



SERVICE / PERFORMANCE / MAINTENANCE / RACING

Audi Bentley BMW Ferrari Lamborghini Maserati Mercedes MINI Porsche VW

- Service & Repair
- Software Tuning
- Factory Technicians

- Maintenance
- Wheel Tire Service
- Window Tinting

- Performance
- Competitive Pricing
- Modern Lourine / WIFI

| 763-205-256|

imolamotorsports.com

service@imolamotorsports.com 🚮 racebook.com/imolamotorsports



















Bring this ad in and receive a 15% discount on labor. (max value of \$200)



One time use. Valid through 2013 Not valid with other specials.













Contents

Departments

- 4 2013 Officers & Committee Chairs
- 5 The Prez Sez . . .
- 6 Welkommen . . .
- 6 So, Just What Do We Do In Nord Stern??!
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 22 Advertiser's Apex Trackside Tire
- 40 Classifieds
- 42 Letters to the Editor

Features

- 11 Nord Stern Driver Education All Invited! Don't Miss the LAST 2013 track Event
- 12 Nord Stern takes this year's Parade by Storm!
- 13 The 58th Porsche Parade

- 18 "I Get Around" . . . Words to Drive By
- 28 New Vehicle Buyers rank Porsche Highest in Initial Quality
- 30 Parade 2013 Concours Saga . . .
- 31 Another Parade Concours Winner
- 34 Book Reviews for Porschephiles . . .
- 36 The Stoichiometric Point

Upcoming Events

- 8 2013 Calendar . . .
- 10 Vino in the Valley August 3
- 17 Annual Labor Day Picnic September 2
- 20 Don't Miss An Upcoming, Very Special Event!
- 20 PCA Escape in 2015 Update from PCA Parade
- 23 PCA Zone 10 Calendar 2013
- 38 PCA Escape to Los Angeles (L A!) 2013

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

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

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

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

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

Please contact staff for any event coverage you need

e-mail address: editor@nordstern.org website: http://www.nordstern.org
Online issues, past and present are available in pdf format at http://www.nordstern.org

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

Ad Mgr.

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

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

Cover: Deb and Corey Johnson with the many awards from the 2013 Porsche Parade recently held in Traverse City, Michigan. Normally we like to feature cars on our covers, but in this case it's the awards Corey and his fabulous 356 won that are front and center.

See details in story. Photo by Ken Ito.



"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
- 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!

Membership Chair Ed Vazquez 18918 Dorenkemper Place Eden Prairie, MN 55347 email: edmn911©aol.com or 612.720.0760 (cell)

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

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

> Check your mailing label for your expiration date

Contact Ed with any membership inquiries or updates

2013 Officers & Committee Chairs

President Ron Johnson

14711 Woodruff Rd, Minnetonka, MN 55391

612.730.2351

or porschefreak@earthlink.net

Vice President

Dave Anderson dave@anderson.com

Secretary

Betsey Porter betseyp@hotmail.com

Treasurer

Jeff Bluhm

6767 Marsh Ridge Ct. Eden Prairie, MN 55346 952.975.5931 (h) or 612.371.1148 (w)

ibluhm@oldrepnatl.com

Advertising

jill@daneucom.com Jill Daneu

952.432.3486

Autocross & Time Trial

Harvey Robideau 952.361.4872

p911SC@earthlink.net

Board of Directors

Bret Bailey 952.240.4782

bb@bretbailey.com 612.275.4891

Kim Fritze kimfritze@aol.com

651.492.9459 Jim Bahner jim@qualitytapeinc.com

Charity Fundraiser

Keith Jones 952.829.5989 ext 203

keith.jones@moscoe.com

Porsche Show

Phil Saari 651.484.0303

ps356er@yahoo.com

Club Race

Doug Anderson 507.273.5346

argosy@cluemail.com

Driver Education

763.416.1655 Steve Meydell

Barclayiii@comcast.net

Driver Education Registrar

Brainerd Events:

Dave Anderson 763.479.8231

david@anderson.com

Driver Training

612.730.2351 Ron Johnson

Drives

952.929.2762 Mike Lancial

Fall Color

John & Suzanne Dixon eyerack@tcq.net

German Car Fest

952.937.1822

Paul Bergquist

Mercedes Benz Club

Historic Archivist

Kim Fritze 612-275-4891

kimfritze@aol.com

Insurance Chair

Michele Deml Johnson 952.476.7445

micheledj@earthlink.net

Membership

612.720.0760 Ed Vazquez

edmn911©aol.com

Met Council

Bob Kosky 952.938.6887

4tun8@usfamily.net

Newsletter

Christie Boeder 612.845.4509

editor@nordstern.org

Rally

Lon Tusler lon@snscabling.com

Road America DE

612 275.4891 Keith Fritze

keith@curtisssd.com

Rules

952.240.4782 (cell) **Bret Bailey**

bb©bretbailey.com

Harvey Robideau 952 361 4872 p911SC@earthlink.net

Safety

Keith Erickson kredds@comcast.net

612.805.3565

Brad Lano brad_l@lanoequip.com

612.282.3647

Shop Relations

Keith Fritze 612.275.3123

Keith@Curtisssd.com

Michael John 612.386.5255 mjj0000@gmail.com

Social

Carrie John cjohn1291@gmail.com

Taste of the Track

Lydia Meyer lydiaquam@gmail.com

Timing and Scoring

Ed Tripet 952 471.0065

tripet5@mchsi.com

Touring

952 929.2762

Mike Lancial thelancials@msn.com

Randy Walker

rswalker@baldwin-telecom.net

Track (BIR & RA) Relations

Jim Bahner 651.492.9459

jim@qualitytapeinc.com

Webmaster

Tom Prezario

Zone 10 Rep

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



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

NORD STERN AUGUST 2013

Thope you are enjoying summer. It is sure passing quickly. By the time this is printed, Club Race and Vino in the Valley will be over and we will be looking toward the Rochester Labor Day event. However, as I write this, they have not yet occurred and I want to talk about the other great Porsche events that have occurred.

In our region, in spite of uncooperative weather, everyone who braved Mother Nature and attended enjoyed the annual All Porsche Show. Thanks to Phil Saari and the other volunteers who worked hard to organize the event.

Road America has come and gone once again, with a nice turnout. Dave Anderson pulled together a nice team to help him put this track event on and the participants enjoyed the two days at Elkhart Lakes. Thank you to everyone for his or her efforts!

As I had shared in an earlier article, Michele and I went to the Porsche Parade in Traverse City. What an awesome experience. The events were incredible, the people were great and the venue was amazing (I will admit to a bias since I grew up in the area...). With over 900 cars, just checking out vehicles in the parking lot was fun. The dirt covered 911 from Alaska was neat to see on the day we arrived. It was the car driven the longest distance to the Parade.

A few highlights from Parade to share: There were 33 Nord Sterners in attendance. We achieved national recognition. Corey and Deb Johnson won multiple awards in the Concours d'Elegance for their 1963 356B including the Gmund Award for having the highest overall score of 299.3 points (out of 300) of any car in the event. Bob Fleming was asked to display his 1964 Porsche Rally car in the Historical Concours. He drove the car to the event – it has over 400,000 miles on it. A durable Porsche! Other Nord Sterners won events like the Historical & Technical Quiz.

Anderson Motorsport Inc. Doug Arndt, KW Commerical Auto Edge .. Betterliving Patio & Sunrooms by Portico Car Biz Board: Diamond Interiors, Diversified Cryogenics, e-Glass Service, Higgins Insurance, Trackside Tire, Performance Auto, RaceSuitRental, Racing Products MN. C & E Auto Upholster... Chateau St. Croix Winery .. Collision Center, Inc. 33 Courtney Truck Service Dent Kraft PDR Imola Motorsports ... Porsche of St. Paul Merrill Lynch Nurburgring, Inc..... Pedro's Garage Raymond Autobody Schmitt Towing. Structured Network Solutions... Bill Wolfson, Commercial Real Estate

We had an enjoyable time meeting people at the social events, participating in drives, the Gimmick Rally, the Drive & Compare and of course – the Parade. For me, meeting Hans Peter Porsche was the highlight of the week. Having him attend the event, along with Porsche executives demonstrates how important PCA is to Porsche. The rollout of two new limited



edition 911s during the event was very cool, as was the opportunity to check them out up close.

Spending eight days surrounded by Porsche aficionados was a real treat. It made the PCA slogan truly come alive. During registration, I was in line, and the guy next to me turned out to be a former customer from the dealership I worked at when I was in Kalamazoo, MI in 1984. I recognized him, asked if he still had his 1982 924 Turbo, found out he did, and we reconnected. We ran into each other throughout the week. Michele met a man from the Golden Gate region on Monday night who was attending his 39th consecutive Parade . . . driving the same 1967 911 to every one. It had turned 443,000 miles on the way to Traverse City. There were many interesting stories, people and times.

