<b>x12</b>
<b>Full pg.</b>	<b>\$120, per month</b>
<b>1/2 pg.</b>	<b>\$85, per month</b>
<b>1/4 pg.</b>	<b>\$65, per month</b>
<b>1/8 pg.</b>	<b>\$55, per month</b>
<b>Inside Covers</b>	<b>\$130, per month (N/A)</b>
<b>Back cover</b>	<b>\$130, per month (N/A)</b>
<b>Business Card</b>	<b>\$55, per month</b>

**Ad sizes (maximum dimensions):**  
**Full page: 7.5" wide by 10.5" high**  
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**\* 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**



Well, here we are into 2025 already. Every year this catches me a bit by surprise (why is not to be explored!) Time just flies by, as the saying goes and it just gets worse in its truism. But at least we have a year behind us that we can reference back to all the fun, the adventures, the roads we have traveled, the family gatherings, the friends we have 'played' with, or made new, or perhaps re-newed a relationship with.

This month do catch one of our newer members, Jeff and Tammie Curran and a quick story about his new 911 Carrera that he shared on Clubtalk (page 10) - that was a fun read and for sure I hope he did take his 911 out on one of those crazy, late fall, warm days that we enjoyed this year. Felt like every time we'd maybe say, that's the last day we will be able to take a drive, it would stay warm and sunny or get right back up there temp-wise. Frankly, I am not going to complain, despite my love of winter, snow, and all the outdoor activities of this season. In fact, I am up on the North Shore as I finish up this January issue in Tofte, about to head to Grand Marais and one of our favorite restaurants - Angry Trout - with skiing at Lutsen on tap for the next couple of days. Not much snow here so thank goodness for the invention of snowmaking equipment.

The other member-story to note, comes via Josh Fu who had the opportunity to take his Cayenne on a Safari Rallye and shared his adventures with us - fun time, fun read.

We do welcome two new advertisers for 2025.

First up is the Kelly Moss shop out of Madison, WI that many may recognize from days past - the shop has been active in the racing world for a long time now. I do believe there was a group of Nord Stern members who enjoyed a drive to Madison for a shop tour - can't recall what year that was sorry to say.

And we welcome Jake Kelm of Dent Werks PDR fame with his business card that can be found on page 15 of this issue. Jake is known as one of those magic guys who can take out dents, small and large - a skill that is highly prized by many a Porsche owner! Glad to have him aboard and for sure when those inquiries pop up on Clubtalk looking for recommendations I know Jake's name will come to mind!

Be sure to keep an eye on the Nord Stern website calendar and, more importantly, watch for those PCA eBlasts to keep yourself up-to-date on the latest Nord Stern programs, events, outings. I know plans are perculating and solidifying 'in the background' by our many talented volunteer chairs and organizers. It will again be a jam-packed year for members and you'll want to get those dates on your calendar sooner than later. While the newsletter does keep track of upcoming offerings, the production timeline doesn't make for the most accurate info. Hence the digital side of the club continues to grow in importance and not to be ignored.

In the meantime, Happy Holidays to one and all.

## 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**



# 2024-25 Calendar . . . Get Around with Nord Stern

## JANUARY

2025

- 7 Nord Stern Business Meeting \***  
 Location: Spasso's, Minnetonka (101 and Mtka Blvd)  
 RSVP to president@nordstern.org  
 - All are welcome
- 11 Nord Stern 2025 Green Flag Party**  
 Golden Valley Country Club, GV  
 5:30 to 9 p.m.  
 Register @ clubregistration.net
- 18 Nord Stern 'Want to Take Your Porsche to the Track? Join Our HPDE Info Session!**  
 10 a.m. @ 1400 Van Buren Street NE, Mpls  
 Learn what's needed to join in track fun

## FEBRUARY

2025

- 4 Nord Stern Business Meeting \***  
 Location: The Exchange, New Brighton, MN  
 RSVP to president@nordstern.org  
 - all are welcome
- 8 Nord Stern Goes Curling!**  
 Dakota Curling Club, 4:45 to 9 p.m.  
 Instruction included, register @clubregistration.net
- 15 Tech: Print Labs**  
 10 a.m. – 12p.m.  
 Print Lab Wraps  
 8231 214th St W Suite 2, Lakeville, MN

## MARCH

2025

- 4 Nord Stern Business Meeting \***  
 Location: Spasso's in Minnetonka (101 & Mtka Blvd)  
 RSVP to president@nordstern.org  
 - all are welcome
- 15 Nord Stern Tech Session**  
 Further Performance  
 10 a.m. to Noon
- 22 Nord Stern Membership Social**  
 Location: Imola Motorsports  
 Details: TBA

## APRIL

2025

- 1 Nord Stern Business Meeting \***  
 Location: The Exchange, New Brighton, MN  
 RSVP to president@nordstern.org  
 - all are welcome
- 12 Nord Stern Open House @ Auto Edge**  
 Location: Auto Edge, 900 Wildwood Dr, Mahtomedi,  
 Details: TBA

## MAY

2025

- 6 Nord Stern Business Meeting \***  
 Location: Spasso's, Minnetonka (101 and Mtka Blvd)  
 RSVP to president@nordstern.org  
 - All are welcome

## JUNE

2025

- 14 Automotorplex Car Show**  
**8 a.m. – 12 p.m.**  
 3600 Arrowhead Dr, Medina, MN 55340  
 Porsche is featured marque
- 29 Nord Stern All Porsche Show**  
 NEW LOCATION: Roseville Area High School  
 10 a.m. to 1 p.m.  
 All models welcome, food truck, vendors, Details TBA

## JULY

2025

- 11-13 Nord Stern Loonacy Driver Ed/Club Race**  
 Location: Brainerd International Raceway  
 Details TBA!

