

Nord Stern Region PCA  
MAY 2025





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**PORSCHE**



PORSCHE

M A Y

2 0 2 5

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

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Cover photo by Michael Steinberg

Tom Karn's 2024 Guards Red, GT4RS (with the Weissach package!)

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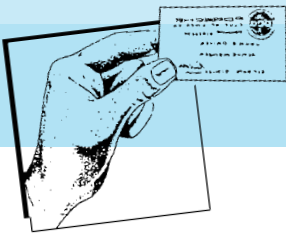
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Please contact staff for any event coverage you may need;  
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Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>



# 2025 Nord Stern Officers and Committee Chairs

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

*We hope to see you at upcoming events!*

**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. And we do have a lot of fun, join us!

**John Geenen**  
Minneapolis, MN

**Jon Martinson**  
Maple Plain, MN  
2007 Boxster

**Scott Owens**  
Hammond, WI

**Scott Pajor**  
Eden Prairie, MN  
2023 718 Spyder Cabriolet

**Ted Schmid**  
St Cloud, MN  
2025 718 Cayman GTS

**Jason Voerster**  
Minnetrista, MN  
2018 911 Carrera 4S

**Sikakane Wiseman**  
Oakdale, MN  
2002 Boxster S

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 200+ 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. Also referred to as 'Tours'.

**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!

## From First Fling to Full Throttle: Journey with Nord Stern PCA

When I first rolled into Brainerd International Raceway on April 23, 2021, for Nord Stern's Performance Driving School, I had no idea how profoundly that day would shape my life. I was there with my 981 Boxster S, eager but uncertain, ready to learn the art of high-performance driving - What I found was more than a track—it was a community.

That inaugural event was a whirlwind of adrenaline and education. Under the guidance of seasoned instructors, I learned the nuances of car control, braking techniques, and the racing line. As we all settled into day 2, the camaraderie among participants was palpable; No doubt the shared experience of clearing snow and scraping our windshields greatly contributed to this unique bonding experience. We all arrived individually to push our varied limits and found ourselves compelled to push and support each other. That weekend ignited a curiosity that would take me to experience other tracks across the country, including Barber Motorsports Park in Alabama and the legendary Road America in Wisconsin.



Each track presented its own challenges and learning opportunities. At Barber, the technical turns and elevation changes tested my precision and focus. Road America's high-speed straights and sweeping

corners demanded courage and commitment. With every lap, I honed my skills, becoming not just a faster driver, but a more thoughtful and disciplined one.

But the real revelation was the Nord Stern community. I've met fellow enthusiasts



who became mentors, friends, and eventually, collaborators. We share stories, exchange tips, and celebrate each other's successes. The club's ethos of mutual respect and continuous learning resonates deeply with me.

As I became more involved, I took on leadership roles, contributing to event planning and member engagement. The trust and encouragement I received from the community were humbling. Eventually, I've been honored to serve as President of Nord Stern, a role that allows me to give back to the club that has given me so much.

One of the highlights of my tenure has been witnessing the growth and enthusiasm of our members. As of today, April 18, 2025, we have 22 DT students registered for our First Fling Performance Driving School – adding another group of raw talent to our ever-growing farm system. In

*Continued on page 15*

### Advertiser Directory 2025

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### 2025 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



As usual, I am scratching my head trying to come up with a 'topic' or subject to expound on in this column - the month just flies by too quickly these days. Didn't I just do this?

Seriously, it is that time of the year when the snow is finally gone or if some does fall, it's melted within a day or so. And therefore thoughts of driving those P-cars on some winding roads or screeching around a corner are foremost in our minds. It's warming up - that means tires will be warm enough to hold those centrifugal forces that make us all grin as we hit an apex at the track, or my personal favorite often since track days are limited, practicing apexing on the entrance and exit ramps of various roadways around town. Great fun and way less chance of being stopped for speeding (at least in theory!)

Be sure to keep an eye on the Nord Stern website calendar - and read those PCA blasts our presidents send out to keep us all updated on whatever is next on the event offerings. Sometimes there are things, drives, outings, that are a bit more last minute and aren't listed here in the newsletter.

Couple of fun things in this issue, too. Be sure to check out the article on brake pads that originally circulated on the clubtalk listserv. Informative and an interesting read from several very experienced and knowledgeable Nord Stern members with lots of track/driving experience. Check it out. And I stumbled on an interesting history post by Porsche's

newsroom; This April marked the 75th anniversary of manufacturing at Zuffenhausen. From 356's to 911's to 718's to Taycan's. Quite the story and I've credited the URL and would encourage readers to go online as there was some truly fun pictures featured in the article.

And as always, a number of great people (and Porsche) photos from several recent events: Tech Session and Membership Open House at two of our long-time advertisers and club support businesses: Further Performance and Imola Motorsports. Plus an outing for the 'women of Nord Stern' in Stillwater learning some watercolor painting techniques creating stationary and cards. I was out of town and would have loved to do that! Our thanks to Karen Launbach for organizing social outings, like this one, for our membership. It's not easy and I don't know that we thank our volunteers enough - even though many of us don't do this sort of 'work' for the accolades. But I for one am very, very appreciative.

Which brings me to my moment, if you will, to remind each and every reader that NONE of Nord Stern's activities happens unless we all step up and play a part! There are not one, but two of our bigger events coming up and VOLUNTEERS are needed; The All Porsche Show is the end of June and a couple of weeks after that is the Loonacy weekend. Our intrepid Volunteer 'coordinator' Jim Southwell is looking for you - so RAISE YOUR HAND and be a part of some of the best summer fun!

