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1. First, Join the Porsche Club of America (PCA). Please visit www.pca.org for membership instructions, then . . .

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

- ***Go to 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 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!

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**18918 Dorenkemper Place
Eden Prairie, MN 55347
email: edmn911@aol.com or
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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
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***Contact Ed with any membership
inquiries or updates***

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The Prez Sez . . .

by Ron Johnson

After an extra-long and snowy winter, the P-cars are finally coming out of hibernation. Our fun-filled 2013 season is underway with plenty of excitement ahead. In April, we had excellent turnout at our new members' meetings. **Ed Vazquez** did a great job organizing the two successful events. Thanks, Ed!

In case you missed the information in last month's newsletter, the 2013 Porsche Parade is being held in Traverse City, Michigan. It will be June 23-29. For those of you who have never been to Traverse City, it is the Cherry Capital of the World. It is located on a twin bay on Lake Michigan, with many beautiful views and corresponding water activities. The surrounding area is heavily wooded and has a lovely rolling terrain with a variety of inland lakes. It is not far from Mackinaw Island, and the entire area is a prime vacation destination, drawing people from many areas. There are lovely beaches and several national parks that could be incorporated into a trip to the Parade if you wanted to do so.

Just traveling to Traverse City can be quite an adventure by taking the Lake Express, a high-speed ferry from Milwaukee, WI to Ludington, MI. Lake Express is a 2 ½ hour scenic trip across

Lake Michigan which has amenities like a café, bar, and movie theater if you do not want to simply hang out on the deck and enjoy the ride on the large high speed vessel. I would recommend this as a one-way trip as you wouldn't want to miss the opportunity to cross the Mackinaw Bridge and drive through the Upper Peninsula of Michigan (commonly referred to as the UP). There is also a regular (slower) ferry you can take which runs from Manitowoc, WI to Ludington, MI.

In talking with our members, it sounds like we are going to have a strong presence of Nord Stern members attending the Parade. Wouldn't it be fun to baffle people along the journey to Michigan with a mini-parade of cars travelling together? We should have gatherings together while there. Sounds like fun to me! Anyone interested? You better signed up soon so we can do some planning for our Nord Stern mini-events. By the way, there were already close to 775 primary registrants as of mid-April – this doesn't count co-registrants.

As we head into the warmer months please watch our upcoming events listed online in our award winning newsletter and/or website. As always, please don't ever hesitate to contact me if you have suggestions and or questions.

– Hoping to see you soon, Ron



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2013 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!



Thomas Addison

Karl Anderson

Mark Christenson

Chuck Fear

Frank Gurtz

Steve Hanson

Lukas Johnson

Kelley Lorix

John Moen

Rob Mossinghoff

Mike Olson

Chad Person

Betsy Porter

Charles Shannon

Dan Sherwin

Bas Timmers

Edward Wheeler

Charles Whittemore

Nick Widmar

Curtis Zaun

Mark Zender

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!).

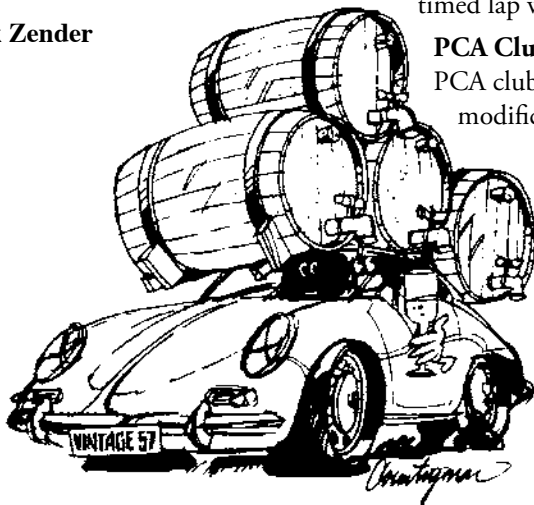
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved 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

In light of the recent thread on Clubtalk regarding insurance coverage on the track at our Driver Ed events, it seems pretty appropriate (especially since First Fling is right around the corner - assuming we don't get snowed out and yes, that has happened in the past!) to point out the resources PCA has for its members. PCA has a concise discussion on insurance coverage, the issues and items of note right on the PCA.org website. Whether to buy insurance through PCA for an on-track weekend event, or not, is very personal and should be thought out based on your needs and concerns. Some drivers do, some don't. Track events are quite safe, yet it is a sport that carries an inherent damage risk for our vehicles. From the Boeder perspective, we quickly moved from driving a daily driver to a dedicated track car - just for that reason (gee, I don't suppose we'd have to admit that 'going faster' perhaps entered into that equation?!). And as it has turned out, our by far

greater costs over the years have been more related to the blown engines, worn out trannies, tires; totally self induced 'damage!'

Simply sign in and go to the following page and scroll down towards the bottom of the page: <http://www.pca.org/Regions/FormsDocuments.aspx>. Lots of good info here.

Events are continuing to get organized so be sure to check the calendar and note those of interest. As info and details are determined, we'll include them here, on our website and in the PCA email blasts.

Here's hoping that Spring finally shines bright and cheery to bring us some warmth and good tire adhesion! After all, our P-cars are made for driving.

Hope to see you at the next event!

It's never too early to start planning to attend the..



Rochester Labor Day



PORSCHE PICNIC

Monday, September 2, 2013, 1 - 5 pm

Contact Jeff Boehm at jeffandbj@gmail.com or



507-261-9407 for details





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2013 Calendar . . .

May

- 3 First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net
- 4-5 First Fling Driver Education**
Eventmaster: TBA
Register online at: clubregistration.net
- 5 Maplewood AutoFair**
Porsche of St. Paul
- 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
- 23 All Porsche Show - Celebrating the Heritage of Porsche, Rhw 356**
Roseville Central Park
10 a.m. to 1 p.m.

July

- 15-16 Driver Ed at Road America**
Monday/Tuesday DE before the KICK
Elkhart Lake, WI
register online at clubregistration.net
- 26-28 BIR Annual Club Race and Driver Training**
Brainerd International Raceway
Register online at: clubregistration.net

August

- 3 Vino in the Valley**
Details: TBA, Eventmaster: Randy Walker

September

- 2 Annual Rochester Labor Day BBQ and Picnic**
Details TBA, Questions Jeff Boehm at 507.261.9407
- 15 901-O-RAMA**
A gathering of small bumper cars ('64 to '73)
Location: Marine-on-St. Croix
Details: TBA

2013

20

Last Fling Driver Training
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net

21-22

Last Fling Driver Education
Eventmaster: TBA
Register online at: clubregistration.net

27-29

Nord Stern Annual Fall Color Tour
Eventmaster: John Dixon, eyerack@tcq.net
or 612.618.9506, Headquarters: Blue Fin Bay, Tofte,

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.

