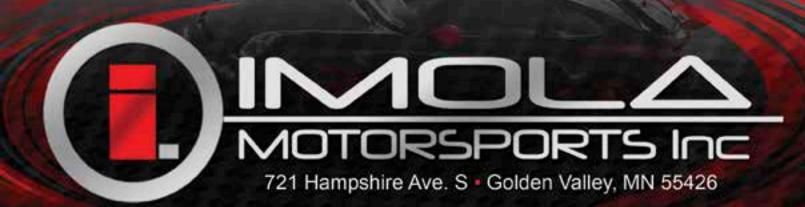
## Nord Stern

January 2013

Don't miss this year's Holiday Party Saturday, January 12 VVindows on Minnesota 6 p.m.





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

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

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

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Please contact staff for any event coverage you need

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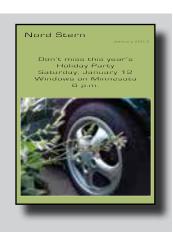
Christie Boeder, Editor 11919 Hilloway Rd. W. Minnetonka, MN 55305 612.845.4509 (cell) or editor©nordstern.org

Ad Mgr.

Jill Daneu, 952 432-3486,
see Officer listing for contact details

Jill Daneu, Staff Writer/Photog 952.432.3486 Ron Faust, Staff Writer/Photog 218.961.1617

Cover: Wishful Thinking . . . perhaps can be the title of this lovely photo take this fall of Brian Lewis' Porsche 911 being caressed, practically, by his hostas! Or as he says, perhaps Mother Nature wanted a 'ride!'



"How to Join both PCA and Nord Stern Region of PCA"

## Join or Renew online:

- 1. Go to www.nordstern.org
- 2. Find membership page
- 3. Select Paypal option
- 4. Send Ed an email

**Membership Chair:** Ed Vazquez, email: edmn911@aol.com or 612.720.0760 (cell)

Leave your name, address and both home and work phone numbers. Your application/s will be sent out right away!

## **Address Changes:**

Name:	 		
Old:			
New: _			

Send to: **Ed Vazquez** 18918 Dorenkemper Place Eden Prairie, MN 55347

Reminder: Annual Dues are: \$30 for January to December

Check your mailing label for your expiration date! Send Ed your address/phone number changes!!

## 2013 Officers & Committee Chairs

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Ron Johnson		Mich
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	612.730.2351	3.6
or	porschefreak@earthlink.net	Men Ed V
Vice President		
Dave Anderson		3.5
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6767 Marsh Ridge Ct	. Eden Prairie, MN 55346	
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jbluhm@oldrepnatl.com Advertising jill@daneucom.com Jill Daneu

952.432.3486 **Autocross & Time Trial** 

Harvey Robideau 952.361.4872 p911SC@earthlink.net

**Board of Directors** Bret Bailey 952.240.4782 bb@bretbailey.com Kim Fritze 612.275.4891 kimfritze@aol.com 651.492.9459 Jim Bahner jim@qualitytapeinc.com

**Charity Fundraiser** Keith Jones 952.829.5989 ext 203

**Porsche Show** Phil Saari 651.484.0303 ps356er@yahoo.com

**Club Race** 763.557.9578 Roger Johnson

rogerdjohnson@comcast.net

eyerack@tcq.net

keithj@moscoe.com

**Driver Education** 

Jim O'Brien 615.341.4978 maob2@comcast.net

**Driver Education Registrar** 

**Brainerd Events:** Dave Anderson 763.479.8231 david@anderson.com

**Driver Training** 

Ron Johnson 612.730.2351

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952.929.2762 Mike Lancial Fall Color

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**Historic Archivist** 

612-275-4891 Kim Fritze kimfritze@aol.com urance Chair

chele Deml Johnson 952.476.7445 micheledj@earthlink.net

mbership

612.720.0760 Vazquez edmn911©aol.com

Council

Kosky 952.938.6887

4tun8@usfamily.net

vsletter

istie Boeder 612.845.4509 editor@nordstern.org

Rally

Lon Tusler lon@snscabling.com

Road America DE

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Rules

Bret Bailey 952.240.4782 (cell)

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p911SC@earthlink.net

Safety

kredds@comcast.net Keith Erickson 612.805.3565

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**Shop Relations** 

Keith Fritze 612.275.3123 Keith@Curtisssd.com Michael John 612.386.5255 mjj0000@gmail.com

Social

Carrie John cjohn1291@gmail.com

Taste of the Track

Lydia Meyer lydiaquam@gmail.com

**Timing and Scoring** 

Ed Tripet 952 471.0065 tripet5@mchsi.com Scott Welz 651.777.6494 scottwelz@aol.com

Touring

Mike Lancial 952 929.2762

Randy Walker

rswalker@baldwin-telecom.net

thelancials@msn.com

Track (BIR & RA) Relations

Jim Bahner 651.492.9459 jim@qualitytapeinc.com

Webmaster

**Bret Bailey** 952.470.5002 bb©bretbailey.com

Zone 10 Rep



30851 Fish Trap Lake Dr Cushing, MN 56443 612.275.4891 Zone10rep@gmail.com

Addresses available upon request for chairperson/s or Board members. Call Christie Boeder 612.845.4509

NORD STERN JANUARY 2013

I am looking forward to 2013 and to serving as Nord Stern's president. While I know many of you after 19 years in this great club, I thought I would begin my column by sharing with you how I came to have my passion for these great cars. This passion has led me to meeting and getting to know so many wonderful people.

So, let the saga begin . . . right after high school I moved to Lansing, Michigan and went to work for William's Porsche. I drove the first 944 in 1982 and really liked it. I had always been a car geek, owning my first car long before I had my license, but this was amazing and even made my 1971 Dodge Challenger pale a bit in comparison.

Soon afterward, I was transferred to the company's Porsche store in Kalamazoo. In 1985, our Porsche rep Mark Rigby came into the store with the first 951. I enjoyed a good rapport with Mark so he let me take the car out by myself and drive it. What I did on that drive will forever remain a secret! However, this was the beginning of the slippery slope for me. I loved the car and could not believe the power, handling, brakes and overall drivability. As most of you know, I am passionate about these cars and have come to know them inside and out.

I continued to work at Porsche dealers in Michigan until 1989. In May of 1989, I relocated to Minnesota and went to work for



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Morrie's Automotive Group. I ended up buying my first 944 in 1994. I loved it, but . . . found one I wanted even more, so in 1995 I purchased a 951. This was the beginning of the cycle of Porsches at the Johnson's. Sometimes one, more often multiples. Please note that the day I bought my first 944, I joined PCA and Nord Stern and have proudly been a member ever since.



In 1999, I attended my first driver's training school. I have not missed a track event since then. I have participated in many other events, too. All types of events are fun. Overall, I have really enjoyed being a part of Nord Stern.

PCA's national slogan is "It's not just the cars, it's the people." I could not agree more and that is why I am happy to be your president for 2013. I hope to exceed your expectations as members this year. If there is an idea you have, or you want to become more involved in the club, please let me know. I welcome your feedback.

To start the year off, we have the Holiday Party on January 12 at Windows on Minnesota with guest speaker and racer Randy Pobst. We choose Randy because he is a real down-to-earth person with over 10 years of professional Porsche driving experience (and he owns and drives them personally today). Randy has over sixty professional wins and three professional championships under his belt. I hope to see you at the event!

Thank you for allowing me to become your president for 2013.