## 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 - email editor @ [nordstern.org](mailto:nordstern.org) for address

### Reminder: Annual Dues are:

**\$40 per year (helps defray monthly newsletter costs!)**

### Nord Stern membership Options:

**\$40 per year, or \$108 for three years**

**LIFE, \$30 per year includes magazine**

**New LIFE-time Members, \$40/year includes magazine**

**\* Check your mailing label for your expiration date**

## MAY

- 3, 4 Nord Stern First Fling - NOTE NEW DATES**  
DT and DE at Brainerd International Raceway
- 6 Nord Stern Business Meeting \***  
Location: Spasso's, Minnetonka (101 and Mtka Blvd)  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- All are welcome
- 9 Nord Stern Porsche and Pints**  
Boom Island Brewery
- 17 InterMarque Spring 'Kick-Off' (not a NS event)**  
32nd Annual Vintage Foreign Car Show  
10 a.m. to 3 p.m. (placement begins at 9 a.m.)  
Osseo, MN

## JUNE

- 14 Automotorplex Car Show**  
**8 a.m. – 12 p.m.**  
3600 Arrowhead Dr, Medina, MN 55340  
Porsche is featured marque
- 23-24 Nord Stern 'Cheese Fling'**  
DE @ Road America in Elkhart Lake, WI
- 28 Nord Stern All Porsche Show**  
Roseville Central Park Dale Street Entrance  
10 a.m. to 1 p.m.  
All models welcome, food truck, vendors

## JULY

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

## AUGUST

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

## SEPTEMBER

- 2 Nord Stern Business Meeting \***  
Location: The Exchange, New Brighton, MN  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome
- 13-14 Nord Stern Last Fling - NOTE NEW DATES**  
DT and DE @ Brainerd International Raceway

## OCTOBER

- 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](mailto:president@nordstern.org)  
- all are welcome

## 2025 NOVEMBER

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

## DECEMBER

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

*\* 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.*



# Take a peek at a few Porsches this summer...



The Porsche Museum, The Nurburgring, The Alps - get your Porsche road & track fix with SPD Action Travel in 2025!

**Nurburgring & Stuttgart  
July 2025**



**Alpine Porsche Drive  
July/August 2025**



[info@spdactiontravel.com](mailto:info@spdactiontravel.com)

[www.spdactiontravel.com](http://www.spdactiontravel.com)

**Get Your Member Badge!**

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

**RAFFLE OPEN NOW!**

**1ST GRAND PRIZE\***  
**2026 911 GT3**  
• \$35,000 CASH PRIZE

**MEMBER ONLY RAFFLE**

Prizes after first grand prize are based upon number of entries as outlined in OFFICIAL RAFFLE RULES  
WINNER ANNOUNCED BY JULY 31, 2025  
(All photos shown are for illustration purposes only. Options may vary.)

**2ND+ GRAND PRIZE\***  
**2026 911 CARRERA**  
• \$35,000 CASH PRIZE

**Spring 2025 Member Only Raffle: You could win a 2026 911 GT3!**

Each fall and spring, PCA holds a raffle, in which you, the member, may purchase entries for a chance to win a brand-new Porsche.

For the Spring 2025 Member Only Raffle, the first grand prize is a 2026 911 GT3 plus a \$35,000 cash prize. Subsequent grand prizes are a 2026 911 Carrera plus a \$35,000 cash prize. All entries received by June 16, 2025, will be accepted into the raffle. Remember: More entries equal more grand prizes.



For more information: [pca.org/news/spring-2025-raffle](http://pca.org/news/spring-2025-raffle)



**PORSCHE CLUB OF AMERICA**

A recent clubtalk thread on brakes deserved wider distribution in my opinion so here it is in the newsletter! Interesting and fun at the same time. The initial clubtalk inquiry by member Reed Unterseher regarding brakepads prompted several to chime in. Dave Roberts replied with the following:

Reed, I race a GT4CS. I bought the car new and have raced it in World Challenge (SRO). We ran the stock pad from Porsche (Pagids) the first year switching to Hawk the second year. The car has been raced by Mike Skeen, Matt Brabham, Alex Lloyd, Cody Ellsworth, to name a few, and we have never had a complaint from a driver about the feel or wear of the pad. I now race the car in Vintage racing.

In full disclosure, my company owned Hawk but sold it nearly five years ago so I am free to run any pad I want. The one component on a race car that we don't fool with is a brake pad regardless who is sponsoring the car. If pads work, we stick with them. Conversely, if it doesn't work, we don't use it. Even though we sold Hawk and I now have to buy my pads I have stuck with Hawk. We buy them because of the feel and longevity. Attached is a picture of the pads we run on the front and rear. The compound is a race pad. They are hard and will wear out the rotors if you use them on your car for daily use.

– Dave Roberts

I used to use Pagid oranges. They had great stopping power but were hard on my rotors. They also built up crud on my rotors, for which I would need to run a session with Hawk Blues to clean the crud off. The Hawk Blues were 40% less expensive, lasted longer, didn't require new rotors as often, but didn't have as much bite. Then I realized that braking slows you down and I wanted to go faster. The less aggressive Blues were my solution to faster lap times.

– Bret Bailey

Dave Roberts comments (above) about Hawk Performance pads caused me to look for an article I wrote for the newsletter about brakes and brake pads (following). I also second Dave's comments about Hawk Performance pads. When British American Racing was competitive in the ChampCar Endurance series we ran on Hawk pads. Over the years we used three or four different compounds and tested a half dozen different Hawk compounds. One of things I liked

was Hawk had a wide variety of compounds so we could fine tune our brakes by changing compounds. Sometimes we would select different compounds front and rear to adjust brake bias since the ChampCar rules didn't allow you to run a bias adjuster. I will admit my comments are influenced by the fact that we had a multi-year sponsorship deal with Hawk. But like Dave, that sponsorship ended a couple of years ago and we still use Hawk pads exclusively. Now we get them from Tire Rack.