## AUGUST

2025

- 16 Nord Stern Eagan Car Club Drive and Open House**  
 Location: Eagan Car Club, 501 Classic Ct, Eagan, MN  
 Details TBA

## SEPTEMBER

2025

- 2 Nord Stern Business Meeting \***  
 Location: The Exchange, New Brighton, MN  
 RSVP to president@nordstern.org  
 - all are welcome

## OCTOBER

2025

- 3-5 Nord Stern Fall Color Tour**  
 Location: PierB, Duluth MN  
 Details TBA
- 7 Nord Stern Business Meeting \***  
 Location: Spasso's in Minnetonka (101 & Mtka Blvd)  
 RSVP to president@nordstern.org  
 - all are welcome

## NOVEMBER

2025

- 4 Nord Stern Business Meeting \***  
 Location: The Exchange, New Brighton, MN  
 RSVP to president@nordstern.org  
 - all are welcome

## DECEMBER

2025

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



**ARE YOU EXCITED FOR PORSCHE PARADE 2025? HERE'S WHAT YOU NEED TO KNOW:**

The 69th annual Porsche Parade will take place July 6 - 12, 2025, in Oklahoma, City, Oklahoma.

Parade registration will open in early 2025.

All hotel reservations must be made through the Porsche Parade Housing Bureau. Hotel reservations will open in early 2025. Please do not contact local hotels directly. The block of rooms for Parade is secure. Don't worry! There are plenty of rooms available. You have not missed out on any rooms or the Parade room rate.

The Parade team is hard at work on driving tours, events, and activities. More information will be available on the Parade website in early 2025. We hope to see you in Oklahoma City!



*\* 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 2025 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.*

**M**y First Post! from Jeff Curran, (and Tammy), Nord Stern Newbies!

Hello fellow Nord Sterners! My name is Jeff Curran, and my better half is Tammy. I'm a brand new, 2024 Porsche 911 Carrera owner! I have lived in Prior Lake, MN for about 5 years, but lived in Minnesota for 40 winters.

I just signed up for Club membership. I'm very excited to meet, talk cars, and go for cruises together. I've actually bumped into a couple of you at gas stations (Greg, Gary) in the area and I met many more at the recent car fair (last May) at Porsche St. Paul a few weeks ago (Brian, and many others).

As a kid growing up in the car culture of Southern California, I had close friends that used to hot rod Volkswagen Beetles for fun (Ahhh, the '59 split window . . . My fav). They'd lower them, bore 'em out, port and polish them, add bigger Webbers, and they could get the front wheels off the ground (if there wasn't much gas in the tank, LOL). Launch mode back then was step on the gas and drop the clutch, ouch!. What we were all really dreaming about back in the day was having a Porsche 911, and that dream came true for me (40 years later) in early October of this year. See my delivery photo below. I put over 600 break-in miles on it before I put it away in my heated garage for the winter 2 weeks ago. Not much time to drive considering I ordered the car in May. I'm told that I was lucky though, some people wait years for an allocation. I'm grateful.

The main reason I writing today (other than to say hello) is to get your folks' opinion on whether it would be okay for me to take my ride out this Sunday for a spin if it actually does warm up to 52°? I have factory P-Zero summer performance tires, don't want to ruin them, but I want to crank her up and go for a zoom!



*(editor's note: needless to say there were a number of Clubtalk responses encouraging, and discouraging, with comments about cold tires)*

**W**elcome Jeff,

Though my 1977 911 Targa is under covers for the winter, summer tires can be tricky in the early mornings when the temps are below 40 degrees.

I would just make sure that your tires are warmed up and flexible (think Nascar before the start and drivers are weaving in and out before the green flag)

They are trying to get heat and flexibility at the four corners. I've driven my car with starting temps at 35 degrees in the morning and they feel like I'm driving a kids Big Wheel with plastic tires, hard as a rock with zero traction, you just wanna be careful.

– Michael Grabner

**W**elcome to the wonderful world of Porsche and a club with the nicest folks I know.

Years ago I turned in off lease my Cayenne company car. It was a very cold night in February.

I went to my underground heated parking slot in my office building which was 3 or 4 miles from Porsche of Minneapolis.

In the heated parking garage I took off my set of snow tires/wheels and put on the original wheels with Summer tires.

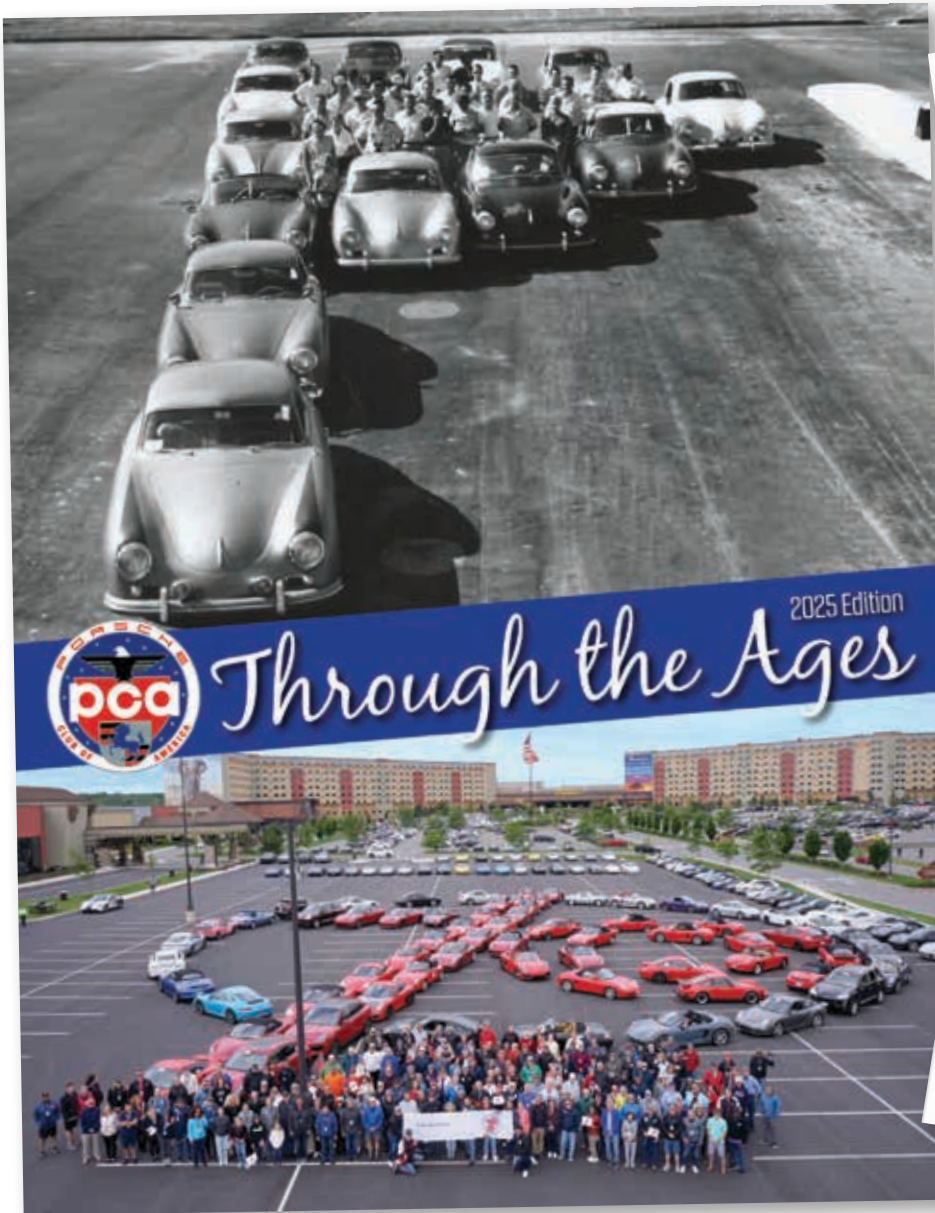
After leaving the warmth of the office garage I did fine for 2 1/2 miles. The last mile or so was super scary. As I very slowly pulled into the Porsche lot, the last little bit of grip in those tires became exhausted. In slow motion the Cayenne did a 360 in the middle of the lot. Right there I put the suv in park, placed a large sign on the steering wheel warning that the tires were Summers, and dropped the keys in the slot.

