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1



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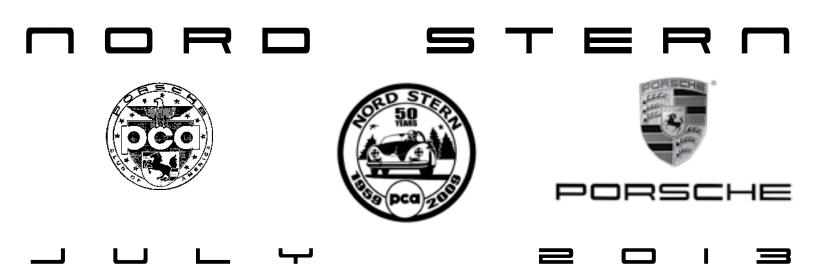
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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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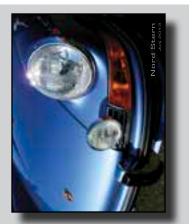
Please contact staff for any event coverage you need

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Cover: Photo by Steve Meydell, Amelia Island Concours 2013



"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 for membership instructions, then ...

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

- Go to www.nordstern.org •
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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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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

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The Prez Sez . . .

The heart of the summer is upon us! I was wondering if it would ever get here but now I am smiling for more than one reason. My term as your president is now one half completed. For me this has been a year of big changes -- with a job transfer, the purchase of my first rear engine Porsche and learning how much fun it is to be in a different leadership role for Nord Stern.

As you likely know, our club has a heavy bias toward track events and is a great training ground for racers. When Nord Stern members show up at races across the country, they often end up on the podiums. However, we recognize that not everyone is into track activities, thus, we also continually aim to diversify our events to appeal to a wider audience. Nord Stern does like to put an emphasis on the social activities. Currently, we are working on an exciting activity for 2015 – watch for more news on this soon.

At this time of year it's the annual Club Race and Driver Ed weekend that takes center stage. Now, for those of you who have never attended, please note that it is NOT just a race but also a



major event! There is more than just track events happening – it is a social occasion, too. Please consider making a trip up to Brainerd July 26-28.

For Drivers Education "DE" drivers, this is the best value of the season with LOTS of track time beginning Friday and going through Sunday. We also have



the highly acclaimed Courage Center silent and live auctions with plenty of fantastic items to be had. This is one auction that has more guy stuff than you'll see anywhere else! Of course, donations are welcome – contact Keith Jones if you have anything to contribute. Looking back, we have auctioned off a 911, a Lear Jet vacation, major tools, toys and jewelry! Who needs the Internet when we have the Courage Center auction for such great treasures! Saturday night always includes the biggest social evening with food, beverages and lots of chatter around our P cars.

But, let's not forget the racing! Saturday and Sunday will bring lots of heart pounding action to watch with several races. Again, this is not just a race; it is the event of the season with tons of diversity!

As I complete this column, I am preparing to leave for my first Porsche Parade in Traverse City. I will share pictures and commentary next month.

Hope to see you soon! - Ron

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2013 Advertising Rates

2015 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		
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Welkommen . . .

Welcome ... New Members

(and returning/renewing members!)

We hope to see you at upcoming events!

Byron Bergren

2013 Panamera

Ron Drewski

Peter George 911- 1970 &1972

Ryan Hermann 1999 911

Chris Hoyt 79 911, 2008 Cayenne

Tom Kileen 2008 Boxster S

Robert Koegler

John Layton 1991 911

Paul Lopez

Michael & Debby Monson 2014 Cayman S

Shaun Peltier

Dean Polkow 1991 911

Kent Richey 2013 991S Cab

Jim Scatena

Glen Whitesell 1965 911 Sunroof Coupe

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 . . .

S ummer is definitely here finally, been a long time coming as they say. Not that has slowed down any of our Nord Stern events and usual outings! Lots more coming up and as Ron in his column points out this month is our annual DE and Club Race at BIR. Definitely a fun weekend filled with track stuff, racing, both a silent and live auction benefitting Courage Center and as always in one of the premier 'up north' settings in our lovely state. Nothing says summer like being at 'the lake.' Lots of family activities available in the Brainerd Lakes area as well as being a very reasonable drive just for a day trip to check out the action. Join in the fun!

This is a bit longer issue, several interesting articles came our way including a follow up from the Amelia Island Concours in Florida that a few Nord Stern members traveled down to check out. Beautiful part of coastal Florida and quite the display of both cars and people on the lovely grounds of the Ritz-Carlton Resort. 50 years of Porsche were a featured marque so a number of the national PCA staff were on hand, too. I got more than enough car gazing time! What was fun to see, too, were various individuals in period dress/costume accompanying vintage cars. Fun! The second half of the 50th Anniversary write up from PCNA is included here as well as the second half of the 'Two Old Coots' travel feature from last month.

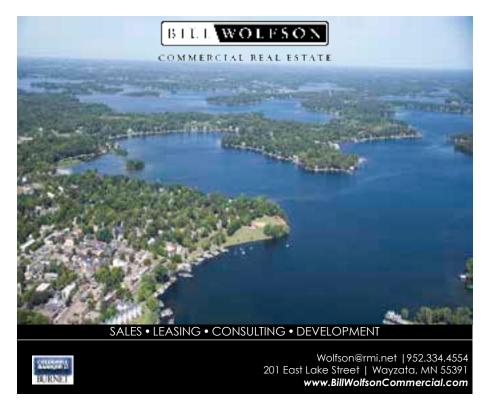
And this month I retyped the article written back in 1982 about the Nord Stern's participation in the 12 Hours of Sebring race. Great read and thanks to Ron Faust for digging that out of his stack of goodies. We felt a rerun was well worth the effort - there are names many will recognize and know. Sounds like it was hard work but great fun, too.

Couple new advertisers are joining us, two LONG time club members and we will highlight them later. It's been fun to have the Advertiser's Apex as I for one and am enjoying learning more about some of our companies. Thank you Jill D. for taking charge of this endeavor. Next time you see Jill, be sure to give her a hifive. Couldn't do this without her!

Meanwhile, see you at the next event whichever one that'll be whether it's on the track or at one of our Drives!



A few additional shots from the Amelia Island Concours this past Spring, by Steve Meydell. Truly spectacular cars in a spectacular setting.





2013 Calendar . . .

July	2013
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	2013
3	Vino in the Valley
	Details: TBA, Eventmaster: Randy Walker
Septem	ber 2013
2	Annual Rochester Labor Day BBQ and Picnic
	Details TBA, Questions Jeff Boehm at 507.261.9407
8	Wayzata Rotary Charity Motorsport Show
	Downtown Wayzata
	10 a.m. to 4 p.m.
14	Oktobefest - All German Car Show
	AutoMotorPlex, 9 a.m. to 1 p.m.
	See Ad pg. 19
15	901-O-RAMA
	A gathering of small bumper cars ('64 to '73)
	Location: Marine-on-St. Croix
	Details: TBA
	Questions, Call Mark Bouljon at Porsche of
	Minneapolis, see ad Inside Back Cover
20	Last Fling Driver Training
	Brainerd International Raceway
	Eventmaster: Ron Johnson
	Register online at: clubregistration.net

3 21-22 Last Fling Driver Education Eventmaster: TBA

Register online at: clubregistration.net27-29 Nord Stern Annual Fall Color Tour

Eventmaster: John Dixon, eyerack@tcq.net or 612.618.9506, Headquarters: Blue Fin Bay, Tofte

2013

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/

> July 18, August 15, September 19, October 17, November 21 and December 19



Doug Arndt

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2013 SUMMER DRIVE

EVENTMASTER: Randy Walker CONTACT INFO: 715-684-2572 cell - 715-441-6084 email: rswalker@baldwin-telecom.net



Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. We will have our first rest stop in Pepin with a second rest stop at the Eau Galle Cheese Factory near Durand. Browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, approximately 4pm, we will line up our cars for a Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information check out their website: http://www.vinointhevalley.com



Event Information

- Date: Saturday August 3, 2013
- Start Location: Point Douglas Park, Prescott, WI
- End Location: Vino in the Valley
- **Time:** Arrive by 11 am, we will leave the lot at 11:30
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 60 Nord Stern club members who register by July 29, 2013
- The event will be open to non Nord Stern club members if space is available. No registration will be accepted the day of the tour
- To register please send an email to: rswalker@baldwin-telecom.net







Courage Center would like to thank the members of Nord Stern for their continuous support of our clients and programs over the last 12 years. Your donations enrich the lives of so many. Thank you!

> OUR MISSION: To empower people with disabilities to realize their full potential in every aspect of life

www.CourageCenter.org

Nord Stern Driver Education - All Invited! Don't Miss the 2013 track season Events

2013 Driver Ed schedule will feature three weekends at our home track, Brainerd International Raceway in Baxter, MN and a two-2 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.