– Lee Jacobson

## **THEM'S THE BRAKES, SOME RAMBLINGS ON THOSE MECHANICAL DEVICES THAT SLOW OUR CARS DOWN**

### *Basic thoughts on brake maintenance for track days.*

A recent question about brake maintenance on Clubtalk caused me to wonder why we spend so much of our time discussing our cars' brakes. I remember Bob Johnson once saying Nord Sterner's worry too much about their brakes; they don't make the car go any faster. Bob Johnson's comments have been echoed by many famous racers over the years. When asked a question about brakes in a pre-race interview one driver said, "I try to use them as little as possible, next question please".

### *So why do we Nord Sterners devote so much conversation and time to our brakes?*

The first reason is because we can. When many car enthusiasts first get a nice car they wash and wax it frequently because it's all they know how to do, and it may be the only activity they have the proper tools for. If the enthusiast starts going to track days they augment their knowledge and tool set to include the ability to check tire pressures and change wheels. At the track they see people bleeding brakes and changing pads and they learn that these are fairly simple tasks requiring only a little more work than that of changing tires. So the track day participant starts bleeding their brakes and checking pad wear and swapping tires once or twice a day because these are the mechanical things they can do. After brake work the next leap in mechanical knowledge and tools is too great for many weekend drivers to cross. Those that attempt to tackle bigger projects may find themselves sheepishly towing the car with

a box of parts to their regular mechanic. I quickly learned that working only on brakes, washing and waxing saved me money. I thought oil changes would be simple but I managed to do a \$700 oil change on a Carrera early in my driving career, that's a story for another day.

The second reason is the advent of aftermarket wheels that allowed us to see the brake calipers and high temperature paints that allowed manufacture to paint their calipers fancy colors. I wonder if the marketing department at Brembo realized how they would impact aftermarket sales when they first painted a caliper bright red. These aftermarket larger brake packages for our Porsches quickly became known as "Big Reds". The visibility of these large colorful hunks of metal quickly led to drivers wandering around the paddock with brake envy, and the brake wars began. Drivers who previously had no trouble slowing for corners went out and spent large sums of money to increase the rotational mass of their rotors and add more unsprung weight to all four corners of their cars. It would be interesting to know if drivers experienced an increase or decrease in their best lap times with the addition of bigger brakes. This is not to say bigger brakes don't have a positive value, with heavy vehicles in a race, especially an endurance race, larger brakes will be more resistant to fading and last longer. On the other hand, big brakes on a street car are primarily for show and often purchased because of the way aftermarket wheels can make the stock brake calipers and rotors look puny.

### ***Some facts, tips and personal opinions for preparing your brakes for track use.***

First, check that you have nice thick brake pads. Measure the thickness of a new brake pad. Measure just the pad material, exclude the backing plate. When the pad material gets much below half thickness you want to consider putting in fresh pads for the track. Brakes work by turning the energy (speed and mass) of the car into heat which is absorbed and then dissipated by the brake

rotor. The level of heat can be very high, easily high enough to degrade brake fluid, rubber dust boots and caliper piston seals. The best way to protect the brake fluid and rubber parts from heat is with thick pads that can insulate the caliper from the heat. Second, what is the condition of your brake fluid? In most cases if the system has been flushed in the last year or two and you're using a high quality fluid you should be in good shape. It's a good practice to bleed off a little fluid after each track weekend, or if needed after each track day. If you do these little bleeds often enough you can probably skip the annual flush of the system. It is also a good practice to bleed brakes prior to changing pads so you don't push the old fluid from the caliper back up into the system. I've found ATE blue, ATE gold and Ford High Performance brake fluids to work well. While I have no personal experience with the more expensive fluids like Castrol SRF or Motul I've heard some drivers that had soft pedal issues resolved those problems by using these fluids. I'd just suggest, don't go to these expensive fluids unless you are having a problem and if you still have a problem after you switch, then maybe the fluid isn't the issue.

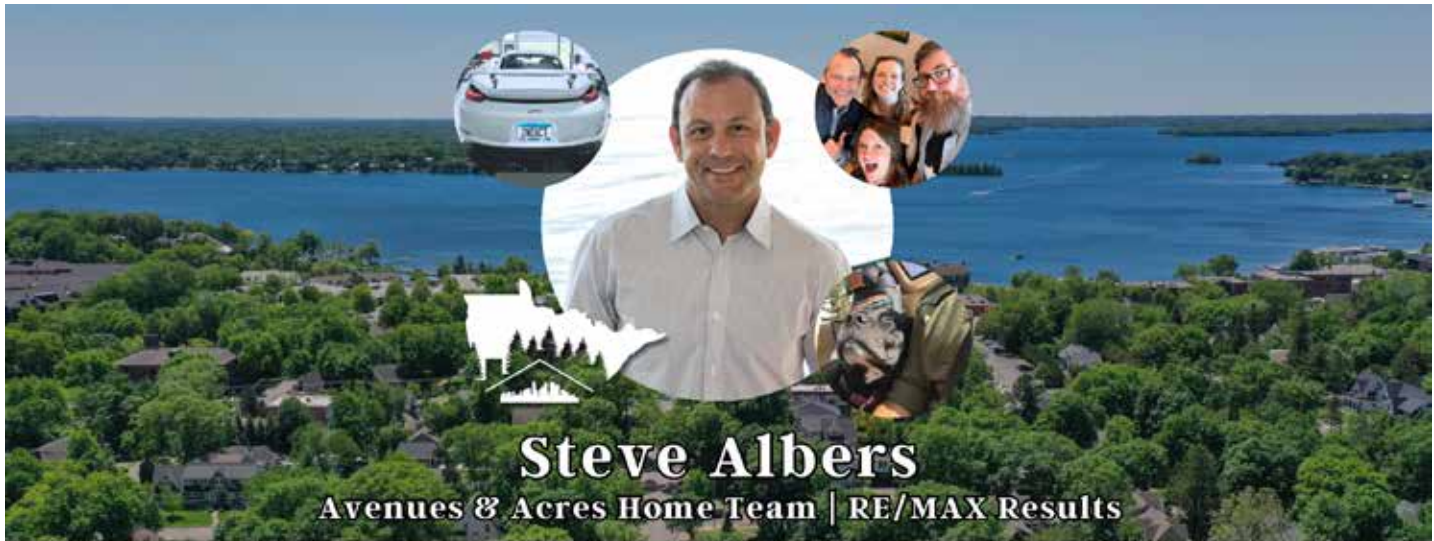
Like brake fluid, brake pads come in many brands and price ranges. Years ago the pad materials included asbestos and metal, I don't think you'll find anyone still using either of those any more. Today, some of the pad materials are described as Carbon Metallic, Ferro-Carbon, Carbon Kevlar, and Carbon Ceramic. I've not found any information that tells me why one material may be better than another for a particular application. What I have found is that a few of the better manufactures give comparative information about the dozen or so compounds they offer. For example Hawk Performance has a brochure on road-race pads that can be found on the web at [www.hawkperformance.com/downloads/brochure-road-race.pdf](http://www.hawkperformance.com/downloads/brochure-road-race.pdf). Before you get too excited to try a particular compound check, to see if they make it in the pad size you need. There are hundreds of different pad