2013

2013

2013

"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/>

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

2013

2013

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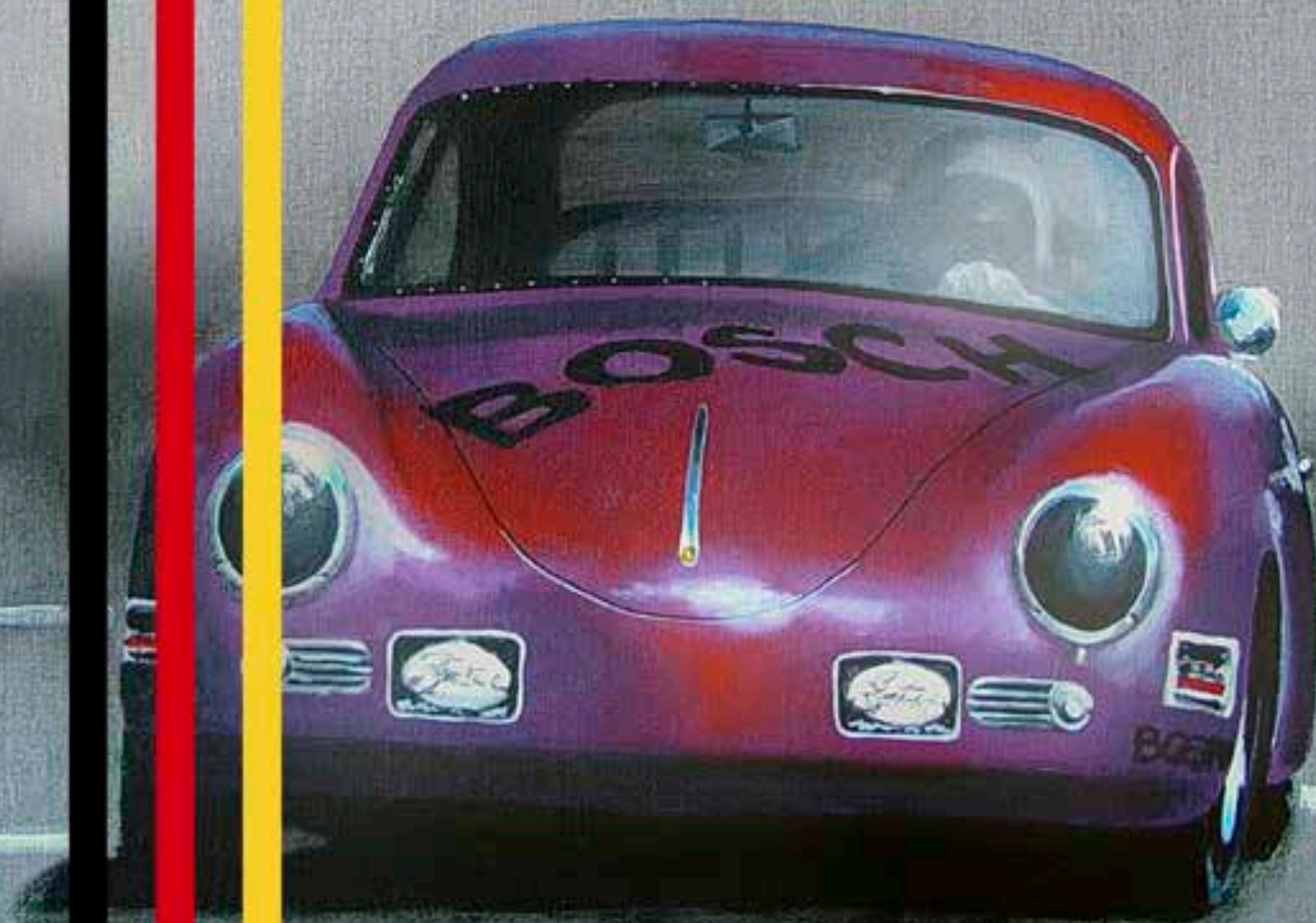
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Celebrate



All Porsche Show Nord Stern Region Porsche Club of America
Sunday June 23 2013 10am - 1pm Central Park Roseville

3 5 6 Porsche Heritage

Get Your 356 OUT and About at the All Porsche Show....

Celebrating the Heritage of Porsche - the 356 Nord Stern All Porsche Show Sunday, June 23



The Nord Stern All Porsche Show will be Sunday, June 23 from 10 a.m. to 1 p.m. in Roseville's Central Park, the location of last years' event. This year ***all models and years of the Porsche 356*** will be featured in a designated display area. Specifically, we are seeking the following for our special display:

- 356 models 1950 to 1955 in Cabriolet, Speedster and Coupe
- 356A models 1956 to 1959 in Cabriolet, Carrera, Speedster, Convertible D and Coupe
- 356B models 1960 to 1963 in Cabriolet, Carrera 2, Roadster, Hardtop and Coupe
- 356C models 1964 to 1965 in Cabriolet, Carrera 2 and Coupe

We are looking for as many cars in each of these categories as possible: there is no limit on display space! One can drive, push or pull your 356 to the Show - all cars are welcome.

Another display area of special interest Porsches will include some of the new models.

As in the past, ALL years and models of Porsche are invited to participate in the ***All Porsche Show***. This will again be the **largest** display of Porsche automobiles in the Upper Midwest. Last year there were over 160 Porsches shown! Join in the fun and camaraderie with fellow Porsche owners. Garage queen, or not, ALL are welcome! A suggestion \$20 donation will be requested, all proceeds benefitting Courage Center. Questions, comments and or suggestions please email: Phil Saari, ps356er@yahoo.com

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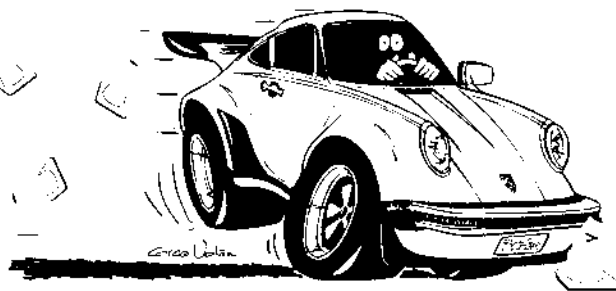
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Nord Stern Driver Education - All Invited!

Plan now for the upcoming track season

2013 Driver Ed schedule will feature three weekends at our home track, Brainerd International Raceway in Baxter, MN and a two-day event on Road America in beautiful Elkhart Lake, WI.

Our DE program offers more track time than most members can take advantage of; safe and exciting opportunities to learn what your car can do on a high-speed closed-course track and hone your car control driving skills. There's never such a thing as too much track time and Nord Stern excels at organizing and managing the driving events for the benefit of all. Be sure to mark your calendar for this year's dates: and as always, it's NOT just the cars . . . it's the PEOPLE. See your March and April 2013 newsletters (always available online as a pdf download) for even more information.



First Fling Driver Training . . . May 3

Contact Ron Johnson for further info, 952.476.7445

First Fling . . . May 4-5

Brainerd International Raceway/Baxter, MN

- To register login to: www.clubregistration.net
- Costs: First car, first driver: \$350, Nord Stern member
- Same car, second driver: \$315, Nord Stern member

Club Race and Driver Ed Event . . . July 26 - 28

- Brainerd International Raceway: Baxter, MN
To register login to: www.clubregistration.net
- Costs: First car, first driver: \$350, Nord Stern member
- Same car, second driver: \$315, Nord Stern member
- Club Race Registration/Costs separate from Driver Ed

Nord Stern at Road America . . . July 15 - 16

- Road America/Elkhart Lake, WI
To register login to: www.clubregistration.net
- Cost: \$350 for PCA and other club members (one of the best prices offered for a track event at RA this year!!)

Last Fling Driver Training . . . September 20

Contact Ron Johnson for further info, 952.476.7445

Last Fling DE . . . September 21 - 22

- Brainerd International Raceway: Baxter, MN
- To register login to: www.clubregistration.net
- Costs: First car, first driver: \$350
- Same car, second driver: \$310

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A Farewell . . . Bruce Anderson

by Jim Perrin, Reprinted Courtesy 356 Registry, Editor Gordon Maltby

Bruce Anderson recently passed away following a very long illness. He was fortunate to have had his wife Stephanie taking wonderful care of him.

Bruce and I rented a house in Palo Alto in the early to mid-1960s when I was in graduate school at Stanford and he was a technical writer at Hewlett Packard. At that time Bob Garretson and Dick Osgood were young engineers at Hewlett Packard, and had a side business working on 356s for local owners on evenings and Saturdays. Bruce and I both learned a great deal about Porsche mechanicals from Bob and Dick.

I was impressed with Bruce's mind. He could absorb technical information very quickly and retain it in great detail. He wrote a great deal of Porsche material that helped many other enthusiasts. Bruce had a great sense of humor, a quick wit, always enjoyed interacting with other Porsche people and answering their technical questions - and was never shy about expressing his opinions.

Because of Bruce's book, *911 Performance Handbook*, plus all the writing he did for magazines on later Porsches, most do not think of Bruce as a 356 enthusiast. The reality is that Bruce had a 356A coupe, followed by a 356 T6 B coupe, a 1964 SC GT coupe, and finally a 356A Speedster. Each of these, except for the Speedster, was his only car while he owned it. These were driven in all kinds of weather, every day. The carport at our Palo Alto rented house was unusual; not too many other houses in the area had a pair of 1964 SC GT's parked in their car port! Bruce's was silver and mine was white.

I had a couple of motorcycles during the time I was living with Bruce. I told him that they were a lot of fun, and that he should get one. Bruce replied that he was through with motorcycles for life. He went on to explain that one nice sunny day he was out riding a friend's motorcycle, circling around the bed of a dry reservoir. There was a dam at one end, and he decided it would be a good idea to ride up the curved face of the dam to the top. He almost made it, but not quite. He and the motorcycle tumbled down the face of the dam.

I purchased a Carrera GT Speedster which was substantially lightened for autocrossing and similar events. There were two aluminum fittings extending out the front bumper bracket holes, which were used for flat towing the car to events. The car was stored in the back yard of the rented house. Bruce used to occasionally demonstrate how light the car was by lifting the front end of the car off the ground at the two aluminum fittings. (Remember, this was almost 50 years ago and we were all a lot younger then!).