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 (Cheese Fling)...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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Nord Stern Porsche Club

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T T	Cutter & Buck Tournament Pique Polo Ribbed knit collar & Cuffs 3-Button Placket Drop Front Shoulder Reinforced Side Vents Pearl Colored Logo Buttons C&B Pennant at Left Sleeve Hem White w/Embroidered Nord Stern Logo on Left Chest Small – 3XLarge - \$45.00 Each	Men's Size Ladies' Size	Quantity Quantity	\$ Item Total \$ Item Total
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	Port Authority Dry Zone CapAn exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill.• 55/45 poly/polypropylene double knit• Unstructured• Low Profile• Hook & Loop Closure\$20.00 Each	Size	Quantity	\$ Item Total
Contact Name			<u> </u>	\$ Order Tota

Assault on Amelia Island ... Concours d' Elegance

Photos and text by Steve Meydell

N ancy and I took a short break from our endless winter to visit the Amelia Island Concourse and visit Jekyll island, Savanna and Hilton Head Island. We decided to attend the Concourse, as it is promoted as the Pebble Beach of the East Coast. My interest was also peaked as this year they were celebrating the cars of Harry Miller, the 40th anniversary of the Ford GT 40, and my main interest, the 50th anniversary of the 911.

This concourse, like most car events, is a charity fundraiser to benefit the Community Hospice of Northeast Florida. This charity is committed to improving the quality of life-limiting illnesses for patients and their families and to be the compassionate guide for end-of-life care in this community. This hospice, with 850 employees and 900 volunteers, has served over 8,200 adults and children with advanced illness. It is always good to see people sharing their interest in spectacular things, but still giving to those of us that are in true need.

On Friday night I attended a panel discussion by Peter Schutz, Alwin Springer, Harm Lagaaij, Hurley Haywood, Jack Atkinson, Vic Elford, Jeff Zwart, Brian Redman and Patrick Long.

A few of the interesting items I learned during the discussion



were, the number 59 and font on the Brumos Porsche was the number on the aircraft carrier deck Peter Gregg first landed on. The paint scheme, Brumos red over blue sweeps, is styled after the Martini paint scheme, however Peter Atkinson (Chief Mechanic) insisted on this simpler paint scheme, as in those days it was paint, not a decal or wrap, and the more complex Martini scheme involved hours of masking and painting and re-masking. Peter also said when the 1973 Carrera RS coupe arrived at Brumos he stripped the car down and rebuilt it. He paid particular attention to the flywheel bolts which had been a problem in the past. As he thought the torque was low, he re-torqued them to a higher level with Locktite. Peter Gregg warned Penske that this was an issue on their 73 Carrera RS, but it was thought a ruse to gain



advantage. Sadly for Penske they burned a piston, later traced to a loose flywheel. This car was shipped back to the factory and disassembled. Peter got a phone call from Stuttgart almost immediately after it arrived, asking what did he do to the flywheel bolts. He said he torqued them to his specs with green Locktite. Unfortunately this car was disassembled and cut-up, it is believed, so it no longer exists.

Vic Elford spoke on how he convinced Porsche that the 911 made an excellent rally car, and he learned how to tame the tail. He proved it by winning the 1969 Monte Carlo Rally. He talked about how he heard about a rally to be run in England and it would be televised. Without a factory car he somehow talked the local Porsche dealer into letting him use their demonstrator 911. He won the race but the car was subject to much rubbing (rubbing is racing) and when he returned the car Monday at 8:30 (30 minutes before they opened) the mood was not good! As soon as the dealership opened the phone rang off the hook and someone



parched the dented car for full price. I guess the old cliché "Win on Sunday, Sell on Monday" was true and saved the day for Vic.

There were many other stories, but I want to share some of the Concourse highlights. I would strongly urge anyone with an interest in cars to attend a Concours d' Elegance of a high caliber such as the Quail (in Monterey), the Pebble Beach, and for further travels, The London to Brighton run or the Motorclassic Essen. You will encounter and see things at these events that will just amaze you. I sometimes am disappointed to see some of the cars so meticulously restored that there is no way they came off the assembly line or hand built line looking that good.



The Harry Miller cars of the twenties were amazing. Through the 20's his cars dominated the Indianapolis 500. In 1913 Harry Miller hired Offenhauser (of the later famous Offenhauser engines). Miller and Offenhauser together designed a straight 8 engine with single overhead cam. The unique design cast the head as part of the block, thus eliminated the blown head gasket problem. In 1922 the first Miller straight 8, of 183 cubic inches, was placed in a Dusenberg by Jimmy Miller and qualified at an average of 100 mph. In 1923 the displacement was reduced to 122 cubic inches. This engine produced a qualifying speed of 108 mph in spite of a 33% reduction in engine size. In 1924 and 1925 Dusenberg won the 500, but Miller's cars dominated the field with over half the cars. In 1925 Miller introduced the front wheel drive car, which allowed drivers to sit lower than the rear wheel drive cars. In 1926 Frank Lockhart won the race in a Miller. In 1927 and 1928 races 33 of the starters were powered by Miller engines.

Much more of this rich racing history is available from many sources.

All the cars at the Concourse were terrific to see. The Porsche display area was spectacular with so many different cars from the road versions to track race cars to rally cars.

Porsche set-up a beautiful display stage with a stunning blue 901 opposite a red 991 on a large display stage. Looking at the two cars opposite each other it is clear that even though the 911 has gone through over 50 years of refinement the 911 shape is still instantly recognizable.

Probably the most impressive car at the Concourse for me was the 1979 935-K3 Porsche Kremer. As many of you know



this is one of the last production based cars to win the overall 24 hours of LeMans. This car was heavily modified from the original production car but due to careful reading of the regulations the car still qualified. To improve aerodynamics the rear glass was left in place to conform to regulations, but a second rear glass and slope of the rear deck was made to make it more slippery. The width of the rear was widened for larger wheels but to conform to regulations the door handles were the production width. The 3.2 liter twin turbo charged engine with 1.7 bar (24.6 PSI) of boost produced 800 HP. This car was capable of passing most of the prototype cars . This car was donated to the Indianapolis 500 museum by the racer owners, the Whittingtons, and was in the basement of the museum for 35 years until purchased by Bruce Meyer.

A replica of the famous 1973 911 RSR No. 59 Brumos Porsche driven by Peter Gregg and Hurley Haywood was on display and was interesting to see. The car was loaned to Brumos by the factory and returned to the works after winning the Daytona 24 Hours. It was disassembled and no longer exists.



For the rally fans two 911 type 953 were on display. These cars were run in the 1984 Paris to Dakar rally. It is interesting to see a 911 that could drive over me if I was laying down. The extra mud flaps under the chassis would, of course, scrape over

Amelia Island Concours

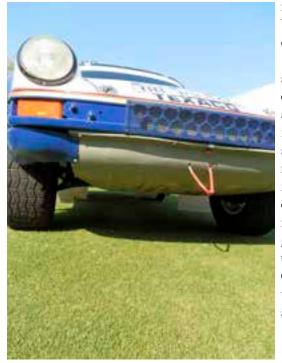
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me. These cars featured four wheel independent suspension and disk brakes at the corners. The engines 3.2 liter were unique as they featured low compression to allow for the low octane fuel available on the various stages. The front compartment featured a 120 liter fuel tank and behind the driver there was an additional liter tank. Talk about driving a bomb. In this long awaited return to rallying by Porsche they finished first, sixth and 26th.



I would guess Bruce Boeder enjoyed seeing the 1973 Porsche Carrera RSR 2.8 liter with the number 59 and Garrard livery, however it was speed yellow.

On the more back to the hippie era the 1974 Blue Jeans 911 RSR 3.0 liter, built by Kremer Racing for Dutch blue jeans



manufacture Wally's was on display.

I would strongly encourage anyone with interest in seeing many rare and interesting cars of any marquee to go to one of the high end Concourses when they get a chance.









Labor Day September 2nd, 2013 from 1:00 to 5:00 (or whenever)



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Jeff and BJ Boehm jeffandbj@gmail.com 507-261-9407 cell (Jeff)



Directions available on Mapquest or Bing maps

What Porsche Would Gatsby Drive?

by Richard Badler, reprinted from Rocky Mountain Region PCA, High Gear June 2013

You thought I meant Jesus? No, no, that's too easy. JC would be wearing his "True Religion" jeans and his "Members Only" jacket, and he'd saunter into a perfectly maintained 550 RSK, silver, with a red Pegasus decal on the side.

Jay Gatsby is much more complicated. To start, the book The Great Gatsby, which many consider the one true Great American Novel, takes place in 1922. And, in the book, Jay drives a Rolls Royce big enough to carry great gobs of partiers to West Egg from Manhattan, every weekend.