sizes and usually only a few compound are available in a particular size because those are the compound that are appropriate for those calipers. For example you won't find Hawk's super aggressive DTC-70 in a size that fits a street car caliper because these pads are designed for race cars on slick tires with aerodynamic aids. In looking at pad characteristics first look at the recommended operating temperature, if you want to use the brakes on the street you'll want the low end number to be 100 to 300 degrees F. Also, look at the torque description, this describes how aggressively the pads can grip and stop the rotor. A motorsports pad with low torque is still more aggressive than a street pad and may be perfect for your application. If you can easily lock up the wheels on even the best racing surface or activate the ABS on ABS equipped cars then the pads probably have enough braking torque for your application. The reason you can assume this is because it is the tire's grip that is limiting your ability to decelerate quicker. If you switch to a softer or slick tire you may find that you need a brake pad with more torque so you can exploit the additional stopping power of the stickier tires. Some of the larger manufactures like Hawk Performance have also added special pad compounds for the rear axle. Rear axle pads have slightly less torque or bite than their front axle counter parts. While rear axle compounds may not be that critical for ABS equipped cars, non-ABS cars may find these to be an excellent solution if they are experiencing premature rear wheel lock-up.

In selecting a brake pad, consider the pad's cost and if the cost will impact how frequently you're willing to replace pads. On a street car where you rarely get the brakes truly hot from repeated hard decelerations of 60+ mph it is probably ok to run pads down to the last few mm. of pad material. I'll admit, on my Yukon I ignored changing the pads until one day I heard the backing plate grinding against the rotor, oops. On a track car where you may decelerate hard three times per minute brake

*Continued on page 22*





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ROAD AMERICA

DATE	EVENT	TRACK (EVENT TYPE)
MAY/ 3-4	FIRST FLING	BIR (DE + DT)
JUNE/23-24	CHEESE FLING	ROAD AMERICA (DE)
JULY/11-13	LOONACY WEEKEND	BIR (CLUB RACE + DE)
SEPTEMBER/13-14	LAST FLING	BIR (DE + DT)

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

## Attendees:

**Michael Steinberg, Derek Laumbach, Karen Laumbach, Carolyn Veno, Andy Golfis, Andy Barker, Steve Albers, John Velure, John Blackburn, Roger Johnson, Ben Rogers, Rich Rolf, Chuck Barr, Jason Barney, Karen Larson, Jeff Carlson, Lara Dant, Ryan McGee, Al Stasny, Tom Sabow**

## Call to Order:

- Meeting called to order by Steve Albers at 6:31 p.m.

## NEW BUSINESS:

- President, Steve Albers:
- Steve can help with messaging for announcements, events, etc. via a “presidential blast” email. Please give 48 hours notice before needed

## Vice President, Derek Laumbach

- No report

## Treasurer, Scott Brown

- No report

## Secretary, Tom Sabow

- no report

## Board of Directors, Steve Kemp, Tom Karn, Jeff Eckroth

- Tom Karn working on the Nord Stern by-laws

## Advertising, Mollie Nygaard

- No report

## All Porsche Show, Phil Saari and Jim Southwell

- June 28. Venue Central Park in Roseville

## Autocross, Andy Golfis

- Dates are on calendar and appear in the newsletter

## Club Race, John Velure

- 7/11-7/13: will be using long track.
- Contracts in place
- Registration is live

## Dealer Relations: Roger Johnson, Steve Albers, Tom Karn, Jeff Eckroth

- Minneapolis and St. Paul Porsche remain open and willing to partner with the club on events

## Driver Education, John Blackburn

- Using PCA tech forms available on our website. Good for 120 days only
- Spring Fling: May 3rd and May 4th on the short track
- Cheese Fling: June 23rd and 24th at Road America
- Loonacy: July 11th - July 13th
- Last Fling: September 13th and 14th

## Driver Training, Ben Rogers, Scott Brown

- 10 registered for First Fling

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

- Veno in the Valley, will be August 2nd
- 45th parallel distillery
- A “drive to nowhere”
- Drive to Little Falls

## Fall Color Tour

- October 3rd -5th

## Historic Archives, Roger Johnson

- No report

## Insurance, Jeff Carlson

- All insurance is in place where necessary

## Membership, Carolyn Veno, Michael Steinberg, Amanda Zander

- 489 active members

Continued on page 24

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Nord Stern Group  
- Porsche Track  
Experience, Barber  
Motorsport

Pictured Below:

Pippa Mann (CEO  
<https://shiftupnow.com/athletes/> )

Steve Albers

John VeLure

Jeffrey VeLure

Michael Bowman

Karl Andreasen



Prez Sez . . .