After Hewlett Packard, Bruce went on to become a part-owner of Garretson Enterprises, an independent Porsche repair shop

in Mountain View, CA. This shop not only repaired Porsches, but also fielded the Dick Barbour Porsche 935 race cars in the late 1970s and early '80s. Bruce was an active member of the team, which raced from local California tracks all the way to Le Mans.

Bruce was the Technical Chairman of PCA from 1981 to 2001. He wrote numerous technical articles for *Panorama*, eventually becoming PCA's Senior Technical Advisor. Bruce was also the Technical Editor for *Excellence* magazine, writing on both technical issues and on current values of Porsches. He was a respected judge at many Porsche Concours events including Porsche Parade shows and was recently the Chief Judge for Porsches at the Carmel Concours on the Avenue.

Porsche enthusiasts everywhere are saddened by Bruce's passing, and he will not soon be forgotten. Bruce and I shared many adventures and lots of experiences. I'm glad to have these recollections of my 50-plus year friendship with such a unique and memorable individual.

Although starting out in 356s, Bruce is perhaps best known for his writing on the 911 air-cooled engines. While working at Motorbooks in 1987, I remember two things about Bruce's new *Porsche 911 Performance Handbook*. The first was being amazed at how thorough and in-depth the information was. Outside of shop manuals there had never been such a technically-rich publication and certainly nothing so user-friendly. The other memorable item was the shop photo on the cover showing a technician working on a Turbo with the engine lid open. We discovered, well after publication, that you could see a sticker on the latch panel of the car reading, "Blow Me".

In spite of that, the book was a great success and has been reprinted in new editions in 1996 and 2009, with updates and reprints in between.

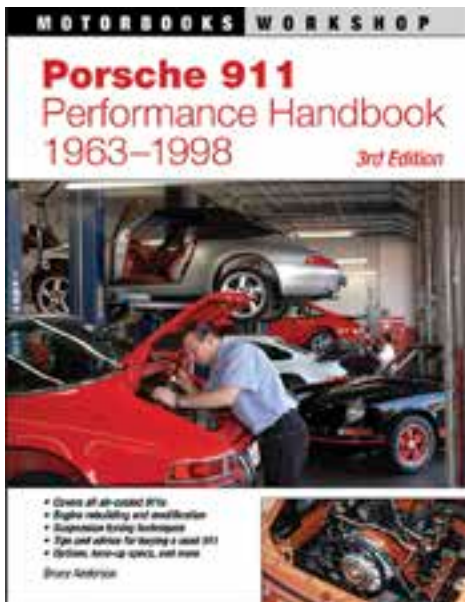
From the preface to the second edition, Bruce explains here how his start with Porsche's six-cylinder cars came about because of a shipwreck.

— Gordon Maltby

"I have been working on Porsches since 1962 and Porsche



Photo by Jim Cambron,
Heart 'o Dixie Region PCA



911s since 1966. In the winter of 1966-67, some friends and I bought a half dozen engines that were badly damaged, but not totally lost, in a shipwreck in the Azores. These engines had started out in cars, but when the ship they were being transported in was hit by another

ship, the 911s broke loose in the flooded hold. Please note that I said "engines," my first 911 experience was just with the engines. I didn't actually work on one of the cars until about a year later when we installed one of our refurbished engines into a 912 making it into a 911. By the time we had resurrected all of our engines we had learned quite a bit about the 911 engines and cars.

"My Porsche education continued with rebuilding and hot-rodding 911 engines, and working on a race team that won the prestigious Porsche Cup, Porsche Team Cup, IMSA CTR, GT, CTO, and CTU championships and the World endurance championship.

"I saw the original **Porsche 911 Performance Handbook** as an opportunity to write down all of the things that I knew about 911s so that I would have a place to look them up the next time I needed that same information."

— Bruce Anderson



Above, Who wouldn't like this tire budget! Photo scanned from the July 1988 *Nord Stern* newsletter. Captured at Indianapolis 500 race of that year.

Club Racing Scenes, Sebring 2013

Photos by Roger Johnson



Above, David Murry

Below, Ray Newman, Nord Stern member and National Club Race Scrutineer



Below, right, Nord Sterner Dave Anderson and Michael Wingert, National Club Race Timing Tech



Jerry Greene, National Club Race Class Win
Left: Jerry's wonderful GTC



Keith Fritze's Spec Boxster



Brad Lano receives National Class Win from PCA President Manny Albin



Kim/Keith Fritze'



Club Race Administrator Susan Shire - hard at work!



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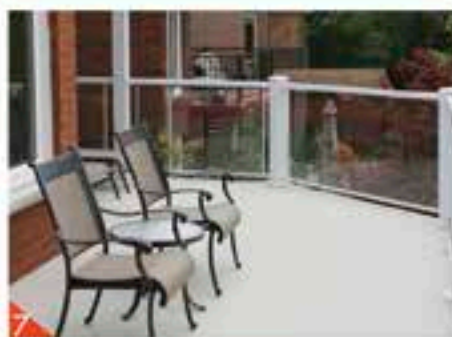
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Tech Notes: Corner Balancing: The Last Step in your Suspension Upgrade

By Tony Callas and Tom Prine (courtesy of Callas Rennsport)

You fell in love with driving your Porsche when you purchased it, but over the years and miles the handling began to lose its crisp response as wear and tear took its toll. Wanting to get that great handling (and even more) back, you made the decision to upgrade the suspension to competition or sport type coil-over struts/shocks that have adjustable spring height perches like those of the Bilstein PSS9 and PSS10 systems.

To make your Porsche's high performance/competition suspension truly effective in its braking and cornering, there is also another very important step in the process of optimizing your car's handling; the distribution of the car's weight on its four tires. This is because the tire that is supporting less weight (when compared to the other three) is likely to be the first tire to lose traction when encountering the constantly changing dynamic forces created through movement and speed.

Corner balancing of the car is a process of redistributing the static weight carried by each tire; the corner balance process needs to be done in conjunction with a four wheel alignment. A car that is properly corner balanced will handle equally well in both left and right turns. An imbalance, not caused by a faulty suspension component or tire, can take place when the front-to-rear weight distribution is not optimized, including equal weight for the left and right sides of the car. The goal of corner balancing is to get the cross weight as close to 50% as possible.

A professional corner balance will likely be checked using four purpose-made weight scales that interact with a central control station. The four scales must be located on a perfectly flat surface (side to side and front to back) to insure that accurate readings can be obtained. Ramps are positioned so the car can be driven (or pushed) onto blocks at the same height as the scale pads so the car can be easily moved onto or off the scales to make adjustments. It is also important to roll the car onto the blocks and bounce the car to insure that there is no binding in the suspension taking place after every suspension adjustment. The car should have the fuel tank half full and the tire pressures properly set. Race cars may require additional considerations. Also, the driver should be sitting in the driver's seat or the driver's equivalent weight must be added to the seat to get accurate readings.

The corner balance process changes the weight on a tire by adjusting the spring height at each corner of the car; this in turn can also affect the ride height of the car. Lengthening the spring decreases the force or weight on the tire (lowering that corner of the car) and shortening or compressing the spring increases the force or weight on the tire (raising that corner of the car). Adjusting the weight at any corner of the car will also affect the

weight settings at the other three suspension corners. If the corner balance is not within an acceptable range, the car is rolled off the weight scales and one or more of the spring perches (heights) are then adjusted, the car is then rolled back onto the scales and the corner weights are re-measured. This process is repeated until the imbalance is brought to within the lowest value possible.


Adjusting or changing the corner balance of a car can be a time consuming and tedious process. Technicians that frequently perform corner balancing usually develop an intuitive understanding of the process and will typically find the correct setting for the car relatively quickly. The positive results on the handling of the car can be dramatic. Turning, braking and acceleration can all be improved. This really should be thought of as fine tuning the suspension.

Corner balancing is vital for any race car and a good investment for those who want the best handling from their high performance street car and have also installed a suspension with adjustable spring perches.

Enjoy Your Porsche!



Tony Callas in the factory garage at LeMans in 1996 with the GT1 on scales



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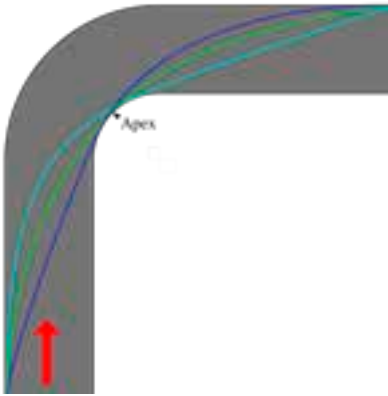
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2. Address/phone/email/main contact?