But, in the latest remake of the movie, he drives one of Fred and Augie's greatest creations, a Duesenberg Model J. Which is fine . . . except for the fact that the Model J is from 1929. Such is poetic license on the big screen, I guess.

So let's stretch our own willing suspension of disbelief to the present day.

In the book we learn Gatsby

made his money bootlegging. Today he'd . . . import illegal agricultural substances? I'd prefer running a Ponzi scheme of a hedge fund. But I could be swayed.

And that would lead to mega wealth in today's dollars ... from a residential standpoint, no Mc-manse on the North Shore of Long Island, like the book and movies. Heaven forbid. Would someone with virtually unlimited means put up with the Long Island Expressway, euphemistically called "the longest parking lot in the world"? Hardly.

In today's world, Gatsby would sleep in an apartment on Fifth Avenue, or maybe 15 Central Park West. And he'd spend weekends on Further Lane in Southampton. And his Sikorsky would take him 20 minutes to get to East Hampton Airport. He'd be quarreling with the town elders about a heliport on his property.

Of course he'd have a Panamera Turbo in the garage in Manhattan. But it would get very little use. Maybe jaunts up the Taconic Parkway to visit Ralph, that Ralph, in Bedford. Or out to Teterboro to board the Gulfstream.

In the Hamptons, it would be a different story. You'd need something funky, something slightly shabby, something you don't mind getting sand in, to slink to the beach. Like a Carrera Cab, red, which Jay would have held onto since his business school days, for sentimental reasons. It would have been a gift from his parents.

But evenings in the Hamptons would be a different story. That's when it's time for a dramatic entrance, which can only call for a Carrera GT. Black. But he'd have a 918 on order. Also black. Would he drive it? Would he drive either? Well, I have it on good authority that Oracle gazillionaire Larry Ellison bought a McLaren F1 in the '90s and was actually fitted for his seat at the factory . . . and never came back to pick up the car.

As Hemingway said, "The rich are different from you and me." To which Scott Fitzgerald allegedly said, "Yes, they have more money."

Which would lead the Gulfstream to Holiday flights to the ski

house on Red Mountain in Aspen. Where a Cayenne Turbo would be waiting to whisk Gatsby and his entourage to a waiting table at the Caribou Club, in all types of weather.

Or Holiday visits to Anguilla or St. Barts. Where they'd be picked up by more Cayenne Turbos, with blacked out windows, of course.

> What about Palm Beach, you Retirees who stay put

say? Now, sport, that's for retirees. Retirees who stay put.

Jay's crowd would also make it to La La Land. For business. Yeah, for the export/import business. Or to find investors in the latest fund. You could spot them at the Four Seasons . . . they'd be the only ones lounging beside the pool in January.

But the party would be at the house on Carbon Beach in Malibu. From which Jay would willingly show you the very spot on the Pacific Coast Highway where that fellow "Dietrich" split his Enzo in two.

And in Europe?

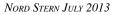
Ah, it's tough. Jay would wax poetic about the era of the Concorde. When time really was of the essence, and you could grasp it as the speed meter on the bulkhead crept toward Mach 2.

And he'd go on about the sight on arrival back at Kennedy, where everyone would deplane and make a beeline for the helicopter parking area.

At the other end, it's, what, an hour by private charter from De Gaulle to Nice Airport and a short drive on the A8 to St. Tropez. Or to Monaco. Or Cannes. For the race. For the film festival. For both.

Jay's house would be set amid the homes of the Russian Oligarchs on Cap Ferrat. And the Sunseeker would be docked below.

In the garage we'd find . . . old, old money that would be appreciating while standing still -- a Porsche 904, with number plates, an ex-rally 911 SC, one of the Rothman's cars, and a real





2.7 Carrera, bought new by Jay's father . . . or so the story goes, old sport.

Then it's back to Paris, to the suite at Le Crillon. Or the George V. And, after a night of revelry at Le Bar, he'd start up the loaner 911 Turbo as dawn broke (when you own this many Porsches, you just call ahead and one materializes - ask Jerry Seinfeld.) And he and his pleasure dome for the evening would venture out and try to recreate the route of that nine-minute fit of cinematic debauchery, Le Rendezvous.

Ah yes. It's so, well, current ... a nice life if you can get away with it, old sport. But, remember. In the novel and all the cinematic adaptations, he doesn't get away with it. And that's what we call poetic justice, forever more.

 $E^{
m ditor\, 's\ note:\ Our\ national\ newsletter\ editor\ Wendy\ Shoffit}$ has been kind enough to make available columns appearing

in other region newsletters that might be of interest to other regions. Hence the above column, which I found fun to read and decided to share with all of Nord Stern. And as an aside, she's included a short bio 'About the Author' Richard D. Badler, Enjoy:

Capitalizing on more than 30 years of practice in all facets of corporate, internal, consumer, reputation, positioning, issues management, advertising and sports marketing work, in the U.S. and around the world, Richard D. Badler embarked on a communications consulting and writing career in early 2007.

Previously, Dick was executive vice president, corporate communications and public affairs, for the Western Union Company. In that capacity, he was responsible for creating and leading all internal and external communications, the internal and external web, global branding, public affairs and issues management on a worldwide basis.

Before joining Western Union, Dick was senior vice president, corporate communications for Unisys Corporation, reporting to the CEO. He oversaw the corporation's activities worldwide in the areas of reputation management, public and media relations, consultant relations, advertising, employee communications, corporate identity and public affairs.

Previously, Dick served as vice president, corporate communications, for General Instrument Corporation, Prior to that, he was an executive vice president and account director with Golin/Harris Communications in Chicago, handling a variety of business and consumer accounts including McDonald's and Michelin.

Dick spent 11 years with Philip Morris Companies, Inc., most recently as director, public affairs for Kraft Foods in Northfield, Illinois. He also had served as director of public affairs for Kraft General Foods International and spent a year in Lausanne, Switzerland with Philip Morris Europe.

Dick is currently board president of Alliance Francaise de Denver, and a member of Rocky Mountain Automotive Press Association. He writes regularly for outlets that include TFLCar. com, Planet-9.com and High Gear, the publication of the Rocky Mountain Region of the Porsche Club of America. Over the years, Dick's owned six Porsches. He still has number three, a '78 911SC, which he bought in 1988.

Dick is a graduate of Case Western Reserve University, where he co-edited his college newspaper. The survivor of six corporate relocations, he now calls Denver home.



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"The" sports car celebrates a special anniversary . . . 50 Years of the Porsche 911, Continued

Courtesy PCNA

Editor's Note: This month features the remaining half of the press release from PCNA for the 50th Anniversary of the 911. Here in the Minneapolis/St. Paul metro area we were fortunate to have a dealership - Porsche of Minneapolis, formerly known as Carousel Porsche - put on a significant display to include every model of the 911 evolution. Watch for follow up on that amazing get-together! I'm repeating the beginning of this article and then jumping to the rest of the models or what is more accurately known as the 'generations.'

For five decades, the 911 has been the heart of the Porsche



brand. Few other automobiles in the world can look back on such a long tradition and with such genuine continuity as the Porsche 911. It has been inspiring car enthusiasts the world over since its debut as the Type 901 at the IAA International Automotive Show in September 1963. Today it is considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series. From the Cayenne to the Panamera, every Porsche is the most sporting automobile in its category, and each one carries a piece of the 911 philosophy.

More than 820,000 Porsche 911s have been built, making it one of the most successful sports cars in the world. For each of its seven generations the engineers in Zuffenhausen and Weissach have reinvented it, time and time again demonstrating to the world the innovative power of the Porsche brand. Like no other vehicle, the 911 reconciles apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, design and functionality. It is no wonder that each generation has written its own personal success story. Ferry Porsche best described its unique qualities: "*The 911 is the only car you could drive on an African safari or at Le Mans, to the theater or through New York City traffic.*"

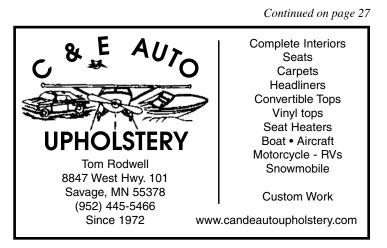
In addition to its classic yet unique lines, the Porsche 911 has always been distinguished by its advanced technology. Many of the ideas and technologies that made their debut in the Porsche 911 were conceived on the race track. The 911 was committed to the performance principle from the start, and motor racing is its most important test lab. From the very beginning it has been at home on circuits all over the world, earning a reputation as a versatile and dependable winner. Indeed, a good two thirds of Porsche's 30,000 race victories to date were notched up by the 911.