If you have never been to a Parade, we urge you to go sometime. It is quite the experience. My advice - try to stay the entire week if you can. It is something you will never forget.

Our own region is great . . . we are a subset of an amazing national organization. Make sure to take advantage of our events, and get involved if you haven't already. We have a couple of great social and driving events coming up - the Rochester Labor Day BBQ event, the Fall Color Tour weekend and our last track and driver's training event of the year at BIR.

I hope to see you at one or more of them! - Ron

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	8" wide by 5.25" high			
1/4 page:	8" wide	8" wide by 2.625" high; 4" wide by 5.25" high			
1/8 page:		8" wide by 1.3" high; 4" wide by 2.625" high			
Back Cover:	8" by 7	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					

Nord Stern August 2013 5

Welcome . . . New Members

(and returning/renewing members!)

We hope to see you at upcoming events!



David Gaboury Fargo, ND

David Graham Wayzata, MN

Jonathan Hatch Edina, MN

Bill Hatch Edina, MN

Laurent Migault Long Lake, MN

Scott Perkinson Madison, WI

Mark Reimler

Fotis Souslian Minneapolis, MN

Michael & Laurie Steinberg 1967 912 Long Lake, MN

Kevin Walton

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!).

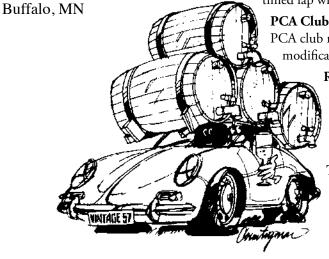
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved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



Summer arrived finally and while I admit I don't miss the relentless hot days of summer 2012, 2013 certainly has had its fair share of nutty weather! We were one of the 'fortunate' ones who had no power for four and a half days from the late June storm. That was rather entertaining! Sort of a rude way to truly clean out the frig and freezer. We were doing okay until into that third day and that's when I got out the coolers to save some of the frozen stuff. But did end up tossing stuff - albeit I'll admit most of that was older, left-overs of dubious origin and quality!

Downside was one zapped coffeemaker (from a very close lightning strike!), no cable to the flat screen TV (and that little problem has yet to be solved - I'm resorting to getting Comcast to actually come out and fix it) and a blown fan and control board in the frig. In the grand scheme of things, it could have been worse and I know it was for others. Despite being surrounded by dozens of huge old oak, big firs and pine trees, not a one was toppled in our immediate vicinity. Yes, the neighborhood took some big hits but no smashed roofs or cars (now that is what we call truly disastrous stuff when cars get hit - even if it's just your daily driver!).

Lots of stuff in this issue, Boeders did not make it to Parade this year but a number of Nord Stern members attended and from all accounts it was a good event in a lovely area of the country. I'm familiar with Traverse City and the nearby Sleeping Bear Sand Dunes area along the east coast of Lake Michigan. It's beautiful.

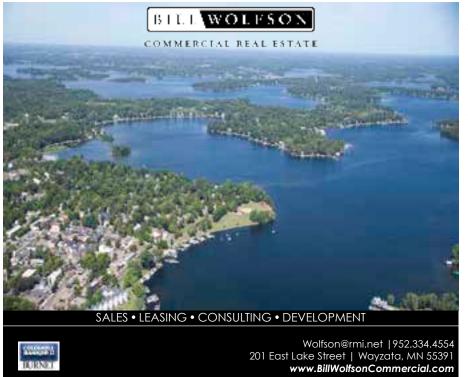
We vacationed and camped there several times as kids growing up in the Detroit area. Which of course brings to mind the recent announcement of the bankruptcy declaration of such a major city. Stunning to someone who grow up in a suburb . . . It's long been a troubled area far too dependent on one major industry with attendant side businesses. Probably lots of blame to throw around in many areas. I certainly hope the processes work through and provide needed change and improvements for the municipality and services. It is a beautiful city and there is wealth from the automotive industry (past and present) despite the economic foes of this past decade. And the metro area is quite large; but the Detroit proper itself has lost so much population with the loss of manufacturing jobs and decline in the auto business. It really strikes a sad cord for me as I loved going downtown shopping with my mother back in the '60s, to the Detroit Art Museum, to Cobo Hall, Bob-lo Island and more.

As I finish up this issue we are returning from four days of the HAWK vintage racing extravaganza at Road America. It was as spectacular as ever, as many vintage race cars preening in the paddock as there were on the track itself. The #3 car made it through its sessions just fine running like a top. Hot and sunny until Sunday afternoon when the rains came and the decision to load up and skip that last race was made - probably very wise as only 12 cars out of 56 ended up on track racing to the checkered! 28 brave souls (undoubtedly most were on rain tires) lined up but more than a dozen came off quickly as the rain pounded down. With nothing to gain, it's always great to be heading home with

an intact car, ready to race agan another day. And for us, especially important with our very own club race fun coming up in five days. Brainerd, here we come!

So in this issue is the second half of the 12 Hours of Sebring Adventure of 1982, don't miss that story and the appropriately grainy scanned photos. Plus the follow up info on the Parade including a wrap up of all the awards Nord Sterners gathered. Especially long-time members Deb and Corey Johnson pictured on the cover at the Concours Awards Dinner. The quest for perfection is just around the corner - and a very, very short corner it is. With a score of 299.3 out of 300, I'd say that's pretty darn perfect. See inside for more info! Deb and Corey weren't the only ones making the walk up to the front for awards so be sure to check the article and various photos. Congrats to one and all!

See you at the next event . . .



Nord Stern August 2013 7

2013 Calendar . . .

August 2013 October 2013

3 Vino in the Valley

Details: TBA, Eventmaster: Randy Walker

September 2013

Annual Rochester Labor Day BBQ and Picnic
Details TBA, Questions Jeff Boehm at 507.261.9407

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

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

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

KW Commercial Minnesota 215 Walker Ave. S. Wayzata, MN 55391

dougarndt1@gmail.com

(W) 952.475.0111 • (M) 612.759.7590 • (F) 952.392.4565



Car Biz Board . . . One Stop Shopping!







Diamond Interiors

Harry@diamond-int.com

2932 Drew Avenue North Robbinsdale, Minnesota 55422 HARRY UNGER (763) 588-9378



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

KEITH REED

(952) 939-0804

kreedauto@comcast.net



TRACKSIDE TIRE

Paul and Lynn Beyl 952 593-9104

WWW.TRACKSIDETIRE.COM















E-Mail: BG@FrozenRotors.com Bill Groschen Websites: www.FrozenRotors.com Office (952) 746-8880 www.DiversifiedCryogenics.com



Jim Bryant 651-955-6900

Jim.B@RacingProductsMn.com www.RacingProductsMn.com Retail Store: 659 Hayward Ave. North Oakdale, MN 55128

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



rod@eglassService.com

Rod Ellison

eglass Service, Inc. 99-5th Ave NW, Suite 100 New Brighton, MN 55112 P 651.288.0063 C 612.655.7736



Formally Restoration Auto Glass

NORD STERN AUGUST 2013

2013 SUMMER DRIVE

EVENTMASTER: Randy Walker

CONTACT INFO: 715-684-2572 cell - 715-441-6084

email: rswalker@baldwin-telecom.net





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

Nord Stern Driver Education - All Invited! Don't Miss the LAST 2013 track Event

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.

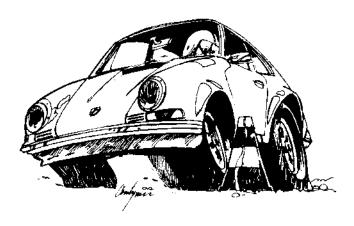
Our DE program offers more track time than most members can take advantage of; safe and exciting opportunities to learn what your car can do on a high-speed closed-course track and hone your car control driving skills. There's never such a thing as too much track time and Nord Stern excels at organizing 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.

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







Industry-Leading Cabling Solutions

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

Lon Tusler 632 Mendelssohn Avenue North Golden Valley, MN 55427 lon@snscabling.com 763-545-1116 www.snscabling.com

Nord Stern takes this year's Parade by Storm!