# PCA Membership News and Discount Information . . .

2012 Advertising Rates					
·					
Ad frequency	X1-5	x6-11	x12		
Full pg.	\$123	\$107	\$70		
1/2 pg.	\$77	\$69	\$50		
1/4 pg.	\$46	\$39	\$30		
1/8 pg.	N/A	\$30	\$20		
Inside Covers	N/A	N/A	\$85		
Back cover	N/A	N/A	NA		
Business Card	N/A	N/A	\$20		
Ad sizes (maximum dimensions):					
Full page:	8" wide	8" wide by 10.5" high			
1/2 page:	8" wide	8" wide by 5.25" high			
1/4 page:	8" wide	8" wide by 2.625" high; 4" wide by 5.25" high			
1/8 page:	8" wide	8" wide by 1.3" high; 4" wide by 2.625" high			
Back Cover:	8" by 7	,,			
All ads B/W in print, color online. Preferred formats include: hi-res pdf,					
high-res jpg, tif, Publisher, Word, most files can be accommodated.					
6 month pre-payment required for ad insertion, billed yearly					

## Welkommen . . .

## Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!

**Dave Tobin** 1984 911 Targa St. Louis Park, MN



#### So, Just What Do We Do In Nord Stern??!

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!

**Autocross:** A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

**ClubTalk:** E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

**Concours:** A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity. Note: Nord Stern conducts an All Porsche Show at which cars are 'shown' but not judged.

**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

**Driver Education:** High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

**Parade Laps:** Held during lunch at Driver Training 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. **Time Trials:** On course timed lap with controlled starts and exiting.

**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.

**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 drink beverages! See our motto on pg. 3!

**Tech Session:** Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

Holiday greetings to all readers! In an effort to get this issue 'out the door' and back to our desired mailing schedule, this issue is shortened but includes important information, as always.

Our incoming president, Ron Johnson, has written his first column and provided some very interesting background on his personal passion for Porsches (gotta throw in some alliteration!). Each of you readers has a 'story' and I've fortunately been able to share a number of them over the years in these pages. But I know there are a LOT more out there. This is my personal appeal - send those in and I promise you I can pretty up any personal commentary if you don't think you are a 'good' writer. That personally is fun for me and I so completely believe that each and everyone of us enjoy learning about one another's journeys and the 'travels' that brought them to Nord Stern, to PCA and to

the particular cars, or cars, they currently own or HAVE owned. Think of 2013 as the year you will take the plunge and send me your submission! I would so love to hear from as many as possible!

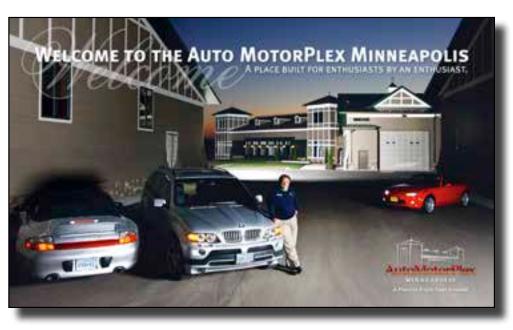
Number one item in this issue, though, of course is the upcoming Holiday Party. We are once again going to be up on the 50th Floor of the IDS building in downtown Minneapolis at Windows on Minnesota. It's a fabulous venue, the views are outstanding. And we have a great nightly rate if you'd prefer to not worry about driving home. Info is on page 20 of this issue. If you have never been up to this level and surveyed the landscape, now is a perfect opportunity. And with so many other Porsche fans, it just will

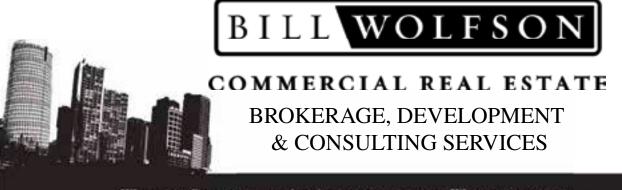
be a blast. Join us on Saturday, January 12 for an evening of socializing, a bit of Nord Stern business and then a presentation by Race Driver Randy Pobst. That should be quite entertaining!

Also, this issue now includes a number of the schedule 2013 events so check it and make your calendar for those events you'll be attending.

There will be more added as dates are firmed up so be sure to check the website, too. While Bret Bailey, website guru, is in the process of updating the site, he is indicating he hopes to have it all up and running by January (and since this is the January issue sounds like time to take a look!).

Meanwhile, let's welcome in 2013 with style at Windows on Minnesota! See you there.





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## Vintage Porsche Ad . . . 1983



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As standard equipment, the 928 offers a choice of manual or automatic transmission. Because of the 928's power/torque, either transmission provides true sports-car performance. Additional standard equipment includes: Automatic cruise control. Power-assisted, rack-and-pinion steering. Power disc brakes. Power windows. Electrically-heated and adjustable outside rearview mirror. Fold-out arm rests. Four stereo speakers. Leather-covered steering wheel, dashboard, center console, and door panels. And a headlight washing system.

Priced at more than \$39,000, the 928 is the finest Porsche. For your nearest Porsche + Audi dealer, call toll-free: (800) 447-4700. In Illinois, (800) 322-4400.

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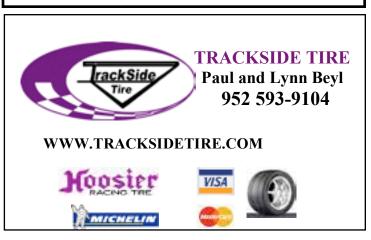
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Nord Stern January 2013 9

## 2012 Calendar . . .

Eventmaster: Mark Bouljon

July

January 2013 8 **Monthly Business Meeting** Lifetime Fitness Specializing in Audi Service and Tuning 755 Prairie Center Drive Eden Prairie, MN 55344, 952-829-8400 Your source for: MICHELIN • BBS • NOKIAN • PAGID • H&R Social: 6:30 p.m. Meeting 7 p.m. 12 **Holiday Party!** 952-937-8639 Windows on Minnesota - Top of the IDS Tower Guest Speaker - Randy Probst, Porsche factory driver www.andersonmotorsport.com and PCA club member 7700 Quattro Drive Cost: TBA, watch your details Chanhassen, MN 55317 2013 **February 12 Monthly Business Meeting** Lifetime Fitness 15-16 **Driver Ed at Road America** 755 Prairie Center Drive Monday/Tuesday DE before the KICK Eden Prairie, MN 55344, 952-829-8400 Elkhart Lake, WI Social: 6:30 p.m. register online at clubregistration.net Meeting 7 p.m. **Club Race and Driver Training** 26-28 2013 March Brainerd International Raceway 12 **Monthly Business Meeting** Register online at: clubregistration.net Lifetime Fitness 2013 September 755 Prairie Center Drive 15 901-ORAMA Eden Prairie, MN 55344, 952-829-8400 A gathering of small bumper cars ('64 to '73) Social: 6:30 p.m. Location: Marine-on-St. Croix Meeting 7 p.m. Details: TBA 23 **Annual Swap Meet** 20 **Driver Training** at Porsche of Minneapolis (formerly Carousel) Brainerd International Raceway Details TBA Eventmaster: Ron Johnson 2013 April Register online at: clubregistration.net **Monthly Business Meeting** 21-22 **Driver Education** Lifetime Fitness Eventmaster: TBA 755 Prairie Center Drive Register online at: clubregistration.net Eden Prairie, MN 55344, 952-829-8400 Social: 6:30 p.m. Meeting 7 p.m. May 2013 3 **Driver Training** "Third Thursdays" of each month **Brainerd International Raceway** 5 p.m. ++ An Informal 'Post-Work' Social at Eventmaster: Ron Johnson All Nord Stern members welcome! Register online at: clubregistration.net Club Jager **Driver Education** 4-5 923 Washington Ave. North, Mpls, 612.332.2686 Eventmaster: TBA http://clubjager.com/ Register online at: clubregistration.net June 2013 January 24, February 21, March 21, April 18, May 16, 22 911 50th Anniversary Celebration at June 20, July 18, August 15, September 19, October 17, Porsche of Minneapolis! (formerly Carousel)