How Porsche celebrates the anniversary

For Porsche, the 50th anniversary of this iconic sports car is the central theme of 2013. There will be a wide variety of anniversary events, starting with the "Retro Classics" automobile show in Stuttgart. From March 7-10 the Porsche Museum will ring in the anniversary year with four special exhibits: an early-model 911 Turbo Coupe, a 911 Cabriolet study from 1981, a 1997 street version 911 GT1 and the pre-series Type 754 T7. This chassis by Professor Ferdinand Alexander Porsche was a milestone on the way to the 911 design.

The company is also sending an authentic 1967 model 911 on a world tour. Over the course of the year, this vintage 911 will travel to five continents where it will be shown in places like Pebble Beach, Calif., Shanghai, Goodwood, U.K., Paris and Australia. As an ambassador for the Porsche brand, this vintage 911 will be in attendance at many international fairs, historical rallies and motor sport events. Fans and interested individuals can follow the car's progress at http://porsche.com/follow-911.

The Porsche Museum is celebrating "50 years of the Porsche 911" from June 4 - Sept. 29, 2013, with a special exhibition featuring the history and development of the 911. In the spring the museum's own publishing house, Edition Porsche-Museum, will publish an anniversary edition entitled "911x911."





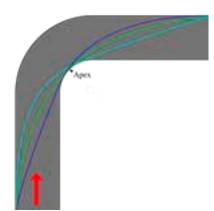
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1. Company name? Betterliving Patio & Sunrooms by Portico

2. Address/phone/email/main contact?

Betterliving Patio & Sunrooms by Portico 1900 Oakcrest Ave #9, Roseville, MN 55113 Email: clint@porticomn.com Phone: 651-674-3001 Contact: Clint Hanson

3. Type of business?

Residential Remodel. Our focus is on Sunrooms and awnings for decks and patios, We create spaces that let people enjoy the outdoors on their terms as they build relationships together.

4. Years in business?

We have been in the glass industry for 13 years and for four years now focused on Sunrooms.

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



We have been an advertiser as Betterliving Patio & Sunrooms by Portico for one year. Previously, we had been an advertiser for five years as Restoration Auto Glass.

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

Betterliving has been around longer than any other sunroom or awning company. They have been a family-owned manufacturer for 67 years, creating stability and quality products for dealers across the country. Our sunrooms carry a 50-year manufacturer's warranty that cannot be beat. My installers are local employees who are trained right at the factory, which gives us the highest quality installations. Plus, there are no sub-contractors. We consider our customer homes to be their



sanctuaries for when they want to get away from the rest of the world. There is no better place to enjoy that sanctuary than from a Betterliving Sunroom.

- My favorite Nord Stern event is ...? I would have to say the Club Race because of the support of Courage Center.
- 8. My favorite PCA event is ...? Nord Stern's Loonacy Club Race at Brainerd International Raceway.
- **9.** Nord Stern members would be surprised to know that...? I have been married 20 years and have four kids ages 20, 17, 15 and 10.
- **10.** When I'm not at the shop, you can find me ...? In the water. I wake surf from ice off to ice on. I also like to mountain bike, camp, hang out with my kids and date my wife.



12th place finish in the auto glass Olympics

PCA ZONE 10 CALENDAR

JULY			
6	Bachmann Tour	St. Louis	
13	Barbeque at the Bennetts', Lee's Summit, MO Kansas City		
13	Mid – Missouri Tour to Warm Springs Ranch St. Louis		
15-16	Driver Education, Road America, Elkhart Lake, WI	Nord Stern	
21	Fast Eddie Run	St. Louis	
26-28 27-28	PCA Club Race & DE, Brainerd International Raceway Driver Education, Mid-America Motorplex, Pacific Junction, IA	Nord Stern Great Plains	
AUGUST 3	Autocross at Marshalltown, IA	Central Iowa & Schonesland	
3	Vino in the Valley Drive	Nord Stern	
17-18 17	Grand-AM Race, Kansas Speedway, Kansas City, KS Sonic Show 'N Shine, Lincoln, NE	Kansas City Great Plains	
18 24	Warren Wine Tour CPG Drive & Dine to Versailles	St. Louis St. Louis	
24	Amana Colonies Drive	Schonesland	
22-25	Run for the Hills 11, Black Hills, SD	Dakota	
SEPTEMBER 7 8	Drive to Trains, Planes & Automobiles, Geneseo, IL Salisbury House Concours D'Elegance, Des Moines, IA	Central Iowa Central Iowa & Schonesland	
12	Trip to Lanesboro, MN	Dakota	
14 15 15	Ste. Genevieve Winery Tour 901-O-RAMA, Marine on the St Croix, MN Autocross at Road Yoder	St. Louis Nord Stern 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 22	Autocross, Ameristar Casino, Kansas City, MO Secret Cellar Wine & Wheels Car Show, Shueyville, IA	Kansas City Central Iowa	
27-29 28-29 28	21st Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN Driver Education, Mid America Motorplex, Pacific Junction, IA CPG Drive & Dine, Settler's Inn, Boonville, MO	Nord Stern Great Plains St. Louis	
29	Autocross at Road Yoder	Wichita	
OCTOBER 4-6 6	Octoberfast Club Race and DE, Hallet Motor Racing Circuit, Hallet, OK Autos on Valhalla Family Picnic	St. Louis	
12-13	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis	
12	Fall Leaf Drive	Central Iowa	
12-13 TBD 20	Annual Fall Drive to WI & MN Driver Education, Mid America Motorplex, Pacific Junction, IA Octoberfest Car Show, TBD	Schonesland Kansas City Kansas City	
20	Autocross at Road Yoder Wichita		
24-27	ESCAPE to LA	PCA	
NOVEMBER			
TBD	991 Turbo Launch Party, Aristocrat Porsche, Shawnee Mission, KS	Kansas City	
DECEMBER		,	
7	Holiday Party	Central Iowa	
7	Holiday Party	St. Louis	
7	Holiday Party	Kansas City	
For detailed informati	on about listed events, see the respective Region's website or the PCA Nationa	al site at www.pca.org	

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

Lloyd hauled the racecar behind the Davis Jeep while Hank Godfredson towed the enclosed trailer full of

spares (engine, transmission, suspensions,

to remember.

the POR (Press On

Regardless) Road

Rally. Dudley

Davis and Charlie

pacemakers, etc.) behind the motor home (aptly dubbed 'Grumpy' at Disneyworld). The trip

up to the race and a cast of characters that made it an experience

The trip down to Sebring was sort of a race in itself similar to

featured a full day of 50 mph crosswinds, pit stops (4 fuel pump changes in the motor home) and one outright drag race between Hank driving Grumpy and the trailer that broke loose and tried to pass on the right side. Somehow we all made it and gathered at the track to unload with those who wisely flew down on Wednesday. The temperature throughout the week was in the upper 80's

and 90's with the humidity high enough to make it the hottest and most uncomfortable race in the 30 years of Sebring. Race day temperatures were over 100 degrees in the pits and 130 in the cars. The track was unusual at best for someone used to the smooth layout of BIR. The course consisted of 5.2 miles of airport runways (wide enough for about 40 cars) and access roads (12 cars wide). Bumps and dips that allowed one to get airborne, grass creeping up through cracks in the concrete and incredible speeds (200+ for the turbos) made it undesirable to get out of shape in any way.

Practice on Thursday went quite well. Dudley, Charlie and Hank had ample opportunity to drive and learn the track. Hank's "whoopee" cushion worked quite well, allowing him to see over the steering wheel (high tech racing). Al Schlegel's pit crew got a chance to set up the pit and get in a little tire changing and refueling practice. Jack Palumbo manned the jac, Dave Strot and I got the tires and pads, Karl Stoltenberg the fuel and Phyllis Godfredson the tire pressures and temperatures. Tom Curran handled all the tools and Joey Godfredson pumped fuel and as chief 'go-fer' was

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

Nord Stern 1982

A few issues from 1982 look a little ragged and thin. I'm thinking not enough people were sending Editor Dennis Guentzel stuff to print, but then I find the gem of a vintage article below. Getting to the end of the two pages in the issue, I find the article and the story of the race will be continued. I race to my basement with baited breath to see if I have the later issues that will tell what happened; good old Thomas Longfellow comes through, and his collection sent to Christie and me includes the entire story contributed by Bruce Erickson:

– Ron Faust

Assault on Sebring, By Bruce Erickson

The saga continues, below is Part 1 of the article Bruce wrote after the 12 Hours of Sebring event. Enjoy!

The 12 Hours of Sebring – Nord Stern Style!

S ebring 82 is history now. A bunch of amateurs from Minnesota got a change to go to sunny Florida and play big time racing for once in their life. If you had the opportunity to read the Sunday, March 21 Tampa newspaper, you would have seen a picture of the infamous Davis/Godfredson/Floyd 911 GTU Porsche dicing it out head-to-head with some also-ran 935 piloted by a father/ son team named John Paul. The 'Dudley-Do-Rights", alias Team Nord Stern, finished 5th in a class of 22 GTU cars and 21st overall out of 84 entrants. The finish could have been even higher, but ... Well, let's get to that later; first a bit about the week leading



24



The Scans Continue

probably the most valuable of all, seeing to it everyone always had everything.