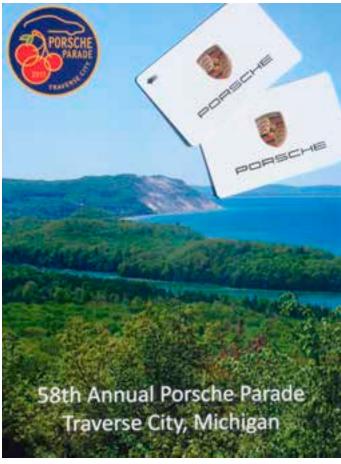
photos by Kim Crumb



Left, Pirelli Girl meeting Parade participants

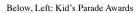
Below: Trent from PCNA on Hybrids

Left, Below: Don Lawrence receiving his 4th Place Plaque in the National Tech Quiz competition



Above, the 'Keys' to the kingdom

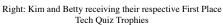




Below, Middle: Don Lawrence with Burt Misevic, former PCA President

Right, Lake art on the wall of Grand Traverse Resort











Traverse City beckons; it's the 58th Porsche Parade, this last week of June. As Yogi Berra said, "It's déjà vu all over again," as this was also the site of the 1989 Porsche Parade. Back then? That year I was running a 911 in SCCA GT-1, and also competed with it at the Parade and our local Nord Stern events. It was quite a schedule, and it was in Nord Stern magazine later, as a series "That Was the Year That Was."

24 years later, we're headed across Wisconsin, the 3.6L, 292 horsepower; direct-injected six cylinder engine is carrying us effortlessly over the road. Those with an eye for the technical will note that's the size and hp of the 993 engine. Current Porsche engines of 3.6L are now approaching 400 hp. But this is a rentacar, and there's been 15 years of technical "trickle down." A clue? The car is based on a previous generation M-B E-Class chassis, one of the few bright spots of the failed Mercedes/Chrysler merger. It is? A Dodge Charger. To get acceleration and mileage it also has an 8

S1768mi 62°
Fixel Economy
AVG: 35.5 PReset
DTE: 450mi
MPG:
0 20 40
P
R
N
-D+

speed automatic . . . how does it work? As we finish the first day, arriving in St. Ignace on the straits between Upper and Lower Michigan, the trip computer says "35.5 mpg" for the whole trip from Minneapolis . . . Dr. Porsche,

always a stickler for efficiency, likely would have approved. We marvel at the Mackinac Bridge, and meet PCA members Alan & Jodi Klein from the Allegheny Region at the official viewing area. They even loan us their Porsche for a picture! Five died building this huge bridge, and there is a special monument to the



steelworkers.

We check into our hotel, having selected a room with a bridge view. As the evening light slowly changes there is a picture moment as a white sailboat glides under the span and then the bridge just slowly disappears into the night and mist over the next hour.

Sunday we head south, it's a short stint to Traverse City and the frenetic factor ramps up. We check in, go through registration for the Parade



Kim and Betty Crumb with Ironworker tribute -Mackinaw Bridge

and then go on to the Concours Judge's Meeting, etc. The Grand



Traverse Resort has gone all-out . . . even planting flowers in Porsche Crest colors all over the property! Monday it's up early, the cars are on the golf course immediately adjacent to the hotel



NORD STERN AUGUST 2013

continued from page 13



... a beautiful setting, and couldn't be more convenient, just a short walk.

I'm judging Preservation . . . and I think that title is mostly self-explanatory. The car is to be kept as close to factory finish as possible, to be eligible you must have at least 75% of the original paint on the car, for example. It's team judging, where we all look over the car for the specified time (4 minutes this year) and then deliberate on a mutually agreed upon score for all six areas. Afterwards we rank the cars in each Class, and then our team also picked the Division Winner. Betty is timing our group,



so we both get our work completed at the same time. It's well after noon as we wrap up our responsibilities, and as you might imagine, people are anxious to see the scores. Life member Bob "Black Flag" Fleming has the honor of showing his famous '65 in the Historic Display.

Tuesday is Rally Day. There is an ice cream social at the end, for every one. It's a "build your own" sundae extravaganza. It's a real TSD (time, speed, distance) rally, quite challenging, so some are still muttering as they turn in their scores . . . the cool dessert seems to soothe tempers.

Later that evening there is a very elegant dual-entree Concours Banquet multi-course dinner. What were they? Filet Mignon and



Bob Fleming and THE '65 911

Crab cakes. Nord Stern members Corey & Deb Johnson win with a mega-score of 299.3, also earning a Gmund award for their



356B Carrera 2. Also? Steve Hanson gets the "Honorary Judge's Choice" for his '73 911 (pictured below).

Sitting in the chair right just to left of me? The PCA Member of the Year, Sherry Westfall, from the Shenandoah Region. And just behind us at the next table? The PCA Family of the Year, the Zechiedrich's, from the White River Region.

Plus? There is a special surprise as Porsche has flown-in the new 991 GT-3 and as it's driven into the hall, there are the "oohs and aahs" of an adoring crowd.

are of the Person of the Perso

Next it's autocross day, so

what do we do? We head off to the Old Mission Peninsula, across the East Bay. Surrounded by water, this slim land mass has its own micro-climate, and the wine makers are putting it to use! We visit the Grand Traverse, and then the Chateau Chantal (photo #069)



991 front and back



and visit the Lighthouse on the Point ending at Black Star Farms with their clever grown-in-the-bottle pear brandy. Then it's off to Rally banquet, which is a traditional German buffet. We're with Hurricane Region members Jerry and Pat Magolan and also Bob



Chateau Chantal

Rassa; expect to see a Panorama Parade story from him.

Thursday? It's the Gimmick Rally, where you explore the local area and tally-up points of interest. They use two routes . . . without telling anybody . . . so you see other cars coming and going, just to "worry you." Nord Stern President Ron Johnson and Michele tie for third place, with a trophy!



Friday it's the Tech & Historical

Quiz, the last of the four main competitive events . . . you don't have to have a car there for this one so Betty and I are "In!" You answer 50 questions on Porsche history and trivia and then 25 questions on your selected Porsche model . . . we do Q08 M&L, the 928. Afterwards we go out to the Sleeping Bear National Lakeshore, it's spectacular. There's the Pierce Stocking sevenmile drive with many stops and overlooks, to give you the best



views while preserving the scenery from excess human damage. We arrive back in time for the air show.

It's time for the Autocross banquet, and we're sitting with PCA Ex-Prez Burt Misevic and his wife Marge. This is my 26th Parade; there are just so many PCA friends to spend some time with! This was also the night for the PCA Kid's awards.

Saturday . . . where has the week gone? Time for the worker's party, which is a great way to honor the volunteers who really make our PCA events go. I think there are nearly 400 people at this lunch, and you had to do at least one whole day stint (possibly in half-day shifts) to



Continued on page 16

NORD STERN AUGUST 2013

Parade 2013

continued from page 15



Views of Lake Michigan and Sleeping Bear Sand Dunes

qualify. Mark Shevitz has been the emcee for Parade events for some time and he's really enjoying handing out the many door prizes at this event.

Then there is the "Parade of Porsches" to honor how this event started, fifty-eight years ago, this wraps up the final "wheels turning" event.

It's time for the Victory Banquet.

They give out the Tech Quiz awards. Nord Stern Member Don Lawrence gets 4th in the 924/944/968 class and Betty and I



Air Show



each take First Place in the 928 Men's and Ladies Classes. They give away the two Cayman S cars from the raffle, with two trips to Germany to come. Then they announce the site for the 2015 Porsche Parade. It's French Lick Indiana, and the last week of June again . . . and that will be

the 60th Porsche Parade. Oh, what about 2014? It's Déjà Vu ... repeating the 1990 Parade site it will be in stunning Monterey, California the third week of June.



Sunday it's back up over The Bridge headed west, by early evening we're home in Minnesota. We're planning for the intense fun of those next two Parades, see you there?

Left, Betty at the Workers Lunch - Dessert!

Below, Middle: Parade is over! Lowering the PCA flag

Below, Bottom: Cayman X for PCNA Driving Experience









PICNIC

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



This is a BYOBB (bring your own beer and brats) event and is a great way to



end the summer.
Join us at:
3335 County Road 15 SW
Byron, MN
(5 miles west of Rochester)



Call Jeff Boehm at 507-261-9407 if you get lost!







We are at our previous location just west of Rochester so check your GPS!



Please RSVP by email by by August 28th so we can get a head count

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



Directions available on Mapquest or Bing maps

NORD STERN AUGUST 2013

"I Get Around" . . . Words to Drive By

by Dick Badler, Courtesy PCA Newsletter Editor

6 6 Anticipate or perish." I used these words with my daughters when they were learning to drive.

It worked. My daughters survived their teen years behind the wheel, intact. Although I can't quite say the same thing about the Civic they used, occasionally as a bumper car.

There was the incident where the older one, parking her car in front of the garage, said her foot accidentally slipped off the brake and onto the accelerator . . . the car then slammed into the garage door.

She called me in the office, and I had the presence of mind to ask if she was all right. I'm very proud of that. Then I called my wife, and asked how the garage door was . . . and she said there was no garage door.

But the girls remember those words, to this day. Which is the point. And which got me thinking about sayings for driving. And, you know what? I couldn't actually think of many adages, at all.

Oh, there's the Stirling Moss comment about straightaways . . . the boring bits between the corners. And there's the 911 mantra, "Slow in fast out." And there's the line attributed to A.J. Foyt about driving at Indy, "If you're not scaring yourself three times a lap, you're going too slow."

