

# Nord Stern

February 2013







# IMOLA

## MOTORSPORTS Inc

721 Hampshire Ave. S • Golden Valley, MN 55426

## European Enthusiast Automotive Facility

Audi • Porsche • BMW • Mercedes • VW • Mini • Bentley

- Service & Repair
- Maintenance
- Performance
- Software Tuning
- Wheel Tire Service
- Competitive Pricing
- Factory Technicians
- Window Tinting
- Modern Lounge / WiFi

**T | 763-205-2561**  
**imolamotorsports.com**

service@imolamotorsports.com  facebook.com/imolamotorsports

**EVOMS**  
EVOLUTIONAL MOTORSPORTS

**EVOLUTION**  
motorsports

**RSS**



**FIKSE**

**EUROPIPE**

**H&R**

**FABSPEED**  
MOTORSPORTS

**Eibach**  
SPRINGS

**JRZ**  
SUSPENSION ENGINEERING

**BILSTEIN**  
SHOCK ABSORBERS



*Bring this ad in and receive a 15% discount  
on labor. (Max value of \$200)  
One time use. Valid through 2012  
Not valid with other specials.*

# N O R D                      S T E R N



## F E B R U A R Y                      2 0 1 3

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

### Contents

#### Departments

- 4 2013 Officers & Committee Chairs
- 5 The Prez Sez . . .
- 5 PCA Membership News and Discount Information . . .
- 6 Welkommen . . .
- 6 So, Just What Do We Do In Nord Stern??!
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 28 Book Reviews for Porschephiles . . .
- 37 Classifieds
- 38 Letters to the Editor

#### Features

- 8 Vintage Porsche Ad . . .
- 15 Why Nitrogen?
- 16 Nord Stern Monthly Business Meeting Schedule
- 18 Nord Stern January Business Meetings Minutes
- 20 Circuit Of The Americas (COTA) Formula 1 United States Grand Prix

- 26 Feels Like Home . . . Porsche Panamera. Embrace the moment.
- 27 Cool Photo!
- 30 Looks Are Often Deceiving, Remembering Joel
- 31 Do You Know Where Your Porsche 'Came From?'
- 32 Advertiser's Apex  
Bill Wolfson Commercial Real Estate
- 34 Money, Beauty and HP

#### Upcoming Events

- 10 2013 Calendar . . .
- 12 Calling All Parade Goers . . . 2013 Beckons!
- 30 Minnesota Lakes Classic Boat Show & Speed Reunion will feature Porsches!

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

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

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

Nord Stern membership is \$30 per calendar year. *Nord Stern* subscription for non-PCA members is \$40.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

**Please contact staff for any event coverage you need**

e-mail address: [editor@nordstern.org](mailto:editor@nordstern.org) website: <http://www.nordstern.org>

Online issues, past and present are available in pdf format at <http://www.nordstern.org>

Christie Boeder, Editor  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305  
612.845.4509 (cell) or  
[editor@nordstern.org](mailto: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: 'Let's think warm weather and the next All Porsche Show scheduled again this June!'

Photo by Phil Saari



## ***“How to Join PCA and then Nord Stern Region of PCA”***

***1. First, Join the Porsche Club of America (PCA). Please visit [www.pca.org](http://www.pca.org) for membership instructions, then . . .***

***2. Join (or renew) Nord Stern via check:***

- ***Go to [www.nordstern.org](http://www.nordstern.org)***
- ***Find membership page and download/print application***
- ***Complete form and send with check payable to Nord Stern directly to Ed Vazquez.***

***3. Or, to join or renew a Nord Stern membership via Pay Pal, visit [www.nordstern.org](http://www.nordstern.org) and select ‘Join’ and follow the instructions***

Or, call Ed directly and leave your name, address and both home and work phone numbers.  
Your application/s will be sent out right away!

### ***Address Changes:***

***Please send Ed any address changes or updates directly via snail mail, email or just give him a call!***

### **Membership Chair**

**Ed Vazquez**

**18918 Dorenkemper Place  
Eden Prairie, MN 55347  
email: [edmn911@aol.com](mailto:edmn911@aol.com) or  
612.720.0760 (cell)**

Reminder, Annual Dues are:  
\$30 per year (to defray monthly newsletter costs!)

Nord Stern membership Options  
\$30 per year  
\$80 for three years!

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

***Contact Ed with any membership  
inquiries or updates***

# 2013 Officers & Committee Chairs

## **President**

Ron Johnson  
14711 Woodruff Rd, Minnetonka, MN 55391  
612.730.2351  
or [porschebake@earthlink.net](mailto:porschebake@earthlink.net)

## **Vice President**

Dave Anderson [dave@anderson.com](mailto:dave@anderson.com)

## **Secretary**

Betsey Porter [betsey@hotmaill.com](mailto:betsey@hotmaill.com)

## **Treasurer**

Jeff Bluhm  
6767 Marsh Ridge Ct. Eden Prairie, MN 55346  
952.975.5931 (h) or 612.371.1148 (w)  
[jbluhm@oldrepmat.com](mailto:jbluhm@oldrepmat.com)

## **Advertising**

Jill Daneu [jill@daneu.com](mailto:jill@daneu.com)  
952.432.3486

## **Autocross & Time Trial**

Harvey Robideau 952.361.4872  
[p911SC@earthlink.net](mailto:p911SC@earthlink.net)

## **Board of Directors**

Bret Bailey 952.240.4782  
[bb@bretbailey.com](mailto:bb@bretbailey.com)  
Kim Fritze 612.275.4891  
[kimfritze@aol.com](mailto:kimfritze@aol.com)  
Jim Bahner 651.492.9459  
[jim@qualitytapeinc.com](mailto:jim@qualitytapeinc.com)

## **Charity Fundraiser**

Keith Jones 952.829.5989 ext 203  
[keithj@moscoe.com](mailto:keithj@moscoe.com)

## **Porsche Show**

Phil Saari 651.484.0303  
[ps356er@yahoo.com](mailto:ps356er@yahoo.com)

## **Club Race**

Roger Johnson 763.557.9578  
[rogerdjohnson@comcast.net](mailto:rogerdjohnson@comcast.net)

## **Driver Education**

Jim O'Brien 615.341.4978  
[maob2@comcast.net](mailto:maob2@comcast.net)

## **Driver Education Registrar**

Brainerd Events:  
Dave Anderson 763.479.8231  
[david@anderson.com](mailto:david@anderson.com)

## **Driver Training**

Ron Johnson 612.730.2351

## **Drives**

Mike Lancial 952.929.2762

## **Fall Color**

John & Suzanne Dixon [eyerack@tcq.net](mailto:eyerack@tcq.net)

## **German Car Fest**

Paul Bergquist 952.937.1822  
Mercedes Benz Club

## **Historic Archivist**

Kim Fritze 612-275-4891  
[kimfritze@aol.com](mailto:kimfritze@aol.com)

## **Insurance Chair**

Michele Deml Johnson 952.476.7445  
[micheledj@earthlink.net](mailto:micheledj@earthlink.net)

## **Membership**

Ed Vazquez 612.720.0760  
[edmn911@aol.com](mailto:edmn911@aol.com)

## **Met Council**

Bob Kosky 952.938.6887  
4tun8@usfamily.net

## **Newsletter**

Christie Boeder 612.845.4509  
[editor@nordstern.org](mailto:editor@nordstern.org)

## **Rally**

Lon Tusler [lon@snsabling.com](mailto:lon@snsabling.com)

## **Road America DE**

Keith Fritze 612.275.4891  
[keith@curtisssd.com](mailto:keith@curtisssd.com)

## **Rules**

Bret Bailey 952.240.4782 (cell)  
[bb@bretbailey.com](mailto:bb@bretbailey.com)  
Harvey Robideau 952.361.4872  
[p911SC@earthlink.net](mailto:p911SC@earthlink.net)

## **Safety**

Keith Erickson [kredds@comcast.net](mailto:kredds@comcast.net)  
612.805.3565  
Brad Lano [brad\\_1@lanoequip.com](mailto:brad_1@lanoequip.com)  
612.282.3647

## **Shop Relations**

Keith Fritze 612.275.3123  
[Keith@Curtisssd.com](mailto:Keith@Curtisssd.com)  
Michael John 612.386.5255  
[mjj0000@gmail.com](mailto:mjj0000@gmail.com)

## **Social**

Carrie John [cjohn1291@gmail.com](mailto:cjohn1291@gmail.com)

## **Taste of the Track**

Lydia Meyer [lydiaquam@gmail.com](mailto:lydiaquam@gmail.com)

## **Timing and Scoring**

Ed Tripet 952.471.0065  
[tripet5@mchsi.com](mailto:tripet5@mchsi.com)  
651.777.6494  
[scottwelz@aol.com](mailto:scottwelz@aol.com)

## **Touring**

Mike Lancial 952.929.2762  
[thelancials@msn.com](mailto:thelancials@msn.com)  
Randy Walker [rswalker@baldwin-telecom.net](mailto:rswalker@baldwin-telecom.net)

## **Track (BIR & RA) Relations**

Jim Bahner 651.492.9459  
[jim@qualitytapeinc.com](mailto:jim@qualitytapeinc.com)

## **Webmaster**

Bret Bailey 952.470.5002  
[bb@bretbailey.com](mailto:bb@bretbailey.com)

## **Zone 10 Rep**



30851 Fish Trap Lake Dr  
Cushing, MN 56443  
612.275.4891  
[Zone10rep@gmail.com](mailto:Zone10rep@gmail.com)

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



# The Prez Sez . . .

by Ron Johnson

The 2013 Nord Stern Holiday Party was a success! We had approximately 120 people attend and enjoyed a clear night's view of the skyline of Minneapolis from Windows on Minnesota. We missed all of you that were unable to attend. At the party, we give out our annual Nord Stern awards.

This year, Friends of Nord Stern went to **Kevin Tan** and Imola Motorsports for the great support they have provided our club. Volunteer of the Year went to **Brad Lano** for his hard-work and extra effort over the past year. Member of the Year went to **Jill Daneu** for her ongoing dedication and recognition of many years of service to Nord Stern; not only as the current Advertising Chair but also for her yearly assistance with the Fall Color Tour and consistent photography duties.

**Roger Johnson** was honored with the Nord Stern Award of Excellence, an award that is given out only occasionally to recognize individuals who go the extra mile and are especially committed to our club. Anyone who knows Roger knows this to be the case. He has been a leader in Nord Stern, both officially and behind the scenes. He is a former president; he spearheaded Nord Stern's 50<sup>th</sup> anniversary celebration; he spent over ten years

as the Club Race Chair, where he has done a fantastic job. For Club Race, we have had a poster series designed by a national advertising agency, a bike race, auctioned off a vintage 911 and most importantly, have had a great time! Roger has also held several roles with PCA. While Roger has decided to step down from his Club Race Chair position, he of course will continue to be active in Nord Stern. We greatly appreciate all he has done for Nord Stern and the award is a token of this appreciation. Thanks, Roger!

On a side note, we are looking for someone to take over the position of Club Race chairperson. This individual will receive guidance, assistance and coaching. Ideally, this person will be a current or retired Club Racer or experienced DE participant. Please contact me if you are interested or you have a nominee for this position.

At the holiday party, **Jim Bahner** received his presidential pen for his year of service. I would personally like to thank Jim, the officers and committee chairs for their hard work in 2012. Our club is going into 2013 in good financial health thanks to the hard work of this team. Any chance I get, I brag about the fact that our club is full of a bunch of wonderful people (and cars, of course!)

You will find an interesting article in our newsletter about breakfast with Randy Pobst in the upcoming March issue. We

*Continued on page 36*



## PCA Membership News and Discount Information . . .

Anderson Motorsport Inc .....	10
Auto Edge .....	BC
Auto Motorplex Minneapolis .....	7
Bill Wolfson, Commercial Real Estate .....	7
Bravo .....	15
Bursch Travel .....	8
Car Biz Board: Diamond Interiors, Diversified Cryogenics, e-Glass Service, Higgins Insurance, Performance Auto & Audio, Trackside Tire, RaceSuitRental, Racing Products MN .....	9
Carousel Automobiles .....	IBC
C & E Auto Upholster .....	20
Chateau St. Croix Winery .....	31
Collision Center, Inc. ....	33
Courtney Truck Service .....	11
Dent Kraft PDR .....	17
Genie's Paint .....	22
Imola Motorsports .....	IFC
Kramarczuk's .....	37
Mac Tools .....	18
Maplewood Imports .....	IBC
Merrill Lynch .....	33
Mortgage Marketing Associates .....	31
Nurburgring, Inc. ....	14
Pedro's Garage .....	33
Portico, Patio and Sunrooms .....	25
Raymond Autobody .....	33
Southdale Optical .....	11
Structured Network Solutions .....	35

### 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 by 10.5" high
1/2 page:	8" wide by 5.25" high
1/4 page:	8" wide by 2.625" high; 4" wide by 5.25" high
1/8 page:	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!