The fueling rig that the drivers had rented was fantastic, right out of NASCAR. An overhead fuel bladder fed a hose with a positive snal lock to the onboard fuel cell. The cell could be filled in about 12 seconds without spilling a drop; i.e. we never spilled a drop! The German fire drill in the pit next to us with their 914-6 used our rig in pracice and during the race in exchange for some fuel. After watching them do a 50/50 (half the fuel in the car and half on the car), we loaded them Karl, our refueler, for our own self-preservation.

The only problem that showed during practice was that of gearing of the Porsche. With all of those long straights, 5th gear at 7500 rpm (the predetermined rev limit) gave at best a good view of the rear of passing Rx7's. The decision to change boxes was made Thursday after qualifying and out came the engine and transmission 20 minutes later. Dan Engel was the most excited crewmember and Cindy Engel the least. Dan finally had a chance to get dirty - Sebring grease. Dave Strot did a quick welding job on the megaphones, the only other problem, and we were ready for night practice.

Nighttime yielded no surprised but it gave the drivers and crew a chance to gain valuable experience in a new environment. According to Charlie, Hank and Dudley the new gear felt better, but the old gear box was smoother. No problem. Friday morning we'd swap boxes back but change 5th gear itself so we'd have the best of all worlds. Big-time racing at its best. Another engine removal and an excited Engel who volunteered to babysit the clutch cable – more Sebring grease.

Thursday practice also introduced me to a new aspect of racing; a somewhat frightening preview of how I'd spend the 12



race hours. I was assigned pit signal duty (the 2-way radios from car to pit didn't work out). This meant that approximately every 3 ½ minutes I could stroll (read – run in panic) across pit road to no-man's land next to the stright-away to signal the drivers (I thought of some really good signals for Dudley who landme this job). No-man's land was about five feet wide with a three foot concrete wall projecting (?) you from the straight where the 935 Porsche, Marches and Lolas were hitting about 180 and were as close as 10 feet away. On my other side were cars exiting the pit at speeds up to 120 mph frequently driving with one wheel in the five foot sanctuary. Nighttime was even spookier. Thank goodness for Phyllis who decorated me, as well as the other crewmembers, with reflective tape. Thanks also to Jack who gave me a few minutes of relief to change my pants. (Jack needed to change his too).

Friday morning temperatures were again in the nineties when we began changing gears. Al and crew dropped the engine while Charlie and daughter Katie tore into the transmission (I tell you she is a mechanic) and in a couple of hours we were back in business.

> The Rick Moe built engine felt strong and everything was going so well we cut practice short to save the car. This actually gave us some time late Friday to check out some of the other low-buck to mega-buck operations.

> Ford had entered two GTO 5-liter Mustangs with shaved down Firestone HPR street radials. The Motorcraft operation included one 18-wheeler with a hoist to store the race cars on top, a complete machine shop underneath, circus tent canopy over everything and a pit drew of 20 people dressed in red or blue knit shirts with camel slacks – and no one was even dirty! (Contrast that to Schlegel who can look at wheel hub and find his hands covered with wheel bearing grease by osmosis). I also

> > Continued on page 26



The Scans Continue

Continued from page 25

counted 19 nitrogen bottles for portable air (we got along well with just one, thank you!). That was a mega-buck operation.

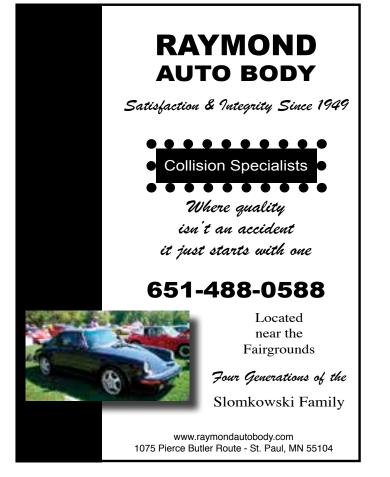
We also counted eleven 935 Porsches, but that of course included the spare cars, yes, spare 935's, of Ted Field/Danny Ongais and the John Pauls (more mega-bucks). There were also four 924 turbos including two silver beauties shod with Goodrich Comp T/As. One 924 just had the front end replaced after Thursday night practice when driver/actor James Brolin met the subject of a planned Friday pig roast in the middle of a runway straight at 170 mph. They never found so much as a pork chop left of the pig. (editor's note: I have no idea if this is true, I'm just relying/re-typing the article EXACTLY as it appeared! But what a funny story, poor piggy).

Friday also saw a familiar face in Chip Alexander who dropped in from Phoenix to lend a help to the pit crew and immoral guidance to Hank. Chip's friend Norma proved a welcome addition as she joined Phyllis and Russ Allenson to keep the drivers and crew refreshed with food and drink throughout the very hot and tiring race.

One other key figure had also been quite busy with pre-race preparation. Pat Lehman, the head of timing and scoring (T/S) at BIR, added a touch of real professionalism to Team Nord Stern when she joined our operation. In two days Pat put together a T/S crew of Karin Palumbo, Sharon Allenson and the Lloyds – Jan, Judy, Stephanie and Katie that were the equal of any team in the race.

By Friday evening everyone was as ready as could be. Nervous, but ready. Ready for 'Race Day!'

To Be Continued....!



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NORD STERN JULY 2013

50th Anniversary

continued from page 20

The generations:

The 993 (1993) - The Last Air-Cooled Models

The 911 with the internal design number 993 remains the one true love of many a Porsche driver. The remarkably pleasing design has much to do with this. The integrated bumpers underscore the smooth elegance of its styling. The front section is lower-slung than on the earlier models, made possible by a switch from round to polyellipsoid headlights. The 993 quickly gained a reputation for exceptional dependability and reliability. It was also agile, as the first 911 with a newly designed aluminum chassis. The Turbo version was the first to have a bi-turbo engine, giving it the lowest-emission stock automotive powertrain in the world in 1995. The hollow-spoke aluminum wheels, never before used on any car, were yet another innovation of the all- wheel drive Turbo version. The Porsche 911 GT2 was aimed at the sports car purist who cherished the thrill of high speeds. An electric glass roof that slid under the rear window was one of the innovations of the 911 Targa. But the real reason dyed-in-the- wool Porsche enthusiasts still revere the 993 is that this model, produced from 1993 to 1998, was the last 911 with an air-cooled engine.

The 996 (1997) - Water-Cooled

The 996, which rolled off the assembly line from 1997 to 2005, represented a major turning point in the history of the 911. It retained all the character of its classic heritage, but was an entirely new automobile. This comprehensively redesigned generation was the first to be driven by a water-cooled boxer engine. Thanks to its four-valve cylinder heads it achieved 300 hp and broke new ground in terms of reduced emissions, noise, and fuel consumption. The exterior design was a reinterpretation of the 911's classic line, but with a lower drag coefficient (cW) of 0.30. The lines of the 996 were also a result of component sharing with Porsche's successful Boxster model. Its most obvious exterior feature were the headlights with integrated turn signals, at first controversial but later copied by many other manufacturers. On

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Flatbed Service or Enclosed Trailer 763-253-1568 92 43rd Ave. NE Minneapolis, MN 55421 the inside, drivers experienced an entirely new cockpit. Driving comfort now also played a greater role alongside the typical sporty characteristics. With the 996 Porsche launched an unprecedented product offensive with a whole series of new variations. The 911 GT3 became one of the highlights of the model range in 1999, keeping the tradition of the Carrera RS alive. The 911 GT2, the first car equipped with ceramic brakes as standard, was marketed as an extreme sports vehicle starting in the fall of 2000.

The 997 (2004) - Classicism and Modernity

In July 2004 Porsche unveiled the new generation 911 Carrera and 911 Carrera S models, referred to internally as the 997. The clear oval headlights with separate blinkers in the front apron were a visual return to older 911 models, but the 997 offered more than just style. It was a high-performance vehicle, with a 3.6 liter



boxer engine that turned out 325 hp while the new 3.8 liter engine of the Carrera S managed an incredible 355 hp. The chassis was also substantially reworked, and the Carrera S came with Porsche Active Suspension Management as standard equipment. In 2006 Porsche introduced the 911 Turbo, the first gasoline-powered production automobile to include a turbocharger with variable turbine geometry. A model update in the fall of 2008 made the 997 even more efficient thanks to direct fuel injection and a dual clutch transmission. Never before had the 911 series made such extensive allowances to suit drivers' individual preferences, and with Carrera, Targa, Cabriolet, rear or all-wheel drive, Turbo, GTS, special models, and road versions of GT racing cars, the 911 family ultimately comprised 24 model versions.