And, of course, "Speed is a matter of money . . . how fast do you want to go?"

I got an e-mail from the online magazine *Winding Road*, offering slogan t-shirts, and all they had were "Keep calm and carry speed" and "It's surprising how many people, including Formula 1 drivers, think the brakes are for slowing the car down," which is attributed to Mario Andretti.

Not exactly inspiring, are they?

Which is very ironic, because if you're a runner you get inundated with all manner of profundities. One magazine, *Runner's World*, actually sends you a "Daily Kick in the Butt" by e-mail.

And it's even more ironic, because many of the lines I see relate to a lot more than running . . . like competing in general . . . and like, life.

Take "A man can fall many times, but he isn't a failure until he begins to blame somebody else," attributed to Steve Prefontaine. And another one from Pre, "To give anything less than your best is to sacrifice the gift."

And here's my favorite from Steve, "A lot of people run a race to see who's the fastest. I run to see who has the most guts . . ."

In point of fact, the running world picks up the quotes from all sorts of places and makes them their own.

Take "Success is a peace of mind, which is a direct result of self-satisfaction in knowing you did your best to become the best that you are capable of becoming"

-- John Wooden.

Or, "Twenty years from now you will be more disappointed by things you didn't do than by the ones you did. So throw off the bowlines, sail away from the safe harbor, and catch the trade winds in your sails. Explore. Dream. Discover"

-- Mark Twain.

Or, "We must all suffer from one of two pains; the pain of discipline or the pain of regret. The difference is that discipline weighs ounces and lasts a moment while regret weighs tons and lasts a lifetime"

-- Jim Rohn

Now, understand, I don't see any of this anywhere in the automotive world . . . or motorsport world for that matter. I don't know why. Because when it's a hot and steamy day, and you're wearing a multi-layer Nomex driving suit and full-face helmet, and you're fastened hard into the roll-cage of your car, and you're pounding around a bullring for an hour and a half, and your pulse is soaring, and you're manic to get to the checkered flag, first, I don't care how good your cool suit and your drinking tube are . . . it's the same challenge.

Here's how Patton described it, "Now if you are going to win any battle you have to do one thing. You have to make the mind run the body. Never let the body tell the mind what to do. The body will always give up. It is always tired morning, noon, and night. But the body is never tired if the mind is not tired . . . You've always got to make the mind take over and keep going."

Ahh, that little voice. When I ran my first half marathon, I got to mile 8 or 9 and started having a conversation with that voice. It was telling me to stop. And I answered with "what would I say to people?" And the voice kept coming up with scenarios, so to speak, like "I tripped" or "it was too hot." And my conscious kept rejecting them, saying, "no that won't work, nobody will believe me." This went on and on, and on . . . until I reached mile 12 and realized the end was in sight.

Here's what you're up against, "It's very hard to understand in the beginning that the whole idea is not to beat the other runners. Eventually you learn that the competition is against the little voice inside you that wants to quit"

-- Dr. George Sheehan.

So what's the problem, drivers?

Try this one on, "Keep the dream in front of you. Never let it go, regardless of how farfetched it might seem" -- Hal Higdon.

Or, the gray haired mantra, "Once you're over the hill, you pick up speed."

Will they work for you? Only time, your time, will tell.

Oktoberfest

ALL GERMAN CAR SHOW

SATURDAY SEPTEMBER 14th

9am-1pm

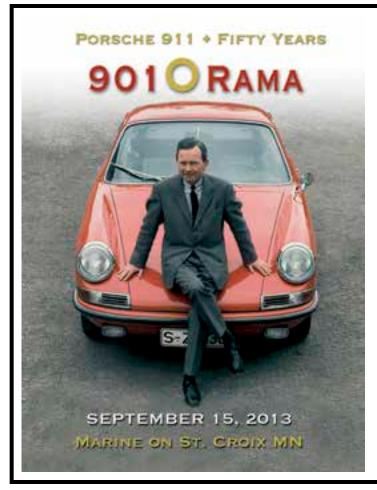


- German Food & Beer Available
- Ladies In Lederhosen
- 2013 AutoMotorPlex Calendar
- Special Guests & Dignitaries
- Acknowledgements & Prizes
- Special Honors

AutoMotorPlex -8150 Audubon Rd - Chanhassen, MN 55317 automotorplex.com - 612-562-6686 (MOTO) - info@automotorplex.com

NORD STERN AUGUST 2013

Don't Miss An Upcoming, Very, Special Event!



Drive your Porsche to the beautiful St. Croix River.

See a great collection of early 911 models.

Celebrate the 50th Anniversary of the 911 introduction.

Mingle and enjoy the company of enthusiasts.

Support a worthy cause- Courage Center.

Eat, drink and indulge with restaurants, ice cream and world-class chocolates just a short walk away.

Enjoy a lovely fall day in a lovely setting in Marine.

Everyone welcome - please join us September 15th.



PCA Escape in 2015 - Update from PCA Parade

by Ron Johnson, Nord Stern President 2013-14

Nord Stern went up against Colorado and Oregon Regions for the bid to hoist the 2015 PCA Escape. For those of you that aren't aware the PCA Escape is the smaller version of the Parade held once a year in a location far away from the city hoisting the parade. We proposed holding the 2015 PCA Escape in the Black Hills of South Dakota. We were notified that we had WON!

I would like to thank Jim and Arlyce Lilligaard, Kim and Keith Fritze and the other Zone 10 members that played a part in putting this together.

Jim and Arlyce Lilligaard we be the official chairs heading up this fantastic event in the fall of 2015.

More information to come!

Thanks, President Ron Johnson

Outstanding! I just got back from the Black Hills on vacation and was admiring all the great roads (smooth, curved, and well maintained) and sites that would be great to have my Porsche to drive instead of the mini van.

I think it is great that our chapter is hosting this event, it is a great location and look forward to participating.

- Greg Stanich





the fine art of dent removal

Experienced in High Quality Paintless Dent Removal Since 1991

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



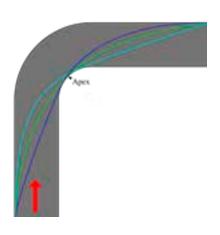






15736 WAYZATA BLVD. WAYZATA, MN 55391 - 952-473-8000 WWW.DENTKRAFTPDR.COM

Nord Stern August 2013 21



Advertiser's Apex Trackside Tire



Company name?

Trackside Tire

2. Address/phone/email/main contact?

Email: Paul@tracksidetire.com

Paul Behl

Phone: 612.309.3165

3. Type of business?

Race / Performance Tire sales

4. Years in business?

We have been in business since 1993.

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

We have been an advertiser for close to five years.

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

Find us 'on track' when you are! We are a family business that takes care of our customers.

This is more than a car club to us: it is an extension to our family.

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

We really enjoy going to Road America with the Nord Stern group. It's a great track and we enjoy meeting people from other regions.

8. My favorite PCA event is ...?

Nord Stern's Annual Club Race and Drive Ed event at Brainerd International Raceway each

summer.

9. Nord Stern members would be surprised to know

My wife Lynn and I love to go to California and ride bikes to the beach.

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

...? Lynn and I enjoy relaxing on the screen porch watching the dogs run and play in the yard.





PCA ZONE 10 CALENDAR

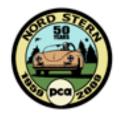
AUGUST	Autocross at Marshalltown, IA	Central Iowa & Schonesland
3	Vino in the Valley Drive	Nord Stern
17-18 17	Grand-AM Race, Kansas Speedway, Kansas City, KS Sonic Show 'N Shine, Lincoln, NE	Kansas City Great Plains
18 24 24	Warren Wine Tour CPG Drive & Dine to Versailles Amana Colonies Drive	St. Louis St. Louis 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 21	Last Fling Driver Education, Brainerd International Raceway Shrimp Boil at the Hess Residence, Leawood, KS	Nord Stern 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 7	Holiday Party Holiday Party	St. Louis Kansas City
-ar datailad informat	ion about listed events, see the respective Region's website or the PCA Nationa	al cito of warm poo org

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	

NORD STERN AUGUST 2013 23

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



Nord Stern 1982

Afew 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 TWO of the article Bruce wrote after the 12 Hours of Sebring event. Enjoy!

The 12 Hours of Sebring - Nord Stern Style!

Saturday, Race Day. We were all up and ready to go by 7 a.m. for the 11 a.m. start. Check, recheck and check again That's why Dudley always seems to finish races. The car was ready and so were we. Everyone had a bright blue Nord Stern, Sebring 82 team shirts on (designed and silk-screened by Phyllis Hanks) and we actually looked like a racing team. Pat Lehman took her timing perch on top of a set of race tires in the pits, never to move for the next 12 hours (incredible kidneys!). Al Schlegel had everything and everybody in order in the pits and Charlie Lloyd was tightly strapped in the car.