– Keith Jones

**W**elcome to the group Jeff ! THAT is one beautiful Carrera ~ ( I am very partial to silver on a Porsche ) and have also heard very enthusiastic reports on the 'T'. A fellow nearby me has a red one and he loves it. (my own Carrera is an '88 in Venetian Blue but it also sits beside a silver '84 - 944) Greet your lovely wife for us and hope to see you and your ride next spring at a club event. You chose wisely to join the membership as a finer group of Porsche enthusiasts will not be found

– Don Lawrence





# Updated PCA History Book Online Now!

*Through the Ages* now features the latest club events and programs

New for 2025, the Porsche Club of America History Book contains an overview of the club's history, followed by individual sections covering specific detailed items. Some sections were designed for use as standalone articles for region newsletters. Individual chapters and page numbers can be "clicked on" from the contents page. Major National Awards are also included.

Take a look: <https://ww2.pca.org/pca-history>



## PORSCHE CLUB OF AMERICA



**P**orsche has a long history with off-road vehicles, long before they made the Cayenne model. A quick history lesson: Starting with the very first 911 generation, Porsche has been entering their cars in rallies.

In the 1978 East African Safari Rally, two 911s competed across 6,000 km of challenging terrain. One finished second after a rear-axle failure, the other fourth. The 911 SC Safari featured off-road modifications to raise the clearance. Nearly a decade later, Porsche entered the 1985 Paris-Dakar rally with the 959 without securing a victory. However, the very next year Porsche secured first and second places in the 1986 Paris-Dakar rally, solidifying its rally racing legacy.

Since then, there have been a few specialized releases, such as the Cayenne Transsiberia in 2009 and the Dakar released in 2022. There have also been several shops that have modified Porsches to be powerful off-roaders, such as the Keen Project, Kelly Moss, Russell Built Fabrication, Tuthill, and Eurowise, just to name a few. I was very interested to learn that not only was there a re-emergence of an off-road Porsche rally, but that one of our local Nord Stern members had participated in it earlier this fall. I had a chance to chat with **Josh Fu** to ask him more about it:

**Christie:** *What was this rally?*

**Josh:** This rally was very special as it was going to be the first Safari Party Rallye. It was also the largest gathering of

Safari Porsches since 1986, and when I first heard that I thought, “No way that’s true,” but I was wrong.

There were about 30 of the most amazing cars on this inaugural trip. If you’ve heard of Brock Keen or Tanner Seymour, you know them for taking their 911s where few others are willing to go. In one of Tanner’s YouTube videos, you’ll see the reason this rally now exists is that he couldn’t find anyone else doing anything quite like it, so he decided to

make it happen. This was an attitude that I really identified with and felt inspired by.

**Christie:** *How did you hear about the event?*

**Josh:** I heard about this from Brock. I’ve been following Brock Keen on Instagram for a few years now. For those of you with Instagram, his handle is @996roadtrip and you should definitely follow him. He posted about it and I made a mental note to pay attention to when they would start accepting applications. He’s been going on some very awe-inspiring adventures around the U.S. and the world, so I knew that whatever he was planning would be an unforgettable time - long before they released any details, which were none, haha.

*“This experience was so epic that my face hurt from smiling so much . . .”*



Mark Loper @mark\_loper

I couldn’t believe it, in fact when I received my acceptance letter. I had to read it twice because I thought I read it wrong at first. It felt like applying for a job and getting the response where they say, “Thank you for applying. You were very impressive, but we will keep your resume on file.” I couldn’t have been more excited to go on this - my first rally. After participating in a local, off-road excursion with Nord Stern members (Drives Chair at the time) Theo and Misty Martianos, and other club members back in 2022, I always hoped to take my Cayenne on a trip like this.