10 Nord Stern January 2013

2013

November 21 and December 19

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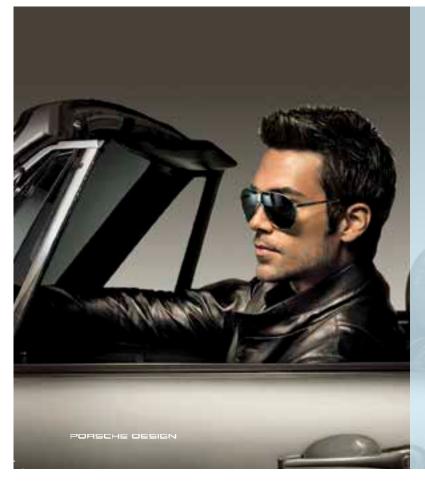
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## **NORD STERN - MEMBERSHIP INFORMATION**

Nord Stern member, just PCA? Join this Premier regional club of PCA NOW and start receiving your newsletter directly, in print. Keep up-to-date with events, activities, issues and information about the club and its members. Nord Stern has nearly 600 members. You must be at least 18 years of age, be a current Porsche owner and an active member of PCA in order to maintain membership in Nord Stern (see www.pca.org). More information on the club can be obtained by visiting our website: www.nordstern. org. Please call or e-mail if you have any questions. To join please fill out the following information and submit with a dues check payable to Nord Stern to:

Ed Vazquez, Membership Chair
18918 Dorenkemper Place
Eden Prairie, MN 55347
612-720-0760 (c) or email: edmn911@aol.com

Name:
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# Don't Let your Subscription Lapse 2013 *Nord Stern* dues are due



Dues are: \$30 per year \$80 for 3 years

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December and January issues of *Nord Stern* will include an addressed envelope for your convenience or send dues NOW

(the label on your newsletter indicates year subscription expires For example, 12/2012 or 2012 means it expires 12/31/12)

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## 60 Years of the Porsche Mystique . . . Ken's Corner

by Ken Coop, Yellowstone Region PCA, reprinted from April 2012 'Old Faithful'

Over the past sixty plus years of Porsche's existence, this small company has accomplished many extraordinary things. These achievements can be summarized in some very short phrases. The words depict the dedication of the people working for this company, the cars that they produce and the values that they hold true. Putting emotions into words is never easy, however for owners of Porsche automobiles, these words translate conceptually into "The Porsche Mystique".



Porsche's first sixty years consisted of: Relentless Searching, Checkered Flags, Firsts, Legends, Icons, Philosophy, One Purpose, Beauty, DNA, Critics Silenced, Purity, Excellence, Obsession, Wind in our Faces, Evolution, Balance, True Callings, Timelessness, Power, Broken Records, Eyebrow Raising, Games Changed, Jaws Dropped, Epic Stories, Wind Defeated, Attitude, Lifetime Achievements, Simplicity in its finest form!



Mayhem, Precision, Steadfastness, Lighter & Faster, Left Hand Ignitions, Relentlessness, Trophies, Tireless Scrutiny, Longevity, Steering from the Conventional, Innovation and Dependability.

Judging from Porsche's current product line-up and what is coming in the future, the next sixty years will surely continue with even greater achievements, successes and innovations! There are few things in life that a person can continually count on. The greatest concepts remain steadfast, constantly evolve and never disappoint! This has always been the Porsche way.

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..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.

For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.

Of recent, I have accepted an opportunity to continue my career in a new direction.

I will be a curator for a private Porsche collection.

I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

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## Nord Stern December Business Meetings Minutes

by Michael John, Secretary

The December Nord Stern meeting was called to order at 7 pm by Ron Johnson, 2013 President-Elect:

Thank You, Jim for your service in 2012. Meetings will continue to be held at current location (Lifetime Fitness).

#### Treasurer - Jeff Bluhm

December financials are solid. Will need to make a deposit on the Holiday Party. Jeff continues as treasurer in 2013. Jeff also reported he will be invoicing advertising earlier this year

#### Advertising - Jill Daneu

Putting together enhanced advertising program, to possibly introduce at the Holiday Party to include stepped advertising/ sponsorship levels incorporating various perks based on level of monetary commitment to the club and newsletter.

Number plates needed for Driver Training participants.

### Club Race - Roger Johnson

Looking to hand off responsibility for 2013. Ron to look for a replacement, Roger will serve as coach and mentor for replacement. A note: any members that are looking to serve as a Race Steward should serve as a club race chair.

#### Social - Carrie John

Holiday Party venue is Windows on 50th on Jan 12th, 6 pm social, 7 pm dinner with program to follow. It is priced at \$55 / person. There is a block of 20 rooms reserved at the Marquette \$99/room/night. Need a screen to show a video.

Menu information will be published shortly both in a PCA e-blast, online and in the newsletter. You do not have to be a Club Member to attend

### Newsletter - Christie Boeder

January will cover the Holiday Party, will include envelope for renewal.

## Webmaster - Bret Bailey

New website is in the works and new site will use updated technology and be simpler to operate, Bret needs photos! Plan is to have it operational by the end of the year.

#### Membership - Ed Vazquez

Planning two new member events similar to last year. Talking to AutoMoterPlex for hosting the New Member meeting. Last Tuesday in March or first in April. Auto Edge will be the location for second event (east Metro and west Metro locations). Paypal is working great for renewals.

#### **Met Council** - Bob Kosky

Saturday, January 5th, at Old Chicago in Apple Valley, MN is their banquet.

#### Autocross & Time Trial - Harvey Robideau

Harvy will co-chair the Autocross event with the Corvette Club,

July 30, 2013.

#### **Charity** - Keith Jones

Will auction a breakfast with Randy Pobst at the holiday party

#### Insurance Chair - Michele Deml Johnson

New information is coming in January. Need new tech session forms, Christie to provide Bret will updated copy for the website.

#### **Driver Education** - Steve Meydell

Going to start working on Event Masters for 2013.

#### Track (BIR & RA) Relations - Jim Bahner

Dates for 2013 at BIR and RA are confirmed, contracts have not been received. Road America will be the 15th and 16th of July.

#### Concour - Porsche Show - Phil Saari

Event will be shorter this year June 23rd 10 am to 1 pm.

### Driver Education Registrar - Dave Anderson

Will be setting up the Club Registration site. Red Light and Safety rates are the same this year We paid a surcharge for track damage at RA last year ... going to discuss this issue with other clubs.

