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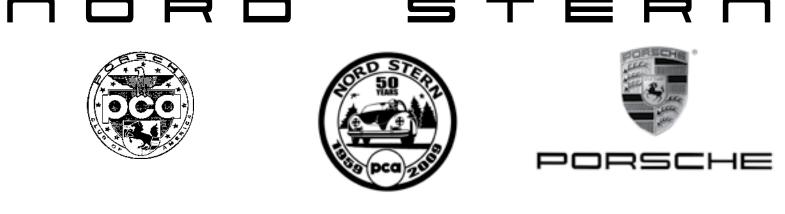
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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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Please contact staff for any event coverage you need

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: Featured at Porsche of Minneapolis' 50th Anniversary of the 911 Show are three of Nord Stern's 'hstoric' 911s: 1973 911, 1965 911 Photo by Ron Faust



"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

Betsey Porter

Secretary

betseyp@hotmail.com

jbluhm@oldrepnatl.com

jill@daneucom.com

952.432.3486

952.361.4872

952.240.4782

612.275.4891

651.492.9459

651.484.0303

507.273.5346

763.416.1655

763.479.8231

612.730.2351

eyerack@tcq.net

952.937.1822

612-275-4891

Mercedes Benz Club

kimfritze©aol.com

bb©bretbailey.com

kimfritze@aol.com

jim©qualitytapeinc.com

952.829.5989 ext 203

ps356er©yahoo.com

argosy@cluemail.com

Barclayiii@comcast.net

david@anderson.com

keith.jones@moscoe.com

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

Advertising Jill Daneu

Autocross & Time Trial Harvey Robideau p911SC@earthlink.net

Board of Directors Bret Bailey

Kim Fritze

Jim Bahner

Charity Fundraiser Keith Jones

Porsche Show Phil Saari

Club Race Doug Anderson

Driver Education Steve Meydell

Driver Education Registrar Brainerd Events: Dave Anderson

Driver Training Ron Johnson

Drives Mike Lancial

Fall Color John & Suzanne Dixon

German Car Fest Paul Bergquist

Historic Archivist Kim Fritze

Insurance Chair Michele Deml Johnson 952.476.7445 micheledj@earthlink.net

Membership Ed Vazquez

Met Council

Bob Kosky

Newsletter Christie Boeder

612.845.4509 editor©nordstern.org

lon@snscabling.com

952.240.4782 (cell)

bb©bretbailey.com

p911SC@earthlink.net

kredds@comcast.net

brad_l©lanoequip.com

Keith©Curtisssd.com

mjj0000©gmail.com

cjohn1291@gmail.com

lydiaquam@gmail.com

952 361 4872

612.805.3565

612.282.3647

612.275.3123

612.386.5255

952 471.0065

612 275.4891

612.720.0760

952.938.6887

edmn911@aol.com

4tun8©usfamily.net

Road America DE Keith Fritze keith©curtisssd.com

Rules Bret Bailey

Rally

Lon Tusler

Harvey Robideau

Safety Keith Erickson

Brad Lano

Shop Relations Keith Fritze

Michael John

Social Carrie John

Taste of the Track Lydia Meyer

Timing and Scoring Ed Tripet

Touring Mike Lancial

Jim Bahner 952.929.2762

Zone 10 Rep Kim Fritze



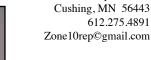
tripet5@mchsi.com 952 929.2762 thelancials@msn.com

Randy Walker

Track (BIR & RA) Relations 651.492.9459 jim©qualitytapeinc.com

rswalker@baldwin-telecom.net

Webmaster Tom Prezario



30851 Fish Trap Lake Dr

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

The Prez Sez . . .

Treturned today from my 30th class high school reunion in South Haven, Michigan. This was my second trip to Michigan this summer (the 2013 Parade was the first). It was a great excuse for a long Porsche road trip. One thousand five hundred ninety miles round trip (1,590!) in the first 911 pusher I have ever owned. What an awesome and fast ride. I even managed to squeeze out an average of 27 mpg with the cruise control set at 80 mph.

How does my high school class reunion relate to Nord Stern? It made me think about how fast time flies by! I have been a Nord Stern member for almost 20 years already. Another summer has come and gone – and I have to say, there have been many fantastic events in our region once again. Thanks to everyone for all of their hard work in making them a huge success! We have to make the time to enjoy the events as they happen because time slips away so quickly. Before you know it, the year is over. You may have intended to participate in this event or that event this year, but you were caught up in something else and did not do it. Poof – you missed it.