**Christie:** *What were some of the cars on the rally? Did you have a favorite car?*

**Josh:** This was such a dream car collection that it’s hard to



Brayden Tomicic @braydentomicic



Zeus Ramirez @zeus\_ramirez

choose. It would have been cool just to see one of the cars that you mentioned in the beginning of your brief history of off-road Porsches. Not only were there one, but there were three: A Keen, a Kelly Moss, and a Dakar! There was also a 928, multiple 944s, a Cayenne that races in the Mint 400, the FCP Euro Cayman, and some of the coolest 911s you've ever seen. While I'm biased towards the Mint 400 Cayenne, I think my favorite was the Kelly Moss that its owner named 'Maul.' While every car was stunning in its own way, this one really stood out with its black and red wrap, its sound, and just overall badassness. It was also super fun to get to ride shotgun on the Shark Fin.

Everything was just a work of art. I loved hearing the personal stories of some of the cars, such as Brock's 944 that he drove on the trip, and how several local Nord Stern members and friends knew who it previously belonged to.

**Christie:** *What was your favorite part?*

**Josh:** It's kind of cheesy to say that my favorite part were the people, especially since Porsche folks always say this. But it really is true. The cars, the scenery, and the locations were truly jaw-dropping, don't get me wrong. It was saying "wow" after nearly every turn. However, what made the rally truly special was the people.

I was so excited for this rally in part because I would finally get

to meet and drive with people I've only previously interacted with on Instagram. The most special moment for me, however, was inviting and bringing along Mike Hidalgo from FCP Euro. I was heavily inspired by the ethos of the Overcrest rally and this was

my way of giving back after spending the past three years learning how to work on my car from his YouTube videos.

I can only describe this experience as so epic that my face hurt from smiling so much. For example, on the very first day we drove through snow, ice, and dense fog while climbing up to 9,000 ft before descending the mountain and into the sunlight. We each brought our inner Ken Block to rip up and down the Shark Fin, break my car (temporarily), drive with dirt bikes, and climb down sheer cliffs on a switchback in Moab, all while a flash flood happened to appear, of course. Otherwise it would have been too easy haha. The best part about having the Cayenne was that no matter what other roles I also ended up doing—from box hauler to people rescuer to media vehicle driver, I had a blast getting to be a part of this. I was a little apprehensive that everyone there already knew each other and had known each other for decades. My only regret was how little time there was to get to know the other people on this trip. But by the end of doing this new, hard, and awesome thing together, it's impossible to become anything except bonded. It's an almost indescribable high from seeing the most incredible cars and meeting these most incredible people, who just want to have a great time and help each other, certainly

*Continued on page 15*





**Attendees:** Tom Karn, Mike Steinberg, Derek Laumbach, Karen Kahler, Steve Albers, Carolyn Veno, Andy Golfis, Jim Southwell, Scott Quick, Todd Smith, Roger Johnson, Phil Al Stasny, Ben Rogers, Michelle Weber-Eckroth, Christine & Bruce Boeder, Judy Severs, Vic Goss, Stan Lim, Amanda Zander, Al Stasny, Jeff Carlson

**Call to Order:**

- Meeting called to order by Tom Karn at 6:33p.m.

**NEW BUSINESS:**

**President, Tom Karn:**

- Thank you for a great year!
- Election results are final
- Please remember to update the online calendar w/your events

**Vice President, Steve Albers**

- No report

**Treasurer, Scott Brown**

- Financials are good. Club is healthy

**Secretary, Tom Sabow**

- no report

**Board of Directors, Steve Kemp, John Velure,**

**Jeff Eckroth**

- No report

**Advertising, Mollie Nygaard**

- Waiting on insertion orders for 2025
- We have strong interest in usage of inside covers and/or the back cover if any of the current advertisers do not commit to 2025.

**All Porsche Show, Phil Saari and Jim Southwell**

- Sunday, June 29 at Roseville High School parking lots
- Will remain a key component of the annual city of Roseville's Rosefest activities
- Event info/pics will appear on their website

**Autocross, Andy Golfis**

- No report

**Club Race, John Velure**

- Dates this year are July 11-13 which do not overlap the Road America vintage race event

**Driver Education, John Blackburn**

- Working on 2-3 dates in addition to Loonacy Weekend

**Driver Training, Ben Rogers, Scott Brown**

- Discussed student driver social activities (dinner, etc.) which had been suggested as another opportunity for those attending DT, a way to PR Nord Stern's activities

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

- No report

**Fall Color Tour**

- 2025 dates are set: October 3, 4, 5 and similar format

*Continued on page 21*



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Drove . . .

*continued from page 13*

what the car community is all about.

**Christie:** Thank you so much for sharing the story of your trip with us! It sounds like it was phenomenal. How can someone join the next one?

**Josh:** I feel like I barely gave this rally the justice it deserves. Applications open in January for the next two in 2025.

One will be on the West Coast in spring and the other will be the main Utah one in the fall. Follow Safari Party, Tanner, and Brock on Instagram @safariXparty @tannerbseymour and @996roadtrip and check out the website at [www.safaripartyrallye.com](http://www.safaripartyrallye.com) to apply. I hope I am accepted again and see some of our readers there!

**Christie:** Thanks, Josh, what an adventure and I look forward to hearing whether you get accepted for 2025 and if so, how that experience ends up comparing with 2024! What an opportunity and speaks to the various interests and passions Porsches inspire in their owners. From racing, to rallying, to autocrossing, to drives, to meet/greets, to polishing/shining, to tech knowledge, to DIY repair or restore work - it's a BIG world out there. Whew, and a 'big tent' as far as I am concerned. Welcome one and all.

photo right, above: Savanna @sr.icemedia  
photo right, below: Zach Egbert @zecarphotos



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There has been considerable discussion on Clubtalk and Facebook (this past Spring 2024) regarding Steve Beddor offering one of the Beddor Sport Quattros for sale on Bring-A-Trailer. These were very special cars with the road cars being built to homologate the Audi for FIA Group B competition. A little research indicates 164 road cars were built and likely 10 or less came to the US. Through considerable effort, the Beddor family brought them into the country and ran them regularly at BIR.