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kreedauto@comcast.net

3. Type of business?

Sales and installation of vehicle electronic accessories.

4. Years in business?

I have been in the business for 34 years. In 1979, I started The Mobile Installers, which was an onsite car audio installation company. After a brief period with Audio King and Transportation Electronics in the mid 80s, I started Performance Auto & Audio in 1987.

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

I've been a *Nord Stern* advertiser since 2007 so six years now. I started working as a vendor for Carousel Porsche in 1988. This gave me a dramatic increase in exposure to the Marque, the people and the Club.

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

Experience is the simple answer. I have installed aftermarket and factory electronic accessories in every model of Porsche from the 356 to the 991. In the earlier Porsches, car stereo was a business mainstay. As the models became more sophisticated, the integration of ipod, Bluetooth, Satellite radio and back-up camera became the norm. The most popular installed accessory is the built in, concealed, front and rear radar detector.

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

The car shows. As a collector and restorer, I am always amazed at the types of cars on display.

8. My favorite PCA event is ...?

The car shows.

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

I am a "car guy" through and through. As a Detroit boy, my interests have always been cars from other shores. My current collection is comprised of six German and one Japanese vehicles. In addition, my current restoration projects include a 1957 BMW Isetta 300 and a 1972 BMW 3.0cs.

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

In or out of the shop as it seems that I am always dealing with cars. I may also be out finding parts, looking at the next buy or attending a car show. In the summer months, I devote about 10 hours a week walking on manicured lawns and chasing a little white ball around.



PCA ZONE TEN CALENDAR: REGIONAL UPCOMING EVENTS

May 3	First Fling Driver Training, Brainerd International Raceway	Nord Stern
4-5	First Fling Driver Education, Brainerd International Raceway	Nord Stern
4	Donatus Body Shop Open House	Central Iowa & Schonesland
5	Driver Education, Mid-America Motorplex, Pacific Junction, IA	Great Plains
11	Autocross, Marshalltown, IA	Central Iowa & Schonesland
18	Retreat to the Elms Resort & Spa, Excelsior Springs, MO	Kansas City
18	Autocross, Kansas City Speedway, Kansas City, KS	Kansas City
19	Autocross at Road Yoder	Wichita
26	Indy 500 Open House & BBQ Potluck, Moore's Home, Shueyville, IA	Central Iowa
31	PCA Club Race/DE, Hastings Motorsports Park, Hastings, NE	Great Plains
June 2	PCA Club Race & DE, Hastings Motorsports Park, Hastings, NE	Great Plains
2	Ice Cream Social at the Rands', Blue Springs, MO	Kansas City
2	European Auto Show	St. Louis
8	Clarksville Run	St. Louis
9	Go Karts at 61 Kartway, Delmar, IA	Central Iowa
9	Autocross at Road Yoder	Wichita
21-23	KCRPCA Club Race, Kansas Speedway, Kansas City, KS	Kansas City
22	911 50th Anniversary Celebration, Porsche of Minneapolis (Carousel), Minneapolis, MN	Nord Stern
23	Indy Cars and Porsche Park at Newton, Iowa	Central Iowa &
23	Autocross, Kansas Speedway, Kansas City, KS	Kansas City
23	All Porsche Show, Central Park, Roseville, MN	Nord Stern
23-29	Traverse City, MI	PCA
28	Ice Cream Social, Meyer-Dideriksen & Jackson's Home, Oxford, IA	Central Iowa
July 6	Bachmann Tour	St. Louis
13	Autocross at Marshalltown, IA	Central Iowa & Schonesland
13	Barbeque at the Bennetts', Lee's Summit, MO	Kansas City
15-16	Driver Education, Road America, Elkhart Lake, WI	Nord Stern
21	Fast Eddie Run	St. Louis
26-28	PCA Club Race & DE, Brainerd International Raceway	Nord Stern
27-28	Driver Education, Mid-America Motorplex, Pacific Junction, IA	Great Plains
August 3	Vino in the Valley Drive	Nord Stern
17-18	Grand-AM Race, Kansas Speedway, Kansas City, KS	Kansas City
17	Sonic Show 'N Shine, Lincoln, NE	Great Plains
18	Warren Wine Tour	St. Louis
24	CPG Drive & Dine to Versailles	St. Louis
22-25	Run for the Hills 11, Black Hills, SD	Dakota
Sept -7	Drive to Trains, Planes & Automobiles, Geneseo, IL	Central Iowa
8	Salisbury House Concours D'Elegance, Des Moines, IA	Central Iowa & Schonesland
12	Trip to Lanesboro, MN	Dakota
14	Ste. Genevieve Winery Tour	St. Louis
15	901-O-RAMA, Marine on the St Croix, MN	Nord Stern
15	Autocross at Road Yoder	Wichita
20	Last Fling Driver Training, Brainerd International Raceway	Nord Stern
21-22	Last Fling Driver Education, Brainerd International Raceway	Nord Stern
21	Shrimp Boil at the Hess Residence, Leawood, KS	Kansas City
22	Autocross, Kansas Speedway, Kansas City, KS	Kansas City
22	Secret Cellar Wine & Wheels Car Show, Shueyville, IA	Central Iowa
27-29	21st Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN	Nord Stern
28-29	Driver Education, Mid America Motorplex, Pacific Junction, IA	Great Plains
28	CPG Drive & Dine, Settler's Inn, Boonville, MO	St. Louis
29	Autocross at Road Yoder	Wichita

For detailed information about listed events, see the respective Region's website or the PCA National site at www.pca.org.

Central Iowa Region: www.cia.pca.org

Ozark Lakes Region: olk.pca.org

Dakotas Region: dak.pca.org

Red River Region: www.RedRiverPCA.org

Great Plains Region: www.gprpca.com

Schönesland Region: www.schonesland.org

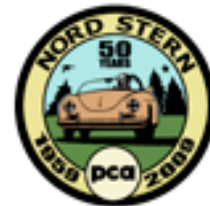
Kansas City Region: www.kcrpca.org

St. Louis Region: www.stlpca.org

Nord Stern Region: www.nordstern.org

Wichita Region: wic.pca.org

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



The first Nord Stern newsletter I reviewed in this column was from August, 1967. While I tried to do them in chronological order at first, I now just pick the first one that catches my eye from a collection that has grown large thanks to a few Nord Stern members who have contributed. The older ones are historically interesting, but then we get into the great photography, often involving color covers in newer issues, and we see the photos and stories involving some of our current members. Although 1988 seems recent in the collection, this is the way we were 25 years ago.

-Ron Faust

July 1988

- Peter Muldowney is President and John and Dodie Mueller are doing the Nord Stern newsletter.
- On the cover are Jan Draper and her guards red 1983 911 SC. Nord Stern gives a nod to its dog lovers; her three Golden Retrievers, Ruby, Maggie and Glory (see pic below) pose gracefully. After years of training and showing them, she now cleans and shows her Porsche.



- This full color cover was one of a series said to be “laser scanned, digitized, stripped and printed by: Spectrum, Inc., Mpls., Mn.” That sounds high tech but so vintage. I’ve been told they shot all the covers for that year on a single day.



Right: Nord
Sterners
and Al Holbert
at the Indy 500

- Rudy and Jayne Mueller contribute a “Diary of the ‘500” on their trip to the Indianapolis 500. Drivers actually rode in a parade on Saturday morning. The authors forgot to get the name of the speaker at Saturday’s banquet, but he

was some guy from the factory. It was hot (87°) and Porsche didn’t win but there were smiles on all the members.