The 84 car rolling start was crowded, noisy and dusty but safe. Within a half hour Charlie had settled into a rhythm and was already slowly moving up from his 50th starting position. We knew he was having fun and our new fifth gear was working better because he was running 10 seconds faster than his qualifying speed and we had to show him the E-Z sign.



Only two major incidents occurred in the first hour. On the first lap Dennis Aase, the top GTO contender in his BMW M-1 and Hershel McGriff in a Camaro made heavy contact with each other. As expected, each had a different interpretation of what happened and why. Later in the hour John Fitzpatrick's prophetic statement about the demanding race course and the probably tool on machinery proved true. While leading the race he broke a control arm entering the hairpin and rolled his 935 Turbo. It was only a \$200,000 Porsche.

Dudley took the second shift, ran smoothly and turned the car over to Hank around 2 p.m. The right front of the car was beginning to wobble a bit and after consultation with the Goodyear rep, we changed the front tires. Problem solved. The only other difficulty was the heat, incredible heat. At 4:30 Dudley pulled in about 30 minutes ahead of schedule and almost fell out of the car, dehydrated and suffering from heat exhaustion. The same thing had happened to Hank during his shift. A half gallon of Gatorate and 15 minutes under a garden hose pulled Dud through. Now we knew why the big buck teams were willingly paying \$3500 for electronic driver's cool suits.

They say attrition plays a big part in endurance racing. Sebring was no exception. Jim Mullen's Mazda was leading the GTU class

when the front suspension collapsed in a 90 mph turn. Scratch one Mazda. Hurley Haywood's Bayside Disposal 935 (last year's winner) was leading the race when he pulled into the pits after an off-road venture. Some dry grass he inadvertently picked up began smoldering against the hot brake rotos and when fuel spilled over from a refueling line, life quickly became very interesting and hot in the Bayside pit. The fire was extinguished and the car did return a few laps later with Al Holbert at the wheel, but eventually retired after losing both turbos.

Bobby Rahal, who later in the year would driving his first Indy 500, ha

The Scans Continue

qualified on the pole in the Garretson Chevrolet March at a record average speed of 127+ mph. The V-I had been running in the top four from the start and had finally worked its way into first place after the Haywood pit fire. First place seemed to be a bad omen all day as a clutch and transmission problem suddenly left the March with only third gear and half of the race left. The Rahal team remarkably still finished in second place overall.

Approaching 6 p.m. as we were climbing into eighth position, the Seriex Dunham Mazda RX7 from our neighboring pit was dicing it out with the Roger Mandeville RX7 for the first place in GTU. Luis Seriex was at the wheel when it made contact with Craig Siebert's 935 in the middle of turn 12. Siebert had spun after suffering a flat tire and trying to make his way across the track to the pits while looking into a blinding, setting sun. He couldn't see Seriex coming which was little consolation to our neighbor team. The frame of the Mazda was sprung and just that easily we easily we picked up another position. As they say, that's racing.





Shortly after 6 p.m. just when things seemed to be going as well as possible for Team Nord Stern, Charlie made an unscheduled stop. The Porsche had begun sporadically d cutting out. Al and Dudley did a quick once over on the car and could find nothing wrong so Charlie went out for another lap with instructions to come in if the problem persisted. Charlie never got the chance. We waited four, five, six minutes for number 77 and nothing. Pit panic! A message from the tower confirmed he was off the course at turn 2. It seemed like an eternity, but 15 minutes later Charlie was hustling back to the pits on foot. There was obviously an electrical failure but until Charlie, Dudley and Al could make it back to the car with some spares we wouldn't know if the problem was terminal. Fortunately, Dudley and Rick Moe believe in redundancy. Backup fuel pumps and backup ignition systems,

Continued on page 26

NORD STERN AUGUST 2013 25

all switchable from the cockpit. When the secondary ignition had no effect, the problem was isolated from the distributor to the coil. It was in fact the coil wire, chafed and shorting out. Not exactly your typical problem. Forty three minutes after what looked like the end of the day, number 77 came roaring by the screaming throngs from pit 22. Beard bristling through his helmet, Charlie was driving like a man possessed. I, of course, had been patiently

waiting with the pit board to give him the signal, "you're late!"

Well, we lost 43 minutes but others were having greater problems. The 935 of Marty Hinze/Don and Bill Whittington took over a comfortable lead for two hours until a broken connecting rod put them out at 6 p.m. The Ralph Cooke Lola and Ongais/ Field Turbo Porsche both retired in the tenth race hour with electrical failures. John Paul Sr. had a throttle cable snap while out on the course but thanks to foresight and preparation a spare had been wired up prior to the race and only needed to be fastened to the engine by the driver. This was a minor problem for JLP Racing

compared to losing a cylinder at 9 p.m. with a four lap lead. The 935 turbo boost was reduced to accommodate the disabled cylinder. The result was a 600 hp car putting out 350 hp with two hours to go and a one lap lead to nurse over the 3rd gear only March of Rahal. Not your typical Brainerd spring race.

Meanwhile, Dudley was out on the course in the dark turning in consistent lap times. The car was running smoothing again and we had moved up to fifth place in GTU. One thing hadn't changed. The Pits were still hot and so was the crew. Enter Nord Stern's own Good Humor man, Peter Sontag, and his Treffen Zu Sebring. Who else would come walking in with chocolate ice cream sundaes for the whole pit crew?! Eat your hearts out Ongais, Pauls, Whittingtons, Ford factory teams. Thanks, Peter.

Giving pit signals was getting more difficult as the night progressed. With the many driving lights bearing down on you it became difficult to spot our 911's left pencil beam CIBIE light, particularly when one was half blinded from high intensity lights and fatigue. Add to that the fact that the cars exiting the pits were really getting serious (faster) now the job was definitely losing its glamour. Throughout all of this Pat Lehman's timing and scoring crew never missed a lap. They had memorized the car numbers of all the GTU entrants and for 12 hours knew where we and everyone else stood.

Hank was given the well-deserved honor of finishing the race. When he buckled up for the last leg we took time to reflect on the previous 11 hours. The car had managed to run the entire day with only one full tire change after the early switch of the fronts. During each pit stop, scheduled or unscheduled, the Porsche was refueled with absolutely no problems. Finally, to ensure there would be no brake difficulties in the last hours, we had changed front pads



late in the evening. All in all a relatively easy day on the crew.

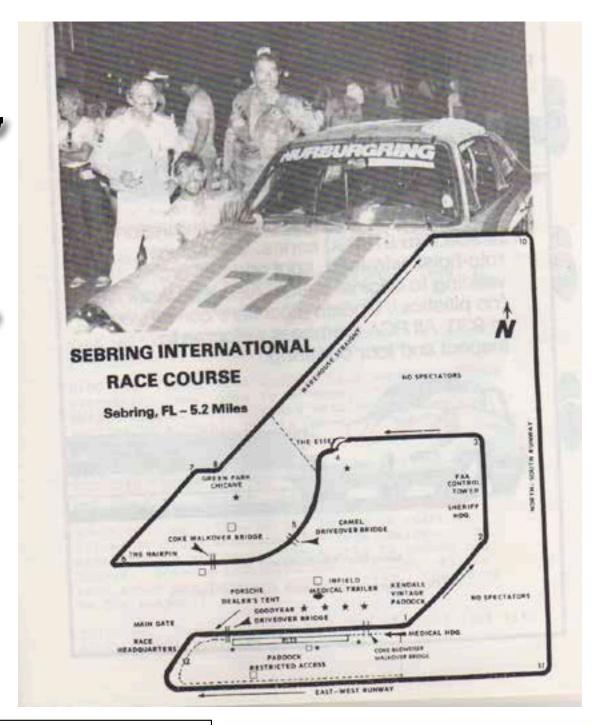
As the 11 p.m. bewitching hour rolled around the 5-cylinder John Paul turbo maintained a two-minute margin over the third-gear-only Bobby Rahal March in a battle for overall honors. Diego Gebles ex-Peter Gregg Porsche RSR kept a 14 alp lead over the second place R&H Racing Carrera to sew up GTO while Roger Mandeville's Mazda held onto first in GTU. Of much more importance Ongais, Cook, Fitzpatrick, the Whittingtons and Janet Guthrie were all out of the race while the pride of the Northlands, Team Nordstern was still motoring!

The last lap was worth whole Florida trip. Hank Godfredson took the checkered flag with the 27 person crew on the straightaway wall cheering like there was no tomorrow. The only thing brighter than the Porsche's CIBIE lights was Hank grinning right through his full face Bell helmet.