### **Driver Training** - Ron Johnson

Jim Bahner will be assisting Ron this year

#### Fall Color Tour - John & Suzanne Dixon

No report

Rally - Lon Tusler

No report

Road America DE - Keith Fritze

No report

Safety - Keith Erickson

No report

**Shop Relations** - Keith Fritze

No report

Taste of the Track - Keven Tan

No report

Timing and Scoring - Ed Tripet

No report

Touring & Drives - Mike Lancial & Randy Walker

No report

## **New Business**

Welcome Dave Anderson as Vice President-Elect. Welcome Betsy Porter as Secretary-Elect

Meeting adjourned 8:18

Respectfully Submitted, Michael John, Secretary



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## 2013 NORD STERN OFFICERS ELECTION TIME

President: write-in	Ron Johnson		
Vice President: write-in	Dave Anderson		
Secretary: write-in	Betsy Porter		
Treasurer: write-in	Jeff Bluhm		
Board of Directors:	Jim Bahner		

Mark your ballot and return to: (both member and associate may send in separate votes). Officers will be presented at the upcoming Holiday Party in January 2013

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## Nord Stern Monthly Business Meeting Schedule

by Prez Jim Bahner

Not surprisingly, the Nord Stern organization is a club with significant membership and year-around programming managed, organized and carried out by those members and includes monthly business meetings in the 'off-season'. And yes, some of us DO drive our Porsches to the meetings! All winter long, in fact.

All members are invited and encouraged to attend the meetings. Be a part of a dynamic, fun and interesting organization and group of people. Whether you are motivated to be involved and volunteer, or are just interested in learning about the workings of the club, it's officers and members, the club absolutely encourages you as a dues-paying member, to show up and join in the fun. Despite the word 'business' they are fun!

Currently, the meetings are held the 2nd Tuesday of the month at Lifetime Fitness in Eden Prairie:

755 Prairie Center Drive Eden Prairie, MN 55344, 952-829-8400 So here's the scoop:

**Social: 6:30 - 7 p.m.** Our meeting room includes food and beverage service. Order off the menu and catch a bite for dinner or simply enjoy a beverage of your choice - the food is great and the prices very reasonable.

Meeting: 7 - 8:30 p.m. Long-winded we are not!

December 11

Starting in 2013 with installation of the 2013 president, the location may change, not the date, but your newsletter will so indicate!

January 8 February 12 March 12 April 9



## Out and About with Nord Sterners

submitted by Scott Kuhne



This photo was taken at the Salt Lick restaurant at the F1 PCA Corral. When we arrived after the track sessions were done for the day there were hundreds of people at the event. Who's who of PCA was there including Bryan Henderson (in the background) head of PCA Club Racing, Jens Walther, President & CEO of Porsche Cars North America and other Porsche dignitaries. Real Texas BBQ, Porsches on display and great friends from all over this country including the Fritze's and Tripplers.

It was refreshing to run into fellow Nord Sterners at the event and catch up.

Left to right: Trisha and Bryan Henderson, Jo Craven, Dale Trippler, Scott Kuhne, Keith and Kim Fritze

NORD STERN JANUARY 2013

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Annual Nord Stern
. . . Holiday Party!



## January 12, 2013

Windows on Minnesota 50th floor of the IDS

Guest speaker
RANDY POBST, Porsche factory driver & PCA Member

Cost: \$55 per person
6:00 pm Social
7:30 pm Dinner
Program to follow

**Dress: Semi-Formal** 

**Dinner Choices:** 

- Lemon Grass Chicken Breast: Seared Chicken, Crystallized Ginger and Tangerine Honey Glaze, Wasabi Mashed Potatoes, Seasonal Vegetables
- or, Pesto Pasta: Chef's Choice Pasta, Grape Tomatoes, Fresh Mozzarella,
  Pesto and Topped with Basil
  - or, Baked Lemon Sole: Grilled Zucchini, Lemon Risotto, Seasonal Vegetables
  - \* Includes bread, salad, coffee, entree, dessert, tax and gratuity

Register online at clubregistration.net or send your check with dinner choice/s to:

Carrie John 11209 Oregon Ave. North Champlin, MN 55316

Questions: cjohn1291@gmail.com or Ron Johnson, porschefreak@earthlink.net

Special Nord Stern room rate onsite at the Marquette - \$99 for Friday and/or Saturday night - Call the Marquette at 800.328.4782 and ask for the Porsche club special rate.





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## A Nord Sterner Seizes the 'moment'

Look closely and you will notice the driver is perhaps vaguely familiar! So, Steve, a fantasy perhaps coming true? Or at least a hint of the fantasy by virtue of actually having the opportunity to SIT in the car. Now driving it, bet that's another kettle of fish entirely! But that's what dreams are made of! Am sure it was fun to fantasize just a bit!



# Porsche GT3 Cup IMSA Challenge 2012 and Nord Sterner Fernando Pena

Photos by Keith Fritze















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## Nord Stern GLOSSARY . . . (Or, How to Talk Nord Stern)

by Teresa Pfister, revised by Christie Boeder 2012

A slightly irreverent glossary of commonly used terms compiled recently updated by your editor.

**Autocross:** The politically incorrect term for driving our cars on a track or in a parking lot. Replaced with the term Drivers Education (see below). Often abbreviated as AX or AutoX. Other car clubs who are not subject to PCA insurance rules and have not, therefore, been enlightened as to politically correct terminology, still run Autocrosses.

**BIR**: Brainerd International Raceway, our "home track" and home-away-from-home during the summer. Site of our Drivers Education events and Driver Training Days. 2½ hours north of the Twin Cities, depending on your car, your radar detector and your comfort level with speeding tickets.

Blackhawk: A funky little track about 5 hours southeast of the Twin Cities, stuck in the middle of a cornfield. Twisty turns, short straights and tons of fun. Chicago Region runs DE's twice a year and Nord Sterners have been known to travel to participate.

**Board of Directors:** The best job to have in the Club but one that takes time to get. Made up of Past Presidents, they work with the current President to insure we abide by our By Laws, manage finances responsibly and run the region effectively.

**Club Racing:** Drivers Ed on steroids. Sponsored and run by PCA, Club Racing is wheel-to-wheel racing at tracks all over the country. It is run under 13/13 rules, similar to Vintage Racing, which penalize drivers who cause damage to other cars, or who drive in an inappropriate manner and are found at fault. Attend our Club Race in August at BIR to check this out.

**Club Talk:** Our own Nord Stern chat group. Go to www. NordStern.org and sign up to get in on all the hot gossip, meeting and event reminders, general silliness and truly necessary car trivia.

Concours/Porsche Show: Events for the truly neurotic clean car fanatics - as defined by one who is one! If the thought of cleaning your car with toothbrushes and q-tips makes your heart beat faster, this is for you. Nord Stern, however, has 'learned' it's lesson and currently hosts a Porsche 'Show' which consists of an exhibition of our cars as part of the annual Rosefest celebration late in June each year. It's held in Roseville's Central Park and has become a great, fun, social gathering during which it is a-okay to drool over other cars (without risking a penalty point or two for the car owner!) while meeting and greeting to your heart's content. Usually a model is featured and some cars not normally seen are in attendence.

**Drivers Education**: The politically correct term for an Autocross or Driving Event. These are carefully controlled opportunities to drive your car as Ferry Porsche intended.

**Track Events:** At BIR, Road America or other racetracks. Generally two or more days of driving, car talk and socializing with fellow car nuts. You will come to love the smell of hot brake pads in the morning, have fascinating conversations about tire pressures and engage in long discussions on the nuances of cornering. Yes, they are fun....

**Parking Lot Events:** At Dakota County or other huge parking lots. Generally a one-day event where a course is marked with a million orange pylons. The object is to negotiate the course, without hitting any plastic pylons, in the shortest possible time. (Not as easy as it sounds!)



**Driver Education Training Days:** Formerly known as Driving Schools. These days precede a Driver Education event (see above) and are designed to teach you how to drive (There's more to it than you think!). Our Driver Training Days have a national reputation for being comprehensive and well run. The skills you learn at our schools will make you a better driver on the street and will prepare you for our Driver Ed events. Note: Successful completion of a BIR Driver Training Day is mandatory for any driver attending one of our BIR or Road America track events. You already own a great car. Now, invest in learning how to drive it well.