**Kevin Cyr**  
1991 944S2

**Jeff Davis**  
Cayman S  
Hopkins, MN

**Dave Glodowski**  
1999 911  
Brooklyn Park, MN

**Jerry Greene**  
356, 964, 996 Cup

**Bradley Krehbiel**  
Lake City, MN

**David Krekelberg**  
2011 Cayenne Turbo

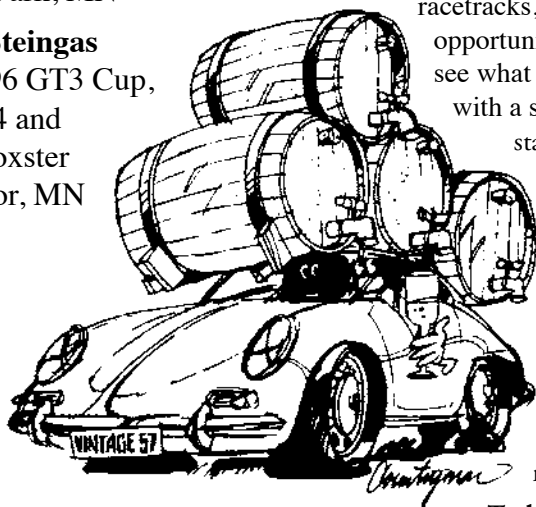
**John Ledy**  
Roseville, MN

**Charles Motzko**  
997 Turbo  
Delano, MN

**Benjamin Peterson**

**Bernd Ruttkowski**  
Spring Park, MN

**Mark Steingas**  
2005 996 GT3 Cup,  
2003 C4 and  
2000 Boxster  
Excelsior, 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!



# From the Editor . . .

by Christie Boeder

Here it is, nearing the end of January with the wind chill factor. Once again a very serious part of the weather reporting. Tough to think spring but the start of the driving 'season' isn't actually that far away. Perhaps that feeling for me is closer since I am always at least a month ahead in my thinking with the newsletter deadlines shaping more of my days than I probably should ever admit!

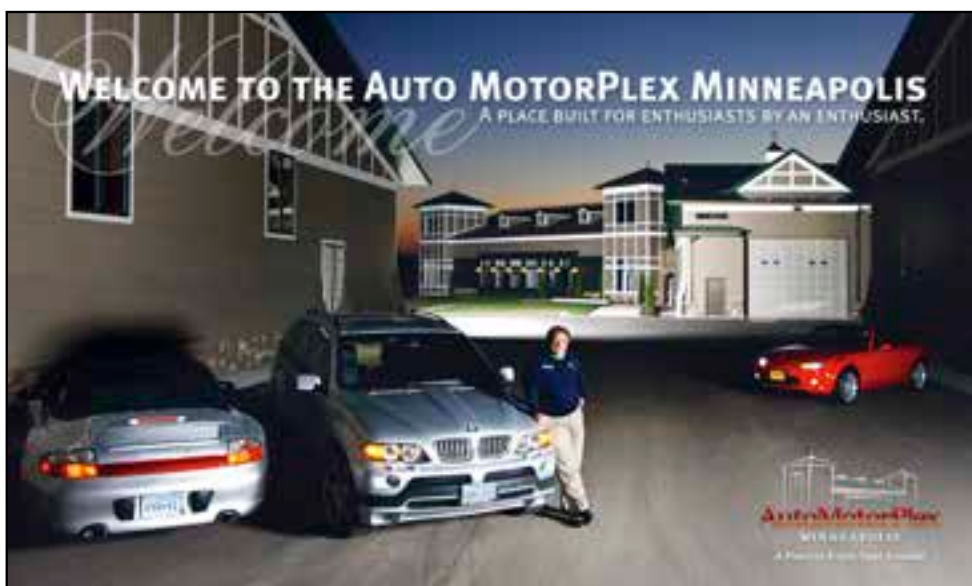
This issue has been another fun one to put together. A combination of member submissions, other region newsletters, PCA.org material including information on the 2013 Parade which this year is not all that far away over in Michigan, our upcoming calendar of events, book review, our regular features and event updates and details. See the ad and accompanying article to check out details on Parade. Clubtalk recently included a few members piping in on their personal experiences traveling in Michigan and specifically to Traverse City. I really enjoyed the back and forth as I actually grew up in the Detroit area and went to college in Ann Arbor. Once a Michigander, always a Michigander. Even though I was born in Minneapolis and now have spent more years in this state than the other, it just is 'where I grew up!'

But we did travel to Minnesota yearly, often up and over the Mackinaw Bridge through the Upper Peninsula on our way to northern Minnesota. Have lots of wonderful memories of camping around the state, too. There are some breathtakingly beautiful areas in Michigan. We also spent numerous

winters skiing at an area called Caberfae mid-state. There are some serious hilly areas in the area! I can truly recommend a trip in that direction. Parades are held yearly and include an almost full week of fun P-car related events. Check out the brochure.

And the March issue will be plumb full of info on the upcoming 2013 First Fling Driver Ed and Driver Training up at Brainerd International Raceway. So watch for this one whether you are new to the club and new to the driving event opportunities or one of us track junkies. And will cover our recent holiday party! Pics galore.

So check out the calendar as we have quite a few of the 2013 events scheduled. Including coming up in April are the two 'New Member' Social and Info events (April 2 and April 13!). Definitely NOT limited to new members, all are welcome. More details to follow in that March issue. See you there!



## BILL WOLFSON

### COMMERCIAL REAL ESTATE

### BROKERAGE, DEVELOPMENT & CONSULTING SERVICES

WOLFSON@RML.NET • (952) 334-4554 • BILLWOLFSONCOMMERCIAL.COM

201 EAST LAKE STREET — WAYZATA, MN 55391





# Vintage Porsche Ad .

Right, Really fun ad: Yellow Sun Porsche 914 Car  
Photo Vintage (1971)

Our mid-engine car is a fair-weather friend that won't let you down in foul weather.

On sunny days, the top snags off in thirty-seven seconds, stows under the rear trunk lid and takes up virtually no space.

On rainy days the top locks back on almost as fast. And because it's fiberglass, it won't leak or rip. Unlike fabric.

But a friend is more than a fiberglass top.

First of all, it's a

**The Sun**

two-seater in the classic sports car tradition. And because two's company.

Right behind the two seats is an engine in our race car tradition.

With the engine in the middle, handling must be felt to be believed. The car simply goes where you point it.

Also with the engine in the middle, you get a trunk in the front and the back. A sort of his and hers.

Together they give

more trunk space than a Cadillac Coupe de Ville.

For a Porsche, even the price is sunny. \$3,595.\*

It includes rack-and-pinion steering, and a five-speed gearbox, 4-wheel disc brakes and a built-in roll bar.

So see your friendly dealer and let the sun shine in.

\*Suggested retail price East Coast P.O.E. \$3,595, West Coast P.O.E. slightly higher. Local taxes and other dealer delivery charges, if any, additional. Vinyl-covered roll bar, chrome bumpers, special wheels optional at extra cost. Prices subject to change without notice. For the nearest dealer that sells Porsches and Audis see the yellow pages.

**Porsche**

**b Bursch Travel**

**BURSCH TRAVEL**

SPECIALIZING IN WORLDWIDE LUXURY TRAVEL

"LET MY KNOWLEDGE AND EXPERIENCE WORK FOR YOU IN PLANNING YOUR NEXT VACATION"

**AMERICAN EXPRESS Travel Services**

Bursch Travel Crossroads Center 1201 S Broadway Suite 76  
Rochester, MN 55904 507-281-3652 800-243-3652  
[www.burschtravel.com](http://www.burschtravel.com)

**BJ Peterson Boehm**  
Nordstern Member  
[bjp@burschtravel.com](mailto:bjp@burschtravel.com)



# Car Biz Board . . . One Stop Shopping!

## SAFETY GEAR RENTAL & SALES



RACESUITRENTAL.COM

We provide the gear...

The Trophies are up to you!

Contact: David Schaal 651-983-8238  
Sales@RaceSuitRental.com



**Tom Walgren**  
612-789-7231  
Higgins Insurance Agency, Inc.



COLLECTOR CARS—HOME—AUTO—BUSINESS—LONG TERM CARE

2214 Central Ave NE, Minneapolis, MN 55418

Email: tomw@higginsagency.com



*Diamond Interiors*

Harry@diamond-int.com

2932 Drew Avenue North  
Robbinsdale, Minnesota 55422

HARRY UNGER  
(763) 588-9378



- Radar Detection Systems
- Audio Rear Seat Entertainment
- iPod Integraton
- Specializing in European Marques

**KEITH REED**  
(952) 939-0804

kreedaudio@comcast.net



**TRACKSIDE TIRE**

Paul and Lynn Beyl  
952 593-9104

WWW.TRACKSIDETIRE.COM



Jim Bryant  
651-955-6900

Jim.B@RacingProductsMn.com  
www.RacingProductsMn.com

Retail Store: 659 Hayward Ave. North  
Oakdale, MN 55128

Providing Racing Products From  
Sparco, Simpson, AlpineStars,  
Bell, Traqmate, Longacre, BBS,  
Pagid, Hawk, Pyrotec, M&R,  
Cool Shirt, Corbeau, ATE, Aim  
Data, Avcomm, & More!



2180 Cty Rd 42 West  
Burnsville, MN 55337

Fax (952) 746-8885

Toll Free  
1-888-323-8456

E-Mail: BG@FrozenRotors.com

Websites: www.FrozenRotors.com  
www.DiversifiedCryogenics.com



**Bill Groschen**  
Office (952) 746-8880

rod@eglassService.com

**Rod Ellison**

eglass Service, Inc.

99-5th Ave NW, Suite 100  
New Brighton, MN 55112

P 651.288.0063

C 612.655.7736



Formally Restoration  
Auto Glass

# 2013 Calendar . . .

## February

- 12 Monthly Business Meeting**  
Lifetime Fitness  
755 Prairie Center Drive  
Eden Prairie, MN 55344, 952-829-8400  
Social: 6:30 p.m., Meeting 7 p.m.

## March

- 12 Monthly Business Meeting**  
Lifetime Fitness  
755 Prairie Center Drive  
Eden Prairie, MN 55344, 952-829-8400  
Social: 6:30 p.m., Meeting 7 p.m.
- 23 Annual Swap Meet  
at Porsche of Minneapolis (formerly Carousel)**  
Details TBA

## April

- 2 New Member Social, Details TBA**  
Auto MotorPlex Minneapolis, see ad pg 7  
Meet and Greet, will include Pizza and Beverage
- 9 Monthly Business Meeting**  
Lifetime Fitness  
755 Prairie Center Drive  
Eden Prairie, MN 55344, 952-829-8400  
Social: 6:30 p.m., Meeting 7 p.m.
- 13 New Member Social, Details TBA**  
10 - Noon, AutoEdge - See Ad Back Cover  
Meet and Greet, will include Pizza and Beverage  
Tech Session to follow, details TBA

## May

- 3 Driver Training**  
Brainerd International Raceway  
Eventmaster: Ron Johnson  
Register online at: clubregistration.net
- 4-5 Driver Education**  
Eventmaster: TBA  
Register online at: clubregistration.net
- 14 Tentative: Monthly Business Meeting**  
Lifetime Fitness  
755 Prairie Center Drive  
Eden Prairie, MN 55344, 952-829-8400  
Social: 6:30 p.m., Meeting 7 p.m.