Well, I have great news for you – it is not too late! Nord Stern has a number of events coming up yet this year. We have the final <u>track</u> event of the year coming up quickly if you are a track enthusiast or want to become one. Be sure to sign if you haven't already done so. As a reminder, part of this event is our drivers' training school on Friday, September 20. This will be followed by two days of Drivers Education (DE) on Saturday the 21st and Sunday the 22nd. I am hoping to keep this fantastic weather pattern going for this event.

The next weekend, September 27th through the 29th is the annual Fall Color Tour in Tofte. Do you want to get to know the people who make up Nord Stern? If you have never attended, this is the uber social event of the autumn season. Be sure to come and join us as we tour a very beautiful part of Minnesota with a convoy of Porsches



drawing attention everywhere we go! I especially enjoy the social aspect of the Fall Color Tour.

There will be other events after these two, but we are only in September, so let's focus on the here and now.

Finally, just a reminder to mark dates in your planners for the 2015 Escape to Rushmore: September 30 – October 4 sponsored Nord Stern. Stay tuned for more info.

Hope to see you soon, Ron Johnson

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Ad frequency	X1-5	x6-11	x12		
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1/2 pg.	\$77	\$69	\$50		
1/4 pg.	\$46	\$39	\$30		
1/8 pg.	N/A	\$30	\$20		
Inside Covers	N/A	N/A	\$85		
Back cover	N/A	N/A	NA		
Business Card	N/A	N/A	\$20		
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1/2 page:	8" wide by 5.25" high				
1/4 page:	8" wide by 2.625" high; 4" wide by 5.25" high				
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Welkommen . . .

Welcome ... New Members

(and returning/renewing members!)

We hope to see you at upcoming events!

Eric Axelson Minnetonka, MN

Stuart Bailey

Eden Prairie, MN Jeffrey Chapman Laporte, MN

1999 Boxster Stephen Davis

Crystal, MN

Douglas Hagen Minneapolis, MN

Herbert Hemenway Northfield, MN 2010 911S

Richard Iwen Minneapolis, MN

Mark Jensen Maple Grove, MN 2007 Cayman

Jain Kapil North Oaks, MN

Charles Mack Ham Lake, MN

Jon Martinson Orono, MN

Richard Miller Balsam Lake, WI

Paul Olson Roger, MN 1969 911

Jeremy Peterson Chaska, MN



turner

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

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

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

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

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

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

Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release. **Time Trials:** On course timed lap with controlled starts and exiting.

PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

Rally: An event wherein a driver and co-driver complete a

predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on pg. 3!

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



From the Editor . . .

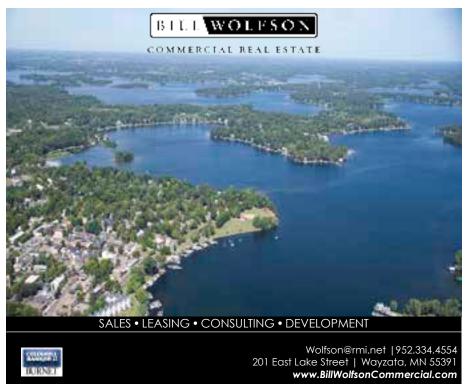
In lieu of a column, I'd like to simply publish a Clubtalk series honoring one of the 'unsung' heroes who help make this club what it is! I'll be highlighting this year's club race in this issue and the next with photos and commentary but want to give this guy a special place here in the newsletter. He truly does some amazing behind the scenes work and in fact, another one of his endeavors takes place September 15: the 901-O-Rama. See page 18 for more info. Don't miss it!

And on that page you can find info on the last of the 2013 Quattro Club Teen Driving Clinics. The clinics are held each year and more than worthwhile.

Another Kind of Eventmaster

Of course we want to thank all the folks who worked hard to give us such a wonderful weekend (the annual Nord Stern Club Race/DE at BIR). The Club Race is the highlight of the Nord Stern year in my books. There's another guy I'd like to give thanks to--**Mark Bouljon.** For the Club Race he tirelessly brings up all that cool stuff and runs the goodie store every year, as well as getting the pace car to us.

Mark has also organized a series of fun events for Nord Stern over the years. This year it was the 50th Anniversary 911 celebration at Porsche of Minneapolis. Last year it was the huge vintage poster display at the All Porsche Show. A few years ago it was the 911 Long Nose event at Marine on St. Croix. A decade ago he put together the 911 40th Anniversary Event at what was then



Carousel Porsche. I can only imagine how much time these events take. I'm probably missing some events, but he's also always there in the Parts Department to give very knowledgeable advice and help find parts we need, no matter how old they might be.