*continued from page 6*

years to come, a number of these students will volunteer to instruct and dip their toe into the extraordinary world of Club Racing. From autocross and first-time track drivers to seasoned racers, the spirit of Nord Stern is alive and thriving. Our events, like the annual Loonacy Club Race and the Cheese Fling at Road America, are not just about competition—they're about connection.

To anyone considering joining us on the track, I say: take the leap. Whether you're a novice or a veteran, there's a place for you here. The skills you gain, the friendships you forge, and the memories you create will enrich your life in ways you can't yet imagine.

As we look to the future, I'm excited about the continued evolution of Nord Stern. We're exploring new events, enhancing our driver education programs, and fostering an inclusive environment where every member feels valued.

Thank you to all who have been part of this incredible journey. Here's to many more miles, memories, and moments together.

Steve Albers, President, Nord Stern Region P



# Imola Membership Open House/Tech Session

*photos by Carolyn Veno*



Photos clockwise: Jeffrey and John Velure  
Pizza! Gayle Southwell and Amanda Zander helping serve  
Mason and Tony Rammer with John and Jeffrey Velure,  
Did we mention there'd be DONUTS?!

Lego Porsche 911 Builder

Imola Staff on hand

Imola staff along with Nord Sterners Jim Southwell and  
Amanda Zander address attendees

Jim Southwell and Amanda Zander with microphone

Carolyn Veno 'poses' with perhaps a favorite P-car?!  
Another informative and fun tech at Imola Motorsports!w





Photos, Top to bottom: Registration table, raffle fun!

Cars on lift

Steven Zander and Jim Southwell discussing important matters

Middle photo: Jim Southwell presenting and congratulating the raffle winner



Photos, Top to bottom:

Imola's event always draws a big crowd and 2025 was no different!

Victor and Tom Karn with Tom's new Porsche - a beauty

Right Nord Stern President Steve Albers and friend enjoying the action and cars on display at this year's Membership/Tech Session at Imola Motorsports





Advertiser Further Performance Open House - Fun and Fascinating

Photos by Michael Steinberg



Photo above: 356 Engine close-up



Photo above: Tech sessions are not only interesting, but fun: Steve Albers, Derek Laumbach, Jim Southwell and Carolyn Veno



Photos above: L to R, Even Shop dogs love tummy rubs!, Close up with 365 1600 Super, Steve Albers and Derek Laumbach



Photos above: L to R, Steve Albers, Shop dog!!, Scott Quick, and John Velure



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[VOLUNTEER@NORDSTERN.ORG](mailto:VOLUNTEER@NORDSTERN.ORG)



## Raise Your Hand and BE that Nord Stern Volunteer

- **Raise your hand! Our biggest events are coming soon, *All Porsche Show & Loonacy Weekend*. See the Volunteer tab on the website, [www.nordstern.org](http://www.nordstern.org). WE NEED YOU!**
- 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 '24, over thirty members signed up to work either the All Porsche Show in June or Loonacy Weekend in July. The call will go out in early May for these events this year. Watch for a signup page on our website soon, under "Volunteer". We need you! <https://website.nordstern.org/membership/volunteer/>
- ***And remember: The club needs those helping hands all year round.***



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## TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2025 Schedule

DATE	EVENT	SPONSOR	LOCATION
May 4th	MOWOG #1	MAC	Canterbury Park
May 10th	Track Cross #1	MAC	DCTC
May 17th	Novice School #2	MAC	MN State Fair
May 17th	CVSCC Autocross #1	CVSCC	Rock Falls Raceway
May 17th	SCCLAC Test & Tune	SCCLAC	Winona
May 18th	MOWOG #2	MAC	MN State Fair
May 18th	SCCLAC/LOL #1	SCCLAC/LOL	Winona
June 7th (Sat)	MOWOG #3	MAC	MN State Fair
June 8th	MOWOG #4	MAC	MN State Fair
June 14th	Evo School	MAC	MN State Fair
June 14th	SCCLAC/LOL #2	CCLAC/LOL	Winona
June 15th	Evo School	MAC	MN State Fair
June 15th	SCCLAC/LOL #3	SCCLAC/LOL	Winona
June 22nd	Super Sunday Autocross	COM	DCTC
June 28th	Practice Event #2	MAC	MN State Fair
June 29th	MOWOG #5	MAC	MN State Fair
July 12th	MOWOG #6	MAC	MN State Fair
July 13th	MOWOG #7	MAC	MN State Fair
July 20th	Trackcross #2	MAC	DCTC
July 20th	SCCLAC/LOL #4	SCCLAC/LOL	Winona
July 26th (Sat)	Trackcross #3	MAC	DCTC
Aug 3rd	MOWOG #8	MAC	DCTC
Aug 10th	Super Sunday Autocross II	COM	DCTC
Aug 17th	SCCALC/LOL #5	SCCLAC/LOL	Winona
Aug 30th-Sep 5th	SCCA Solo Nationals Championship		
Sep 7th-21st	Track Repave?	DCTC	
Sep 13th	CVSCC Autocross #2	CVSCC	Rock Falls Raceway
Sep 28th	Track Repave (Possible Event Day )	DCTC	
Sep 28th	SCCLAC/LOL #6	SCCLAC/LOL	West Salem
Oct 4th	MOWOG 9	MAC	Canterbury