The 991 (2011) - Refined by Experience

This car, known internally as the 991, represents the greatest technical leap in the evolution of the 911. Already the class benchmark for decades, the new 911 generation raised performance and efficiency to new levels. A totally new suspension with a longer wheelbase, wider track, larger tires and an ergonomically optimized interior – it all adds up to an even sportier yet more comfortable driving experience. Technically, the 911 is the epitome of Porsche Intelligent Performance - even lower fuel consumption, even higher performance. This is due in

A Red Carrera Coupe, Two old Coots And a Half Lap of America: A story in Two Parts

by Tom JoHnson

Part Two: Day # 2 continued on the road to Niagara Falls. Go west young men, or in this case, old men.

I had never been to see the Niagara Falls and Tom had only many years before. It was not too far off our I-90 route, so we decided a stop for a mid afternoon visit to the Falls, an early dinner, and then spending the night in the town of Niagara Falls. And, no, John Hassell, we DID NOT ask for the honeymoon suite. The Falls really are very spectacular, and well worth one's time to see if you are anywhere near by: an amazing sight. In the evening, we had dinner at this Italian restaurant that was recommended to us by the clerk at the motel, who had obviously eaten there many times, a few too often I fear. The portions were large enough to feed an entire division of the 2nd infantry, so I ordered a one half size plate. This was still enough to feed a sumo wrestler. There were probably three cans of sauce on top, along with four bowling ball size meat balls, and half a loaf of heavily buttered Italian bread. Blinded by this mountainous mound, I promptly dragged my light grey sweatshirt sleeve right through this seemingly two foot high pile of pasta and sauce. Is this one of the reasons we Americans are getting so fat??? I didn't even try to finish this onehalf size portion of spaghetti, although it was very tasty. Here we were, not two days into the trip and I had to do a load of laundry to get all the tomato sauce out of my clothes, the restaurant's fault of course.

DAY #3

The goal for day three was to reach Kalamazoo, Michigan, there to visit with an old army buddy of mine from the mid 1950's and



From the back of Phil Renuart's Buick original 55 Chevrolet Bel-Aire hardtop, with a factory stick shift. The time spent in Stuttgart and at the nearby Solitude race track is where my love and appreciation for Porsches began. We had dinner that evening with Phil and his wife Donna.

DAY #4

Day number four and Phil joined us for breakfast. Then we had a tour of his automobile collection at his home. He drove us out to the Gilmore Auto Museum in his wonderfully restored 1940 Buick four door convertible. The Gilmore is one of the world's best auto museums, situated in farmland about 25 miles outside of Kalamazoo. It is rated in the top ten of the world, and it, along with its cars, are nothing short of spectacular. If you find yourself inthat part of the country, go see it. Look it up on the Internet.



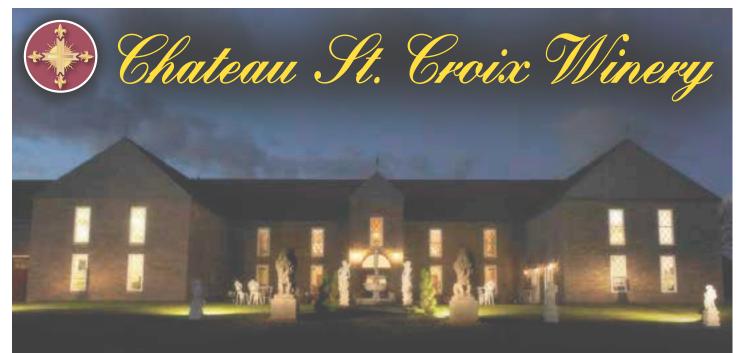
Part of the collection at the Gilmore Auto Museum

to visit the Gilmore Auto Museum nearby. Phil Renuart and I were stationed near Stuttgart, Germany, where we repaired many different types of military vehicles, from jeeps to tanks. Phil is a great guy, a real automotive collector himself, with a stable of perfectly restored cars ranging from a 1903 buggy car to an After a great lunch in an old restored diner, we said goodbye, and headed on west. Down through Michigan, Indiana, Illinois, past Chicago, and up to the boarder of Wisconsin for the night. We gave the Carrera a good bath and washed off about a million bugs.

DAY # 5

Our goal for day five was

to getthrough Wisconsin, Minnesota and into South Dakota. At the border of Wisconsin and Minnesota we crossed the beautiful Mississippi River, and then headed for Mitchell, S.D., our stop for the night. In the morning of day 6, about half way across



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

Rick Moe nurburgring, inc. dasring.com

Two Old Coots . . .

continued from page 28

be low on gas if you go this way, no services that we saw. You reach I-90 again at the Little Big Horn Battlefield Memorial, but itwas after 7:00 p.m., and closed, so we continued on for another sixty miles to Billings, Montana. It was pretty late, so dinner



around 10:00 at Denny's, along with only fiveother strange looking customers, if that tells you anything. Enough said of that gourmet meal.

DAY #7

Day seven, and home in sight, well almost. The road trip was nearing an end, but a little more excitement was in store. We stopped in Butte to fill the tank, get cofee, and then back on the road, my turn to drive. Twenty some miles west of Butte, at about 75 mph we heard a thumping noise, the car wiggled a little, the left rear tire had decided it was past its time of ten years and went flat. Luckily there was an of ramp coming up, so we made it off, found a good place to stop, and no damage to the car or the

South Dakota, we again crossed a big river, the Missouri. Lots and lots of farmland, as far as one can see, and it appeared to be planting time in most places. At this point, the Carrera had been running beautifully and averaging from a low of 26 mpg to over 28. We were driving between 70 and 80 most of the time, this in a twenty-four year old car, but of course this is a Porsche Carrera, a wonderful automobile. What a way to see America.

DAY #6

Our goal for day six was to visit the famed Wall Drug Store in Wall, S.D., a wonderful place to stop for breakfast, lunch or dinner. Almost anything you might want while on a trip, from food, to art, to trinkets, to really nice gifts, can be found at the Wall, and coffee is still just a nickel. Do you hear that Starbucks??? Beautiful western art adorns the walls, and Tom, who knows this stuff, was really impressed. The story of how this place came to be, survived, and grew, is one of patience and innovation. In the high travel season, up to 22,000 people a day stop at the Wall Drug Store, we were told, amazing.After a long mid-morning break, it was off to see the Mount Rushmore Memorial. All the stories that you hear of this place, and its pictures, don't do it justice. Again, a must see on a trip east or west. Bring binoculars so you can see the faces up close, and do not miss the museum to understand its history and construction. After a two hour stop and lunch, we then drive through Dead Wood S.D. We turned off of I-90 to take a short cut that saved over 100 miles. State route #212 is a nice two lane highway through the back country. Don't nice Fuchs wheel.

A phone call for a flat bed towtruck, a trip to a Les Schwab tire

store where they had the correct size and type of tires in stock, so a new set purchased. After a total of three hours delay, we were back on the road.

We arrived back in Hayden Lake around 7:30 p.m., 3,300 miles of a great road trip and adventure behind us.

The two old Toms were back home, and our one half



lap of America was complete. We had a great time, talked like two old ladies for seven days, and solved most of the world's problems I am sure. But, unfortunately, or perhaps fortunately, no one else was listening. Thanks, Tom and your beautiful Guards Red Carrera, a memory for a life time.



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50th Anniversary

continued from page 27

part to the smaller 3.4 liter displacement in the Carrera basic model (yet developing 5 hp more than the 997/II), and to its hybrid steel/ aluminum construction, which significantly reduces curb weight. Other innovations include Porsche Dynamic Chassis Control (PDCC) and the world's first seven-gear manual transmission. The design of the 991 has likewise met with high critical acclaim. With its flat, stretched silhouette, exciting contours, and precisely designed details, the seventh generation of the Porsche 911 Carrera remains unmistakably a 911 that has once again succeeded in redefining the standard for automobile design. It is the best 911 of all time – until the next generation.

About Porsche Cars North America:

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga. is the exclusive U.S. importer of Porsche sports cars, the Cayenne SUV and Panamera sports sedan. Established in 1984, it is a wholly-owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany, and employs approximately 220 people who provide parts, service, marketing and training for 190 dealers. They, in turn, work to provide Porsche customers with a best-inclass experience that is in keeping with the brand's 63-year history and leadership in the advancement of vehicle performance, safety and efficiency.

At the core of this success is Porsche's proud racing heritage that boasts some 30,000 motorsport wins to date.