The auction ran through June 14th. The fascinating story of these cars is well documented in the auction listing and very much worth the read. (editor's note: the auction did not meet the reserve but the info is still online)

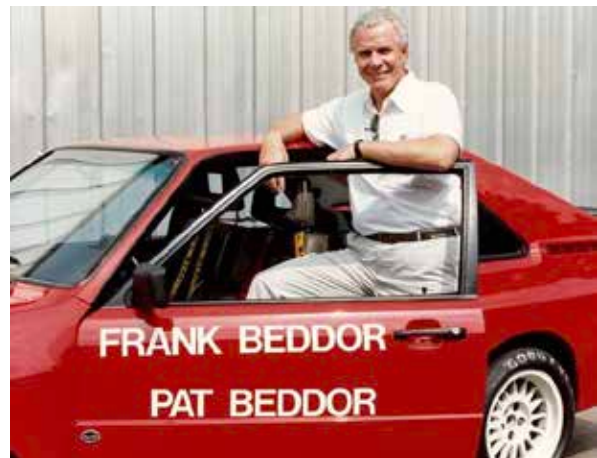


So what is the Nord Stern connection you may ask? Frank Beddor, Jr. was a huge Audi Quattro enthusiast and after participating in the Last Fling in 1983 endeavored to create the original Quattro Club which is now called the Audi Club. Many Nord Stern members, including myself, were part of the early days of the Quattro Club.

I wrote in the December 2007 edition of Nord Stern of Frank Beddor, Jr after his passing in November 2007. The article details the connection between the Nord Stern and the founding of the Quattro Club. A version appears here:

### REMEMBERING FRANK BEDDOR, JR.

Twenty+ year Nord Stern member Frank Beddor, Jr. passed away on Saturday, November 10th at the age of 83. These were indeed 83 very full years. On behalf of all of Nord Stern, I'd like to extend my condolences to his son Steve,



who many of you know, and the rest of the Beddor family. There are many wonderful eulogies available elsewhere as Frank was quite a guy and touched many, many, people, so I thought I would pass on how Frank touched Nord Stern and myself.

Most of you probably have heard of Frank, but did not meet the man. He was not a very active member of Nord Stern in the sense of attending events, but his impact on our Region is significant and lives on.

I first met Frank and his sons, Steve and David, at the Last Fling in, I believe, 1983. I was the Co-eventmaster and I remember checking out the long wheelbase Audi Quattro coupes they were driving. The next spring I received a call from Dick Roe asking if I knew Frank Beddor. I responded that I had met him at an earlier event, but couldn't say I really knew him. Dick went on to explain that Frank wanted to rent the track. He was pretty careful who he rented to and ended the conversation with "I'll tell him he has to hire some Porsche Club instructors" and thus Nord Stern's relationship with Frank began.

The first few events were relatively small with just a few of us and not particularly noteworthy. Then in 1986 things ratcheted up big time. Frank started the Quattro Club USA which is now the Audi Club, basically single-handedly. I've often wondered what the executives of Audi of America really thought about this enthusiast who was doing so much to promote their brand. Recall that at that time Audi was just working their way out of the "unintended acceleration" debacle sparked by 60 Minutes as well as just starting to



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## Audi Club . . .

*continued from page 16*

build some good cars after a run of some significant quality issues. Audi was doing very well on the world rally circuit and had some awesome cars driven by John Buffum and Michelle Mouton. Frank bought a handful of the homologation special “Sport Quattros” and had them federalized by Porsche tuner, Andial. The events went from a few friends driving relatively slow cars to large events and the cars were getting much faster.

With more participants, we needed many more instructors, and quickly. At that time Nord Stern’s schools were sort of loosely organized and there really wasn’t an established criterion for becoming an instructor. When the current group of instructors noticed that you were doing a good job both on and off the track, someone tapped you on the shoulder and asked if you wanted to be an instructor. We needed a lot of instructors, fast. Consequently a lot of people became instructors that were simply unqualified. Availability was their prime qualification.

This led to lengthy discussions regarding instructor qualifications, training, and performance. We struggled with this for a couple of years and in 1990 put together the first formal instructor training. By this time, our own Teresa Vickery was the Executive Director of the Quattro Club and took a lead role in making some changes happen. We worked with Kathy Rude (recovered from a near fatal crash at BIR in a 935 in 1983) and her husband, Indy car driver Ludwig Heimrath, Jr., and the first instructor training was held in 1990. Both the Audi Club and Nord Stern have continued and expanded on that early effort and have highly organized schools today. Frank was always very supportive. Basically if it made for a better event, he was for it and often funded it.

All that was learned through this effort was not only applied to the Nord Stern schools but we now had a large number of very good instructors. Instead of doing one or two schools a year, we were doing many



events a year which moved the program along at a much faster pace than would have been possible without Frank’s events. Nord Stern built on its program and it only got better over the years. There were also quite a number of us that got a considerable amount of track time in those years and really honed our driving skills. When Club Racing came along in 1993, Nord Stern had a real nucleus of very qualified drivers who stepped into racing and were very successful immediately on a national level.

I credit Frank Beddor, Jr. for much of this success.

The buildings in the paddock are an example of Frank’s legacy that we enjoy today. In the mid-80’s there were no garages we could use in the paddock and much of the paddock was unpaved. Frank wanted a place to work on the cars so he worked with the track and built the Quattro garage. This led to a group from various clubs going together and forming the Autobahn group and funding the construction of the A and B garages. This would not have happened if Frank had not built the first garage.

I met a lot of interesting people through my association with Frank and many famous drivers. There would often be a celebrity driver at these events. John Buffum, Hurley Haywood, and Bobby Unser, to name a few.

I’ve kept my time sheets from those events, highlighting my faster times. Of course they were driving a 4-door sedans and I was driving a 911, but no one needs to know that part. I now have

friendships with Joe Ruzs (Road & Track and Panorama) and Alois Ruf (Ruf Automobiles) and others that I certainly would not have had if not for Frank’s passion for our sport.

There are a lot of very entertaining Frank Beddor and early Quattro Club stories. At the next event, lets raise a pint to Frank and re-live some of those wonderful memories of a great man and great times.

Photo above:

On steps: Kathy Rude, Steve Fong, Kathy Johnson, Brad Krohn, Gerry Willems, David Lasage, Ludwig Heimrath, Jr., Mike Lesage, Pat Beddor, Mike Doperalski.