**SCCA TRACK NIGHT IN AMERICA @ DCTC: 4/25 , 6/13, 7/11, 8/15, 9/26**

**SCCA TRACK NIGHT IN AMERICA @ BIR : 5/23 & 8/29**

**SCM PRACTICE DAYS/LAPPING at BIR: 06/16 & 9/15**

**SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES**

**GARY CURTIS DRIVING EXPERIENCE @ DCTC 5/3, 5/17, 6/8, 7/19, 8/2, 8/23**

COM = CORVETTES OF MINNESOTA--[www.corvettesofmn.com](http://www.corvettesofmn.com)--Contact: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--[www.cvscc.org](http://www.cvscc.org)--Contact: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--[www.mnautox.com](http://www.mnautox.com)--Contact: RYAN THOMPSON 763-229-0939

SCCA (LOL)= SPORTS CAR CLUB OF AMERICA, LAND O LAKES REGION--[www.scca-lol.org](http://www.scca-lol.org)--

Contact: AARON JONGBLOEDT 612-554-7105

SCCLAC = SPORTS CAR CLUB OF LA CROSSE-WWW.SCCLAC.ORG (Chapter OF LOL) Contact: RICK ALBRECHTSON 608-790-6494

SCM = SUBURBAN CORVETTES of MN--[www.suburbancorvettesofminnesota.com](http://www.suburbancorvettesofminnesota.com)--Contact: SHAWN HANNA 612-452-1298

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

ROCK FALLS RACEWAY = N1790 1000th St., EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, 1250 HOMER RD. WINONA, MN

## Brakes . . .

*continued from page 11*

rotor temperatures can easily reach 500 to 600 degrees Fahrenheit. Thick brake pads will act as an insulator and keep your fluid cooler and prevent your dust boots from getting cooked. This is especially true on the front brakes where the temperatures are often significantly higher. By changing pads more frequently you actually save money by eliminating the need to use ultra expensive brake fluid and the need to do caliper rebuilds. Depending on your car and the size of its brakes, you'll probably find that your front pads wear significantly faster than the rears. On my 944S2 I used to change my front pads 2 or 3 times more often than the rears.

I hope you find this basic information helpful. As a disclaimer, I am not a mechanic or brake engineer. This

information is derived from my years of track experience, conversations with mechanics and other racers, manufactures publications. Other racers may have contradicting opinions and they may be correct for different driving situations. Your particular car, driving style or track situation may require a very different solution.





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## Women of Nord Stern!

*photos courtesy Facebook*

On a recent Saturday, a number of Nord Stern members ventured to Stillwater to partake in a 'tech session' of a different sort! The workshop at DotPlaid Watercolor Stationary Class, with the guidance of a watercolor artist, produced beautiful stationary and cards for these Nord Sterners. What fun and thanks to Karen Laumbach for organizing the event!







# PCA Video Celebrates 70 Years!

2025 marks Porsche Club of America's 70th anniversary, so PCA decided to create a video to share our celebrations with the automotive enthusiast community at large. With club community scenes captured on video as far back as the 1950s through today, we hope you enjoy looking back and recognizing how far our members have taken the club.



*Watch the video: [PCA.org/news/pca70](https://pca.org/news/pca70)*



**PORSCHE CLUB OF AMERICA**

2025

# ALL PORSCHE SHOW



**SATURDAY, JUNE 28**

- 10 a.m. to 1 p.m.
- Park opens at 9 a.m.
- All Porsche Models are Welcome

## LOCATION

Roseville Central Park  
Dale Street Entrance

## FEATURES

Cars  
Vendors  
Food Trucks  
Cars for Sale Area

## REGISTRATION

[clubregistration.net](http://clubregistration.net)





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- **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\***

## **2025 Dates**

- **May 2<sup>nd</sup> (Friday)**
- **July 3<sup>rd</sup> (Thursday)**
- **September 12<sup>th</sup> (Friday)**
- **October 5<sup>th</sup> (Sunday)**

## **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**

## April Minutes . . .

*continued from page 14*

- 10 new members in March
- 79 attendees at Imola membership event

### Newsmagazine, Christie Boeder

- No report

### Photography, Michael Steinberg

- There is a new Nord Stern "bookmark" for display and hand-out at Porsche dealers

### Registration, Andy Barker

- All driving events are open on ClubReg for registration
- Please use Google Drive for sharing club stuff

### Safety, Paul Thai, Nathan Reader

- No report

### Social, Karen Laumbach

- April 5th Women's event in Stillwater
- May 9th Boom Island Brewery – Porsches & Pints
- Looking for alternative to The



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Exchange for our east side monthly club meeting

### Social Media, Judy Severs, Misty Martianos, Christie Boeder

- Social media engagement has been steady

### Tech & Shop Relations, Derek Laumbach

- April 12th - Auto Edge Open House
- April 26th - Midwest Clear Bra

### Volunteers, Jim Southwell

- Looking for All Porsche Show

volunteers beginning May 1st

### Webmaster/Tech Dave Anderson, Andy Barker

- Google Docs up. PayWall and PayPal is up.
- Next Meeting: May 6 at Spazzo in Minnetonka

Meeting Adjourned @ 7:44 pm

Respectfully submitted

Tom Sabow, Secretary



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## PORSCHE HAS BEEN MANUFACTURING IN ZUFFENHAUSEN FOR 75 YEARS

- *The first Porsche 356 from German production was completed on 6 April 1950.*
- *Zuffenhausen quickly became the home of Porsche*
- *A combination of manufacturing tradition and high-tech production*

The first Porsche 356 produced in Germany was completed on 6 April 1950, marking the beginning of an extraordinary success story. Over decades, Zuffenhausen became the centre of Porsche sports car production. Engines, electric drives and the individualization of customer vehicles are also manufactured here.