**Event Master**: The person in charge of an event who has God-like power over all aspects of that event. He/She is to be given our complete attention; groveling is recommended. Questions about that event should be directed to him/her. If you are into "sucking up" (always a good idea!), call to volunteer to help. You'll always find their name and phone number in the Nord Stern.

**Executive Council:** Our Fearless Leaders. Made up of the Board of Directors and the elected officers of our Club: President, Vice President, Treasurer, and Secretary.

**Fall North Shore Tour:** Our annual trek to the north shore of Lake Superior that includes accommodations at BlueFin Bay, lunches

and dinners at great restaurants and a self-guided foliage tour. (Also includes late nights in hot tubs, but we won't go there...) Seeing a bunch of shiny Porsches positioned against fall foliage with Lake Superior as the backdrop is awesome.

**German CarFest:** A gathering of the faithful that includes owners of all German marques. This is fun! You'll see some great cars, meet some interesting people and feel right at home among a group of people who are just as weird about their Mercedes, BMW, Audi or Volkswagen as we are about our Porsche.

**Instructors**: A group of experienced drivers who think it's fun to sit in your car all day teaching you how to drive. Identifiable by their name badges. Nord Stern has a reputation for producing great drivers, and it's all due to our emphasis on continuing education and the quality of our group of Instructors. Take advantage of these people - they've been selected because they are enthusiastic, willing to share their knowledge with you and want to help you improve.

**Met Council:** A loose organization of all Car Clubs in the Twin Cities area. Met Council runs a series of parking lot autocrosses all summer long, for those who need more drive time than Nord Stern can provide. Their calendar runs in the newsletter – if your editor forgets to include it, call and bug her about it!

**Newsletter**: Also called the *Nord Stern*. A great source for information on everything happening in the Club. You should read it cover to cover, every month. Note: Your newsletter editors are always looking for photos and articles and you will endear yourself to them for all eternity if you submit material. Available online at NordStern.org in pdf format.

**Nord Stern:** German for North Star. Trivia buffs will immediately recall that our state motto is Etoile du Nord, French for "Star of the North". Seeing as how we're not driving Peugeots or Renaults, we've gone with the more appropriate German translation.

**Nord Stern website:** www.nordstern.org, check it out; it's under reconstruction but is still a great source of information.

**Pano:** Porsche Panorama - the bible for Club members. Check out the classified to find out what the absolute max a Porsche is going for. (Check Excellence for a more rational figure.)

**Parade**: A once-a-year PCA-sponsored national gathering of the Porsche faithful. It includes a variety of car-oriented activities (the list is too long to reprint here!), lots of partying, lots of car talk and lots of Porsches. Described as a near-religious experience for Porsche-philes.

**PCA**: This one is a "gimme": You are already a member of the Porsche Club of America.

**PCNA**: O.K., another 'gimme". You're already driving one of Porsche Cars North America's finest.

Rally: Getting from Point A to Point B in an exact time frame, along an exact route. You and your Navigator rendezvous at a given location, are handed coded instructions and (if you are successful) end up somewhere fun. Note: Included in your instructions is a "Panic Pack" that will give you the destination so you won't miss the end-of-Rally fun! Rallies range from diabolically tricky time-speed-distance events that test your driving, mathematical and personal relationship skills to "gimmick" or fun rallies that are goofy, silly events that may have you taking pictures, decoding "secret" messages or trying to find hidden clues.



**Registrar**: The person who handles your Driver Education registration. We have moved from strictly paper processing to online registration through clubregistration.net, login and create an account and registering for any of our driving events is a snap. And more of our social events are also available for online registration. Note: We strongly recommend you be a good Nord Stern citizen by registering early for an event. We also strongly recommend you be effusive in your praise of the Registrar, as this is a tough, thankless job. We all want to keep our Registrar happy!

**Road America**: Abbreviated RA. A fantastic track located in Elkhart Lake, WI. that features big straights, the infamous Carousel, the wicked Turn 5 and more. Also features "Eggers" - a breakfast concoction not for the faint at heart (or sensitive of stomach) and the best brats in the country. An easy 6 hour drive. (Any less and you will meet one of Wisconsin's finest who carry credit card slide machines, for your convenience...)

**Run Group:** Your group at a Drivers Ed event, assigned by lap time. Note: Run Group in no way designates social standing or status within the club. It is a time-based grouping designed only to maximize track time. Based on observing other regions who do not use time-based Run Groups, our system also maximizes fun.

**Safety**: The people charged with insuring our driving events are run in as safe a manner as possible. Duties of the Safety Chair include monitoring adherence to the rules, making certain people

Continued on page 26

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## Speaking 'Nord Stern'

continued from page 25

are driving in a safe, sane fashion and having "chats" with drivers who exhibit inappropriate behavior.

**Schools**: The politically incorrect term for our Driver Training Days which precede our Driver Education events. (Confused yet?)

**Tech Sessions**: Events organized to give us a dose of car talk in the off-season. We gather together to hear presentations on technical aspects of our Porsches and Porsche ownership, and to talk cars with our Nord Stern friends. Topics vary and are always fascinating. Watch the winter schedule for upcoming events.

**Tech Inspections:** Prior to attending a Drivers Ed event, your car must pass a tech inspection. A comprehensive inspection of your vehicle is done to insure it is "track ready", checking brakes, tires, wheel bearings, suspension, fluids, and mandatory safety gear. This is done at one of our Tech Inspection locations, with your car up on a lift. Tech Inspection forms are available on our website as a pdf download. Or your mechanic possibly has copies already!

**Tours**: Like a Rally in that you are going from Point A to Point B, but you know the route and there's no pressure. Routes are specifically selected to be scenic and/or fun to drive in your Porsche. Note: The sight of 20 to 30 Porsches traveling briskly down a beautiful country road is not to be missed. Tours always include great food and great socializing.

**Waiver:** A form you will be asked to sign prior to participating in any event which involves driving your car, including rallies and tours. It is required by PCA as part of our insurance package. Our lawyers make us do this.

**Zone Rep:** Each region in PCA is part of a Zone. Each Zone has a representative who's job is to keep track of the regions and to represent us at PCA meetings. Once or twice a year our Zone Rep will attend a Nord Stern event to schmooze. We are part of Zone 10. Currently the Zone 10 Rep is Kim Fritze! The zone rep position is a nominated one and is a 2-year commitment with an option to serve an additional two years.

Editor's Note: And yes, despite the meanings to the above vocabulary, we DO HAVE FUN! Thanks, Teresa, this list and definitions is always interesting and so spot on (although as stated at the beginning it did require a bit of updating! Things do change and evolve, to say the least, or should we say, thank goodness!). I like to drag this article out of the mothballs every once in awhile to share with members - newbies hopefully appreciate the introduction to our Nord Stern 'language.'