For some odd reasons the press flocked to the John Paul pit, but we didn't care. That left more champagne for us. 5th out of 22 in GTU and 21st overall. Without the 43 minutes we'd have clinched third in class, but considering our goal was just to finish . . . we were happy and probably a little bit proud. It was truly a team effort, including many people not previously mentioned who helped in the preparation but couldn't make the trip to Florida.

Would I do it again? In a minute . . .

A final
Scan Congraty
to the
Sebring
Team of
1982
- do note
the big
wide
griny!



Serving Minnesota Since 1983

SCHMIT TOWING



Jump starts
Tire Changes
Equipment Transport
Unauthorized Cars Removed
Junk Car Disposal
Fully Insured
Local and Long Distance

Flatbed Service or Enclosed Trailer 763-253-1568

92 43rd Ave. NE Minneapolis, MN 55421



Above, 8-wheel drifting . . . gee, no one I know does this!

NORD STERN AUGUST 2013 27

New Vehicle Buyers rank Porsche Highest in Initial Quality

by Courtesy PCNA

Porsche ranks highest among nameplates overall in latest J.D. Power Initial Quality Study Atlanta.

June 19, 2013: Porsche ranked highest among all nameplates in J.D. Power and Associates Initial Quality StudySM out of a total of 33 international automakers covered in the U.S. survey. This is the best result for Porsche in its company history in this study.

The Porsche 911 and Boxster models ranked highest in their segments, receiving the J.D. Power Award as the vehicles with the highest level of initial quality in the Midsize Premium Sporty Car and Compact Premium Sporty Car segments, respectively. This is the second year in a row that the Porsche 911 finished highest in its segment.

The Porsche Panamera sports sedan ranked third in the Large Premium Car segment while the Porsche Cayenne SUV ranked third in the Midsize Premium CUV segment.

"Porsche stands for sportiness and performance," said Matthias Müller, President and CEO of Dr. Ing. h.c. F. Porsche AG. "We are pleased to see that our equally high levels of quality in design, development and production have also been confirmed with these awards."

The annual Initial Quality Study, now in its 27th year, serves as an industry benchmark for new-vehicle quality measured at 90 days of ownership. The survey of more than 83,000 American car buyers forms the basis for the study. These buyers indicated

how satisfied they were with the quality of their new cars during the first three months of ownership. The study evaluated a total of 230 vehicle models from 33 carmakers, which were initially registered between November 2012 and February 2013. The owners answered questions on more than 230 criteria from different categories.

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.

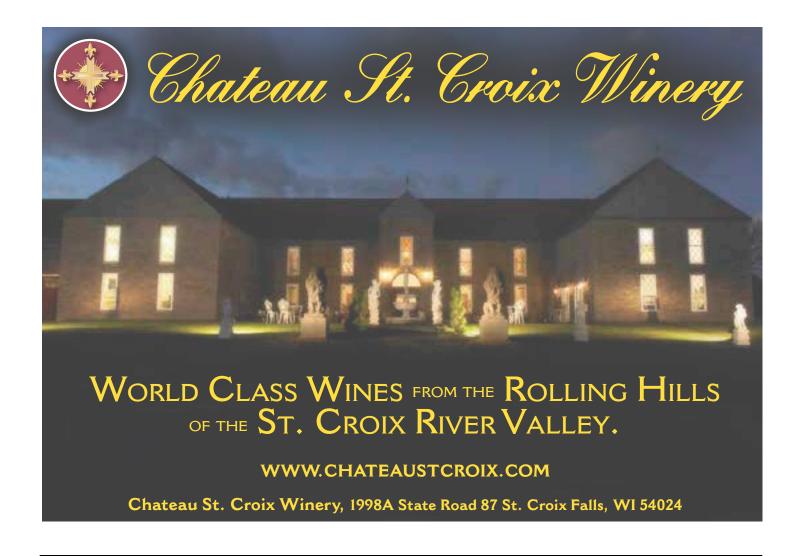
Follow us: www.twitter.com/Porsche and www.facebook.com/ Porsche and drive.porsche.com/us

For Porsche apps: http://www.porsche.com/usa/entertainment/apps/



Left, From the 2013 Porsche Parade in Traverse City, Michigan: the Historic Display plaque for Bob Fleming's 1965 911 that he restored and recently had fitted out in the Monte Carlo Rally livery.





nurburgring,inc.

restoration of fine vintage Porsche automobiles

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

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

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

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

I will be a curator for a private Porsche collection.

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

Rick Moe nurburgring, inc. dasring.com

Nord Stern August 2013 29













Above, various scenes of prepping for the Concours, being Judged (ah, any stray Cheerios were sure to be found!) and on display at the Awards Banquet. Deb and Corey Johnson's spectacular 1963 356B Carrera 2 placed First in Class, First in Division and received the coveted Gmund Award. Congratulations Deb and Corey.

NORD STERN AUGUST 2013



Another Parade Concours Winner

Photos by Steve Hanson

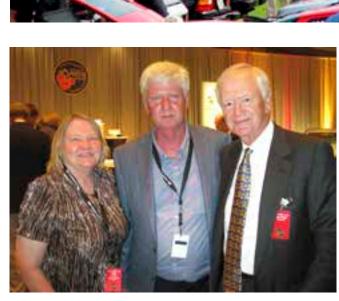
Left, Steve and Mae Hanson's 1973 911T

Below, Left, view of Concours grounds (photo by Greg Phillips)

Left, Bottom: Steve and Mae Hanson with Hans Peter Porsche

Below, right: Judge's Choice Award Trophy

Below, Bottom: Steve, his car and his trophy at the Awards Banquet - CONGRATULATIONS!



NORD STERN AUGUST 2013 31









Lining Up to 'hit the road'

21st Annual Nord Stern North Shore Fall Color Tour!

September 27-29, 2013 Eventmaster: John Dixon, email: eyerack@tcq.net Headquarters: Blue Fin Bay, Tofte

Call BlueFin now to reserve your room! And be sure to mention Nord Stern to procure the two day option Gunflint Lodge Lunch





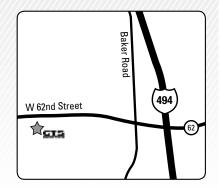




SERVICE FOR CARS, TRUCKS, SUVS, & TRAILERS

- Scheduled Maintenance
- Major Repairs
- 4WD, Foreign, Domestic, Gas, or Diesel
- Alignments

- MN DOT Inspections
- Hitches, Brake Controllers, & Fuel Tanks
- Red Line[©] Oil Dealer
- Tires





COURTNEY TRUCK SERVICE, LLC

14205 W. 62nd Street • Eden Prairie • MN | 952-934-0931 Hours: 7:30-5:30 M-F | Towing Available







Buying a pre-owned Porsche?

Search for it in one of the largest pre-owned Porsche markets in the world: South Florida.

Roads in great condition no winter salt/sand.

...and when you find it, but before you buy it...
Call 954.385.0330 technolab/PEDR0SGARAGE
for your Pre-Purchase Inspection (PPI)

FREE DIY tutorials and technical info on our website.

technolab Pedrosgarage

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

954.385.0330 • www.PedrosGarage.com



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

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

Collision Center, Inc. 900 Florida Avenue South Golden Valley, MN 55426

Phone: 763.541.9727Fax: 763.541.0371

www.collisioncentermn.com

NORD STERN AUGUST 2013 33

Book Reviews for Porschephiles . . . PORSCHE Data Book: The definitive Reference to Specifications & Statistics

by Marc Rogers, published by Haynes North America, Newbury Park, CA Reviewed by Bruce Herrington, Orange Coast Region, Courtsey Grand Prix Region PCA, The Circuit

So what is a Porsche Data Book, and who needs it? Turns out that the *PORSCHE Data Book The definitive Reference* to Specifications and Statistics is a very comprehensive, clear and concise presentation of (you guessed it) specifications and statistics. But it is much more than tables of data because it includes an outstanding narration of the model by model, year

by year changes to Porsche automobiles. Anyone who is interested in the specifics of the evolution of Porsche automobiles, or has a Porsche, or is interested in acquiring a Porsche, needs (or could at least benefit from) a copy of this book.

This data book was written in Germany, in close proximity to the Porsche Museum, German Porsche Clubs, the Pfeifhofer Museum in Gmünd, Austria, RUF-Automobile GmbH, and other sources, assuring that the data are complete and accurate. It covers all Porsche automobiles from the 356/1 of 1948 through the Cayenne of 2004, and RUF versions from 1977 through 2005.

The *PORSCHE Data Book* has 14 chapters, based on Porsche's major model

series: 356, 911, 914 (including the 916 and the two 914/8s), 924, etc. There are even separate chapters for the 550 Spyder (but the RSK-RS61 are not mentioned), the 904, the Carrera GT, and RUF cars. As implied by the name, this book has very comprehensive tables of data. Each Model/Year gets its own page. Even the Sportomatic or Tiptronic versions of the 911 are tabulated separately from the stick versions.