- Thanks, Mark, Ron Faust

Ron, thank you for taking the time to acknowledge Mark Bouljon. He more than deserves these accolades and you worded that so wonderfully. I've personally enjoyed working with Mark over the years on the various Porsche of Minneapolis events that he's put together as well as the support he gives our club and our programs. Various events over the many years have benefitted from his and the dealership's support. The club has been able to put together wonderful opportunities to learn about their beloved cars, enjoy them and plain have fun driving them whether it's on track or out and about on our roads. Kudos to Mark and Porsche of Minneapolis/Porsche of St. Paul - with a personally very grateful newsletter editor!

– -Christie

Absolutely...Mark is the best! To learn more about Mark and his fantastic team at Porsche of Minneapolis, visit our website at www.nordstern.org and click on the July 2012 issue of Nord Stern. Mark was the FIRST advertiser to participate in the inaugural Advertiser's Apex column, which appears on page 39. Thanks for your ongoing support, Mark!

- Jill Daneu Nord Stern Advertising Manager

Hear! Hear! Mark's contributions to the event are now "traditional" and perhaps taken for granted by some. His thoughtful preparation and attention to detail in execution are remarkable.

All that and he's a heck of a nice guy! He was certainly patient and calm in educating me about how his activities fit into the Club Race adventure.

I second Ron's Thanks to you, Mark (and am embarrassed that he beat me to it).

Doug Anderson

Agreed. Mark has been a tremendous supporter of Nord Stern and a huge asset as Carousel's (oops, Porsche of Minneapolis') ambassador to their customers. Always happy to see him whether it is behind the counter at Carousel or in the Quattro garage.

- Nick Cirillo



2013 Calendar . . .

He Drove it 82 years . . .

courtesy Gordy Doerring and LiveLeak.com

2013 September 2 **Annual Rochester Labor Day BBO and Picnic** Details TBA, Questions Jeff Boehm at 507.261.9407 8 Wayzata Rotary Charity Motorsport Show Downtown Wayzata 10 a.m. to 4 p.m. 14 **Oktobefest - All German Car Show** AutoMotorPlex, 9 a.m. to 1 p.m. See Ad pg. 19 15 901-O-RAMA A gathering of small bumper cars ('64 to '73) Location: Marine-on-St. Croix Details: TBA Questions, Call Mark Bouljon at Porsche of Minneapolis, see ad Inside Back Cover 20 Last Fling Driver Training **Brainerd International Raceway** Eventmaster: Ron Johnson Register online at: clubregistration.net 21-22 Last Fling Driver Education Eventmaster: TBA Register online at: clubregistration.net 27-29 Nord Stern Annual Fall Color Tour Eventmaster: John Dixon, eyerack@tcq.net or 612.618.9506, Headquarters: Blue Fin Bay, Tofte

October

Tentative Monthly Business Meeting 10 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/

> September 19, October 17. November 21 and December 19

hey certainly don't make them like that anymore. This man • owned and drove the same car for 82 years. Can you imagine even having the same car for 82 years!



"How Long Have You Owned a Car?" Mr. Allen Swift (Springfield, MA.) received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new - as a graduation gift in 1928. He drove it up until his death in 2005 . . . at the age of 102.

He was the oldest living owner of a car that was purchased new. It was donated to a Springfield museum after his death (along with funds to maintain it). It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition (restored in 1988). (82 years). That's 13,048 miles per year (1087 per month)... for 82 years!



KW Commercial Minnesota 215 Walker Ave. S. Wayzata, MN 55391 dougarndt1@gmail.com

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Car Biz Board . . . One Stop Shopping!