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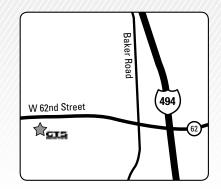
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Collision Center, Inc. 900 Florida Avenue South Golden Valley, MN 55426 Phone: 763.541.9727Fax: 763.541.0371 www.collisioncentermn.com Thirty-eight years ago, Profes-

sor Ferdinand Porsche and his son, Ferry, built the first cars to bear the family name.

As a direct result, Porsche enthusiasts of today are subject to a recurring dream. Which goes something like this:

After running out of gas on a remote country road, you hike over to a distant farmhouse, knock on the door and ask an old man with a weathered face if he has some gas you can buy.

"Sure," he says. Out in the barn, as he sets to work with gas can and siphon, something in the shadows catches your eye. There—enshrouded in dust, sitting

lopsided on a time-flattened tire—is a 1958 Porsche 356 Speedster. Left behind 25 years earlier, you discover, by a son on his way to boot camp and a subsequent commitment to marriage, family and a station wagon.

Nonchalantly, you walk around it, examine it, and realize that, under the dust, nothing is missing. It's all there. Waiting.

"Never got around to selling it," the old man says.

"Oh?" you reply, stifling the urge to hug a perfect stranger. "I might be interested." "You would, eh? \$500 be too much?" And then you wake up.





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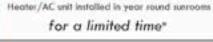
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Cracked Windshield! Repair or Replace?

You're enjoying a drive on an open road. There are a couple of vehicles in front of you when all of the sudden you hear a loud "WHACK!!!" You stop the car, inspect it and find there's a chip in your windshield. What to do?

- Do you have the whole windshield replaced?
- Do you have the chip repaired?
- Will the repair be good?
- If you replace the windshield will you have leaks?

There are many things to consider in this case; all valid, but first let's learn a bit about automotive glass.

It's main function is for the protection of the passengers from the elements and debris. Glass has been installed in vehicles since the very first cars. Initially, windshields were made out of ordinary glass, but it didn't take but a few accidents and a couple of lawsuits to make manufacturers search for, and provide safer glass.

The first safety glass was tempered glass. It is produced by heating the pane of glass to over 1,100° F and then rapidly cooling it (this is known as annealing). The result is that the outer surfaces of the glass become harder than the center and therefore it becomes stronger than regular glass of the same thickness. A good side effect of tempering is that when broken, tempered glass will break into very small, rounded pieces, which are much less dangerous than sharp and pointed glass shards from standard glass.



Tempered glass was installed in Ford automobiles as early as 1917, but it had the tendency to shatter from a simple stone chip. So, in 1919 Henry Ford solved the problem by applying a new French process of glass lamination. Laminated windshields, even today, are made from two layers of glass with a bonding substrate in the center. The "sandwich" is subjected to high temperature making the inner substrate become crystal clear which bonds the glass. This inner layer will also hold the pieces of glass together if it fractures, making it much safer for the occupants in case of an accident.

Initially, Ford use a cellulose substrate as a laminating agent, nowadays PVB (Polyvinyl Butyrate) is used instead. PVB offers several additional advantages, such as blocking the harmful UV rays from the sun, adding a light tint to the glass and reducing the amount of sound that comes through the windshield.



Modern cars, including Porsche's still use both types of glass: tempered and laminated. The side and rear windows are tempered while the windshield is laminated. Nevertheless Porsche goes a bit further. Their tempered glass (side windows) get a highly efficient water repellent finish. By rapidly dispersing moisture and dirt, it ensures optimum visibility in the wet.

For all of the glass surfaces, including the windshield, Porsche uses a special heat-insulating coating that helps prevent excessively high temperatures inside the vehicle.

Now, back to the chip. Repair or Replace? In the old days, replacement was the only option and it was costly. So, the insurance companies started promoting windshield repair whenever possible in lieu of replacement.

The origins of windshield repair date back to 1971 when Minnesota Mining and Manufacturing (3M) first introduced a system they called "Scotch Weld".

Prior to that date, the only improvement that could be done was purely cosmetic. Typically, an oil-based fluid was poured into the area to fill the damage and to "hide" the break. It has been said that some used car dealers did this to try to sell a vehicle without installing a new windshield. It should go without saying that this was not a permanent repair.

Today, windshield repair is a thriving business aside from the fact that the new adhesives and resins are excellent. Professional windshield repair companies use very sophisticated equipment to ensure a near-perfect repair. Their system can draw a vacuum to get any moisture out. Their equipment can also "bend" the glass in order to spread apart the crack, then it will inject a series of special resins which will completely penetrate the cracks making them invisible. The final steps are curing the resin with UV light and shearing off any cured excess from the glass. This whole process will last around 30 minutes and in many cases they will come to your home or place of business.

Most insurance companies will give you the option of repairing your windshield at no cost to you or replacing it, but you're out your deductible.

The most common damages to windshields are: cracks, bulls-eye, star breaks and combinations of them. Cracks that are 6" in length or less are



Bull's Eye

generally repairable and most chips can also be repaired.

The repair process consists of prepping the glass, and then



Star

under pressure which fills in the crack, making it practically invisible. Finally the resin gets cured with a high intensity UV light which makes the glass bond.

injecting a special resin

Even though you can purchase a DIY glass repair kit, unless you have a minor

chip with no cracks,

it's generally best to have a professional do the work. It won't cost you any money, the work will be near perfect and you'll get a guarantee.

If the windshield is in good condition otherwise (no superficial pitting or scratches), it's generally better to have the chip or crack repaired because this way the windshield doesn't have to be removed and re-sealed which in some instances may cause air (sound) and water leaks into the vehicle's cabin. Also, modern cars' windshields are bonded to the frame which offers additional structural rigidity to the vehicle's chassis. According to National Statistics, 8 out of 10 windshield replacements fail to be installed properly. It is recommended to repair instead of replace the windshield, whenever possible.

A word of caution. If your windshield suffers a crack or a chip,



Combo

don't wait to get it repaired because the heat and or cold weather as well as any sudden added stress to the glass from driving the car on the road, may make the crack grow longer to the point where it is not repairable any more and the windshield must be replaced.

There are many professional glass repair facilities in your area. Look them up whenever you need one.

Happy Porsche-ing, Pedro

PCA Escape to Los Angeles (L A!) 2013

By Robert Friedman

For several years now the Escape has been one of the most sought after and exciting events on the PCA calendar. Consisting primarily of tours and social events, this noncompetitive weekend is the perfect relaxing PCA holiday. Held each year in a different area of the country, this weekend is rich with regional flavor and draws a national audience that enjoys a long weekend of spending time with their Porsche cars, Porsche friends and participating in Porsche activities.

Escape to Los Angeles is the theme for 2013, and the Escape is headquartered at the elegant Sheraton Fairplex in Pomona, CA (just outside of LA). Officially the dates are October 24-26, but you are encouraged to come early and stay late. There's a lot to do!



From Pomona we will radiate out on a wide variety of activities. You will find no shortage of things to do, places to go and food to eat. You will be among 500-600 other Porschephiles, seeing the best that Southern California has to offer.

Hard at work, the 2013 Escape team has been busy finalizing the various tour routes throughout Southern California. The Escape will offer a variety of tours of varying lengths and activities to satisfy the interests of every attendee. From a leisurely drive of the San Gabriel Valley highlighting local architecture, the Huntington gardens, or the Los Angeles Arboretum; to, for the drivers amongst us, exciting mountain tours such as the Angeles Crest Highway, Highway 18 to Big Bear Lake, or to Mount Baldy along Glendora Canyon Road. Another option is an all day trip to Joshua Tree National Park with a stop in Palm Springs for dinner. There are even special tours planned of several unique museums; such as the Nethercutt and Mullin automotive museums, as well as a few intimate tours of the Jet Propulsion Laboratory (a NASA nerve center for space exploration), and Space X (a private space exploration company). I'll get back to the activities with a bit more detail, but for a moment let's switch to banquets.

The Escape has two official dinners planned, starting on Thursday night with the opening Car Show and Drive-in Movie banquet. Remember your high school years of polishing up the car to show off to your friends, cruising to the hamburger stand and seeing the latest movie at the drive-in? While watching a classic movie (or socializing if you prefer), Escape attendees will munch on Kobe sliders, tacos,



fries, margaritas, sodas, and milk shakes. The car show will also include the ever popular "People's Choice" awards. Don't forget to pack your letterman's jacket and bring your girl!

On Saturday night, the closing banquet starts with a reception at the NHRA Museum. This museum, housed in a beautifully restored 28,500 square foot art deco Style 1939 WPA building, is home to the very essence of American Motorsports. More than 80 vehicles are displayed: everything from Ed Iskenderian's 1925 T roadster to Mickey Thompson's Challenger I, the first American car to go 400 mph. Hors d'oeuvres will be served during the reception. Afterwards, and just a short stroll away, the Gala dinner will be held in the newly constructed Sheraton Fairplex Convention Center. PCA will have exclusive use of the entire facility. Dinner will be three courses, specially prepared for the Escape. A no host bar will be available throughout the night as well as special guest speakers, exhibits, and of course some great door prizes. All this and more will be part of the Saturday night Gala Dinner.