## June

- 22 911 50th Anniversary Celebration at  
Porsche of Minneapolis! (formerly Carousel)**  
Eventmaster: Mark Bouljon

## July

- 15-16 Driver Ed at Road America**  
Monday/Tuesday DE before the KICK

2013

2013

2013

2013

2013

2013



**Anderson**  
**MOTORSPORT Inc.**  
Specializing in Audi Service and Tuning

**Your source for: MICHELIN • BBS • NOKIAN • PAGID • H&R**

**952-937-8639**  
**www.andersonmotorsport.com**  
7700 Quattro Drive  
Chanhassen, MN 55317

- Elkhart Lake, WI  
register online at clubregistration.net
- 26-28 Club Race and Driver Training**  
Brainerd International Raceway  
Register online at: clubregistration.net

## September

- 15 901-O-RAMA**  
A gathering of small bumper cars ('64 to '73)  
Location: Marine-on-St. Croix  
Details: TBA
- 20 Driver Training**  
Brainerd International Raceway  
Eventmaster: Ron Johnson  
Register online at: clubregistration.net
- 21-22 Driver Education**  
Eventmaster: TBA  
Register online at: clubregistration.net

## October

- 10 Tentative Monthly Business Meeting**  
Lifetime Fitness  
755 Prairie Center Drive  
Eden Prairie, MN 55344, 952-829-8400  
Social: 6:30 p.m., Meeting 7 p.m.

**"Third Thursdays" of each month**  
5 p.m. ++ An Informal 'Post-Work' Social at  
All Nord Stern members welcome!

### Club Jager

923 Washington Ave. North, Mpls, 612.332.2686  
<http://clubjager.com/>

January 24, February 21, March 21, April 18, May 16,  
June 20, July 18, August 15, September 19, October 17,  
November 21 and December 19



# COURTNEY TRUCK SERVICE

Family owned for  
over 24 years

*Service for Your Trucks, SUV's & Trailers*

- Scheduled Maintenance to Major Repairs
- Four Wheel Drive, Foreign, Domestic, Gas or Diesel
- Alignments: 2 & AWD vehicles up to 1 ton in weight
- Hitches, Brake Controllers & Fuel Tanks
- MN DOT inspections
- Red Line Oil Dealer



# CTS

*Quality service at a fair price*

COURTNEY TRUCK SERVICE

14205 62nd Street West  
Eden Prairie, MN 55346  
**952-934-0931**  
Hours: M-F 7:30 to 5:30



Towing available



PORSCHE DESIGN

## extraordinary & eyewear eye care

Providing a distinctive selection of eye wear from Porsche, Mont Blanc, Dunhill, and more, as well as comprehensive ophthalmic care by the best physicians in the Twin Cities, including LASIK laser vision correction and cataract surgery. Consultations with **Nathan Reader, M.D.** available by appointment.



## SOUTHDALE OPTICAL

6533 Drew Avenue South, Edina, MN 55435  
(952) 925-9550 | southdaleeyeclinic.com

# Calling All Parade Goers . . . 2013 Beckons!

*courtesy PCA*

## **Porsche Parade 2013: Traverse City, Michigan**

Nestled on the shores of Lake Michigan and the Grand Traverse Bay, the Grand Traverse Resort and Spa will host our fun-filled 58th Porsche Parade this summer: June 23 through 29, 2013. With 900 acres of rolling greens, woodlands and waterfront, a multitude of vineyards, orchards and coastal roadways nearby, there is much to see, much to do, and much to enjoy!

The Porsche Parade is the PCA's annual convention. It is a week-long extravaganza of car events, tech sessions, social events and FUN. Whether you like to autocross, rally, tour or, Concours, there is plenty to do and see. Attendance is roughly 2000 people, most of whom arrive in their beautiful and much loved Porsche automobile. The Parade is a great family vacation, and the Traverse City area has a wide variety of kid-friendly activities.

You must register in advance for Parade as there is no onsite signup. Registration opens March 12th. There will be a link to register on [www.pca.org](http://www.pca.org) and [parade2013.pca.org](http://parade2013.pca.org).

## **Competition - Parade has four competitive events each year**

The Porsche Concours d'Elegance gets started early on Monday, June 24th on the beautiful fairways of the Grand Traverse Resort. Whether you are an experienced Concours participant, a first time entrant, or a volunteer, there is an opportunity for every Parade entrant to get involved in this prestigious event. The Concours d'Elegance is not just about the competition, it's about getting involved and participating with others who share a common appreciation for the Porsche marque.

- New this year! The **Concours** will include a "street" class for those who want to show their cars, but on more of an entry level. In the new street class, only the interior and exterior, including wheels and tires, will be judged.
- The **Mobil TSD Rally** on Tuesday June 25th takes us in and around the beautiful vineyards, orchards, forests and dunes of the area in a rally that's sure to be remembered.
- The **Michelin Autocross** is on Wednesday and Thursday, June 26 and 27 at the nearby Antrim County Airport. With the Parade team promising a challenging old-school runway autocross, this is sure to be a fun event.
- The **Technical/Historical Quiz** will be presented to those who dare on the morning of Friday, June 28. Entrants will be tested on their knowledge of general Porsche interests, mechanical details, and the historical aspects of the Porsche family, business, and the ever-growing line of models and variants. Be sure to study for a top score or just show up to see what you think you know. Source materials for studying will be available on the Parade website as the date draws near.

## **Banquets**

As we say in PCA, it's not just the cars, it's the food! We host five banquets during the week at the resort. We also have two "open" nights for you to sample the local fare of Traverse City.

## **Other activities**

You can't do it all! We have activities for kids and teens, an Art Show, Goodie Store, a 5K run/walk, a Gimmick Rally, an RC contest, and our local Tourmeister has assembled several driving and van/motorcoach tours to show us the beauty and interesting locations around the Grand Traverse Bay area of Upper Michigan. We end the week with a true Parade of Porsches through the east side of Traverse City and up Old Mission Peninsula.

The Parade Tech Academy will be held Friday, June 28th, and once again, we have an exciting mix of our outstanding PCA Technical Committee and outside speakers. Michelin hosts a "drive and compare" where you can take laps in two identical Porsches, with two different types of tires. We will have a golf tournament on The Bear golf course at the resort, host to the state's oldest and most prestigious tournament, the Michigan Open Championship from 1985 through 2008.

## **Lodging**

**The Grand Traverse Resort and Spa** is our host hotel, and can accommodate all Parade goers. The resort properties range from beachfront condos in a variety of configurations, to the centrally located hotel & tower rooms. Special PCA rates will be available; upon registration you will receive an authorization code to access these rates.

## **Entrant Eligibility and Fees**

You must be a PCA member to register for Parade and only registered attendees may participate in Parade activities. Entrants and co-entrants must be PCA members, but they need not be family or affiliate members.

Automobile eligibility for the Autocross, Concours and TSD Rally is outlined in the Parade Competition Rules (PCRs) available on the [pca.org](http://pca.org) website. An entrant and/or co-entrant may enter up to two automobiles (thus separate cars for the Concours, rally, and autocross), and only Porsches as defined in the PCRs may be registered. Entrants may participate in other events (such as tours or gimmick rally) in any automobile, even if it is not a Porsche.

Everyone signing up for Parade must pay an entrant fee of \$159, which covers the entrant and co-entrant.

*Continued on page 14*



# 58TH ANNUAL PCA PORSCHE PARADE 2013

**JUNE 23-29**

TRAVERSE CITY, MICHIGAN

**TOURS  
CONCOURS, RALLIES,  
AUTO CROSS, TECH QUIZ  
GREAT FOOD  
NEW FRIENDS**

**JOIN US FOR A WEEK FULL OF PORSCHE FUN  
REGISTRATION OPENS MARCH 12TH**



**GRAND TRAVERSE RESORT & SPA**



**FOR MORE INFORMATION & REGISTRATION - VISIT  
PARADE2013.PCA.ORG**

## NORD STERN - MEMBERSHIP INFORMATION

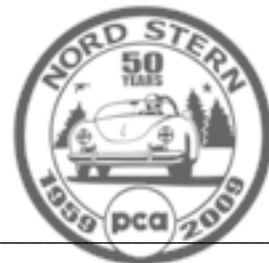
Not a Nord Stern member, just PCA? Join this Premier regional club of PCA NOW and start receiving your newsletter directly, in print. Keep up-to-date with events, activities, issues and information about the club and its members. Nord Stern has nearly 600 members. You must be at least 18 years of age, be a current Porsche owner and an active member of PCA in order to maintain membership in Nord Stern (see [www.pca.org](http://www.pca.org)). More information on the club can be obtained by visiting our website: [www.nordstern.org](http://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](mailto:edmn911@aol.com)*



Name: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Phone #: \_\_\_\_\_

PCA #: \_\_\_\_\_

PCA Affiliate Member: \_\_\_\_\_

(1 free with membership)

Vehicle Year/Model/Color: \_\_\_\_\_

Dues enclosed:

\_\_\_\_\_ \$30 annual dues

\_\_\_\_\_ \$80 3-year dues

## Parade 2013

*continued from page 12*

Fees for the four major competitive events are:

- Concours -- \$30 per car
- Autocross -- \$30 per driver
- TSD Rally -- \$15 per car
- Tech/Historical Quiz -- \$15 per person

Entrant fees for guests are as follows:

- JPP/CAFP -- \$20
- Child age 13-15 -- \$15
- Child under age 13 -- \$10
- Adult guests -- \$30

JPP (Junior Participant Program) entrants are the sons, daughters, nieces, nephews and grandchildren of PCA members who are 16 or 17 years old. CAFP (College-Aged Family Program) entrants are the sons, daughters, nieces, nephews and grandchildren of PCA members who are 18-25 years old.

Other guests are welcome, however, only the entrant, co-entrant and JPP/CAFP entrants may enter the competitive events (except children ages 13-15 may register for the Tech

Quiz). If other guests are PCA Members, they must submit their own registration and pay their own registration fee to enter the competitive events.

Additional fees apply for banquet tickets and selected other activities.

### Questions?

If you have questions regarding Parade, please consult the Parade website at [parade2013.pca.org](http://parade2013.pca.org). If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar at [registrar@pcaparade.org](mailto:registrar@pcaparade.org) or call 503.579.3423 (please leave a message).

(Editor's note: being originally from Michigan I can attest to the gorgeous scenery in both the lower and upper peninsulas of Michigan! This a particularly lovely area to visit - as is most of Michigan and I'm not excluding Detroit itself. We have attended close to 10 Parades either in whole, or in part, and have enjoyed them all. Each has a unique 'flavor' yet the core events bring together several of the traditional Porsche activities. And blends those with fun things to do and see in each specific locale. Great way to see and experience somewhere new - or even 'old' - all within the US.)



# Why Nitrogen?

by Marty Noonan

If you are one of the 85% of Americans who doesn't regularly check your tire pressure, you need nitrogen. If you are in the 15% you probably already do!

We take in nitrogen with every breath. Air is composed of:

- 1% Water Vapor and Other Gases – Escapes up to 250 times faster than Nitrogen
- 21% Oxygen – Escapes 3-4 times faster than Nitrogen
- 78% Nitrogen – The largest molecule in air, dry, non-flammable.

Because of their large size, nitrogen molecules are the least permeable and stay in your tire longer.

It's not about the nitrogen. It's about reducing oxygen, water vapor and other gases.

By reducing the percentage of oxygen, water vapor and other gases in your tires from 22% to 7% or lower, your tires will maintain proper pressure longer than if you use "plain old air." For example, with 95% nitrogen in your tires, they retain optimal pressure three to four times longer. Proper tire pressure is a big deal. Maintain it with nitrogen, and you'll see these three primary benefits:

**Increased Fuel Efficiency** – Correct tire pressure keeps the manufacturer's recommended "contact patch" on the road. This lessens the rolling resistance and maximizes fuel efficiency.

**Longer Tire Life** – When it comes in contact with other materials, oxygen causes oxidation. Oxidation can make rubber brittle and cause it to lose tensile strength. In addition, at high temperatures and pressures, oxygen reacts and damages inner tire liners and belt packages; nitrogen does not.

**Increased Safety** – Under-inflated tires cause 90% of blowouts. Nitrogen provides more reliable pressure for reduced blowout potential.

**Improved TPMS (Tire Pressure Monitoring System) Performance** – If you have a new car, you likely are plagued by a flashing light telling you your tire pressure is low. Water vapor corrodes the sensors.

**More Predictable Pressure Fluctuation** – NASCAR teams use nitrogen so they can more accurately predict tire pressure fluctuation. Regular compressed air can fluctuate considerably when water vapor is present.

**Longer Rim Life** – Rim rust caused by condensation from water vapor and other gases can get caught in valves and create slow leaks in tires. Nitrogen is completely dry, so it eliminates the potential for condensation.