Center row: Dick Engebretson, Ron Draper, Dave Fishbaine, Gordon Doering, Mark Hartmann, Teresa Vickery, Neal Nelson, Justin Draper, Roger Johnson, Ed Jacobson, Peter Vickery.

Front row: Kent Anderson, Jim Bruce, Dennis Guentzel

Taken August 1, 1990: The building in the background no longer exists...

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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.**



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### Minutes . . .

*continued from page 14*

#### Historic Archives, Roger Johnson

- No report

#### Insurance, Jeff Carlson

- Insurance is up to date (thank you, Jeff!)

#### Membership, Carolyn Veno & Michael Steinberg

- 567 active
- 85 lifetime
- 3 new members in November

#### Newsmagazine, Christie Boeder

- as always, thank you members for submitting photos from events, of your Porsches - always welcome as are comments, commentary, editorials!

#### Safety

- No report

#### Social, Michelle Weber-Eckroth

- Green Flag registration is open online at clubregistration.net

- cost is \$100 per; venue is Golden Valley Country Club – plenty of easy parking!
- 5:30 p.m. Social, 6:30 p.m. Dinner
- A silent auction will benefit St. Jude
- Donations needed, contact Michelle; solicitations will be sent via clubtalk and the PCA eBlast – all proceeds will benefit St. Jude

#### Social Media, Judy Severs, Misty

#### Martianos, Christie Boeder

- Thank you all for the great content on the Club's Facebook page!

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

- Further Performance is hosting an event on Saturday, March 15 from 10 a.m. - Noon

#### Volunteers, Jim Southwell

- No report

#### Webmaster, Dave Anderson & Christie Boeder

- No report

#### Next Meeting:

January 7th at Spazzo's in Minnetonka, email Prez Steve to let him know you are attending so he can give the restaurant an estimate attendance count.

Meeting Adjourned @ 7:25 p.m.

Respectfully submitted

by Tom Sabow, Secretary

For those watching the Netflix series, Senna's drive with Porsche would have taken place during Episode 2 when he was in his first year of driving for the Toleman F1 team. Senna, at the invitation of Reinhold Joest, was asked to drive the at the 1984 World Endurance Championship's (WEC) 1000Km of the Nürburgring. The race was on July 15, which meant that Joest's own team, Joest Racing, had already successfully campaigned a 956 to victory at the 24 Hours of Le Mans that June. The first for a non-factory team in a 956. It also meant that Senna had already shocked the F1 community with that famous drive, in a seemingly uncompetitive car, at the Monaco Grand Prix, where, in the pouring rain, he had started 13th and made it up to second and was on his way to pass Alain Prost for the win before the race was surprisingly stopped early due to the weather.

Senna was invited to drive the 956 because of the Joest Racing team manager, Domingos Piedads, who was from Portugal and friends with Senna. Piedads was also helping Senna's manager find rides for him outside of Formula One. Piedads told Reinhold Joest about Senna and thought he would be the perfect teammate to Henri Pescarolo and Stefan Johansson for the WEC Nürburgring race. Unlike other guest drivers who paid the team to to drive, Joest had to pay Senna \$10,000 to drive his car in the race. Senna wanted to drive the Porsche since it would give him experience on the track that he would later be racing in his F1 car.

Senna's first drive in the 956 was the Friday practice before the race. It was in the rain and he finished 7th fastest. On Saturday, under almost the same conditions for qualifying, Senna would again be 7th fastest. During both sessions, he beat his teammates' times, an impressive feat considering this was their regular car and it was the first time Senna had driven a prototype endurance racer.

During the race, the car suffered a clutch issue that required a 15-minute trip to the garage, which put them eight laps down from the leader. They also encountered engine problems and a tire puncture. This was a lap deficit even Senna could not make up.

Senna did leave Joest with a two-page list of notes and suggestions to improve their 956, which was notoriously known to understeer. While Joest is said to have used some of his suggestions, he was thoroughly impressed with Senna's ability to drive and, more importantly, analyze the car's handling.

Derek Bell and Stefan Bellof would go on to win that race in the Porsche werks team 956.

This would be the one and only time Senna would race in a Porsche. Upon hearing about Senna's performance in a 956, it is reported that Porsche inquired with Senna's management on having him test in a werks 956, but they were turned down. Senna's mission was to become Formula

One World Champion and his interests lied with that goal. Still, one can only wonder how Senna would have fared in prototype sports cars once he had retired from Formula One. Unfortunately, we will never find out as the motorsports world lost its greatest competitor on May 1, 1994 during the San Marino Grand Prix in Bologna, Italy.



# Challenging Nord Stern with a 'Winter Sport' opportunity! Come learn about Rocks, Sweeps, Scores . . . Say what?!

**Nord Stern Porsche Club** invites you to the **Curling Social Event 2025** to start things off in 2025 by getting you moving. Come and enjoy a fun new event where you can meet new members and try your hand at curling.

**SATURDAY, FEBRUARY 8, 2025**

**4:45 PM TO 8:00 PM**

**LOCATION:**

- The Dakota Curling Club: 20775 Holt Ave, Lakeville, MN 55044,
- Parking: Available on site at no charge

**EVENT INCLUDES:**

- Curling lessons and curling
- Pizza party post curling to socialize
- Cash bar throughout the event

**DRESS CODE:**

- Clean Athletic shoes for Curling (bring separately)
- Athletic attire
- gloves with some grip

**EVENT SCHEDULE:**

- Check in and complete waiver: 4:45 PM – 5:00 PM
- Curling lessons and games: 5:00 PM – 7:00 PM
- Pizza social: Following Curling from Toppers Pizza

Cash bar open throughout event including pizza social

**Ticket Price:** \$40 per person (Includes curling lesson, teaming up with other Nord Stern members while curling, and pizza from Toppers Pizza, beverages are available at the cash bar) *Note: Registrations for this event is max of 32 due to the capacity of the facility. There is an option to add more curling from 7PM-9PM if there is overwhelming interest.*

**REGISTER BY FEBRUARY 6TH TO SECURE YOUR SPOT AND AVOID MISSING THIS FUN SOCIAL EVENT!  
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# Porsche wishes Norbert Singer a happy 85th birthday

courtesy: [https://newsroom.porsche.com/en\\_US/2024/motorsport/porsche-congratulates-norbert-singer-85-years-37759.html](https://newsroom.porsche.com/en_US/2024/motorsport/porsche-congratulates-norbert-singer-85-years-37759.html)

05/11/2024 ‘Mister Le Mans’: The racing engineer played a role in 16 overall victories.