# A Few Membership Factoids!

by Kim Fritze, Zone 10 Rep

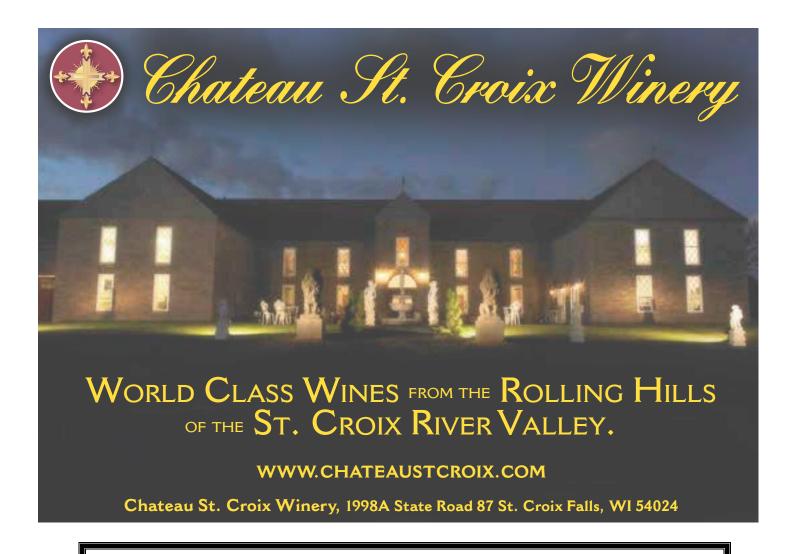
Recently a newer members inquired about Nord Stern membership in reference to PCA and other regions. Rather an interesting question and our Zone 10 Rep, who is a Nord Stern members.

I can give some details about our membership compared to other PCA regions. Yes - Ed is correct. We are the largest region in our zone (10) which includes all of Manitoba, North and South Dakota, Nebraska, Iowa, Missouri, Southern Illinois, Western Wisconsin, and Kansas. Our zone is actually the largest geographically (thank you ,Manitoba!). Our region in terms of PCA members (the larger number) is close to 700 members. There are 139 regions within PCA and the latest statistics show us as the 26th largest region out of the 139. The largest region is the Potomac Region with 2,282 PCA members. I love the statistics too: they are fun and interesting. 73% of PCA members own one Porsche, 18% own two. 44% of PCA members bought a new Porsche between 2005 and 2007. (A new survey was done in 2012 so I should find out new numbers in early 2013.) 25% of PCA members (nationwide) have been members for 25 years or more.

Another interesting note about Nord Stern. We have the 2nd largest number of licensed Club Racers in the nation (next to one of the regions in Texas - which has a larger membership base). We do have a large presence at many club races around the US. (For example, 12 of us are going down to Sebring the first weekend of February for the 1st Club Race of the year. And a significant number of the club race national staff are current Nord Stern members.) There will be 280 Club Racers and over 100 DE'rs. So almost 400 Porsche's at one event. It is quite a sight!

In terms of active members - that is hard to track but I would estimate we have close to 250 active members and by active members I mean they attend at least a couple events per year.

Once you are a member of PCA and have a valid email address 'on file' you will receive the PCA e-blasts used to publicize national items of interest to all members. These come from either the current PCA president or our National Executive Director, Vu Nygen. Also, each region can utlize the e-blasts to target notifications to their particular region. Nord Stern presidents have been using this feature just about every month to let us know what's coming up. So login on the PCA website and update your profile so you don't get left out!



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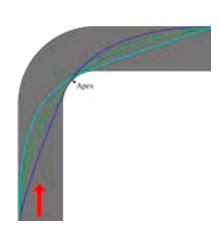


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## 3. Type of business?

Independent insurance agency representing multiple Insurance Companies offering coverage for home, auto, business and life insurance.

### 4. Years in business?

We have been in business for 50 years.

## 5. Number of years as a Nord Stern member and/or advertiser?

I have been a Nord Stern member for 25 years and an advertiser for four.

## **6.** Why will Nord Stern members be excited to do business with you?

This family-owned agency has been on Central Avenue in NE Mpls. for over 50 years. Whether you are looking for personal home or auto insurance or commercial insurance, we will review your current coverage needs and recommend the best policy at the most affordable price. We don't work for the insurance company, we work for you.

## 7. My favorite Nord Stern event is ...?

Driver's Ed at Brainerd International. I have owned my mint condition, low-mileage 1983 911SC for 25 years. I had always wanted to experience a high-speed driving event but was hesitant to do so because I didn't want to "hurt" my beautiful Porsche. On my 60th birthday, I finally decided to scratch that itch and treated myself to a Driver's Ed weekend at BIR. My

wife said that I didn't stop smiling for a week. This is now my very favorite Nord Stern event and I plan to participate in one every year. On to Road America in 2013?! (Editor's note: Oh yes, absolutely . . . you cannot NOT attend RA, amazing track and so much fun to drive!)

## 8. My favorite PCA event is ...? I haven't yet been to a PCA event, but it's on my li

I haven't yet been to a PCA event, but it's on my list.

## **9.** Nord Stern members would be surprised to know that...?

In addition to enjoying our Porsche, both my wife and I ride Harley Davidson motorcycles. It's great to have been married to the same gal for 35 years and be able to enjoy so many fun things together. I'm a lucky guy.

## 10. When I'm not at the shop, you can find me ...?

Depending on the time of the year, I enjoy skiing, sailing and walking our Westie dogs, Harley and Tag. I also enjoy looking for new recipes to try on weekends as we both love to cook and eat (mostly the latter).





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## Kaboom! Catastrophic Engine Failrues

by Pedro P. Bonilla (GCR PCA), published in the May 2011 issue of Die Porsche Kassette

If you go online and check the different Porsche Forums (including mine, PedrosBoard.com) you'd think that these failures are a dime-a-dozen.

The truth is that a very small percentage of engines fail, but when someone has an engine failure the first place they go is on the Internet and post about their "self-destructing" engine.

You usually don't read about someone who drove to work and back safely and his engine didn't blow up that day!

So, should you worry about it?

I say no. Enjoy your car. Very few have catastrophic failures. Having said that, let me try to quickly and simply explain what these potential failures are:

The one most people worry about is the Intermediate Shaft Bearing failure. Even though it's referred to as the Intermediate Shaft (IMS) failure, what fails is the bearing at one end, not the Intermediate Shaft itself. All of the modern water-cooled Porsche engines up to 2008 have a shaft that runs the length of the underside of the engine block. This shaft is chain-driven from the crankshaft and in turn drives the double camshafts on each bank of cylinders. At one end of the IMS is a sprocket which spins on a bearing. The sprocket is held in place by a small stud that can break, causing the bearing to fail. The bearing can also show excessive wear because Porsche used sealed bearings which are lubricated "for life".

These bearings eventually, with many miles and many, many



heat cycles can tend to dry up the "lifetime" grease and because they are sealed and cannot self lubricate with oil, they can start to wear excessively. Eventually, if not attended to, the wear will allow the end of the IMS to move a bit which can alter the engine's timing and catastrophic engine failure can happen.

If the engine goes, there is generally so much internal damage that it has to be replaced with either a new or a used engine (\$8,000 - \$18,000).

Is there a remedy?

Yes, there are several.

The easiest one is to replace the bearing before damage occurs. This can be done in one of two ways:

1-Removing the engine from the car, dismantling it and opening the two engine block halves and replacing the bearing with either an OEM bearing or with an aftermarket one.

2-Replacing the bearing without engine removal with a popular



aftermarket retrofit which uses a stronger, non-sealed bearing. This requires the use of a proprietary special tool for removal of the OEM and installation of the new retrofit.

Both of these solutions are costly, much more so the first one, so my recommendation is that when you need your clutch replaced is the time to do the IMS retrofit since the transmission, clutch and flywheel have to be removed anyway. The IMS bearing sits behind the flywheel.

Some people have been able to catch the problem before complete engine failure occurs. Some have been lucky when replacing their clutch and caught it just in time while others were able to observe a foul-smelling oil leak that led them to replace the IMS bearing before engine failure happened.

Which cars are prone to this failure?