Why not eliminate all oxygen and water vapor? What's right for me – 95% or 98%?

Numerous studies have proven that nitrogen in tires reduces the volume of gases that escape more quickly and cause damaging oxidation. However, research also has shown that nitrogen purity beyond a certain point does not provide additional benefits. In fact, with nitrogen purity above 93.4% in passenger tires, oxygen actually begins to migrate back into the tire. You can get all the benefits of nitrogen with a purity level between 93-98%.

Bridgestone/Firestone researchers say that 93-95% nitrogen is all you need.

According to Ford Motor Co., there is no difference between 96% and 99% nitrogen purity.

## Who Else Is Using Nitrogen?

**NASCAR** - NASCAR teams use nitrogen because it allows them to more accurately predict tire pressure fluctuation. Nitrogen fluctuates with temperature change, but it does so less than when water vapor is present. In addition, higher nitrogen levels eliminate the explosive properties of oxygen (oxygen loses its explosive properties at around 9% or less) NASCAR uses bottled nitrogen for portability. The bottles are delivered to the track by Praxair.

**Commercial Airlines** – The Federal Aviation Administration requires nitrogen in aircraft tires because it reduces the potential for water vapor freezing at high altitudes. In addition, airlines such as Boeing use nitrogen membranes or "OBIGGS" on-board inert gas generation systems (OBIGGS) to layer fuel tanks with inert nitrogen. Again, this reduces the potential for explosions. Just imagine if the Pinto had incorporated this technology 30 years ago, we'd still be driving them. Maybe...OK ~ NOT!!

**U.S. Government** – NASA and the U.S. military use nitrogen for many of the same reasons it is used in commercial aircraft.

**Food Processors and Packagers** – Oxygen hastens both the chemical breakdown and microbial spoilage of many foods. Think meat, potato chips, cookies, etc. To help preserve foods longer, processors and packagers often use modified atmosphere packaging (MAP) and controlled atmosphere packaging (CAP) that replaces some or all of the oxygen in the air inside the package with nitrogen.

So why did I even bring this up? As a USAF pilot and commercial airline pilot, I was interested in high-speed tire qualities and wanted the best for my Porsche tires. I've used gyroscopic balance and nitrogen in my Porsche tires for over 35 years and have found all the above to hold true. Nate Jones of Nate Jones Tire Company in Long Beach, CA introduced me to

*Continued on page 31*

# Nord Stern Monthly Business Meeting Schedule

by Prez Jim Babner

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 attend 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!

February 12

March 12

April 9

May, optional with meetings resuming in the fall.



## nurburgring, inc.

restoration of fine vintage Porsche automobiles

..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.

Rick Moe  
nurburgring, inc.  
dasring.com

# BRAVO

## PROTECTION PRODUCTS

The Twin Cities Premier Clear Bra & Window Tint Specialists



# INVISIBLE

## PAINT PROTECTION FILM

PROTECT YOUR INVESTMENT

Paint protection film is an optically clear film that will protect your Car, Truck, SUV, Motorcycle, or RV from rock chips and scratches caused by road debris.

We offer coverage for Hood, Fenders, Mirrors, Full Front Bumper, Headlights, A-pillars/Roof Line and so much more. We use X-pel Patterns, have certified installers and offer a Lifetime warranty.

# WINDOW TINT

AUTOMOTIVE - COMMERCIAL – RESIDENTIAL - DECORATIVE

- Sun damage and UV Protection
- Increased energy efficiency
- Increased privacy
- Glare reduction
- Sleek, sophisticated look
- Improved shatter resistance
- Lifetime warranty

# 952-476-7025

## [www.bravoprotection.com](http://www.bravoprotection.com)

15620 Wayzata Blvd  
Wayzata, MN 55391



WE ALSO OFFER DIY KITS





# Nord Stern January Business Meetings Minutes

*by Betsey Porter, Secretary*

Meeting was called to order by President Ron Johnson at 7:02 p.m.

President – Ron Johnson

- \* Happy New Year!

Treasurer – Jeff Bluhm

- \* No change in financials

Social – Michael John

- \* 108 registered for the holiday party
- \* Will print name tags with NS logo and dinner choices
- \* Per Jim Bahner, the dealership will park two cars at the hotel entrance

Advertising – Jill Daneu

- \* No report

Newsletter – Christie Boeder

- \* Need photos and articles by Jan 15 for next newsletter
- \* Would like to receive articles from any member willing to share how they got into Porsches
- \* Some board members will contact other members re: their experiences at the F1 for inclusion in an upcoming newsletter

Webmaster – Bret Bailey

- \* New website is live!
- \* Can now take payments online
- \* Looking for more content and photos, send to Bret

Membership – Ed Vazquez

- \* Has received 50 renewals and two new members so far in 2013
- \* Ed met his goal of 500 NS members in December!
- \* New Member/Current Member meetings dates set for April 2nd in Chanhassen, April 13th at Auto Edge (with Tech Session)
- \* Tom Niccom donated a laptop to Ed to use at membership events
- \* Would like to talk about insurance options at new member events

Met Council – Bob Kosky

- \* No report

Charity – Keith Jones

- \* Per Ron, a silent auction item will be available at the Holiday Party: a breakfast with our guest speaker Randy Pobst for Sunday Morning
- \* Ron will make a flyer and sign-up sheet for the registration table
- \* Bret will add to website

Insurance – Michele Deml Johnson

- \* No report

Club Race – open position

- \* Ron is working on filling the position; please send suggestions
- \* Ron Smith declined

Driver Education – Steve Meydell

- \* Need insurance paperwork from Michele
- \* Ron is looking for an eventmaster

Track Relations – Jim Bahner

- \* No report

Driver Education Registrar – Dave Anderson

- \* No report

Driver's Training – Jim Bahner

- \* No report

Touring & Drives – Mike Lancial & Randy Walker

- \* No report

Rally – Lon Tusler

- \* No report

Concour - Porsche Show – Phil Saari

- \* June 23rd in Roseville

Safety – Keith Erickson

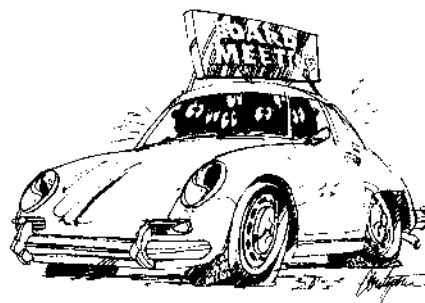
- \* No report

New Business – Ron Johnson

- \* PCA Instructor Training available to Nord Stern Instructors at Black Hawk in Milwaukee, May 31st
- \* All instructors are invited to go through the national program
- \* Free! In your own car.

Meeting adjourned 7:37 p.m.

Respectfully submitted, Secretary Betsey Porter





**the fine art of dent removal**

Experienced in High Quality Paintless Dent Removal Since 1991

**TIRED OF LOOKING AT THOSE UGLY DINGS AND DENTS?  
WE CAN MAKE THEM DISAPPEAR!**



**15736 WAYZATA BLVD. WAYZATA, MN 55391 - 952-473-8000  
WWW.DENTKRAFTPDR.COM**

# Circuit Of The Americas (COTA) Formula 1 United States Grand Prix

*by Dale Trippler, Jo Harkins-Craven and Kim and Keith Fritze*

Way back in June of last year, Kim and Keith Fritze and Jo and I were talking about the upcoming Formula 1 race that was going to return to the US down in Austin, Texas. It didn't take us long to decide we should go. It turned out to be more fun than we had anticipated.



The first order of business was to purchase our tickets. We did that online which it turned out was very easy. Next, I spent some time looking for a place for us to stay. That was not so easy, however. While there were a lot of motels and rooms available in or near Austin the rates seemed to have risen "ever so slightly". I could not find a room within 10 miles of Austin that was under \$400 per night! And that was at motels that I know would normally be in the \$100-150 per night range.

I finally located a motel about 30 miles from Austin where the room rates seemed normal, so I booked two rooms for us. We found out when we were at the race that scalpers had booked over 90% of the rooms within the 20-mile radius and where trying to sell them on Craig's list for 2 to 5 times the going rate. Since it

is against the law in Texas, about a month before the race, that problem was worked out. But we didn't know that at the time so it didn't help us.

The drive down was uneventful - which is always a good thing! With four good drivers, the 1,300 miles each way, was a piece of cake. And Kim had just gotten a new smart phone which turned out to be a lifesaver for directions and finding restaurants. Who needs maps anymore?!

The track is unbelievably beautiful. It is literally in the middle of nowhere, but then I did say it was in Texas, right? Unlike my image of most of Texas, it is located in a region of gently rolling hills. It is a 3.4 mile layout with 20 turns. It has 133 feet of elevation change, the most of any track on the circuit. And there is almost no spot around the track which isn't a good place



to watch the action. We had general admission tickets, so Jo and I spend most of the three days at the track sitting on a hillside at

**MAL  
TOOLS**

2288 Promise Ave.  
Shakopee, MN 55379-3368  
Cell: 651-785-5286  
[lfraguada14@gmail.com](mailto:lfraguada14@gmail.com)

**LUIS H. FRAGUADA, SR.**  
*Authorized Distributor / Owner*

REPRESENTING:

**STANLEY**

**DEWALT**

**STANLEY**  
**Vitmar**

**EXPERT**

**MAL  
TOOLS**

**Present this ad and receive a 10% discount on your first order**  
**(One coupon per person. Not valid with other offers, promotions or discounts.)**



Turn 11. Kim and Keith being a LOT younger than us, were more adventuresome and walked around the whole track. They met many people they knew from Kim's national PCA involvement and Keith's Club Racing events. So they spent most of their three days visiting with various friends at different turns around the track.

Coincidentally, other Nord Sterners unexpectedly turned up at various times. Scott Kuhne was there and we met him both at the track and at the PCA Hill Country Region dinner Saturday night. Despite there being 125,000 people in attendance, Keith and Kim happened to sit near Nord Sterners Mark and Joan Steingas at Turn 11 which they realized after Keith stood up to direct Kim back with some concessions and found Mark and Joan sitting right behind them!



What a small world.

The Hill Country PCA Region hosted a great dinner party and engagement Saturday

night at the famed "Salt Lick" in Austin. The location of the BBQ was southwest of Austin in a sprawling ranch ambience. The highlights were a great "Texas style" barbeque buffet and guest speakers Patrick Long and Vic Elford. It was a great way to socialize with fellow PCA members. We had a wonderful time.

The highlight of the trip, of course, was the Formula 1 cars and drivers. It is unbelievable how fast those cars are! They drove them through some turns flat out and you'd think there was no



way they could stay on the track, but they do. At Turn 11, which is a 160 degree left-hander, the entrance speed is approximately 30-40 mph but within three seconds of exiting that turn, they are over 100 mph going down the straight to Turn 12.

To give you an idea of just how fast these Formula 1 cars are, they had GT3 Cup Porsches running the track between practice sessions for the Formula 1 cars. The best time was a 2:13.191 by the very talented young driver, Madison Snow (son of Melanie and Martin Snow both of whom participated at BIR in several of



our early Club Races back in the early 90s), in the Pirelli GT3 Cup race. The Formula 1 cars were turning sub 1:40.xx laps soon after their first practice session with a 1:35.657 race lap record by Sebastian Vettel.



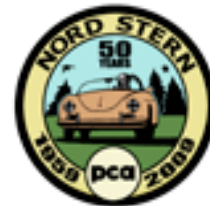
We all had a wonderful time and the plans are to go again next year. We highly recommend it to anyone who loves racing. But if you do go, bring REALLY good ear protection. Little foam ear plugs just do not do it! I found a Menards and bought the best ear protection they had and, boy, was really glad I did. The sound coming out of those cars is louder than standing behind a 747 taking off, I think. But there isn't anything like watching a Formula 1 car and driver on a race track. Put this on your bucket list!

A Driver Ed and Club race are also planned for 2013. Drivers that would like to experience this awesome, world-class track, should check [www.clubregistration.net](http://www.clubregistration.net) or the PCA website for further information.

See you there in 2014!