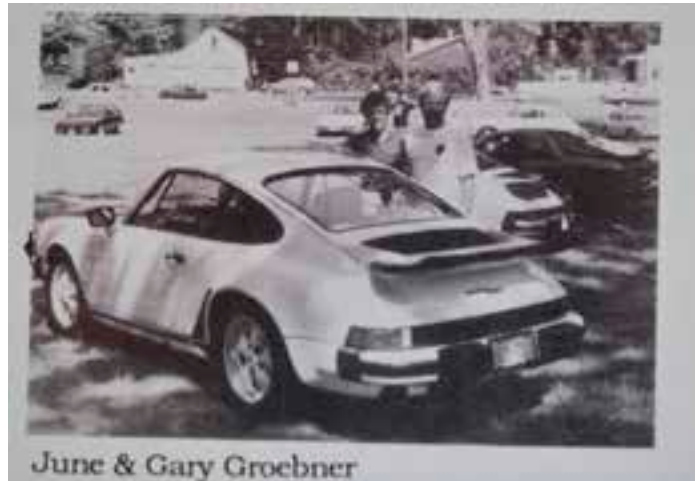
Left: “Indy 500”
collage feature

The Scans Continue

- Mark Thompson of Karrousel Motorsports hosts a tech on autocrossing and all the goodies that they were selling, as well as manufacturing for other aftermarket vendors.
- Pyrotec's Jay Tripak gives part of the presentation and an article on safety equipment as well.
- He writes that a good seat does much to support a driver's upper body and thighs but the lap belt is most important for safety and lateral support. Some drivers were using 3" belts at the lap but 2" shoulder harnesses for this reason, but he says professionals use 3" harnesses because they get better comfort as the pressure is spread over a larger contact area.
- There is a ritual to follow when fitting a helmet. If you pull down on the helmet and notice pressure points that become painful, the helmet is too tight. If you rotate it and rock it forward and feel no sliding, the size is probably right.
- More layers mean more fire protection for the driving suit. "Pbi" was the material of choice in 1988. Injuries ALWAYS cost more than protection.
- Gloves improve wheel feel and control in addition to providing protection. Many gloves are cut flat and sewn flat; find one that is curved to fit the wheel.
- A good driving shoe will afford precise pedal control.
- Halogen headlights are a topic of interest. Europeans MUST use headlights based on the H-4 halogen bulb developed around 1957 but to protect the lighting industry the geniuses in Washington prohibited them in this country. In the late '80's halogen bulbs started to appear but they did not get the improved optics used in Europe. Fortunately headlight laws were enforced at the manufacturer; owners were upgrading their cars to make them safer.
- The results of the Afton on the Green Concours de' Elegance are printed on the centerfold. Rick Moe, Mary



Hill, John Mueller, Les Tillman, Ken Oversteet, Dick Meinstma, and Kim Crumb score firsts among 38 cars that were judged. My poor old 356 scored a paltry 5th, 20 points behind the winner in the air-cooled 1977 and older class.



Above, Even the floor had a shine

The Scans Continue



Corey & Phyllis "white-gloving" the cars

- Brett Johnson from Indianapolis is seeking photos on '65-'73 911's and 912's for a book he's writing. The long-noses have been recognized!



Waitin' For The Judges

- Teresa Vickery reports on a "Nightrider" autocross held at Canterbury Downs one night. Some came from work in suits; she didn't know if that got them bumped up into M-1 or M-2 class. Helpers were even picking pylons in the dark until 11 PM - scary.

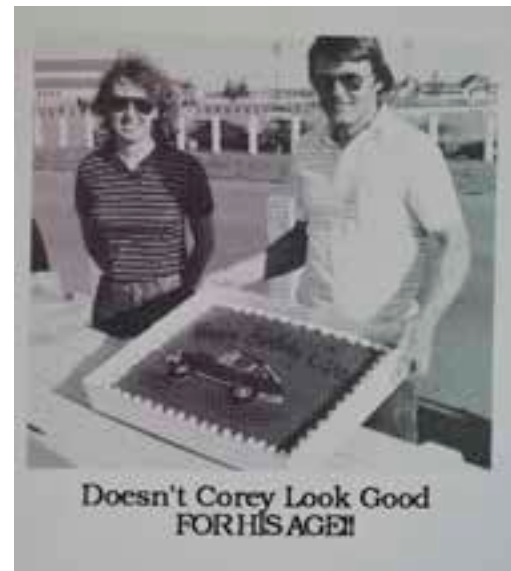


Left: "Nightrider" autocross at Canterbury parking lot

- Al Holbert, PMNA Director writes about his experiences driving the new 959, a 944S Sport Version and the Quaker State Porsche Indy Car. He says the 188 horsepower 944S "had a lot of life in it". He died in a plane crash two months later, September 30, 1988.
- In the Market Jim Tourtillotte lists a 1984 944. He says he has 911 fever. That will last a long time.



Al Holbert, PMNA Director



Doesn't Corey Look Good FOR HIS AGE!



Terrific Teresa

Getting ready for the Porsche Club of America – Parade 2013 – Traverse City, MI

Courtesy PCA

Editor's note: Parade registration has opened and the interest has been heavy from what I hear! I am including this very informative article again so those newer members of the club can read and learn more about this annual Porsche 'get together', or what I like to call, annual Porsche Convention. It moves around so each year it's an opportunity to visit and see a different part of the country. Always important to keep in mind (for those new to the club and not yet aware, next year it will be located in Monterey, California! That's on the Boeder calendar for sure).

Q: What is Parade?

A: Porsche Parade is the PCA's annual convention. It is a week long extravaganza of car events, tech sessions, social events and FUN. Parade is like your best region event – On Steroids! Whether you like to autocross, rally, tour or concours, there is plenty to do and see. Attendance is roughly 2,000 people, most of which arrive in their beautiful and much loved Porsche automobiles. In addition to all these fun activities (see the schedule page) the Parade is a great family vacation. It provides you with the opportunity to visit a different area of the country each year, as well as the chance to catch up with all your Parade friends that you only see at Parade.

In addition to the traditional car related activities you can enjoy a golf tournament, a 5K Run/Walk, RC Car racing, a Gimmick Rally, kid's events, Tech Quiz and much more. We will offer several tours to local attractions to introduce you to the Traverse City area, as well as give you a little free-time to relax and enjoy it. We also promise plenty of opportunities to socialize with friends new and old. The Parade is the best of PCA all in one action packed week. Don't miss out! For more information, please go to <http://parade2013.pca.org/>

Q: When can I book a room?

A: You can book your room at the Grand Traverse Resort after you completing your online registration. Once you register for Parade you will immediately receive an email with our discount codes.

Q: How much are the rooms going to be?

A: Hotel \$119/night + resort fee/ taxes
Tower \$141/night + resort fee/ taxes
Studio Condo \$146/night + resort fee/ taxes
1 Bedroom Condo \$179/night + resort fee/ taxes
2 Bedroom Condo \$259/night + resort fee/ taxes
3 Bedroom Condo \$309/night + resort fee/ taxes

These are probably the best lodging prices that you are going to get anywhere in the TC area for the week of Parade. The price is the same the entire stay without an increase for weekend nights. If you are on the fence, I would encourage you to stay at the resort.

It provides you the best Parade experience!

Q: How do I register?

A: You register online at pca.org. If you have never logged into the PCA website I encourage you to do it prior to starting the registration process. If you are not aware that you have a user name and password assigned to you – you do. Please contact National for the information via email at admin@pca.org or call 410.381.0911.

Your e-mail address must be up to date in the system. All pre-Parade materials are sent to you via e-mail and are posted on the Parade website <http://parade2013.pca.org>.

There will be NO paper registration. If you do not have access online, call Kathleen Behrens, Parade Registrar, at 503.579.3423 and you will be able to register over the phone.

Parade is a very busy week with multiple activities to choose from every day. Before you register, at the very least, you will want to know:

- The banquets you would like to attend.
- Volunteer selections and T-shirt sizes for volunteers in your party.
- Competitive event selection for each participant, and the class of each entrant in the event.
- Ages of children attending.
- The other events each participant wants to enjoy.

The easiest way to prepare is to download the pre-registration form, read through it and use it as a guide for the online registration. Remember to review the PCRs, available on both

Continued on page 32

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Book Reviews for Porschephiles . . .

LE MANS The Porsche & Peugeot Years 1992-1999

*by R. M. Clark, published by Brooklands Books, Surrey, UK
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit*

This book is part of the seven book *Le Mans* series by Brooklands Books, covering the years from 1923-1999. True, Porsches raced at Le Mans as early as 1951 (where 1 of 3 finished, placing 20th overall and first in the 1100cc class). Since '51, Factory participation has been sporadic, but there have always been privately entered Porsches at Le Mans.

During part of the period covered by this book, Porsche competed seriously, with factory entries achieving overall victory. With the Porsche factory returning to Le Mans this June (with two 991 GT3RSRs), the Factory's first entry since they won overall in 1998, it is interesting to review some of their past involvement.

This book is rather unique in that it was not written as much as compiled. The entire book consists of reprints from contemporary magazines (including Autocar, Autosport and Motor Sport) who provided extensive coverage, while American magazines seemed to have lost interest in Le Mans after the GT40 years (covered in the '66-74 volume of this series).