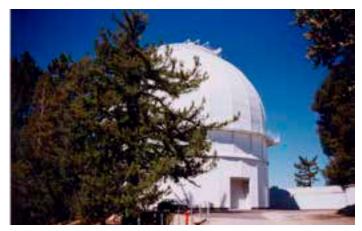
There are numerous museums in the area such as, the Huntington Library, Tournament of Roses House (Wrigley Mansion), Tournament of Roses Float Barns, the 1908 Greene & Greene Gamble House, the Mullin Automotive Museum, the Nethercutt Collection, the Norton Simon art museum and the L.A. County Arboretum.

The Escape will feature two historic architectural tours, one based around the Pasadena/San Marino area, and the other showcasing the La Verne, Claremont and Pomona area (including the old Kellogg's Ranch, now California Polytechnic College). Did you know that of the 211 registered Historic Sites listed in Los Angeles County, 119 of them are in the city of Pasadena? We have assembled 30-35 sites in the greater Pasadena, South Pasadena and San Marino areas for a self-guided tour designed for you to spend as much or as little time as you'd like enjoying these wonders of a bygone era.



Turning our attention back to cars, I think you will enjoy the Nethercutt Collection, which houses several hundred exquisite old cars in an early 20th Century automobile salon setting (lots of marble). This array of Concours winning cars (Pebble Beach, Amelia Island, Palos Verdes, Dana Point and other prestigious events) will make your head spin. It is certainly one of the best car collections in the country. While you are there, you will also see an amazing collection of hood ornaments (Mascots - does Lalique ring a bell?), brass gas lamps, horns and other automotive items. Additionally, the Nethercutt's did not limit their interests to merely automobiles. Amongst the artistry of the vehicles, you will also find an incredible collection of musical instruments (the largest collection of Orchestrions in the world), listen to an amazing recording of George Gershwin (that is, an actual recording of





George Gershwin) playing Rhapsody in Blue on a reproducing piano, listen to one of the world's biggest pipe organs, and see a collection of incredible 18th & 19th Century furniture. On top of all this, there is a fabulous collection of David Winter cottages, dolls, coins and crystal figurines.

One of the more renowned museums in the San Gabriel Valley is the Huntington Library, Art Collection and Botanical Gardens. Arrangements have been made for a private tour of the grounds and museums accompanied by morning tea.

For you drivers, you'll definitely see the twisties, catch some incredible vistas, have some great food and see some of Southern Cal's rural beauty. You'll get a little appreciation of what living in LA means - being able to visit the ocean, snow, desert, mountains and forests in an hour or less (OK, OK, traffic permitting . . .).

If you are fortunate enough to drive a Cayenne to the Escape, we have a tour just for you. We know that you have heard that every Cayenne was designed to be a competent off road vehicle, and some of us actually take our Cayenne's off road. Our tour is designed for the NOVICE off-road driver, as we help you learn



off-roading and build your confidence. Technically, this is an "off paved road" tour; it is not truly "off road."

As you can see, you have plenty to look forward to in Escape 2013. Did I forget to mention Rodeo Drive, Hollywood, Beverly Hills, air museums (pick one of many), Griffith Park, the Reagan Library, the California missions? The list goes on and on. Registration opens soon, so mark your calendars and keep your eye on our website and PCA's eBrake News for more information: http://escape2013.pca.org.

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Moss Motorsports in Madison, WI. Clean Carfax. Second owner for the last 18 years. Must sell; asking \$10,000. Please contact John at either 320.250.4530 or Jwrees49@gmail.com.

1987 944 Turbo Race Car

Professionally built, red, stage 2 chip, 968 brake cooling, 16" Fikse wheels, 2-1/2" lower front, 2" lower rear, Quaife torsen diff, quick shift, sway bars, roll cage, adj shocks, lite weight doors, etc. etc. \$17,000. Contact Bruce Schmitt 612-868-8871.

56,200 miles, 5-speed manual transmission, alloy wheels, AC, power windows and locks, cruise control, etc., blue leather interior, top renewed in 1998. Service records included. \$24,500, Rob Rulon-Miller, 612.308.0827.



1985 Carrera Cabriolet

2007 Porsche Boxster

Speed Yellow Boxster with gray carpets & convertible top. Black leather interior with adaptive, heated, sport seats with gray alcantara inserts. 5 spd manual, Pwr seat pkg. Bi-xenon lights. Yellow seat belts and center console. Sport steering wheel. Wind stop. Ipod connection. AWE exhaust (wonderful sound w/ no resonance) Conv. Pkg- self dimming mirrors, automatic wipers, headlight washers, seat memory. Oil change before storage each winter, brake fluid change each Spring. Conti DW tires w/ 80% tread. More photos avail. CLEAN CARFAX AVAIL. 32,600 miles \$27,000, Douglas Dye, 651-323-7875 or doug4448@gmail.com.

For Sale

- 1989 Porsche 930 turbo factory slantnose 42,384 miles: \$115,000
- 1989 Mercedes 560 SL 31781 miles: \$19,000
- 1986 Ferrari Testarossa 16,486 miles: \$75,000

- Shelby Cobra CSX 4070 Shelby built 427 573 HP 374 miles: \$93,000
- 1960 ah bugeyed Sprite ready for restoration: \$3,250
- Lifa mopeds 2008 one red 16 miles and one blue 8 miles \$500 each.

Call 952-933-3303 (office) or marshalll@holaday.com.

2000 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. \$200 each. Dave Glodowski, Brooklyn Park, MN 612-804-3887 or email: daglo@comcast.net

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

A very competitive and well-prepared PCA E-class 1989 944 S2 race car, with a strong track record. Owned since 2003. Developed and maintained by AutoEdge. Only four races since engine and transmission rebuilt. Koni double adjustable shocks; Hypercoil springs; Fabcar A-arms; M030 package; LSD; transmission cooler; headers & ANSA exhaust; Racers Edge mounts & bushings; custom welded cage; GT Racing nose; Lexan windshield; Sparco quick release steering wheel; Sparco seats; two sets BBS RE 18" wheels with Hoosiers plus set of 16" rims with Goodyear rains. Spares available. \$21,000 obo. Contact Nick Summers at nicks4040@ gmail.com





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Letters to the Editor

Advertiser Kudos! Dent Kraft, Anderson Motorsports and Bursch Travel

Drove through some hail with my truck on Friday. Can't remember who is recommended for paintless dent removal on the East side of the cities.

Thanks!

– Lloyd V.

Dent Kraft is the best in town and are experts at removing hail damage. Plus, they are a loyal Nord Stern advertiser!

Call Don at 952-473-8000 or visit www.dentkraftpdr.com. You'll be glad you did!

- Jill, Nord Stern Advertising Manager

Not sure about the east side, however, I could go on and on about Don at Dent Kraft (www.dentkraftpdr.com and an advertiser.

He is over the top in customer service.

- Todd F Smith

I'd like to add to the NS advertiser recognitions. Last week I patronized Anderson Motorsport in Chanhassen, and was beyond satisfied with their service. I would recommend them to anyone. I will be a repeat customer (already have another appointment). And thanks to the many people on this email list who replied to my question about license plate mounting. This club has great people!

- Chris Johnson

We do a lot of ClubTalking about where to get stuff done and who does it best, with Ed Vazquez reminding us to remember our Nord Stern advertisers. I have an advertiser shoutout to share: member BJ Peterson Boehm at Bursch Travel.

I did my best to plan a trip to Greece this summer, ultimately driving myself nuts trying to figure out multiple Teresa plus niece and nephew flights, great hotels in places I've never been, transfers, etc., etc., etc. I gave up and emailed BJ an outline of what we wanted. *By the end of the day*, I had first class air - for half of what I'd been able to find, a couple of wonderful hotels, transfers, and all of my etc.'s neatly covered. Sweet! Haven't used a travel agent since my old corporate travel days but I am now officially hooked.

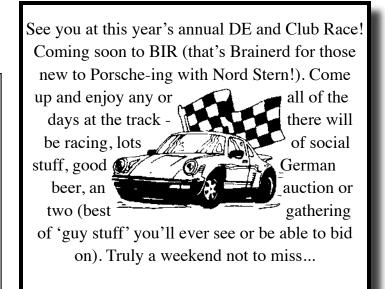
If you are planning a trip and don't have the patience to crawl all over the internet, give BJ a call.

- Teresa Pfister

Tom McGlynn

Lakes | Sotheby's International Realty 155 East Lake Street Wayzata, MN 55391

612.751.2519 | tom.mcglynn@lakesmn.com



See you there - July 27-29!

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