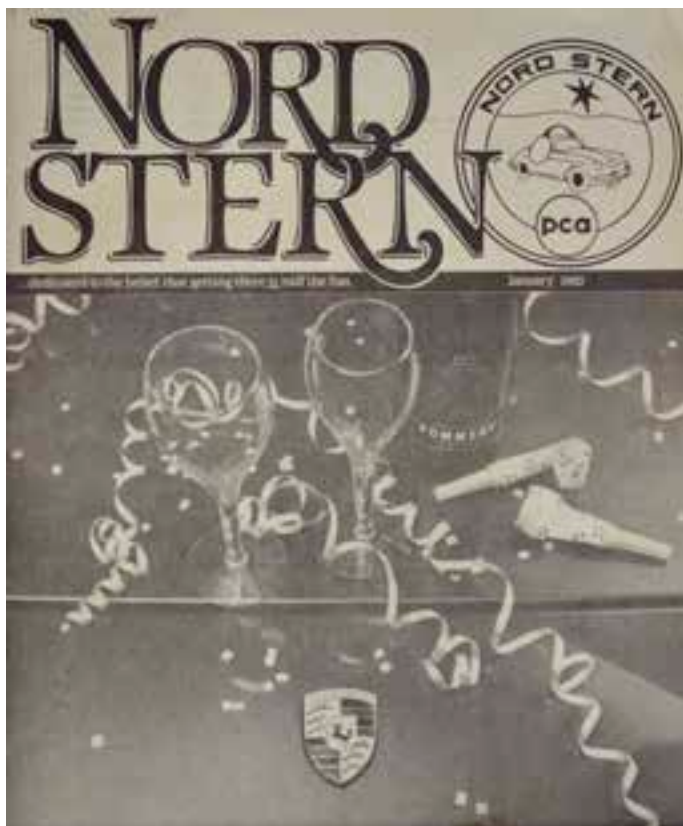
# Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



These two issues show how photography in the newsletter was improving dramatically during the '80's. The large number of activities in the club is also very impressive.

## January 1985

- **Jim Arhart** is President; he said that he was accused of being two cylinders short because of his 1968 912. **Roger Johnson** is Vice President. **Dave and Susana Weber** are Newsletter Editors.
- At the business meeting, **Phyllis Godfredson** suggested the club investigate the feasibility of obtaining video tape equipment for driver training. She was way ahead of her time!
- A photo contest with professional judges was announced.
- The annual PCA Parade will be at Riverside, the famous southern California track that is now a shopping mall. I've read that you can still see some remnant of one of the turns in one corner of the parking lot.
- The Market Place includes two 1972 911E's, a Silver one for \$6,500 and an Irish Green one for racing listed at \$11,000 firm.
- A 1963 C (sic) coupe restored but now needs paint could be had for \$7,500 OBO.



## July 1987

- Pepsi Grand Prix will be at BIR July 18 and 19. The Fawcett mansion's ten rooms at Breezy Point has been rented for a giant slumber party. It sleeps 34 but "the more the merrier". Kim's bringing his stereo equipment. Sounds like it's gonna be wild.
- The rest of the summer calendar is filled with a dinner cruise on Lake Minnetonka, a People's Choice Car

Show, two "ladies' brunches", a tour to the Lowenbrau Classic at Road America, and three BIR weekends.

- **Dan Engel** offers two pages of "Travelin' Tips". He loves to pass "a gaggle of other tourists in their station wagons stuffed with suitcases, crabby children, large green Coleman coolers, and potato chip debris". His long list of items to take include a cassette case, three lug nuts, oil/pressure sender, and three rocker arms and shafts, in addition to a lot of other things.
- **Steve Beddor** had the fastest time of day at the First Fling followed by **Dennis Guentzel**.

- The Market has six Porsches:

- 1979 911 SC Targa
- 1972 914 1.7 with damage

to left front, but only serious inquiries welcome

- 1964 356 SC Coupe with rust in floors for \$2,295
- 1973 914/2.0 with lots of track goodies for \$4,600 OBO
- 1985 928 for \$35,000
- 1971 911E Orange Targa with 62,000 miles, \$9,900



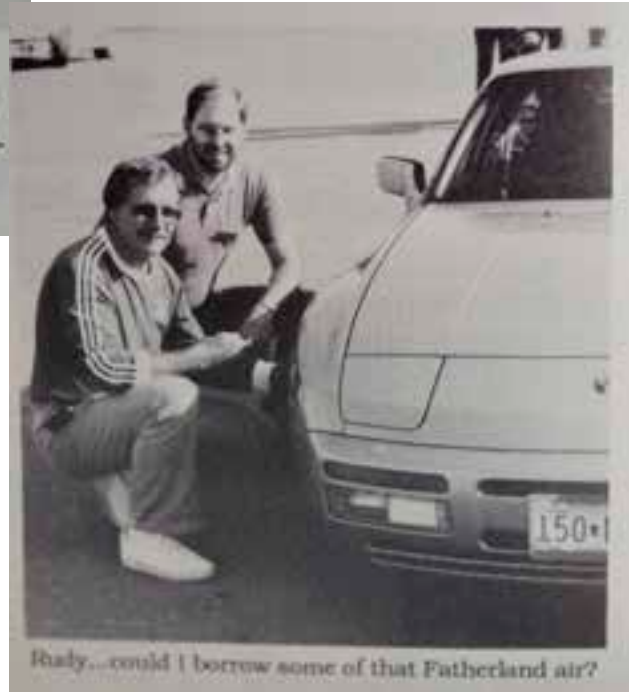
# The Scans Continue



## Nord Stern Does Winter!

February's big event. Yes, it's a  
organized cross country skiing.

Where: Gather at Dennis and  
Eunie Guentzels.  
16115 Jamaica Ave. W.  
Lakeville, Mn  
612-435-7063  
What Time: 1:30P.M.



Italy...could I borrow some of that Fatherland air?



Bob, if Perpich finds out how much fun this is, the



My God!...it's a Briggs & Stratten.



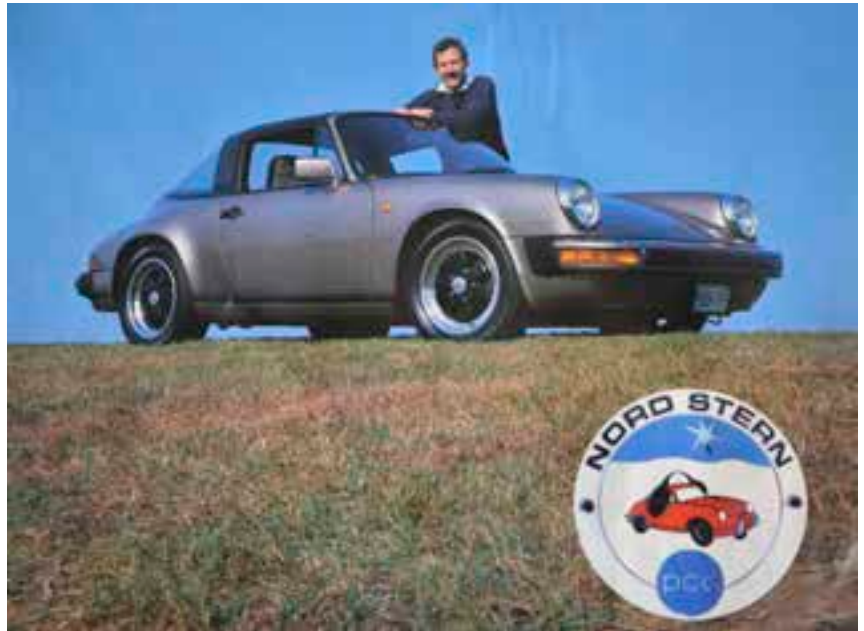
Jim...you break it...you buy it!



# The Scans Continue



Above: July 1987 Autocross



Above: John Orton and his Platinum Metallic 1983 911SC Targa



Above: Isn't this illegal now?!

Below: some things just never change!



Above: Where do you put oil in this thing?







## Engineered for Quality . . . Designed for Living

INDOORS and OUT . . . Discover a better way of living with top quality, beautifully crafted products from Betterliving.

1. Year Round **SUNROOMS**
2. Glass **CONSERVATORIES**
3. **ENCLOSED PORCHES**
4. Motorized **RETRACTABLE AWNINGS**
5. EXTERIOR Motorized **SOLAR SHADES**
6. **PERGOLA CANOPIES**
7. GLASS & ALUMINUM Structural **RAILINGS**

BUY NOW AND SAVE . . .  
INSTALL NOW OR WAIT  
UNTIL SPRING

**CALL Clint Hanson today**  
**for a catalog or FREE**  
**estimate!**

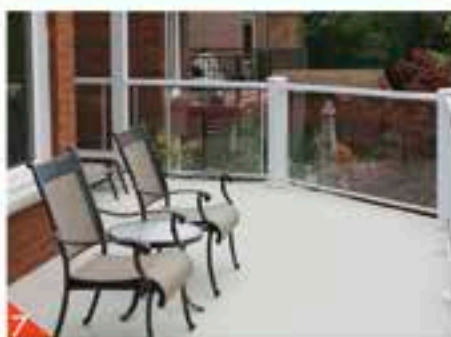
**(651) 289-6601**

Mention this ad to receive

**FREE HVAC**

Heater /AC unit installed in year round sunrooms  
for a limited time\*

OR  
**0%\* APR**  
**for 60 months**



**Betterliving**  
**PATIO & SUNROOMS**  
**BY PORTICO**

99 Fifth Ave NW #100  
New Brighton, MN



[www.Betterliving-MN.com](http://www.Betterliving-MN.com)

100% Financing  
Available



\*Financing based on approved credit for qualified buyers only.  
Not valid on prior sales or combined with other offers.

**SUNROOMS • ENCLOSED PORCHES • SCREEN ROOMS • CONSERVATORIES**  
**AWNINGS • SOLAR SHADES • CANOPIES & PERGOLA CANOPIES**



# Feels Like Home . . . Porsche Panamera. Embrace the moment.

by Bob Beck, PCA.org

Porsche likes to speak of its DNA. Study the Porsche family of cars and you'll understand what Porsche's DNA is all about. It's a family of technology, passion and proportion in motion. It is perhaps best said that nothing drives like a 911. If you are going to build the ultimate sports car it goes without saying that it will be compared to a 911. Introduced in 1964, the archetype 911 defines the sports car.

On the other hand if you are going to build an ultimate sports sedan it would typically be compared to an Audi/Mercedes/BMW/Maserati-ish sort of thing. There are a lot of good choices in the luxury sports sedan category

— A8, M5, CLS AMG, Quattroporte. At one time it would have been hard to choose, but no longer. Today there is really only one choice and it is unequivocally the Porsche Panamera. It's that good. You simply need drive it to understand.

As a born skeptic, I traveled off to sample the new Panamera as a 911 man. On the roads of Milwaukee and the track at Road America, I would test the Panamera as a 911 devotee. Being a 911 man I really don't do automotive change well. With apologies to Porsche, I haven't even completely accepted the Cayenne. I have owned or driven every type Porsche made and enjoyed them all but I'm a 911 man at heart. There is something intangible that gets in your blood with the 911. It is driving perfection.

Now, frankly, my automotive world order has been rocked. A middle age fog could be clouding my vision but I'm rethinking the whole 911 man thing. Maybe a Panamera could fit in my garage, too? Maybe I'd like to take the wife and kids when I lap the Nürburgring. No, my manhood is not withering as we speak. I am still loyal to the 911 but the Panamera is an amazing car. Perhaps it's even worthy of consideration as the perfect Porsche.

The technology and numbers of the Panamera have been well documented by now. It brings a lot to the game with an efficient direct injection engine mated to a smooth 7-speed PDK transmission with all of the suspension and engine tuning buttons one could dream of located on the center console. S and 4S versions sport a 4.8-liter, 400 hp V8 engine, while the Turbo version pumps out a conservative 500 hp to all four wheels. When

the launch control feature activates, it's nothing short of amazing. Prices range from \$90K to over \$130K.

All this tech goodness delivers stunning performance. The performance is beyond the sports sedan expectations. It's really a super sedan. The Panamera Turbo has a Porsche stated zero-to-sixty of 3.8 seconds, only three-tenths slower than the 911 Turbo. In usual Porsche fashion, these numbers are a bit conservative as the street times are rumored to be 3.5 for the Turbo Panamera. The 400 hp normally aspirated Panamera turns in a healthy 5.2 second zero-to-sixty. Tie this together with the legendary Porsche chassis and brakes and we're off to the races.