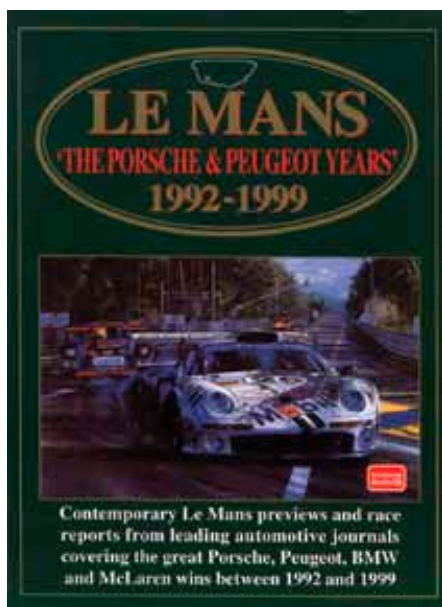
Despite the title, the magazine articles reprinted in this book are written to give the general reader an overall view of the special rules, car/ team preparation and excitement of each year's race, and are not focused specifically on Porsches. For that matter, the Peugeots only competed in two of the eight years covered, and the Porsche Years were really only 96, 97, and 98. But if you would like to experience the Le Mans race scene vicariously, this book will take you there. Porsche's incredible domination of all three classes in the 1996 race is, of course, well covered in all the articles for that year.

The use of reprints not only ensures that the articles are very well written, but their contemporary nature provides a unique perspective – each year starts out with articles written in advance of that year's race, speculating and predicting about the drivers, the cars, and the various match-ups. This stage setting introduction to each year-chapter is something no other book on Le Mans provides. And of course there are special details of interest to the then contemporary readers – ticket prices, times for the various

practices and the trial day, and frequencies for the radio stations providing coverage. Race reports from the trial day, as well as practice, forecast (sometimes correctly, often not) the race reports themselves, where the different magazines seem to focus on different aspects of the same goings on. Fascinating.

Overall, LE MANS The Porsche & Peugeot Years 1992-1999 has a very stimulating feeling of currency unlike any book written as after-the-fact history. It's like the difference between a first-person report and an outsider's analysis. If you like reading

race reports, you will love this book. The race reports are all very readable and give blow by blow and minute by minute coverage. The juxtaposition of reports on the same race, written by the prime writers of different motorsports magazines, makes for some very interesting comparisons of their differing perspectives. Unfortunately, the reports are not necessarily presented in strict chronological order, and the individual re-prints are not dated. Date and publication information is available in the table of contents, so that any apparent discrepancies in continuity can be resolved when they present themselves.



This 8 x 10-3/4 inch paperback book is somewhat smaller than the original magazines.

The type size on the reduced pages will make most mature readers reach for their glasses. The 172 pages present many race pictures, all in black and white, and often with an artsy look.

LE MANS The Porsche & Peugeot Years 1992-1999 should be available for \$32.95 from your favorite bookseller (ask for it) or from Motorbooks at <http://www.motorbooks.com>.



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

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.
Of recent, I have accepted an opportunity to continue my career in a new direction.
I will be a curator for a private Porsche collection.

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

Rick Moe
nurburgring, inc.
dasring.com



No time or money to go on high dollar vintage rallies like the Colorado Grand or California Mille? The "Walleye 1000 Vintage Rally" just might be for you! It's a two day vintage car tour on the back roads of Minnesota and Wisconsin.

From the patinated to the pristine, from works in progress to completed projects, blue chip collectibles to vintage fright pigs, all are welcome to participate in the old car hijinx and debauchery that will likely unfold during the 2nd Annual "Walleye 1000 Vintage Rally".

Entry fee is \$249 per vehicle (2 person team, driver + co-driver). Overnight accommodations, finisher's dinner, event T-shirts for all participants and a bunch of other event swag is included, *this is a laid back car event on a budget!*

Visit the website for event info, to sign up for email updates and to download a Participant Application.

www.walleye1000.com

Saturday and Sunday, June 8 - 9, 2012

Contact Event Organizer: Dave Tobin | (651) 216-1265 | dave@daveknowscars.com

"Check your tires, check your oil, check your ego at the starting line and let's go!"

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. (editor's note: note the special Porsche to the left!)



2013 SLOWPOKES INC. OPEN TRACK TIME

Sunday, June 2nd and Wednesday, July 3rd

Brainerd International Raceway - One Day Events

2.5 Miles, 13 turns

Open Track 9 AM - 6 PM

\$295 per car



- Format: No run groups - Open track all day
Unlimited number of drivers per car
*Lunch 1PM to 2PM – parade laps on track
- Participants: 40 cars maximum registration
- Requirements: Prior High Speed Track Driving Experience

Vehicle Tech Inspection: Contact us for details

Contacts: Linda Schmid - linda@slowpokes.org 952-943-9567
Fred Jacobberger - fjacobberger@comcast.net 952-948-0600
John Cunico - jcunic0@aol.com 651-726-4814
Andy Schmid - ams@amschmid.com 952-943-9567
Jim Bahner – jim@qualitytapeinc.com 651-492-9459

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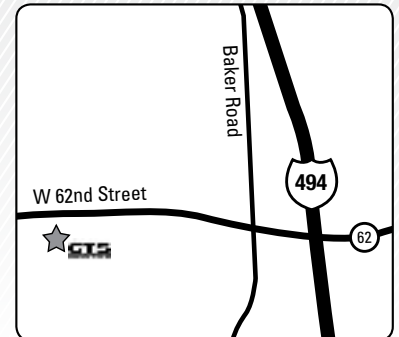


**FOR MORE INFORMATION & REGISTRATION - VISIT
PARADE2013.PCA.ORG**



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Parade 2013!

continued from page 25

www.pca.org and <http://parade2103.pca.org>

Q: How much does it cost?

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

Fees for the four major competitive events are:

- Concours -- \$30 per car,
- Autocross -- \$30 per driver,
- TSD Rally -- \$15 per car, and
- 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.
- Additional fees apply for banquet/meal tickets for selected other activities, such as the tours, golf outing etc.

Q: What is a co-entrant?

A: Entrants and co-entrants must be PCA members, but they need not be family or affiliate members. This means that entrants and co-entrants must have their own membership numbers. Check your profile online or with your local membership chair if you are not sure if you have a family/affiliate member. As an example, if you have not signed your wife up as your family member with PCA she is not an actual member of PCA and cannot be signed up as your co-entrant until she is. If you have your son/daughter/friend as your co-member your spouse is not a member. You can change your family member/affiliate member by contacting National at admin@pca.org or 410.381.0911

Q: Can I take other people that are not members?

A: Yes. There are additional fees for this and restrictions. Other guests are welcome; however, only the entrant, co-entrant, and JPP/CAFP entrants may enter the competitive events (exception: children ages 13-15 may register for the Technical/Historical Quiz). If other guests are PCA members, they must submit their own registration and pay their own registration fee to enter the competitive events.

Q: What about my children?

A: Bring them! Parade is a family event and there are activities for all ages, both individually and as a family.

Q: Can older children participate in the competitive events?

A: Yes. Junior Participant Program (JPP) entrants are children, grandchildren, nieces, and nephews of PCA members who are 16 or 17 years old. College-Aged Family Program (CAFP) entrants are children, grandchildren, nieces and nephews of PCA members who are 18-25 years old. JPP and CAFP entrants are required to drive the same vehicle and in the same respective men's and ladies classes as the PCA member hosting them.

Q: What about my car? Does it have to be a Porsche?

A: Automobile eligibility for the Autocross, Concours and TSD

Rally is outlined in the Parade Competition Rules (PCRs). 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 the TSD Rally in any Porsche that is registered for Parade (assuming it is currently registered for street-use). For the autocross, there is a limit of two drivers per automobile (unless JPP or CAFP of which the limit is four in any combination amongst both automobiles).

Entrants may participate in other events (such as tours or gimmick rally) in any automobile, even if it is not a Porsche.

Q: What if I am not sure if I am coming. Do I have to pre-register?

A: Yes. Advance Registration is mandatory -- there is no on-site registration during Parade. Parade registrations are not transferable.

Q: What if I cannot come for the whole week?

A: Registration does not require that you stay for the entire week. But, staying for the entire week is the best way to get the complete Parade experience.

Q: What if I register and then cannot come?

A: Fifty percent of your registration fee and 100 percent of your banquet fees will be refunded if your e-mailed cancellation request is received on or before June 15. There is no refund for cancellations made after that time. You may make changes to your registration at any time before June 15.