Production of the Porsche 356 began in Stuttgart 75 years ago. The first car of the new series was completed in Zuffenhausen on 6 April 1950. A success story began

with series production of the Porsche 356. Since then, the site has been inextricably linked with the brand's sports cars: the 911, which has been in series production there since 1964, the 718 model line and the all-electric Taycan. "Zuffenhausen is and remains the home of our sports cars. It embodies pioneering spirit, state-of-the-art production technology and manufacturing quality," says Albrecht Reimold, Member of the Executive Board for Production and Logistics at Porsche AG. "The development of the location shows how Porsche has transformed itself from a small sports car maker into a world-leading company that produces exclusive vehicles."

### From Gmünd to Zuffenhausen: the path to in-house production

Porsche got its start in Zuffenhausen in 1938, initially as a construction office. The company's own car production under the brand name Porsche only began after the Second World War. On 8 June 1948, the Porsche 356 'No.1'

Roadster received its general operating permit. The first 52 units of the rear-engine 356 with rear emergency seats were built by hand with aluminium bodies in Austria between 1948 and 1950 and served as a model for the later 356 from Stuttgart. After returning to Swabia, Porsche's own plant was occupied by the Allies. While the actual construction office was located in a barrack on Schwieberdinger Strasse, Porsche rented space in the Reutter Plant II across the street for engine production and assembly. In return, the coachbuilder was commissioned to build the finished, painted and fully equipped bodies, which were produced at Reutter Plant I in Augustenstrasse in the west of Stuttgart until 1953.

The first Porsche 356 was completed in Zuffenhausen on 6 April 1950. By the end of 1950, Porsche had built 317 cars. Due to the early successes in races and the enormous demand in export markets, the 356 quickly turned into a huge success for the brand. As the handover of Werk 1 was delayed by the US military administration, Porsche commissioned the renowned Stuttgart architect Rolf Gutbrod to design

Werk 2. This assembly hall, built on a site sold to Porsche by Reutter, went into operation in 1952 and



Continued on page 28



## 75 Years . . .

*continued from page 27*

was already being expanded by 1954.

In late 1955, Porsche also returned to its own building at Werk 1 in Zuffenhausen. The buildings would house the design department, the commercial staff, the repair workshop for company and customer cars as well as the test and development department for race cars. Production, sales and spare parts supply remained at Werk 2. Engine construction began in Werk 3 in 1960, and on 1 December 1963 Porsche acquired the Reutter body shop and its comprehensive know-how with around 1000 employees – almost doubling the workforce. And with that, Porsche also secured the Zuffenhausen site. That same year, the first 911, then still known as the 901, rolled off the production line in Zuffenhausen. By the end of production in 1965, the sports car manufacturer had produced some 78,000 units of the 356. In the decades that followed, Porsche continuously expanded and modernised its spatial capacities.

As early as the 1950s, Porsche in Zuffenhausen practised a production principle that still applies today: flexible production of various variants on a shared line. The Coupé, Cabriolet, Roadster and Speedster variants of the Porsche 356 were all manufactured in parallel and individually finished. This principle of having a range of variants combined with high efficiency and quality has remained a hallmark of production at the headquarters. Even today, it is characteristic of the site that all 911 models and variants – from the Carrera to the top GT models and Cup cars – are manufactured on a single production line. The elaborate interior equipment is produced in the factory's saddlery.

### **From the 356 to the 911 – growth and expansion**

In the 1960s, the 911 successfully supplanted the 356. Production was expanded and new production buildings were built. Engine construction was outsourced, and Werk 2, which was being

continuously expanded anyway, was given an additional hall. Building 41 was built as a multistorey production building for final assembly in 1969. Porsche optimised its production flow and increased capacities.

In 1973, around 4000 employees worked at Porsche, and by the end of the 1980s more than twice that number were employed across the three sites: Production in Zuffenhausen, the Research and Development centre in Weissach and offices in Ludwigsburg. Over the next few decades, the Zuffenhausen site gradually grew thanks to the increasing production figures. In the 1970s and 1980s, front-engine models such as the 928, 944 and 968 were manufactured at the site, alongside the 911.

In the 1980s, body production in Zuffenhausen once again reached the limits of its capacity. The growing demand for sports cars required an expansion of the production facilities. Werk 5 was built in 1988, designed for highly flexible body

*Continued on page 33*

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## **Pirelli P Zero (PZ4)**

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## **1964 Porsche 356 SC**

The odometer on this black exterior with red leather interior Porsche shows 34,000 miles. It has the original 1582cc /95bhp air-cooled SC 4-cylinder engine; 4-speed



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George Andeweg 651-402-5654, gandeweg@gmail.com

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*Photos by Jerry Greene*





## 75 Years . . .

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production. One visible symbol of the new production logic was the conveyor bridge, which from then on would carry the manufactured car bodies over busy Schwieberdinger Strasse at a height of around 35 metres – directly to the final assembly line at Werk 2 across the way.

Over the decades, the Zuffenhausen site has been continuously modernised through a series of conversions, expansions and new builds. In the process, Porsche consistently met the increasing demands for precision, efficiency and flexibility with creativity and innovativeness.

Another significant change in the history of the plant was the preparation for the start of production of the all-electric Taycan, which went into series production in 2019. As part of this transformation, Porsche created new production areas: a new body shop was built in Werk 5, while a modern paint shop was installed in Werk 1 – all tailored to the specific requirements of e-mobility. At the same time, a modern assembly building with a modular linear structure was built at Werk 2, facing Adestrasse. A second conveyor bridge was built over Schwieberdinger Strasse to efficiently link the new production logistics setup.