But numbers and factoids don't make a Porsche. (Heck, the Corvette has good numbers but it ain't no Porsche, my friend.) The roads and race tracks of the real world is where Porsche has earned its' reputation. My Panamera test drive came with real world extremes. Milwaukee has some of the worst weather rutted roads in the world. Contrast this with Road America, just outside of Milwaukee, one of the best driving, well-storied tracks in the country. So how does it drive? As expected in a six-figure car, the Panamera is perfect for a long haul drive in the city or country. The long wheelbase and sophisticated suspension tuning make for a perfect compromise of supple ride and top of the class handling. With smooth PDK transmission, efficient direct injection power in the 400 or 500 hp range, it takes off like your favorite executive jet. To complete the experience, Porsche adds to that what it calls an "executive class interior" (think Bentley meets Lear Jet).

Piloting an ark seemed more appropriate than a brand new Panamera in this weather.

Porsche is very, very good at most things, but they have yet to master Mother Nature. So I tackled Road America in the wet... very wet.

An ark would have been more appropriate for the biblical proportions of rain. Chassis dynamics and physics come to play much earlier in this kind of weather. Fortunately for me I had Porsche factory driver Patrick Long riding shotgun to help temper my driving skills.



Patrick Long behind the wheel.

BOB BECK



Piloting an ark seemed more appropriate than a brand new Panamera in this weather.

BOB BECK



Belted in a six-figure car with 500 horsepower on a very wet track I had never driven, Patrick and I paddled up to speed. Once settled into the cockpit, I would have sworn I had jumped into a 911. It felt like home. The IP and cockpit are designed to feel like home for the 911 driver. The power and handling are world-class good. The car feels completely neutral and begs to be pushed hard even in the wet. The steering is precise, but a little numb on feedback compared to the 911, but this is understandable with the large engine up front. The Michelin Pilot Sport PS2s offered amazing grip as I found out when I unleashed the 500 hp Turbo on the back straight. The thrust was astonishing. The only thing that felt out of sorts were the sweet engine sounds coming from the wrong end of car. Oh well, lots of Le Mans winning cars have had the engine up front.

A lot has been made of the exterior design. Some say it's not the best looking car ever made. Certainly, the same was said of the original Beetle and even the first 911, the 901. The Panamera looks like a Porsche and one must see it in person to judge how well form follows function. My experience is that when you see it in person and drive it at speed and the Panamera morphs into a thing of absolute beauty. Form so very much follows function. The proportions of the car in motion define its beauty. Porsches are not static objects. Touch the Panamera, drive it, and you will see the beauty. Whether driving on Road America or up to your favorite valet parking event on Saturday night and you are front row material.

The most important design feature of the Panamera is the interior. Fittingly this is the first Porsche that focuses on passengers as well as the driver. It is a unique interior synthesis between sports car and luxury sedan. It is a distinctly Porsche interior with a splash of English-like coachwork and luxury to boot. This the most luxurious interior seen from Stuttgart. Four things immediately stand out: first, the ascending center console, reminiscent of the Carrera GT; second, the four individual seats, all 911-style sport seats for great support; third, the amount of



space in the rear, where even taller passengers will find plenty of legroom and headroom (with room for those well over 6 feet tall); and fourth, the versatility of the luggage compartment, thanks to the folding rear seats. The driver feels coddled by all the dynamic features of the Panamera interior - seat position, pedal placement, instrument panel and so on. Fortunately the dynamic luxury the driver feels is shared with all the passengers - the experience is indistinguishable from one seat to the next. The center console extends into the rear seats, so the rear passengers can access their individual gadgets for climate control and seating options. Every surface can be covered in the rich leather with wood and metal touches. In fact the only people who are not going to enjoy this interior are the folks at Mercedes or Bentley. It is stunning.

I sense a paradigm shift coming and it is the Panamera. Perhaps this is the first archetype for the super sedan. Porsche definitely built a better sedan and in the process they may have built one of the best Porsches ever. Sixty plus years ago, Dr. Ferry Porsche built the car he wanted and the world loved. Now Porsche has built the car you and your family will want. The Panamera has arrived. Embrace the moment and take a trip to your local Porsche dealership.



## Cool Photo!

*courtesy Ed Vazquez*

I can't get over the details in this marvelous shot of a Porsche 550 grabbing some new rubber. The stenciled racing number. The chain-link barn doors on the Dunlop Racing Service truck. The tire tech pressing a tire onto the rim with a piece of plywood serving as a shop floor. The simplicity. Gorgeous.

The Porsche ain't bad either.

# Book Reviews for Porschephiles . . .

## Porsche

*by Peter Morgan, published in 2012 by Motorbooks, Minneapolis, MN  
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit*

---

This book is part of Motorbooks' FIRST GEAR series; books that are concise packages with hundreds of pictures and relatively little text. These wonderful summary books also have unique and wonderful "Did You Know?" fact boxes that present fun, and very educational, trivia.

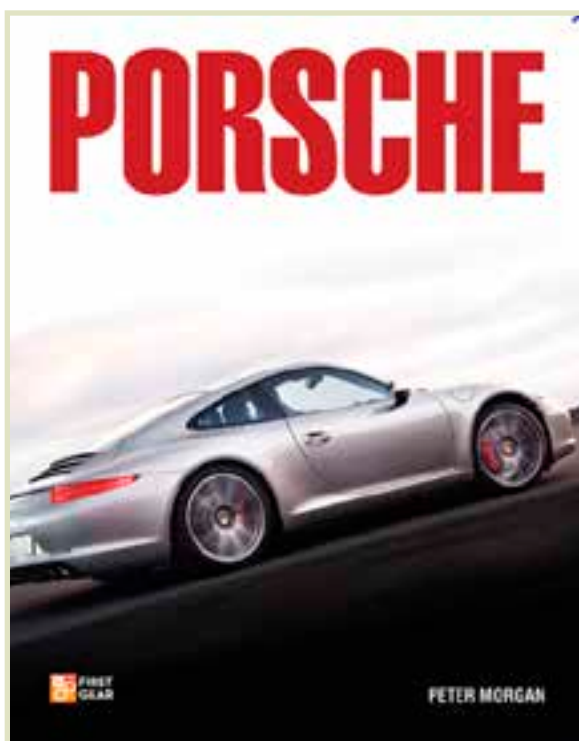
PORSCHE is the perfect introductory book to new Porsche fans. It would be a great gift idea for the kids, grandkids, new acquaintances etc. A great way to get the next generation, or new people, excited about Porsche cars or the Porsche hobby.

PORSCHE is quite up to date, the ten chapters cover the development of Porsche from Porsche No. 1 through the 991. The coverage of models is quite complete, though this reviewer is somewhat miffed that the 924 Turbo is covered but the 924S is not. No other gaps come to mind, but it is true that bodywork subtleties are not distinguished – the 356 is treated as a block, except for the Speedster. And for enthusiasts of Vintage Racing, the coverage of race cars is largely focused on those of 6+ cylinders.

Illustrations are plentiful and, since most are derived from British publications, they seem fresh to American eyes. Photos do support the narrative, but there are no photo captions per se.

Though the story focuses on individual models, the narrative ties them all into a Porsche timeline [sorry], of the evolution of Porsche design. Though nits can be picked by aficionados (longer wheelbase listed for '68 cars, not in '68 for '69 models, and calling the 912 the first entry level model (somewhat slighting the Speedster), etc.), but the entry level reader will just be fascinated by the eminently readable story, and indeed, for the neophyte, casually interested in learning more about Porsche cars and their history, such subtleties would only muddy the picture. None the

less, the narrative about how Porsche developed and responded to the market place, as well as its relationship with VW, is fascinating reading for even the knowledgeable Porsche fan. This reviewer was surprised by the number of instances presented showing Porsche under-estimating the market for its cars - almost as conservative as Nissan's labeling of its initial offerings to the USA as Datsuns, so that the anticipated flop wouldn't besmirch the Nissan Corporate image.



Overall, PORSCHE is indeed a book for all readers. It is a wonderful introduction to the Porsche marque for the novice Porsche fan, and a concise, but enlightening, summary of the history of Porsche cars for the enthusiast. Be sure to have a copy for yourself, and for the neophytes whom you may encounter. Particularly if you have some top-level knowledge of Porsches, the details and specifics presented make fascinating reading and tie all previous bits of knowledge into a new, cohesive whole. Thirty-five die-hards may feel that they have been slighted in this book, but they must remember that they represent less than one-third of Porsche's chronological history, and their 80,000 cars are less than the

production for the year 2005 alone!

Not overly technical or esoteric, this book is one that every Porsche enthusiast should have, for an enjoyable read, and to indoctrinate the uninitiated. If one was to have only one



# Chateau St. Croix Winery



WORLD CLASS WINES FROM THE ROLLING HILLS  
OF THE ST. CROIX RIVER VALLEY.

[WWW.CHATEAUSTCROIX.COM](http://WWW.CHATEAUSTCROIX.COM)

Chateau St. Croix Winery, 1998A State Road 87 St. Croix Falls, WI 54024

## NOW OR NEVER

The fed has spoken...so put the pedal to the metal and don't miss out!

**30 year fixed 3.125%**

Lower your mortgage rate and save thousands today!!  
Special discounts available to Nord Stern members only  
Call Bill Berard NOW @ 952-921-4955 ext.1

**5 1/2 ARM 2.125%**



**30 yr. Jumbo, 4%**

Serving Nord Stern members since 1993

7101 York Ave.  
Edina, MN 55435  
[billb@mmamortgage.com](mailto:billb@mmamortgage.com)



# Looks Are Often Deceiving, Remembering Joel

by John McCarthy

Some years ago, I met Joel Pfister for the first time. Most likely, it was at Brainerd International Raceway. I can't tell you, with certainty, that it was definitely Brainerd. I can tell you that I didn't really know what to make of him. I thought he looked gruff, for want of a better word, and we didn't have much to do with one another. In those days, Johnson Autosport was providing service and track support for Joel and some of the other 'party faithful' and our worlds didn't rub up against each other much.

In fact, the universe had aligned kind of strangely along the old lines that Porsche geeks of the world-over recognize. I was in the 'water-cooled' galaxy and Joel was a keeper of the 'air-cooled' flame. That distinction seems dazzlingly inconsequential as I look back at all the things we 'track folks' have in common. Still, so it was and so it went for some time.

The order began to unravel a bit as Bob Johnson's health issues lead to the ultimate closing of Johnson Autosport. As several of the air-cooled community turned to AutoEdge, I began to have some experiences with Joel.

As it happened, we were at Road America and Joel had the familiar yellow car under the AutoEdge awning. I can't remember what problems the car had. I think it's part of the racing mindset that we lose our memory of those problems. Might be that it's an elaborate defense mechanism. As me about a race and I will 'gas' on about sunny days and brats and friends and turn two at

Brainerd and the 'kink' at Road America. My mind closes off the memory brake dust on my hands, frustration or the third degree burn on my right buttock (editor's note, oh oh, sounds like there's story here). These things are off limits.

So, I have only a minimal recollection of the mechanical details of that day at Road America. But an unusual thing did happen and it stuck me like a pin. As we were working on the yellow car the subject of Bob Johnson came up. When I looked over at Joel, there were tears in his eyes. In the years that followed, I came to view this as one of those moments when my view of circumstances or of a person was completely altered.

I had perceived this man as gruff and distant. I began to question how many of my own issues I had on this perception. I now know the answer. Because, and this is where it gets ephemeral, something passed between us that day. It might be that I was not who he thought I was either. In any case, I have been raised to value loyalty above all else. This man had that trait in abundance. And it hit me like freight train.

After that day, my eyes were opened to him. He was funny and he had strongly held convictions that lined up, with some regularity, with mine. His face became one of those face that I looked forward to seeing at the track or at a dinner. That, I guess, is at the center of things. I will miss seeing him at events.

We lost one of the good guys.

## Minnesota Lakes Classic Boat Show & Speed Reunion will feature Porsches!

by Chris Runge, *The Motoring Journal*

We invite you to save the date for the 2013 "Minnesota Lakes Classic Boat and Car Show" for July 12-13 at Arrowwood Resort and Conference Center in Alexandria, MN. Featured marque this year will be Porsche cars and we will again have special classes for European Country of Origin Motorcycles and Automobiles to include, Germany, France, Great Britain, Italy, Sweden and more. The featured boat marque is Minnesota's own "Falls Flyer" with the honorary guest Paul Mikkelsen, formerly the worlds leading Falls Flyer collector and historian.