Q: When should I plan to arrive?

A: Parade entrants should check in for Parade on Sunday, June 23 between 9am and 5pm. This is the only time when all the event chair-people will be all together in one place to check you in, answer all your questions, and make sure you have the banquet seats you want, pick up your meal tickets and are classified properly for the competitive events you've entered. And...that's when you get your Parade goodie-bags and volunteer t-shirts. Of course it's also a great time to run into old friends from previous Parades and start building new friendships for the week's great events! Though late check-in is available the following couple of days, some events require you be properly checked in well in advance of the event start. See the Parade Competition Rules at www.pca.org for details.

Q: Can I come if I don't register?

A: Only registered attendees may participate in Parade activities. Events that are in public areas (i.e. Concours) are open for viewing only, to non attendees. Additionally, access to the Parade Goodie Store is available with your PCA membership card.

Q: Where is the Concours d' Elegance being held?

A: The Concours d' Elegance is being held on the golf course at the resort just steps from the hotel.

Q: I have heard that the Concours d' Elegance is only for those that don't drive their car (much) and use Q-tips to



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clean it. Is that true?

A: No. The Concours has many entry classes for all levels of interest from the "new" enthusiast to those some would deem fanatics. Think of it as "If you got it, flaunt it" to the people who share your passion and appreciation for your car.

With that in mind, new this year, we are introducing a Concours "Street" Class; a new Concours entry level class. In the new Street Class, only the exterior, including wheels and tires, and interior will be judged. Still not sure what to do? You can attend Concours 101- These are one hour technical sessions primarily for new or aspiring Concours entrants. Sessions will be scheduled both before and after the Concours event. We will discuss how to prepare for Concours judging, what the judges are looking for and how to interpret scores and comments.

- Saturday, June 22 5-6 pm: in the Concours Prep Area
- Friday, June 28: as part of Tech Academy

Q: Where is the Autocross being held?

A: On Wednesday and Thursday June 26th and 27th, the always exciting Autocross will be held on the Antrim County airport runway. Forget everything you've experienced the last couple of years at the Parade Autocross, because it's about the change. (Have I got your attention now?) We've been working hard over the last few years to improve the Parade autocross experience by offering things like: more runs, rookie schools, chalk talks, staying on schedule, etc..

But one thing has been lacking and that one big thing has been the size of the autocross lot. For 2013, that will not be an issue. The parade autocross will take place at a community airport that offers us plenty of open asphalt since they're planning to close the runway to aviation traffic during our event. And to make it even more exciting, the airport was recently renovated so all the runway and taxiways are newly repaved with high-grip, aviation-grade asphalt. The new surface is billiard table smooth and perfectly uniform from start to finish.

Over the last few years due to size limitations, the course designs were like building a "ship in a bottle", however this year will feature an open, faster design that will cover tons of real estate. Can you say 3rd gear? I know I can! If this sounds interesting to you, please come join us.

The two day format once again allows us to accommodate all drivers who wish to participate.

The Autocross Chalk-talk will be held Monday, June 24 in Mackinac B&C

The airport location is about 20-30 minutes from the resort. Shuttle service will be provided throughout the two-day event leaving from the resort. Unfortunately, we cannot accommodate non-Parade entrants as spectators to this event.

Continued on page 38

Q: How do I volunteer during the event?

A: As part of the registration process, you will be asked what you would like to volunteer for. There are volunteer activities starting as early as June 21st with the start of Concours Prep running all the way to the Victory Banquet on Saturday night. You will be asked for each participant what days you are available and what you would be interested in doing. Don't worry if you don't know --- Amelia Ambrosino, the Volunteer Chair will help you and let you know what you can do.

Volunteering is great way to meet other club members from all of the country. We are a volunteer run organization and without us (the volunteers), PCA would not be what it is today.

Q: I still have questions. Who can I contact?

A: That depends on what you have questions about. Start with the Parade 2013 website <http://parade2013.pca.org>. There is a link to all of the Chairpersons for the event with their contact information.

We hope to see you in June for what will prove to be an unforgettable week!

Porsche Apps!

Available: <http://www.porsche.com/usa/entertainment/apps/>

Editor's note: a recent email from our national newsletter editor included several links to information and articles available to PCA members. Below is a list of apps available for our devices. I had no idea there were so many! Check them out and I'd always be interested in a personal experience to share with our readers. Hopefully I'll get time to check out some of these myself!

- **Porsche Identity. The new 911:** The 911. Our identity. A truly distinctive design. Technology that was born on the race track. Emotional impact that has been standard since 1963. Discover the new Porsche 911 in our app.
- **Porsche Christophorus:** Christophorus magazine is now available as a bimonthly app. Purity, passion and performance are the essence of its content. And the best thing: it's as easy to operate as a real sports car: turn it on - and enjoy.
- **Good to know:** Get to know your Porsche - available video clips and user's guides to help you get the most out of your Porsche.
- **The Porsche model catalogues for your iPad:** The Porsche model catalogues - optimised for your iPad. Page through the model catalogues and find out about the model of your choice.



- **Porsche Motorsport:** The Porsche Motorsports App allows you direct access to the latest results, reports and pictures on our worldwide racing activities.

Learn more about our racing heritage, our

factory drivers and race cars and let us entertain you with the latest videos and wallpapers.

- **Porsche Digital Owner's Manuals:** How-to information for Porsche owners. Find quick answers to questions about your Porsche.
- **Drive+ iPhone App - Upload on the Go:** The Drive+ app is available for your iPhone, iPod touch and iPad. Post your Porsche journeys on the go and see what others are doing as it happens in real-time.
- **Porsche Facebook Timeline Cover Creator App:** Use your creativity to customize your Facebook cover image with your favorite street car, historic model or motorsport car. Add your favorite text, change the style and create the perfect look for your driving mood.
- **Porsche Newscast:** The Porsche Newscast application delivers you all the latest news from the Porsche universe. Read from the official Porsche news feed and view images and videos from the Porsche Facebook and YouTube channels. You can also share all your favorites with your friends.
- **Porsche Pad Cinema:** Experience the fascination of Porsche now on your iPad. The Porsche Pad Cinema offers you direct access to a variety of videos about Porsche.

Nord Stern April Business Meetings Minutes

by Betsey Porter, Secretary

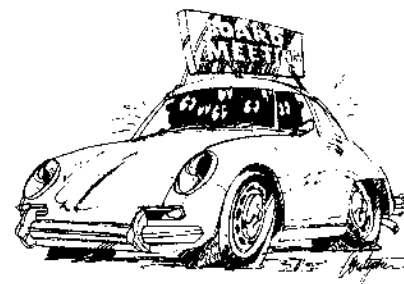
Meeting was called to order at 6:59 pm by President Ron Johnson who welcome all in attendance. Committee reports are as follows:

- **Treasurer – Jeff Bluhm**
First Fling is paid for. First half of Road America payment is going out this week. There is still some money from the holiday party coming in. We are in good financial shape this year.
- **Social – Carrie and Michael John**
Nothing to report
- **Advertising – Jill Daneu**
Still looking for a few advertisers to renew. New advertiser Schmitt (sp) Towing. Chateau St Croix wants to partner/ host another event. Jill is looking for help from Touring/ Drives chairs to arrange.
- **Newsletter – Christie Boeder**
Always looking for content! Please send stories, photos, etc, to Christie for submission. Email address is in the newsletter.
- **Webmaster – Tom Prezioso**
Website is a work in progress
- **Membership – Ed Vazquez**
As of April, we have 686 PCA members in the region, and 530 Nord Stern members. Approx 100 have not renewed their NS memberships. Good turnout at the new member social in Chanhassen. One member came all the way from Thunder Bay, Ontario! Need current members to come to these events.
- **Ideas to solicit new members:**
 - Get dealers involved
 - Host new car appretiaion dinner at the dealerships
 - PCA email blasts
 - Revive Third Thursdays
 - Create a Nord Stern 'business card' to hand out to prospective members
 - Show up at non p-car events and sell, sell, sell!
 - Send thoughts to Ed
- **Shop Relations**
Tech sessions! Imola wants to host one/some; need to ensure techs are done thoroughly. A 918 will be delivered to MN in the 1st quarter of next year
- **Met Council – Bob Kosky**
No report
- **Autocross & Time Trial – Harvey Robideau**
No report
- **Charity – Keith Jones**
No report