## NORBERT SINGER: A LEGACY IN RACING ENGINEERING

- Impressive career as a racing engineer
- Worked on many racing cars
- Involved in 16 overall victories for Porsche at Le Mans

Atlanta. Anyone looking into Porsche racing successes from the last century will automatically come across Norbert Singer. As a visionary racing engineer and master of aerodynamics, he played a role in every overall victory for Porsche at Le Mans from 1970 to 1998 – from the 917 to the 911 GT1 ‘98. On November 16, 2024 he celebrates his 85th birthday. “We would like to wish Norbert Singer all the best and we thank him for his tireless commitment to the Porsche brand,” says Michael Steiner, Member of the Executive Board for Research and

Development. “He contributed to the success of the brand in motorsport not only as a project manager in Weissach, but also with his strategic and tactical decisions at the racetrack.”

Norbert Singer was born on November 16, 1939 in what was then known as Eger, now Cheb in the Sudetenland, in the westernmost region of the Czechia. In Munich, he studied mechanical engineering with a focus on aerospace and automotive engineering, graduating as an engineer. In March 1970, he began his career as a racing engineer in the development department of Porsche, hired by Peter Falk, who was head of predevelopment and racing car development in testing and was also the Test Manager in series production development. Singer’s passion for



motorsport was not a new one. As a student he had followed races at the Nürburgring and at the Grand Prix in Monaco.

His first year at Porsche was also the year of the long-awaited first overall victory at Le Mans. Right after starting

in Weissach, he set to work on the gearbox cooling system of the Porsche 917 short-tail, in which Richard Attwood and Hans Herrmann took victory in the 24 Hours of Le Mans at the Circuit de la Sarthe just a few weeks later. Head of development Ferdinand Piëch asked Singer to come up with a simple solution to take the place of an external oil cooler, which would have generated additional wind resistance. After the triumph



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at the 24-hour race, he dedicated himself to the aerodynamics of the 917, later optimizing the 917 long-tail, the 917/10 and the turbocharged 917/30. Over more than three decades as a project manager, he prepared many cars for the racetrack and then provided on-site support for those cars, which included the: 911 Carrera RSR, 911 Carrera RSR Turbo 2.1, 935, 935/78 “Moby Dick,” 924 Carrera GT, 924 GTP Le Mans, 956, 962, 911 Turbo S Le Mans GT, 962 Dauer Le Mans GT, and the 911 GT1.

Among the highlights of his career were the development of the 956 Group C car and its successor, the 962. With the 956, Porsche pioneered an aluminum monocoque that enabled the racing car to achieve what is known as the ground effect, thanks to a special underbody design. “The faster the cars went, the more they literally stuck to the asphalt,” Singer recalls. From 1982 to 1986, the 956 and 962 C models achieved seven overall victories at Le Mans and won five drivers’ world championships, three manufacturers’ world championships and



two team world championships. Between 1984 and 1991, at version of the 962 became the hallmark not only for Porsche but for all endurance sports car racing in the IMSA GTP racing class.

Since retiring in December 2004, Singer has acted as a contemporary witness at the Porsche Museum.

He is a frequent guest at the Porsche company archives and was involved in the

preparation of a book on the history of the 956/962, among other projects. He also shares his expertise during the restoration of racing cars. To this day he has a close relationship with the brand.

Photo left: Norbert Singer with Dr. Wolfgang Porsche

Photo Above: 1974: Norbert Singer (left) and Hans Meyer (centre) at the 24-Hours of Le Mans



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## **BRAVE NEW WORLD (1975-1989)**

### **1975**

Porsche introduces 911 Turbo supercar in North America as a 1976 model. The 911 Turbo combines exotic car performance with luxury and everyday usability.

### **1976**

Porsche replaces the 914 with the 924, a front-engine sports coupe. The car is powered by an Audi engine and built by Audi and features a rear transaxle for optimal weight distribution. Porsche becomes the first carmaker in the world to heat-galvanize steel car bodies, and Porsche cars come with a six-year guarantee against rust.

### **1977**

Total Porsche production to date passes 300,000.

### **1978**

Porsche introduces the 928. It is radically different from the 911 and features a front-mounted, liquid-cooled 240-horsepower V-8 engine. The 911 becomes the 911 SC, featuring a 3.0-liter engine and a host of enhancements.

### **1981**

924 model joined by 924 Turbo. The 924 is Porsche's most popular model and also a successful racecar.

### **1982**

New 944 model based on 924 but with modified body and a Porsche-built four-cylinder engine.

### **1983**

First 911 Cabriolet introduced. In the US, the Cabriolet outsells the Targa and quickly accounts for about one-third of 911 sales.

### **1984**

Porsche Cars North America established with its headquarters in Reno, Nevada. Porsche AG goes public, with the Porsche and Piech families holding 875,000 shares of stock and 875,000 preferred shares listed for investors. 911 now known as the Carrera, featuring greater performance from a 3.2-liter engine.

### **1986**

Porsche 944 is first car sold in US with both driver's side and passenger airbags as standard equipment.

### **1987**

250,000th 911 built.

### **1989**

Body production ends at the former Reuter plant. Production shifts to a new factory across the street. Porsche contract-builds the 500E high-performance sedan for Mercedes-Benz. The company will build more than 11,000 of these cars through 1995.

## **RETURNING TO ROOTS (1990-1996)**

### **1990**

Porsche introduces the all-wheel drive 911 Carrera 4 and the rear-wheel drive 911 Carrera 2. The cars share just 15 percent of their parts with the previous 911. New Tiptronic automatic transmission available for the Carrera 2 provides choice between fully automatic shifting and clutchless manual shifting.