Details and information will be available shortly. The 2013 show will be an event any speed



enthusiast will want to attend! Bring your friends and share in the fun. With Porsche being the featured marque and the anticipation of some rare Porsche cars joining us, we want to make certain all European car owners know they and their vehicles are welcome to the groomed lawn show area along the beautiful Lake Darling shoreline. With Arrowwoods accommodations this will feel more like a vacation than your average car show! Call Chris directly for more information at 320 491 5316. Chris Runge, *The Motoring Journal*, [www.themotoringjournal.com](http://www.themotoringjournal.com). (editor's note: note the special Porsche to the left!)



# Do You Know Where Your Porsche ‘Came From?’

courtesy clubtalk

## **O**r, Subject: History of my new Porsche 911 SC:

Dear Mr. Bret Bailey,

My name is Harald Beinhoff and I am writing you from Germany. I would like to ask you for your help.

For a short time I am the proud owner of a Porsche 911 SC which former owner was a member of your Porsche club Nord Stern in the past (about 1994 - 1996).

Now I am trying to find out the history of my new Porsche. The Porsche has the VIN no.9119303211 and was registered under the license plate no. 667 LNX in 1996.

The year of construction was 1979.

According to my records this car shared on the Afton Concours d'Elegance in 1995, Class late Six Cylinder, top side.

It would be really great when you could send me some pictures or when you could help me to initiate a contact to a former owner to get more information about my Porsche.

Please kindly excuse my bad English. Many thanks in advance for your efforts. I wish you a Happy New Year!

Kind regards, Harald Beinhoff

Harald can be reached via email: karin.beinhoff@online.de if any of our readers is able to supply any information about his car. As editor I did go back to my newsletter and tried to determine an owner of this 911 SC but was not successful! Would be fun to locate the prior owner for him!

**M**any enthusiasts find part of the fun of owning a car is knowing everything about the car. Where it was originally sold, who has owned it, what has been done to it, which mechanics worked on it, etc.

Our '73 was originally sold at Holbert's in Pennsylvania and we are only the 4th owner. Of particular value are the service records dating back to the original owner. Although those probably won't increase the value when it is eventually sold, it may make a bit of a difference in getting it sold.

In case people haven't noticed, the 911 SC's, despite being "only SC's" have stopped their downward slide in value and in fact, for low mileage, well-maintained versions, the values have started going up. There were a lot of them produced for a Porsche model but compared with a Ford Taurus or a Chevy Impala, the production numbers were tiny. Plus, back when they were produced they were largely hand-built rather than built by robots, as the new 996's, 997's, 991's, etc are.

For those of you who haven't driven a 911 SC, I'd suggest you drive one. Light, especially when compared with the later models, nimble, direct contact with the controls, no ABS or other "driver aids" but coupled with somewhat more modern technology

than the 356 or the early long hood 911's. Plus, the 911 SC is all galvanized steel, a major breakthrough when introduced by Porsche. They also have mechanicals that are easily rebuildable and don't have many of the problems associated with the later cars, despite the later cars technological advances.

I know of at least one Porsche club member who can afford to own almost any Porsche (and does own several rarer and thus expensive models) but his daily driver in the summer continues to be a 911 SC. "Put gas in and turn the key and off you go" is his description of driving the car. He points out that to the general public, it is still a Porsche and thus valuable and rather rare but in the Porsche world, the car is reasonably priced (at least for the time being). He thus doesn't have to worry about where he parks the car. I miss our old SC although Lee Jacobsohn has pointed out that our car was neither low mileage nor particularly clean, other than perhaps after a sudden cloud burst.

I applaud Harald Beinhoff's search for his car's history and hope someone in the club can help him.

— Bruce Boeder

**A**s an owner of a Grand Prix White, low mileage, beautiful (my opinion) 1979 911 SC I certainly agree with Bruce's comments across the board.

It is a pleasure to drive and listen to, it has been mechanically bulletproof (with proper preventative maintenance) and even after 68k miles on the clock last year the compression / leak down per AutoEdge was still factory spec.

Also nice to see the value edition of Excellence has had the values of "SC's" climbing strong annually for some time.

BTW, I am not the club member to which Bruce refers to as having the ability to own any P-car!!

I also hope Harald finds his SC history!

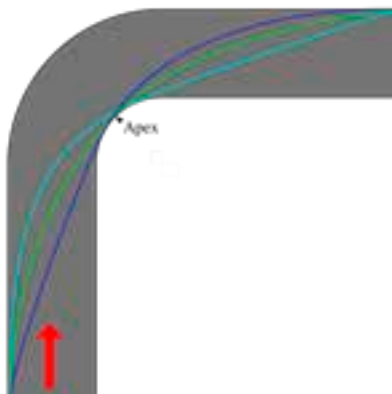
— The "social" Sabers, Michael K. Sabers  
Rapid City, SD

## Nitrogen

*continued from page 15*

Nate Jones Tire Company in Long Beach, CA introduced me to nitrogen when I bought new tires for my 1969 911S Targa back in the early 1970's. Discount Tire in Minneapolis has nitrogen available, check your local tire company for availability. I use nitrogen in my 2009 Cayenne S today. I had the Michelin Pilots on my 2006 911 Club Coupe gyroscopically balanced and nitrogen filled to extend tire wear, extend shock absorber life, and improved gas mileage.

Nitrogen, we breathe it and our tires need it!



# Advertiser's Apex

## Bill Wolfson Commercial Real Estate



### 1. Company name?

Bill Wolfson Commercial Real Estate @ Coldwell Banker Burnet

### 2. Address/phone/email/main contact?

201 E. Lake St.  
Wayzata, MN 55391  
wolfson@rmi.net 952.334.4554  
www.BillWolfsonCommercial.com

### 3. Type of business?

Commercial Real Estate Sales, Leasing, Consulting and Development

### 4. Years in business?

We are a third-generation business who has been in business for 11 years.

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

I have been a Nord Stern member and advertiser for one year.

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

As a third-generation commercial real estate owner, manager investor, developer and a former ad agency owner, we provide exceptional service related to our unparalleled market knowledge, real estate marketing and problem solving. Whether you are a property owner or business owner, a meeting or consultation with Bill Wolfson Commercial will prove to be extremely valuable



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

Nord Stern Club Race weekend. It's a true showcase of passion for the sport of auto racing, the history of the Nord Stern community and its philanthropy.

### 8. My favorite PCA event is . . . ?

Nord Stern Driver Ed - What a great way to introduce car lovers to safe fun driving practices and like-minded people.

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

I am an avid Telemark Skier and lived in the mountains of Colorado for over 10 years.

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

Well, I can mostly be found at my office in Wayzata, but in the summer I can be found wakesurfing on an undisclosed Lake Minnetonka location or prepping for the next track event and then back at the office to pay for more track time.

Winters, I'm either working or chasing snow when it falls in Crested Butte, Colorado.



Above: Bill's 1984 Carrera (previously owned by Jim Holton, a long-time Nord Stern member). Now sporting it's new livery, it's a gorgeous P-car!



## RAYMOND AUTO BODY

*Satisfaction & Integrity Since 1949*

**Collision Specialists**

*Where quality  
isn't an accident  
it just starts with one*

**651-488-0588**



Located  
near the  
Fairgrounds

*Four Generations of the  
Slomkowski Family*

www.raymondautobody.com  
1075 Pierce Butler Route - St. Paul, MN 55104

## Buying a pre-owned Porsche?



Search for it in one of the largest  
pre-owned Porsche markets  
in the world: South Florida.  
Roads in great condition  
no winter salt/sand.

*...and when you find it, but before you buy it...*

**Call 954.385.0330 **technolab**/PEDROSGARAGE  
for your Pre-Purchase Inspection (PPI)**

**FREE DIY tutorials  
and technical info  
on our website.**

**technolab  
PEDROSGARAGE**

We also offer: Headlight Upgrades (HID / LED )  
Performance Parts, Brake Caliper Restoration & Painting,  
AX & DE Magnetic Bras and Numbers, much more.

**954.385.0330 • www.PedrosGarage.com**

## help<sup>2</sup>achieve

**FINANCIAL EXPERTISE IN YOUR CORNER.**

These days, help from a one-on-one relationship with an advocate who knows you and knows where you want to go is more important than ever. A Merrill Lynch Financial Advisor, now with access to the resources of Bank of America, can help you plan, imagine, diversify, rebalance and believe.

**Peter H. Vickery, CRPC®**  
**The Vickery Bowe Group**  
Financial Advisor  
(952) 476-5632

Merrill Lynch  
308 Walker Avenue South  
Wayzata, MN 55364  
<http://fa.ml.com/vbgroup>



**Merrill Lynch  
Wealth Management**

Bank of America Corporation



Investing involves risk. Diversification and rebalancing do not assure a profit or protect against loss in declining markets. Merrill Lynch Wealth Management makes available products and services offered by Merrill Lynch, Pierce, Fenner & Smith Incorporated (MLPF&S) and other subsidiaries of Bank of America Corporation. MLPF&S is a registered broker-dealer, member SIPC and a wholly owned subsidiary of Bank of America Corporation. Investment products:

Are Not FDIC Insured	Are Not Bank Guaranteed	May Lose Value
----------------------	-------------------------	----------------

© 2010 Bank of America Corporation. All rights reserved.



**Your preferred collision repair & paint  
center for Porsches and other fine  
automobiles since 1958**

- Factory paint matching
- Paintless dent repair by Juergen's Dent Kraft
- I-Car & A.S.E. certified technicians
- Insurance estimates accepted
- Coordination/negotiations with insurance adjusters
- Towing Service
- Rental cars available
- Recommended by major insurance companies
- Recommended by automobile Dealers
- Free written estimates

**Collision Center, Inc.**

**900 Florida Avenue South**

**Golden Valley, MN 55426**

**Phone: 763.541.9727 Fax: 763.541.0371**

**[www.collisioncentermn.com](http://www.collisioncentermn.com)**

# Money, Beauty and HP

by Pedro P. Bonilla (GCR PCA), published in the July 2011 issue of *Die Porsche Kasse*

Three of the things you can never have enough of. Regarding the first two, it's best if you're born with them.

Luckily, the last one, horsepower, is much easier to get and I'll tell you how.

One of the most-asked questions in Porschedom is:

*"How can I get more HP out of my car?"*

In many instances people spend a ton of money purchasing expensive and exotic intake or exhaust systems and other aftermarket add-ons, only to find out that they've lost, not made, horsepower.



**DME** stands for Digital Motronic Electronics, or actually, Digitale Motronic Elektronik, in German. It was originally designed by and is still manufactured by Porsche's electronic supplier: Bosch GmbH.

It is also known as the ECU which stands for Engine Control Unit or Electronic Control Unit.

Simply put, the DME or ECU is the engine's management computer, which is programmed at the factory to provide the best combination of power and fuel economy for a myriad of driving conditions.

Why does this happen, you may ask? Because of a little box called the DME. You've probably heard of it, but maybe you don't know exactly what it is and what it does.

This engine management system will actually work against any changes you make to the engine's systems and will try to bring the parameters back to standard. That's why you may lose power with some aftermarket parts or products, but there's a way around that . . . later.

**How and why was the DME developed?** The first Porsches of the very late 40s through the early 70s used carburetors and distributors for their engine management, and it worked well until we needed better emission controls, which forced manufacturers, including Porsche, to develop fuel injection. This new management system now needed an analog computer to control the amount of fuel the engine would receive by varying the time the injectors were open.

The first Porsche engine management computers were the Bosch D-Jectronic and they were controlled by the engine's vacuum. The D-Jectronic was first introduced on the 1972, 2.4 liter 911T and then came on subsequent Porsche models.

Using the vacuum was not very efficient, so Bosch eventually advanced to the Digital Motronic Electronics (DME) still in use today, although immensely more refined than the first versions.

These systems were much more precise. Gas mileage and performance were dramatically increased while emissions dramatically decreased.

Today, our DME's do much more than just control the fuel injection.

The actual term generally used in English is the ECU (Engine Control Unit) or ECM (Engine Control Module) and it controls everything related to the engine, from measuring the incoming air temperature and ambient air pressure, to the amount of fuel injected, to the throttle position, to the amount of air flowing into the engine, and many other parameters. Then, based on its memory's maps, it makes a decision as to what's the best combination of air, gas and spark timing for that particular situation, and maintains it for maximum performance and fuel savings.