All of the M96/M97 Porsche engines have the IMS and thus are prone to have the bearing fail. These engines can be found in 1996-2008 Boxsters, 1999-2008 Carreras, and 2006-2008 Caymans. Turbos and GT3s have a different engine architecture and don't suffer this malady.

We have also seen that tiptronic-fitted cars and cars that are driven hard, such as those that are tracked on a regular basis, are much less prone to the IMS bearing failure.

We have seen garage-queen cars that failed at 25,000 miles and tracked cars (mine) which were still running strong at 200,000+ miles.

Most of the catastrophic IMS failures come from 1999 - 2000 Carreras and 1997 - 2004 Boxsters but there have been a few from 997s and 987s as well.

Porsche has never admitted to having a problem with the IMS

bearing on the M96/M97 engines. Nevertheless, they changed the design of the IMS no less than 4 times during the production life of the 996 and 986, they also reinforced the bearings on the IMS and evened out the stress on the shaft by re designing the cam chains and sprockets in later model years, especially when the M97 engine was introduced (on the 997s and 987s). Curiously, the latest engines (A19) on 2009 and newer cars were completely redesigned to not have an intermediate shaft.

Porsche has never disclosed the failure rates in the M96/M97 engines.

Some Internet figures have these failure rates as high as 20-25% of all engines, but from what I've seen in my own experience

and also in discussions with many other independent Porsche techs who specialize in engine rebuilds, I'm a firm believer that the catastrophic engine failure rate in the aforementioned engines is only 1 - 2%.

That means that 98 -99% of the engines will lead long and healthy lives!

I think I'll just go for a drive now.

To find out more about our cars and their engines, please visit my website at: www. PedrosGarage.com.

Happy Porsche-ing,

We have also seen the "D-chunk" failure where the cylinder liner (generally in the center cylinder – No. 2 or No. 5 develops parallel cracks and eventually the bottom edge of the cracked cylinder releases a chunk in the form of a "D". When these cracks develop, just as with the porous block engines, some coolant may mysteriously "disappear".

Another one is the bottom-end failure due to oil starvation (on the track with sticky tires – because of the elevated G-forces that force the oil away from the pump's intakes – this also happened to my '98, but now with 203,000+ miles on the engine). What generally goes in these failures are the crankshaft bearings that overheat and break up due to lack of lubrication when the oil pump goes dry on the high lateral-force turns every lap.

One catastrophic engine failure that can be avoided easily by observation is the hydraulic-lock failure caused by a failed oil breather system also known as the Air / Oil separator (AOS).

This system is designed to distill oil from the crankcase vent and return the liquid oil back into the engine. When it fails, liquid oil can be drawn into the inlet system causing a hydraulic-locked engine and catastrophic failure. If your car starts smoking heavily on startups on a regular basis it's generally a telltale sign of a bad AOS. A big cloud of smoke once in a blue moon is normal, but not constantly.

There had been a few other engine failures which are rarely seen anymore.

On the late model 1997 to early 1999 Boxsters there were the porous engine blocks.

Because the Boxster was such an unexpected sales success, Porsche had to quickly ramp up production and a few hundred porous blocks delivered to the assembly line from their contractor went undetected by their quality control procedures.

Cars with porous engines started filtering coolant into the oil through microscopic

pores in the cylinders.

The engines that failed this way were generally replaced by Porsche at little to no cost to the owner (even when these cars were out of warranty – this happened to my '98 at 27,000 miles when the warranty at the time only covered through 24,000 miles or 2 years).

Porsche was able to recall most of the porous blocks, but because of the production boom they tried to salvage the situation by boring the cylinders and pressing in a special sleeve into the cylinder thereby sealing the pores. The fix worked, but some of these engines had a slipped sleeve which required Porsche to also replace those engines as well.



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# Book Reviews for Porschephiles Steve McQueen THE LAST MILE... revisited

by Barbara McQueen, published by Dalton Watson Fine Books Reviewed by Bruce Herrington, Orange Coast Region, Courtsey Grand Prix Region PCA, The Circuit

This biography of Steve McQueen is a unique book. Not only does it offer an unique perspective on his activities, the presentation is like a photo album with annotations. Even the 9 x 12 horizontal format of the pages reflects the photo album feel. Though it covers only the last three years of Steve's life (with photos taken by his third wife Barbara Minty McQueen), it shows

an at-home McQueen, a retired McQueen, a different guy than that depicted in books about McQueen the Motor-Head, or about McQueen the Actor. Coffee table size/format (and mostly pictures) it appears to be a book to browse, more than to read. Yes it is a picture book, but once you start reading the captions, you get hooked on the story of Steve the 'regular guy'. Those familiar with the *Friends of Steve McQueen Car Show* will be interested in the description of Steve's involvements with The Boys Republic of Chino Hills.

The beginning of the book shows more of Barbara's life than Steve's, but then the album evolves to show a Steve McQueen that is surprisingly home-spun and retiring, at least compared to his behavior on the screen or on the track. Once one gets into the book, it presents a very captivating, uniquely personal insight into an ordinary guy whose off-screen persona was less like his on-screen characters that is the case with most actors. The intimate and vivid first-person descriptions of everyday activities make Steve seem so real it is shocking to remember that he died over 30 years ago. His last years are revisited by the author's modern recollections of the events described (and in which she participated), triggered by her never before published pictures and tape recordings made at the time.

A casual, romantic (in the open-road sense, not Romeo and Juliet), Steve McQueen is presented as a guy who has a brand new Rolls-Royce convertible but prefers to drive a 20 year old Chevy pick-up; a guy with a gift of gab such that he could stop at a closed motel, establish enough rapport with the owners to spend a week, sharing meals and fishing trips, without the owners ever catching on that he was anything but a dirty old man with a nicelooking young girl. Unlike most photo albums, the pages of *Steve McQueen THE LAST MILE... revisited* include enough text to present fascinating stories. The layout differs from page to page from a copy of a 35mm proof sheet to a full bleed page picture.

Each couple of pages presents a different (and very captivating) bite-sized adventure. Distinct from most books and appropriate to a photo album, it has no index.

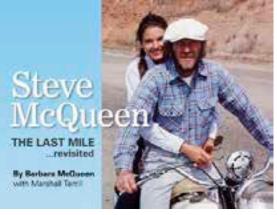
The book consists of seven chapters plus a foreword by buddy/mentor Pat Johnson, and an introduction by author Barbara

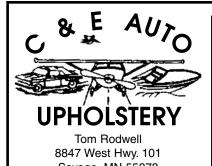
McQueen. The chapters relate to eras based on places they lived or movies in which he acted. Within chapters the sections are sort of an illustrated streamof- consciousness portrayal of days-in-the-life of Steve (and Barbara) McQueen.

Steve's final days of suffering from Mesothelioma are covered but not dwelled on, and a one page post-script by a representative of the Asbestos Disease Awareness Organization advocates for

prevention and a cure for this very selective affliction and presents a modern picture of the author as she is some 30 odd years after the episodes portrayed. No comments are made as to how or when Steve McQueen may have inhaled his fatal dose of asbestos fibers.

Steve McQueen THE LAST MILE... revisited consists of 254, 9x12 pages, and is available for \$49.00 from your favorite book seller, or from http://www.mortorbooks.com.





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Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the  $10^{th}$  of the month prior to publication date: editor@nordstern.org.