- **Insurance – Michele Deml Johnson**
No changes in the last few years. We have D&O insurance and E&O insurance for officers. Track insurance – protects event people, corner workers, etc. **EVERYONE HAS TO SIGN THE WAIVER. NO EXCEPTIONS** Make sure we have a Nord Stern waiver form and have participants sign it at registration.
- **Club Race – Doug Anderson**
Club Race is good to go Enduro will be 90 minutes this year. Discuss a longer one for 2014. Maybe Chump Car people could come help observe refueling if we hold a longer race next year. Roger, Doug and Ron to go visit dealerships
- **Driver Education – Steve Meydell**
Have eventmaster for First Fling
- **Track Relations – Jim Bahner**
Payments have been made. Suggestion for an “instructor session” on the new track surface for First Fling
- **Driver Education Registrar – Dave Anderson**
Instructors can register online or contact Ron Johnson
- **Driver's Training – Jim Bahner**
No report
- **Touring & Drives – Mike Lancial & Randy Walker**
Vino In the Valley is August 3. Details TBA.
- **Rally – Lon Tussler**
No report
- **Concour - Porsche Show – Pill Saari**
Article will appear in the newsletter. There will be a poster for sale. Some proceeds to go to Courage Center.
- **Fall Color Tour – John & Suzanne Dixon**
No report
- **Safety – Keith Erickson**
Window rule to remain unchanged foe 2013. Discuss the need for an Intermediate Class?
- **New Business – Ron**
2015 Escape: Dakota region looking to partner with Nord Stern. Run for the Hills area is looking to host. Ron will present the idea to the committee at this year's Parade in Michigan

Meeting adjourned 8:53 pm

Respectfully Submitted,
Betsey Porter



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 10th of the month prior to publication date: editor@nordstern.org.

1990 Carrera 4 Coupe

Guards Red, Savannah beige supple leather, six-speed manual, 18" turbo-look wheels, stainless exhaust tips, power seats, metal door sills, aluminum instrument dials, light wood/aluminum package, sound package with CD player. Sold and serviced exclusively at Maplewood Imports. Original window sticker, all service records, cotton cover. Properly stored winters. Only 19,600 miles. Looks new inside and out. \$31,500. Jerry Patten 651.426.4510, cell 651.295.4983, jerry.patten@comcast.net.

Wanted

Bosch H4 Euro Headlights - one or a pair; Fuchs 3 prong center caps - they will be painted so any condition. Phil Saari, cell: 651.260.5665, email: ps356er@yahoo.com.

1985 Porsche 911 Coupe Track Car

Great track car for sale. Previously owned by two other Nord Stern members and serviced by two Nord Stern approved tech inspection shops. Driven in Nord Stern DE and Club Race events; Recaro race seat. \$19,000 OBO. Contact Becky Dvorak, 612.309.7149.

Want to Buy

Clean 1987-1989 911 coupe. Any color but red or black. Good service/maintenance records are as important as low mileage. Minor performance upgrades ok. E-mail mark.read03@gmail.com or 612.251.5710.



Seats for Sale

2 Recaro Racing Seats (black), 5-point harnesses will work. Dave Glodowski, Brooklyn

Park, MN 612-804-3887 or email: daglo@comcast.net

1965 356 C Reuter Coupe

Built in '64, Reuter disc brake coupe. Light ivory over red with charcoal square weave trimmed in red piping. K&N filters over Weber ID 40's, Bosch 050 distributor upgrade. Runs strong with few problems over 12 years of ownership. Driven 5,000 miles since purchase. Complete gas tank restoration, new wheel bearings, new fusebox and fuses. Replaced oil lines, oil cooler gaskets, new Optima 6 volt battery, starts great. New tires. Purchased from California after a complete restoration. \$42,000 OBO. Michael Jekot, 612.940.3534, michaeljekot@gmail.com.

Wanted

Wish to purchase a hard copy of the book PORSCHE 928 by Brian Long, ISBN 978-1-903706-30-5. Please contact Brent Poppenhagen at 952-906-1541 or bwpoppenhagen@yahoo.com

1973 914. 1.7L

We are trying to help the family of Tom Countryman sell the 914 that he had. Approx 65,000 miles. Yellow with brown interior, Nice, clean, original car with one repaint. A few areas of minor surface rust underneath. One jack point will need some work. Battery box area is clean. \$7800 For additional pictures and information. Contact



Phil Hancock 612.308.2357 Or Mark Bouljon 763.744.9170.

1989 944 SC Race Car

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1983 911 SC

Red with black leather interior. All original, with all records. Original user manual. 1983 Porsche brochure in plastic jacket. Original tool kit in case with original tire pressure gauge in the leather case. Includes bra, factory floor mats and side mirror covers. Hard top with sunroof. We are not the original owners. 103,210 miles, receipts of \$4,845 for complete tuneup and brakes done last year at Foreign Affairs in St. Louis Park. \$24,900. Contact Joe Pryor, 608.790.2152 or jp.pryor@yahoo.com.

Dansk C2/4 Stainless Cup Bypass Pipe.

For 911 C2/4 Porsche 1989-1994. Polished Stainless Steel Construction For Maximum Corrosion Resistance 8-Horsepower Increase, 25 Pounds Lighter, More Sound, Primary Muffler Bypass Pipe With 2 Mounting Straps, I used the pipe for several days. e-mail me if you would like pictures. \$200 Plus Shipping. East Metro, Pete 651-491-7961 or pwilmes@comcast.net.

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.

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Letters to the Editor

Courtesy Clubtalk

Our Local, Excellent Mechanics and Shops

Greetings! I moved to the Twin Cities last fall, and ended up putting my Boxster S in the garage for the winter rather quickly. Now that it looks like the snow is finally going away (hooray!), I'm looking to get the car out in a couple weeks. Can anyone recommend a good shop that does routine work, at a reasonable price? What's the read on Imola? I've seen their shop, and they're close to where I live, making it pretty convenient. Thanks, and I look forward to meeting you all at events this season.

– Ian Philbrick

The two most popular in the cities are Auto Edge and iMola. Both are great and sponsors of our chapter and go out of their way to keep their customers happy. (They also are a part of this list but likely too modest to self-promote.) I'd recommend either one in a heartbeat. Because I'm on the west side of the cities, AutoEdge isn't as convenient for me to take the Cayenne S in for an oil change or for some maintenance on my Boxster S, so I've been frequenting iMola. They have certified technicians they hired from Carousel Porsche and have also been doing a lot of both race work and routine maintenance for imports such as VW, BMW, Porsche and now Ferrari.

– Chris Tobkin

Michael at Courtney Truck Service has given me great service for my 911 for the last three years!

– Michael Grabner

I will pile on. Mike and Courtney Truck Service have provided great care for my Cayman S as well as my non-P car that I drive in the winter.

– Michael Bredahl

You can't go wrong with ANY of the previous mechanic recommendations. We are fortunate to have SO many great mechanics/shops within the Twin Cities area! As Bret and others pointed out, many of the local shops are also loyal Nord Stern advertisers/sponsors. Not only can you access their websites from our online list of advertisers, but you can read more about them (and see the faces behind the shops!) by reviewing their profiles in our Advertiser Apex column. Just visit <http://nordstern.org/>, look for the Newsletter icon on the home page, and click View All. You will then see PDF thumbnails of past issues. Here are the issues in which shop profiles appear (listed in alpha order):

- * Auto Edge -- March 2013
- * Courtney Truck Service -- November 2012
- * Imola -- August 2012
- * Porsche of Minneapolis -- July 2012

Good luck and see you at a future event!

– Jill Daneu, Nord Stern Advertising Manager

There is a good list at <http://nordstern.org/advertisers>.

– Bret Bailey

Twisties . . . The Sign We All Love

by Steve Meydell

On Nancy and my trip to Parade at Salt Lake last summer we visited several of the national parks in Utah. In Canyon Lands Park, the above road sign got my right foot working because, unlike most signs like this, the turns were right on top of each other for most of the five miles.

At the apex of each turn I pressed the throttle of the Boxster S and was probably doing closer to twice the posted at each exit. As the rhythm from turn-to-turn was building like a skier carving down a mountain of fresh snow, my navigator said softly but firmly "slow down unless you want to see breakfast again!"

Editor's note: THIS really got me chuckling as I have been in that second seat on more than one occasion! Thanks, Steve and Nancy for sharing this moment in your vacation.

Am certain many of us Porsche owners and drivers have 'enjoyed' very similar scenarios. One of the reasons Nord Stern tour drives are so popular! After all, there are some of these 'twisties' not too far from our very own metro area.





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