Using the information about how much air is flowing through the engine (sensed by the Mass Airflow Sensor - MAF) and how fast the engine is turning (RPMs), the DME uses a fuel map to determine how long each injector should stay open during each cycle to inject the correct amount of fuel.

During partial-throttle operation, the injector pulse-width is also modified by the readings from the oxygen sensors, devices that sit in the exhaust collectors and determine how much oxygen is left over in the exhaust. Each cylinder is constantly adjusted to obtain maximum operating efficiency under virtually all conditions.

In the event of an electrical or electronic fault, the DME can even reconfigure itself to bypass the problem and it can self-diagnose for quick and efficient troubleshooting. That's why, even with a failed MAF, for instance, the DME goes into a "safe mode" and keeps the engine running safely and efficiently. If this happens, it will also alert the driver via the check engine light (CEL) so that it can be corrected by a service provider.



At the core of a DME there are multiple microprocessors, and in a modern Porsche, they execute nearly twenty million instructions per second (20 MIPS). Microprocessors also have a reputation for being extremely reliable. They are designed for a lifespan of at least 150,000 active hours. A car, by comparison, is expected to survive around 4,000 hours of use.

The Porsche ECU is typically located under one of the front seats (911) or in the rear trunk (Boxster).

The Porsche DME is a very reliable and rugged piece of engineering. It is quite durable and trouble-free. Nevertheless, having said that, the number one cause of a Porsche's DME



unit failing can be caused by jump-starting the car using cheap jumper cables which may cause the electrical system to surge after the vehicle is started. Another common failure can occur when an enthusiast, or a shop, uses an electric welder, and fails to previously disconnect the ground cable on the battery thereby causing a high voltage surge through the ECU.

ECUs are very complex computing systems and can be very expensive, costing as much as \$5,000 or more to replace. Luckily, many failed ECUs can be repaired quickly and affordably by a few highly-specialized repair facilities around the country.

Now let's get back to how to make more horsepower on your Porsche. When Porsche manufactures a vehicle, they don't generally know where the car will end up and under which conditions it will be driven, so they "de-tune" the engine through the ECU maps to allow for a multitude of adverse driving conditions, such as using low octane fuel, driving at high-altitudes, under very hot ambient temperatures, etc.

But you can narrow the parameters dramatically by having your ECU reprogrammed to the conditions you will drive under, such as: Street, Spirited Driving, AX, Track, full-blown Racing, etc.



- For instance, if you only use 93 octane gasoline, the ECU can be reprogrammed for that.
- If you've installed aftermarket intake and or exhaust systems, the ECU can be reprogrammed for that.
- If you've increased the throttle body's size, the ECU can be reprogrammed for that.
- If you'd like to raise the rev-limiter, the ECU can be reprogrammed for that.
- If you've . . . you get the idea.

All of this collected information is optimized, converted into data and maps and can be reprogrammed into the ECU's memory during the Chip tuning or Flashing process.

Once the ECU is "Flashed" with it's new maps, the



engine's data is now processed with the new parameters and significant gains in torque and HP can be achieved.

HP and Torque increases of 20-30% are possible for

*Continued on page 32*

## STRUCTURED NETWORK SOLUTIONS

### Industry-Leading Cabling Solutions

Structured Network Solutions, Inc. is a leading, nationwide provider of structured cabling systems, project and implementation management for voice, data, audio, and video networks. From copper and fiber optic premise solutions to telecommunications connectivity to the installation of data networks.

Lon Tusler  
632 Mendelssohn Avenue North  
Golden Valley, MN 55427

lon@snsabling.com  
763-545-1116  
www.snsabling.com



## DME

*continued from page 31*

turbo-boosted engines, while 8-12% gains are the norm on normally aspirated engines.

The recommendation though, is to make all the changes to the hardware (engine intake through exhaust) first, and as a final step flash (reprogram) the ECU so that it knows which changes to consider and incorporate. If you don't follow this plan, you'll have to flash every time you modify any physical engine component(s) in order to obtain significant gains from that particular mod.



You may also hear the process of Flashing a DME referred to as "Chip" or "Chipping", and that's because the first generations



of DME used ROM (Read Only Memory) chips that could not be re-programmed. Many "tuners" today still have to crack open the DME's case and remove, re-flash, and re-solder the physical chip in Porsche models up to 2001.

Today, some very exclusive "tuners" with state-of-the-art computing hardware and software can now read and reprogram your car's ECU without opening its case. It's all done through the DME's existing 88-pin connector, even on the first generation 986 (Boxster) and 996 (Carrera).

## Prez Sez . . .

*continued from page 5*


raised money for Courage Center at the party by offering an opportunity to have breakfast with Randy. Randy had kept the crowd entertained and laughing during his talk. He really is a down-to-earth automotive racer and enthusiast. You will get a great feel for him reading about the impressions the winning team had after their breakfast with him on the Sunday after the holiday party. And of course I need to also mention we raised additional monies for Courage Center thanks to a donation of two Porsche calendars from Porsche of St. Paul that were auctioned at the Holiday Party.

By the time you read this we will be going into the short month of February and looking forward to the end of winter. Our New Members' events are coming up at the beginning April with two separate sites and dates. Tuesday April 2<sup>nd</sup> will be our Auto Motorplex Minneapolis event and Saturday April 13<sup>th</sup> will be the St. Paul event at Auto Edge. Be sure to mark your calendar. You do not have to be a brand new member to attend. Everyone is welcome! Come out and welcome our newest Nord Sterners. In addition, as president, I encourage you to be ambassadors of the club and rally up some new members to attend.

Stay warm for the duration of the winter and I hope to see you soon!

— Ron

**C & E AUTO**



**UPHOLSTERY**

Tom Rodwell  
8847 West Hwy. 101  
Savage, MN 55378  
(952) 445-5466  
Since 1972

Complete Interiors  
Seats  
Carpets  
Headliners  
Convertible Tops  
Vinyl tops  
Seat Heaters  
Boat • Aircraft  
Motorcycle - RVs  
Snowmobile

Custom Work

[www.candeautoup holstery.com](http://www.candeautoup holstery.com)

# Classifieds

*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<sup>th</sup> 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

## 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.



**Old fashioned sausage and  
East European food from  
the heart of Minneapolis**

**Deli • Restaurant  
Bakery • Wholesale**

215 E. Hennepin Ave. • Minneapolis, MN  
612-379-3018 kramarczuk.com info@kramarczuk.com

## Member Kudos

**H**i everyone, I just wanted to say a quick thank you to Marsha and Mike Drake. They are the most generous people! Some of you know that I was coveting their license plate - largely because my name is "Klaus" and they had that license! Well, we negotiated a little bit and I traded them a Radio for their other 911 for the plates. Last Saturday we went to the DMV and transferred the plates.

Thank you, Mike and Marsha!!

– Klaus Schneegans

**D**oesn't surprise me at all that they would be so nice. I have seen that since the day we first met. They are great friends!

– Todd F Smith :0)

**I**s this a great club or what! I've always known Marsha and Mike are wonderful but what a cool thing to do for someone else. Kudos to Marsha and Mike!

– Christie Boeder

## Windshield Replacement Recommendation

**M**y '09 BMW 335 took a rock to the windshield over the holidays and needs replacement - my insurance agent is asking me what glass replacement firm I'd like to use. Any recommendations? I've never had to replace one before.

– Tom Niccum

**I**'d recommend Restoration Auto Glass. They are a Nord Stern sponsor and are VERY good. For me they did replacements on both my Porsche and my Audi. Both times, they sent a second technician to help with the final placement of the glass to make sure it was perfect. They work with all the major insurance carriers and if you ask for OEM glass, I'm sure they will do their best to make it work with your insurance carrier.

– Cory Hoeglund

**S**econd endorsement for restoration. Great results

– John Donofrio

**R**estoration did a very good job with the windshield on my 951. After it gets enough sandblasting on the track, I'll take it back to them for the next replacement - without hesitation.

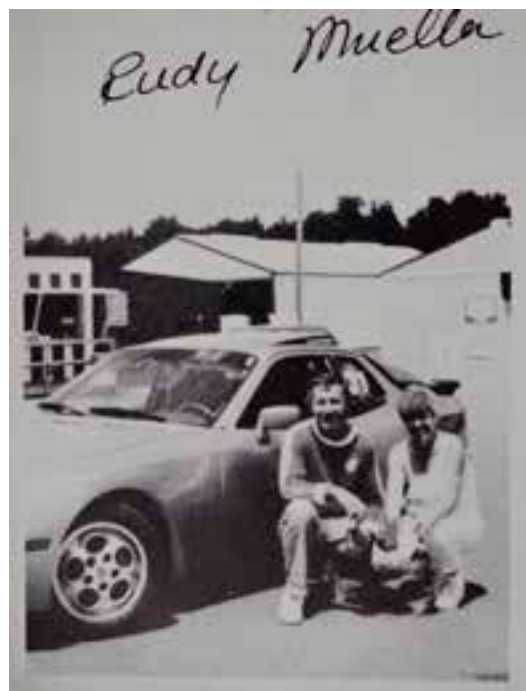
– Doug Anderson

**T**he one thing I really like about Restoration - but maybe other companies do this too - is that they will repair any rock chips for free in any windshield they install.

– Nick Cirillo

**H**i Everyone, Note that about two years ago, Restoration Auto Glass changed it's name to eglass Service, Inc. They do excellent work and continue to be a valued Nord Stern advertiser. Call 651.288.0063 and ask for Rod Ellison. His cell is 612.655.7736 and his email is: rod@eglassService.com. Look for eglass's ad in the Car Biz Board in your latest Nord Stern. If you type in restorationautoglass.com, you will automatically be routed to the new eglass site.

– Cheers, Jill Daneu, Nord Stern Advertising Manager



Above, another scan from the July 1987 Nord Stern newsletter (Rudy and Jayne Mueller):

First Time Autocrosser offers autograph and photo with his daily journal of his first time autocross





**Diagnostically speaking,  
there is no substitute.**

The best equipment. And the best minds trained to use it. These are your Porsche certified technicians. Dedicated to Porsche vehicles above all else, they must complete over 80 hours a year training in the latest diagnostic technology and techniques. You'll also take comfort knowing all Porsche genuine parts are factory-backed for two years when installed by your authorized dealer. Better still, there is no substitute for having your vehicle serviced by professionals who not only know Porsche, but live Porsche every day.

**Porsche Certified Service and Genuine Porsche Parts.**  
**PCA members receive a 10% discount on Genuine Porsche Parts.**

**Your Minnesota Porsche Dealers**

Porsche of Minneapolis  
(763) 744-9191  
9191 Wayzata Boulevard  
Minneapolis, MN 55426  
[carousel.porschedealer.com](http://carousel.porschedealer.com)  
Parts: MF: 7a - 6p, Sat: 9a - 1p  
Service: MF: 7a - 6p, Sat: Closed

Porsche of St. Paul  
(651) 483-2681  
2780 N. Highway 61  
Maplewood, MN 55109  
[maplewood.porschedealer.com](http://maplewood.porschedealer.com)  
Parts: MF: 7a - 6p, Sat: 8:30a - 12:30p  
Service: MF: 7a - 6p, Sat: Closed



**PORSCHE**

NORD STERN P.C.A.  
c/o Christie Boeder  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305

PRSRT STD  
U.S. POSTAGE  
**PAID**  
DOCUMENTATION

Take the concern out of  
owning a 996 or Boxster

Have the pros at Auto Edge  
replace your IMS rear bearing  
with an updated retrofit bearing  
**BEFORE** engine replacement  
Is your only option.

Don't wait to find metal shavings in your  
oil filter by then it may be too late!

Check our web site for  
more info on M96  
Intermediate Shaft failure

Also ask us about  
996 & 997 Turbo & GT3  
Coolant pipe  
failure prevention

In-house Dyno Tuning

**Winter Special**  
Free Enclosed Trailer  
pick up and delivery  
for any service over  
**\$1000**  
(Up to 90 miles away)  
Through 4-1-13

# Auto Edge

*Racing*

Est.  
1994

**Maintenance | Performance | Race Prep**



In house ECU re-flashing with Softronic software

## 651-777-6924

Check out our project cars on  
**AutoEdgeRacing.com**

Factory Trained Technicians  
with over 30 years experience

We service most vehicle  
makes and models

Rental cars available at  
our location



State-of-the-art Hunter Alignment Machine