#### 1986 944 Turbo

1986 944 Turbo. Metallic Grey. PCA Club Racing E-class prepared. Upgraded to 1987 specifications. Full Racers Edge suspension with Leda shocks. FABCAR control arms. AIM data acquisition system. HANS seat. 2 sets 17" Fikse wheels and



one set 16" wheels for rains. No accidents. Meticulously maintained by CS Motorsports. For more details, Chris 262-257-0678 email chris@csmotorsports.net or Steve 847.272.7731 steve.rashbaum@comcast.net \$19,000 OBO.

#### Tires

One pair of brand new MICHELIN PILOT SPORT CUP + N SPECK TIRES DOT APPROVED 305/30ZR/19. Tire Rack sells them for \$673 per tire plus shipping and tax which totals \$1449.09 for 2. Buy them now for \$1,000. Call or e-mail with questions. Chas. 612-508-0777. chersch62@gmail.com

#### 911 Wheel Caps

Alloy, 3 prong. 901-361-032-00, N.O.S., have two. \$70 per pair. Gary Greiner, Superior WI. 218.348.1849 or gtgcnw8976@hotmail. com.

## 914 Parts

Deck lids, front and rear fiberglass, \$125 each. 914-4 steel wheels, 1973, widen to 6 1/2", \$40 lot. Gary Greiner, Superior WI. 218.348.1849 or gtgcnw8976@hotmail.com.

#### Wanted

Seeking reasonably low-mile, original paint (or mostly), any color, wide body 911turbo (930). 1976-79, 1886-89, 1991-94 or M491 turbo-look 1984-87, 1994. Send pics and details to: bob@mplsdesign.com. Follow-up with call to: Bob 952-201-1271

#### 1973 914 2.0



Original Owner!! Bought in Pennsylvania and a daily driver for the first 7-8 years. Body rebuilt and painted mid-80s. After a few years in storage, paint refreshed and brought to MN in 1995 when I relocated here. Engine professionally rebuilt (by Al

Lee) on '05. Garaged and little used the past few years. No show car, but a decent car and with a little TLC a lot of fun for a lot of years to come. \$5900. Alan vanHorn 952-474-0535. avanhorn1@msn.com.

#### 1984 944 Coupe

Gold/brn, 191,000 mi, 2nd owner for 20+yrs. stored winters. Clean car, new seats and floor mats. Priced to sell, \$3,800/OBO. Steve Hayden, Eden Prairie, MN. 612-669-8236. scharles22@comcast.net



#### 1994 968 Cabriolet

Very nice 986 Cabriolet purchased in 2005 with 47,000 miles; now with only 68,600 miles. Grand Prix white with classic grey top and classic grey partial leather interior. AM/FM radio and rear back shelf with wind deflector. Porsche crest on 16" light wheels. We've always garaged it and never driven in the winter and snow and salt. It's in great shape and one of only 5000 968s exported to the US. Carefully maintained and not modified. Engine and paint in great shape and a black bra included. Asking \$16,500 and located in the Sioux Falls, SD area. Contact Jim Lillegaard at 605-987-5408 or 605-530-2108 or at ajplil@svtv.com.



#### Tires

Mint condition Pirelli Snowpros on Turbo Twists. Like new 18"X11", and 18"x8.5" (one minor blemish) New Pirelli SNOWS 265/40R 18 97 V NO, and 236/40R 18 97 V NO. Call TJ @ 612-867-3406.

#### 1989 944 TS track car

Currently without glass, and interior in process. Full cage, Fresh (20 minutes) rebuilt 400+hp Lindsey/Autoedge motor, Huntley Racing, Penske Shocks, Coil overs, Boost control computer, Evo II seats, two sets of HRE wheels + Factory Wheels. Needs Lexan and Interior finished to be on track for PCA GT3. Reasonable offers entertained. Ray Newman, r.clayton.newman@gmail.com, 612.202.1370.

#### Wheels

Set of 17" track wheels. OZ Racing Fittipaldi 17 inch 3 piece with center caps. Four 8 1/2 J x 17 H2E56. Two 9 1/2 J x 17 H2E56.

Porsche 5x130 bolt pattern. \$600/OBO. Chuck Ready, email at ready\_c@hotmail.com or call 651-484-6392.

Nord Stern January 2013 33

## **Buying a Used Car: Smoke Odors**

My son is looking at a picking up his first car. One we drove today was a smokers car. I recall someone had a remedy for this - any suggestions?

It wasn't too strong, but would like to know if there is a solution before buying. It was in good shape otherwise.

- Mark Kittock

I ran into this situation a while back. I purchased a car in the dead of winter, and didn't smell that bad until I had it and drove it for a few days. It got worse and worse, and I started to research solutions like you are now.

Many sources pointed me to using an ozone generator. So, I purchased one for a couple hundred bucks and tried it out. These machines generate intense levels of ozone, which permeates the car and kills the smoke bacteria. After treatment, the car smelled like a hospital operating room -- completely sanitary. Like you unleashed a tiny thunderstorm in the car. Over time though, the smoke odor came back.

I tried the machine a couple more times, but then gave up. You see, ozone is a serious oxidant -- it's the stuff that naturally occurs in the atmosphere, and causes old tires to look like old tires. Because of this, it's not good for interior materials, so you want to limit how much you use the machine.

I ended up selling the vehicle to somebody who didn't care what it smelled like, because the odor was giving me headaches.

My advice is to find a different car.

- Curtis Witt

I would concur. You can't get rid of the smell. Just wait for a hot summer day and you will regret buying it.

Walk away is a best option.

-Scott Kuhne

Your best bet might be just steering clear (ouch, bad pun!) of such cars. Current weather is cool and dry -- when it gets hot and humid, they'll smell much worse.

But if one does decide to buy a car with odors, this article might be of some use:

http://www.motortrend.com/features/car\_care/112\_9906\_offensive\_odors/viewall.html

In particular, my experience with the products mentioned, Febreze and Atmos-Klear, has been that they work amazingly well. I personally thought there was no way a spray could actually do anything more than simply mask odors, but they do seem to have some ability to actually neutralize them.

However, my experience is limited to other domestic uses,

and not cars.

- Good luck and best regards, Chris Johnson

#### Clear Bras - Advertiser Kudos!

I looking for recommendation for Clear bra installers. Any help will be appreciated.

- Jeff Boehm, Rochester

Jeff, Bravo does clear bra work for Dent Kraft in Wayzata. He is good, but it is a long drive for you. When I have my Cayman and Boxster re-done, I will go there.

- Dale Trippler

Hello All, Thank you all for your input! This is truly a great club! As many of you know I sell cars in Rochester and we don't have a quality installer in Rochester anymore. I am gathering the info for my past and future clients.

Happy Holidays, Jeff

Yes, Nord Stern advertiser, Bravo Protection Products, provides invisible paint protection film. They are just a few doors down from Dent Kraft in Wayzata. Call Tom at 952-476-7025 or visit their website at www.bravoprotection.com.

-Jill Daneu

### **Non-Oxy Premium Gas**

Something to look forward to in 2013. More Non-Oxy Gas will be available locally! Recently I left a suggestion at a Kwik Trip Store and was I surprised to get call from Joe at Kwik Trip HQ in Lacrosse, Wi. Joe mentioned to me that they are in the process of converting stores in Mn to carry non-oxy Premium. For all of you living in Blaine, since that is a new store, they should have it there.

If any member fills up their, can you confirm to me if they are carrying non-oxy premium at all the pumps or just one pump? In the future in Mn, new Kwik Trip stores should be opening with the Non Oxy Premium I was told that they are now carrying non oxy premium at Rochester and Mankato. They do carry it in all the Wisconsin Stores now.

- Ed Vazquez

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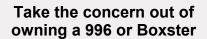


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