The tabular data sheets all have a picture of a representative vehicle, and present data in immense detail. Data are presented in seven sections: Engine; Transmission; Body, Chassis, Suspension; Brakes, Wheels; Electrical System; Dimensions and Weight; Fuel Consumption; Performance, Production, Prices (in DM).

The narrative information gives an overview of the characteristics of the model series, with specific discussions which

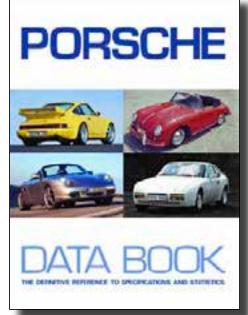
describe the changes from year to year (and model by model) in concise but very readable detail, interspersed between the data tables. By reading all the narrative blocks, or by careful inspection of the data tables (you'll probably need your glasses), you can tell when K-Jetronic went away and L-Jetronic started, when the 4-valve heads were first used, and other trivia. The information is

all there, but looking for it by topic, rather than by model/year, can be tedious. As a basically chronological presentation, there is no index.

If you just want to know the characteristics of a given year/ model in great detail (even the number of blades on 911 fans is listed), the tables and narration in *PORSCHE Data Book* make it very easy to obtain a tremendous amount of information about a specific model/year.

At 6-3/4 x 9-1/4 inches, this paperback book is just slightly smaller than a Porsche Panorama, but with 336 pages, it is much thicker. The colored background for the data headings enhance the look of the pages, but make the words a bit difficult to read. However, once you catch on to the

consistent data layout it is easy to find the data values in which you are interested. Though the book's use of liters, kilograms, millimeters and Deutsch Marks is a little off-putting, the important data are presented in both mph and kph. *PORSCHE Data Book: The definitive Reference to Specifications and Statistics* should be available for \$24.95 from your favorite bookseller (ask for it) or from www.motorbooks.com



NORD STERN AUGUST 2013





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

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

SPRING INSTALLATIONS ARE FILLING UP FAST!

CALL today for a catalog or FREE estimate!

(651) 674-3001

Mention this ad to receive



Heater/AC unit installed in year round surrooms for a limited time"

O% APR
for 60 months



99 Fifth Ave NW #100 New Brighton, MN

www.betterliving-mn.com 100% Financing Available















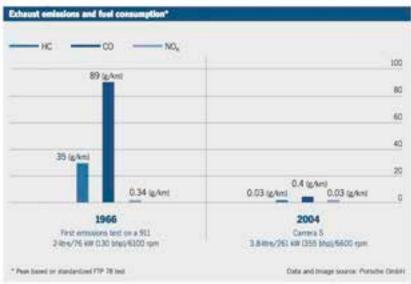


*Financing based on approved credit for qualified buyers only. Not valid on prior sales or combined with other offers. The stoichiometric point is a term commonly used to describe the ideal fuel/air ratio in a combustion engine. The stoichiometric air-fuel ratio for gasoline is 14.7 to 1 by weight. Theoretically, at this ratio all of the fuel will be burned using all of the oxygen in the air. Unfortunately, our gasoline engines don't run at this point all of the time. When we drive, the fuel/air mixture varies from the ideal quite a bit. Sometimes the mixture can be rich (air-to-fuel ratio lower than 14.7) and sometimes it can be lean (air-to-fuel ratio higher than 14.7).

So, how can we tell when the engine is at its ideal stochiometric point, and better yet, how can we try to keep it there?

In 1976 Bosch introduced what would eventually become one of THE most important technologies for reducing exhaust emissions: the Oxygen Sensor. Twenty years later (1996) Bosch had produced over 100 million of them. Today, Bosch O2 sensors, are OEM (Original Equipment Manufacturer) on a wide variety of domestic, Asian and European cars, including Porsche.

Ten years before the first Bosch O2 sensor, Porsche performed the first emissions test on a 911 (2-liter, 130 HP/6100 rpm). The results are on the following table, compared with the same test performed on a 2004 911S (3.8-liter, 355 HP/6600 rpm).



As you can see, the reduction in emissions is to the order of 95%! Porsche has come a long way.

This drastic reduction in emissions was not obtained exclusively by the use of oxygen sensors, but also by the addition of the catalytic converters and an ever-developing engine management system geared towards less emissions while increasing performance.

What is s a catalytic converter and how does it work?

In chemistry, a catalyst is a substance that causes or accelerates a chemical reaction without itself being affected.

Most **cats** (for short) consist of a ceramic structure coated with a metal catalyst, usually platinum, rhodium and/or palladium. The idea is to create a structure that exposes the maximum surface area of catalyst to the exhaust stream, while also minimizing the amount of catalyst required, since the materials are extremely expensive. Some of the newest converters have even started to use gold mixed with the more traditional catalysts. Gold is cheaper than the other materials and could increase oxidation which makes for a more efficient cat.

There are three types of catalytic converters: 2-way, 3-way and 3-way + air.

The first catalytic converter – the 2-way converter – was used on U.S. cars between 1975 and 1980. These cats oxidized unburned hydrocarbons and carbon monoxide into water and carbon dioxide.

The three-way converter, in addition to performing the same as its predecessor, reduces nitrous oxides into nitrogen and oxygen.

The 3-way + air converter performs the same function as the 3-way converter, but also injects air between the two internal catalysts which improves the oxidation of the converter

and thus reduces emissions even better.

Most modern cars, including Porsches, are equipped with 3-way catalytic converters. This refers to the three regulated emissions it helps to reduce.

The reduction catalyst is the first stage of the catalytic converter. It uses platinum and rhodium (precious and rare metals – hence the high cost of the cats) to help reduce the NOx (NO or NO2) emissions. When an NO or NO2 molecule contacts the catalyst, the catalyst rips the nitrogen atom out of the molecule and holds on to it, freeing the oxygen in the form of O2. The nitrogen atoms bond with other nitrogen atoms that are also stuck to the catalyst, forming N2. For example:

$2NO \Rightarrow N2 + O2 \text{ or } 2N O2 \Rightarrow N2 + 2 O2$

The VarioCam Plus is a system that combines variable valve timing with a 2-stage lift on the inlet side. Essentially VarioCam Plus creates two engines out of one, switching seamlessly between them in response to the driver's inputs. The VarioCam Plus improves responsiveness when starting from cold by raising the amount of cam lift and retarding timing helping to minimize fuel consumption and emissions.

Porsche and other car manufacturers are constantly striving to perfect, not only the cats, but the complete engine management



system to obtain greater reduction in emissions and better efficiency and thus power from their engines.

The oxidation catalyst is the second stage of the catalytic converter. It reduces the unburned hydrocarbons and carbon monoxide

by burning (oxidizing) them over a platinum and palladium catalyst. This catalyst aids the reaction of the CO and hydrocarbons with the remaining oxygen in the exhaust gas. For example:

$2CO + O2 \Rightarrow 2CO2$

The third stage of conversion is a control system that monitors the exhaust stream, and uses this information to control the fuel injection system. An oxygen sensor is mounted upstream of the catalytic converter, meaning it is closer to the engine than the converter. This sensor tells the engine computer (ECU) how much oxygen (O2) is in the exhaust. The ECU can then increase or decrease the amount of oxygen in the exhaust by adjusting the

air-to-fuel ratio. This control scheme allows the ECU to make sure that the engine is running at close to the stoichiometric point, and also to make sure that there is enough oxygen in the exhaust to allow the oxidization catalyst to burn the unburned hydrocarbons and CO.



Porsche has

pioneered the engine management systems and the development of the VarioCam and subsequently the VarioCam Plus has greatly aided in the targets of emission reductions, fuel efficiency and power.

To learn more about emissions, catalytic converters and engine management systems and more, please visit my website at: www. PedrosGarage.com.

Happy Porsche-ing, Pedro



Satisfaction & Integrity Since 1949



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

651-488-0588



Located near the Fairgrounds

Four Generations of the Slomkowski Family

www.raymondautobody.com 1075 Pierce Butler Route - St. Paul, MN 55104 AN ADVISOR WHOSE APPROACH IS

BASED ON KNOW-HOW.

AND KNOW YOU.

Peter H. Vickery, CFP® The Vickery Bowe Group Vice President

Vice President Wealth Management Advisor (952) 476-5632 Merrill Lynch 308 Walker Avenue South Wayzata, MN 55391 http://fa.ml.com/vbgroup

You want an advisor who can help you realize your goals. Someone with a firm grasp of the financial landscape and a deep understanding of you. A Merrill Lynch Financial Advisor can work with you to develop a customized strategy that considers where you want to be.

THE POWER OF THE RIGHT ADVISOR."