### **1993**

Dr. Wendelin Wiedekin, head of production and materials management, becomes chairman of Porsche AG. Refocused on 911 development, Porsche introduces the final version of the air-cooled classic. The same year, Porsche unveils a concept for a mid-engine sports car called "Boxster." Overwhelming positive response persuades Porsche to develop the car, which will appear in 1997.

### **1995**

Porsche discontinues its front-engine models, the 968 (the final evolution of the 944), and the 928.

### **1996**

One-millionth Porsche built in July. The 911 Turbo features the all-wheel drive system from the 911 Carrera 4, dual turbochargers and intercoolers and 400 horsepower.

Toward a New Millennium (1997-2000)

### **1997**





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## History . . .

*continued from page 26*

Boxster introduced with mid-mounted 201-horsepower, 2.5-liter engine. Porsche quickly responds to worldwide demand by establishing a second Boxster assembly site in Finland.

### **1998**

Ferry Porsche dies at age 88. Porsche introduces the first 100-percent all-new 911 model since the first one in 1964. The new car breaks with 911 tradition by using a liquid-cooled engine — though it's still a horizontally opposed six. The all-wheel drive Carrera 4 introduces the Porsche Stability Management system.

### **1999**

Porsche confirms that it will build its new sport-utility vehicle in Leipzig, Germany. The vehicle, designed and developed by Porsche and shared with Volkswagen, is scheduled to debut in 2002.

### **2000**

Boxster features larger 2.7-liter engine. Boxster S introduced with 3.2-liter, 250-horsepower engine. All-new 2001 911 Turbo introduced with an engine based on that of the GT1 racecar that won LeMans in 1998. Tiptronic S five-speed automatic transmission introduced as an option.

Porsche unveils the Carrera GT during the Paris Auto Show. Has a mid-engine, open-cockpit super car concept featuring a 5.5-liter, normally aspirated V-10 powerplant with speed in excess of 200 mph.

. . . To be Continued!



## Driving a Porsche 'Everywhere'

Several additional photos provided by Josh showing some of the terrain and conditions of the Safari Rallye. Rain, included! And the above 'Shark Fin' is aptly named. Demonstrating that Porsches are meant to be driven.

photo above top - Derek @txnmtngoat

photo above middle - Logan Davidson @logandavidson

photo right - Tyson Dudley @ty.dudski



**S**o, I just watched the final F1 race of the season, from Abu Dhabi. Lewis came from 16th place on the grid to fourth, passing teammate George Russell near the end of the last lap. On the cool-down lap, he did doughnuts and parked his Mercedes on the track, a short way behind the top three finishers, who were in their traditional celebratory spots. I'd never seen that before.

Lewis got out of his car, tapped the bodywork, knelt and ... who knows what he said ... a muttered thank you to the multitudes who brought him six of seven world championships, to date? An "I'll be seeing you" to Toto? An "I see red" to his future at Ferrari? We couldn't lip-read, he still had his helmet on.

And we never got a post-race interview with him. Because he made a beeline for the team garage, I assume to thank those multitudes. It was somehow very poignant.

I'm a big fan. Of his talent. Of how he overcame the doubters and the prejudice. Of the support he got from his family to come up from ... not much ... in, let's face it, a rich man's sport. Of his humanism. Of his respect for tradition. Especially the tradition of the sport.

A note on that. Did you see him go berserk after winning his home British Grand Prix at Silverstone this year? Did you see him lap Interlagos this year in Senna's McLaren? Magic. It's all magic. Like Tiger's "better than most" putt. Like Jordan taunting his defender and then shooting a jumper over his head. Like Ali doing his shuffle.

That's what the great ones do. And it makes them iconic.

How? Part of the answer is in an interview I saw with James Vowles, now Team Principal at Williams and formerly the motorsport strategy director at Mercedes. He said that what made Lewis really stand out, particularly in qualifying, was his ability to get the most out of his car. But that statement gives him short shrift. What he actually did was to, first, learn a track much faster than most. And then he would fiddle with all those controls on the steering wheel, to see what edge they would give him – searching for the limit with this setting, with that setting, by constantly experimenting.

According to Vowles, who should know, Lewis drove the team crazy. There was never a baseline. Never a simple, stepped, direct link to what x did to the car, or y. To Lewis, telemetry be damned. Because he was constantly fiddling, fiddling, fiddling. To get the most out of the machine. And nobody else did that.

The following comment put him over the top in my mind. A few years ago, in this space, I covered an interview he did. And the thing that stood out the most was that he wished race cars still had manual gearboxes. I mean, right? There's a good chance that some of the younger drivers on the F1 grid today have never driven a race car with a stick shift. Not Lewis. And that's not lost on him.

But time marches on, inexorably. Are you familiar with the "Master Class" series? A friend sent me a link to one on Lewis. The title is "Lewis Hamilton – Teaches a Winning Mindset." It's a couple years old now, but the content ... well, the content just elaborates on the theme of what it takes to achieve greatness.

The first chapter, titled "Meet Your Instructor," has a subhead that reads "From child prodigy to racing legend to social justice leader, the British driver's journey has always been about more than just speed."

There's even a two-page spread called "Total Control" that lays out an F1 steering wheel, circa 2018, and explains what all the buttons and controls do.

But the heart of the piece, all 36 pages, is found deep inside, in a chapter titled "Establishing a Winning Mindset." To quote, "Lewis is adamant about what it takes to be the best, and he doesn't mince words: 'Mental preparation is absolutely everything.'"

I can't argue with that. Years ago, my company brought in a former ad agency head, very successful, to tell us how to make an effective presentation or sales pitch. He said, you know how some people seem to move through, smoothly and emphatically, drawing you in and winning you over? You know how that happens? By practicing, again and again, late into the evening, the night before. That's how you make it look easy.

The final page of the Master Class is one quote from Lewis, "You can't change the past. It's behind you. All you can do is prepare yourself to shape the future." Amen. Here's to greatness.



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