## Where Porsche combines high-tech and craftsmanship

Zuffenhausen is a symbol of precision, innovation and exquisite craftsmanship. The place where Porsche combines tradition with state-of-the-art production technology: driverless transport systems, a central factory cloud and the use of artificial intelligence – to name but a few innovations used in the production of the “Made in Zuffenhausen” sports cars. The production centre for the 911 and the all-electric Taycan is located at the Zuffenhausen site. In addition, on the overall area of around one square kilometre in the north of Stuttgart, the boxer engines for the sports cars and the V8 engines for the four-door combustion engine models and the electric motors for the Taycan and Macan electric are produced in two engine factories.

In addition, the site houses a total of three manufacturers: Porsche Exclusive Manufaktur, where customer cars are extensively customised, the Sonderwunsch department, where unique cars are created, and CFRP Manufaktur, where the exterior body parts are manually assembled off the regular production line for sports car models with a special lightweight design, such as the 911 S/T and the 911 GT3 RS.

Alongside Zuffenhausen and Weissach, Leipzig also plays a key role in the world of Porsche. The Cayenne initially rolled off the production line there from 2002 to 2016, joined by the Carrera GT from 2003 to 2006. The Panamera sports sedan has been built there since 2009, as well as the Macan since 2014, for the production of which Porsche expanded the Leipzig site into a full plant between 2011 to 2014.

## An anniversary that looks to the future

At its Zuffenhausen site, Porsche combines the benefits of industrial series production with the exclusivity of unique manufactured sports car products. “Zuffenhausen is and remains the home of our sports cars. This is where we produce cars that fascinate the world – with a production that has been combining craftsmanship and engineering skills for 75 years,” stresses Reimold. With this anniversary, Porsche is not only celebrating its impressive past, but is also looking towards the future: The Zuffenhausen site, like its counterpart in Weissach and the full plant in Leipzig, stands for groundbreaking technologies, manufacturing quality and Porsche’s abiding aspiration to come ever closer to the perfect sports car.





Hey, it's almost time to roll out those lazy, hazy, crazy days of summer. Time to dust off those moldy, oldy sounds, and put them on that special iTunes summer playlist. Let's roll!

Uh, wait a minute. Just what should we play? What really captures the two-lane blacktop, hot town, summer in the city, rock and roll shoes of the warmth of the sun?

The online newsletter Jalopnik tried to help out recently, when they asked their readers what was on their summer playlists. And, apparently, they got an eclectic variety of responses . . . which they then whittled down into their own representation of their readers . . . under the headline "These Are Your Favorite Summer Driving Songs."

I'll cut to the chase. They're not mine. See what you think.

First among Jalopniks we find "LA Woman" by The Doors. That's right. Now, it's a great song, one of my very favorite tunes by Jim and company. And, of course, it revolves around what most would consider the epicenter of car culture in the US.

But, uh, excuse me while I kiss the sky. Is this song really related to cars? Or the summer? Might that SoCal thing have led us to, instead, a struggling has-been garage band like The Beach Boys? Can you say "Little Deuce Coupe?" "Fun, Fun, Fun?" "I Get Around?" "Don't Worry Baby?" Repeat after me, "I guess I should have kept my mouth shut when I started to brag about my car. . ." Or they could have picked a song that captures even the smallest whiff of tire smoke, like "Little Old Lady from Pasadena" or "Dead Man's Curve."

Don't even try to guess the second song on the list. It's "I Zimbra" by the Talking Heads. Frankly, I had to go to iTunes to make sure I knew what it was. Turns out, it's from their "Fear of Music" album. Which also contains "Life During Wartime," which was an actual hit.

Next on the list is "Panama" by Van Halen. Truth to tell, I also had to go to iTunes on this one . . . and I didn't make it through more than 30 seconds. Just not my thing.

"Radar Love." Ok, I can cruise to that. Although it wouldn't be top of mind to me. Nor the next one, "Hollywood Nights" by Bob Seger. I mean, wouldn't you rather make "Night Moves" while traveling "Against the Wind" to "Fire Lake?" Just asking.

Next, they have The Cars' "Moving in Stereo." The group? Yes, of course, just for their name. But the song? Again, I had to go play it, to see what I'd missed. Which turned out to be very little. Wouldn't "Good Times Roll" sound better? For a summer songs list?

You get the idea. Joe Satriani - "Summer Song." America - "Ventura Highway." And then they end with, yes, I didn't see it coming, either, Richard Wagner - "Ride of the Valkyries." This is where I draw the line. To me, Ride is a great piece of music, but it will always conjure up the Air Cav scenes in "Apocalypse Now." You remember? "I love the smell of . . . " and "Slopes don't surf." But summer sand and fun? Hardly.

You want a summer car song immortalized in a movie, how about going with "Low Rider," by War. Then you can be "Gone in 60 Seconds."

Hey, you can do a pretty good list just by covering automobiles. Of course, you start with Janis Joplin's "Mercedes Benz" because her friends all drive Porsches. And follow that with what's usually cited as the first rock and roll song, ever, which ought to get it on the list for that fact alone, "Rocket 88." And David Linley's "Mercury Blues." And Tracy Chapman's "Fast Car."

I mean, geesh, wouldn't you rather go "Under the Boardwalk?" Or "Up on the Roof?" Drive down "Thunder Road?"

So then, well, I couldn't help myself, I asked Google for summer car songs, and here's what showed up. "Red Barchetta" by Rush. "Drive My Car" by the Beatles. "Mustang Sally." "Runnin' Down a Dream."

Yeah, I know, the list is as long as the "Road to Nowhere," which of course is another entry by the Talking Heads. And sums up this exercise.

But, before I "Shut Down," I should note that, nowhere, neither in Jalopnik nor Google, was there any sign of Rap or EDM. Why is that?

And here's another stumper for you. Can you name a song related, in any way at all, to EVs? And do you think anyone will ever come up with an anthem that captures the EV spirit? Or is it just a distant hum? What I'm hearing, instead, is an incessant "Beep Beep," from the little Nash Rambler. Recorded by The Playmates.



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