Merrill Lynch Wealth Management makes available products and services offered by Merrill Lynch, Pierce, Fenner & Smith Incorporated, a registered broker-dealer and member SIPC, and other subsidiaries of Bank of America Corporation. Investment products:

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

© 2012 Bank of America Corporation. All rights reserved. AD-07-12-0830 AR56F300-08-11

Code 444616PM-0712

NORD STERN AUGUST 2013 37

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 non-competitive 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!

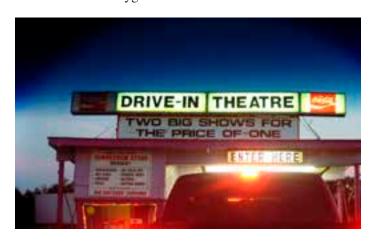
On Saturday night, the closing banquet starts with a reception at the NHRA Museum. This museum, housed in a beautifully restored 28,500 square foot art deco Style 1939 WPA building, is home to the very essence of American Motorsports. More than 80 vehicles are displayed: everything from Ed Iskenderian's 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.



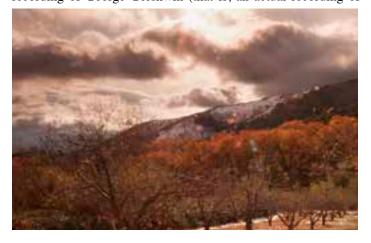
There are numerous museums in the area such as, the Huntington Library, Tournament of Roses House (Wrigley Mansion), Tournament of Roses Float Barns, the 1908 Greene

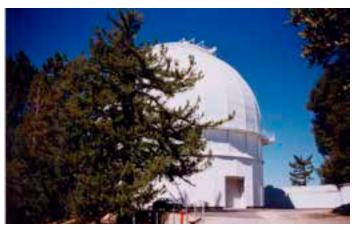
& Greene Gamble House, the Mullin Automotive Museum, the Nethercutt Collection, the Norton Simon art museum and the L.A. County Arboretum.

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



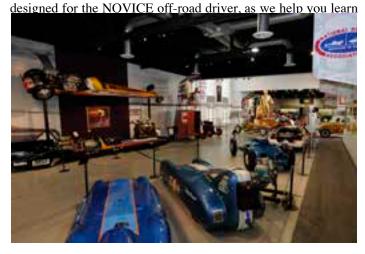


George Gershwin) playing Rhapsody in Blue on a reproducing piano, listen to one of the world's biggest pipe organs, and see a collection of incredible 18th & 19th Century furniture. On top of all this, there is a fabulous collection of David Winter cottages, dolls, coins and crystal figurines.

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



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.

NORD STERN AUGUST 2013 39

Classifieds

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

Wanted: 914

I am a 70-year-old PCA member from Milwaukee who previously owned a Boxster and 911. I'd now like to 'get back to my roots' and buy a 914. My objective is not a project car, racing, DE, concours or autocross, but just simple enjoyment. Ieally, looking for a 1972-76 model and want reliability rather than all-out performance. The 2.0, 1.8 or 1.7 are all options. I am seeking a fully restored car with solid mechanicals, electronics and good body integrity (no rust). Originality is not so much an issue (repaint, carbs replacing fuel injection, seat replacement, etc). Chuck Hays, 414.276.1110 or cdhays@yahoo.com.

Wheels and Tires

O.Z. Racing Ultraleggera HLT wheel set, straight but with some blemishes, Silver, two 20x8.5 55mm offset and two 20x11 65mm offset. Hankook tires: Ventus V12 EVO tires, 245/30ZR20 and 305/25ZR20, with a couple hundred miles on them. \$1650 for the set. Took them off a 997C2. Contact Arden Olson at arden.olson@comcast.net

1985 928S

Manual transmission. I have owned the car since 1999. It is Grand Prix white with burgundy interior. Currently it has beige sheepskin seat covers on the front seats. Tires have less than 4k miles on them. Always serviced at Maplewood Porsche or Maplewood Audi. 142k miles. Asking \$7000 or best offer., Joe Bergeron H 763.560.5036, c 612.709.1257, w 651.483.2681. I used this car primarily as a summer driver. The leather on the driver's seat is worn through on the side bolster and the tops of the two rear seats. I replaced the factory radio with an after market cassette deck. I would say the car runs good and always delivered 20 plus mpg. The hood was repainted sometime before I owned the car. It is a close match.

1986 944 Turbo

Low miles, well maintained, white with minor body scrapes in right front. Engine was overhauled by competent technician last year. New timing belts, tensioners waterpump. Car is mechanically sound throughout. 83,000 miles.\$8500. Jeff Quam 701-219-3530 or jaq@702com.net. Can be seen in Moorhead MN.



2001 Porsche Boxter

38,000 miles, orient red metalic, grey interior, GREAT summer car \$15,500 (negotiable). Call 612.384.7213 or email deanlp@comcast.net for more informtion.

1987 944S

White with Camel Leather interior with 72,000 original miles.

Very good condition both Exterior and Interior. Stored winters, detailed annually, and always serviced by Porsche mechanics. New Michelin tires, battery, and fuel pump in Sept, 2012. Last Timing belt/waterpump service at 60,000 miles by Kelly-



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.

1985 Carrera Cabriolet



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.

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.

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.

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

Wantad

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

Approx 65,000 miles. Owned by Tom Countryman. 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. \$7,800. For additional pictures and information. Contact Phil Hancock 612.308.2357 Or Mark Bouljon 763.744.9170.





The Twin Cities Premier Clear Bra & Window Tint Specialists

INVISIBLE

PAINT PROTECTION FILM

PROTECT YOUR INVESTMENT

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

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

WINDOW TINT

AUTOMOTIVE - COMMERCIAL - RESIDENTIAL - DECORATIVE

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

952-476-7025 www.bravoprotection.com

15620 Wayzata Blvd Wayzata, MN 55391



WE ALSO OFFER DIY KITS



Nord Stern August 2013 41

Shop Recommendations!

All Porsche Show 2013

Any recommendations for a good tire shop in the west metro? It's not for the P car - so just need basic work and maybe they're all about the same. I usually go to Tires Plus near the Subaru dealer. Also know what tire I want, so may just do Tire Rack again and then look for installer. Thanks.

- Jim Destiche

Tmola does a nice job on tires. they had some great prices on

- Keith Jones

Tsecond that!

- Thomas Niccum

I've used both Imola and Discount Tire in Eden Prairie. I think I've literally purchased 28 sets of tires from them over the years, never an issue.

I'd trust Imola with anything they touch without having to look over their shoulder.

- Ryan Herrmann

all Mike Courtney at CTS (952-934-0931). I've had my Tire Rack tires delivered there and they do the rest. Never been disappointed in fact I've been delighted with the quality of their work.

- Best regards, Dave Sorenson

A greed!

- Bruce Boeder

Congrats to Phil Sari and all his volunteers for a fantastic All Porsche Show today.

The weather turned out rain free, the cars looked great and it was fun catching up with so many friends yesterday at the 50th Anniversary gathering and today at the Nord Stern Show.

Thanks for all the \$20 donations for Nord Stern's support of Courage Center. After the park rental and poster printing expense we raised \$1,175 today!

- Keith Jones

The last couple Porsche Shows have been a tough act to follow, but I would say it was a great event (this year) considering the severe weather we have been having and a closed highway!

- Roy Henneberger

911 50th Annivesary at Porsche of Minneapolis

Kudos to Mark Bouljon and the other employees of Minneapolis Porsche dealership (Carousel to most of us) for a truly wonderful event today.

A full display of all years and all types of 911's, plus a few wonderful 356's and even an RS60.

Plus a great presentation by a panel of long time Porsche racers. If you missed it, you missed a great time.

- Bruce Boeder

Tom McGlynn

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

612.751.2519 | tom.mcglynn@lakesmn.com



©2011 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times.

Diagnostically speaking, there is no substitute.

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

Porsche Certified Service and Genuine Porsche Parts.

PCA members receive a 10% discount on Genuine Porsche Parts.

Your Minnesota Porsche Dealers

Porsche of Minneapolis (763) 744-9191 9191 Wayzata Boulevard Minneapolis, MN 55426 carousel.porschedealer.com Parts: M-F: 7a - 6p, Sat: 9a - 1p Service: M-F: 7a - 6p, Sat: Closed Porsche of St. Paul (651) 483-2681 2780 N. Highway 61 Maplewood, MN 55109 maplewood.porschedealer.com Parts: M-F: 7a - 6p, Sat: 8:30a - 12:30p Service: M-F: 7a - 6p, Sat: Closed



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

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

Own a 996 or Boxster?

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

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

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

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



In-house Dyno Tuning

Factory Trained Technicians with over 30 years experience

> We service most vehicle makes and models

Check out our project cars on AutoEdgeRacing.com

651-777-6924

Rental cars available at our location