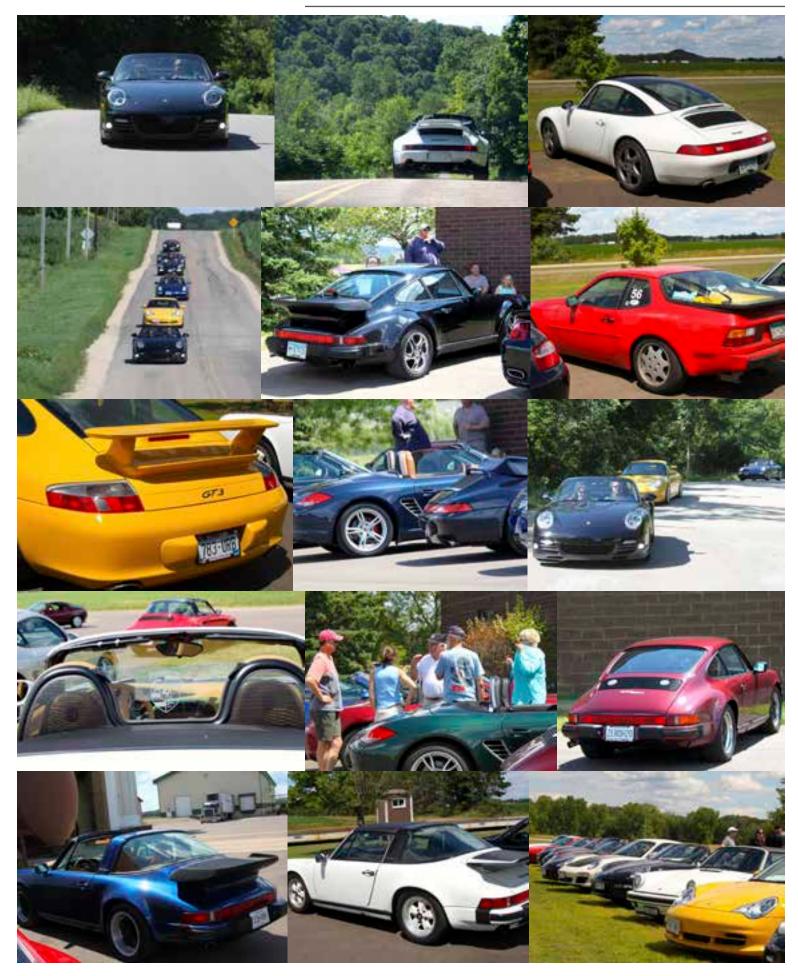
Winding Roads at 2013 Vino In the Valley

Photos by Lisa Schneegans



Roads, Cars, Scenery at 2013 Vino In the Valley

Photos by Lisa Schneegans



PORSCHING: The Third Person

It wasn't long after I purchased my first 911 that I was subscribed to every magazine that even mentioned the marque. In my reading I became increasingly envious of the experts: people who wrote technical articles and books about Porsches.

I wanted to be an expert, or more accurately, I wanted to be treated as one, but it seemed to me I lacked three things: knowledge, experience and a nickname. Probably the thing that impressed me most about nicknames was that it gave the owner freedom to refer to himself in the third person. I had always wanted to write about myself in the third person, but I never had the confidence to do so and I wondered if I ever would.

During those early days, Karl was over so often than my wife started calling him my boyfriend. I thought Karl was coming over to help me fix my car, but it wasn't until much later that I noticed he only came over very late in the afternoon and always stayed until I invited him up for dinner.

With Karl's, and less frequently, John's help, I soon came to realize that really the only essential skill I lacked for the purposes of car repair was confidence. Once I started to become confident that I could fix things, I started to do it. Eventually I came to the realization that I could learn far more by making mistakes.

For example, during an engine cleaning frenzy one day, I removed my distributor (there's this little nook under the left side of the fan that you can only really clean with the whole distributor out). I was putting it back in when I realized that I'd just screwed up the ignition timing. It's easy to become confident that you can fix your mistakes when your wife can cook and Karl lives nearby.

"You butcher! " He exclaimed. "You always turn the engine to topdeadcenter before removing the distributor!"

"Topdeadcenter. Right."

"OK, we will have to do a static timing. Are the wires installed correctly?"

"1-6-2-4-3-5."

Karl nodded, we did a static timing and I tried to start it. After a while we hooked the battery up to a charger and ate dinner. When we returned, Karl decided the static timing must have been far enough off that it couldn't start.

"You crank it and I will turn the distributor until it starts." I raised my eyebrows, but complied. I sat inside the car, turning the key in short bursts, while Karl changed the ignition timing. It was just after Karl had gotten to the cursing stage that the event which caused the formation of the universe occurred.

Ears ringing, I jumped out of the cockpit expecting to see Karl's remains splattered across the rear wall of my garage. Seeing, with relief, that he was still alive, I screamed, "You BUTCHER! What have you done?"

The car had survived pretty well, too, blowing only an exhaust

gasket when the unburned fuel from many minutes of unsuccessful cranking had ignited. I, and perhaps even we, learned several lessons that evening, the most specific of which was that, while firing order is important, there are two ways to install the wires in the correct order (clockwise and counterclockwise) and only one of them actually works.



I continued to gain knowledge from reading

the Porsche literature, I continued to gain experience by making mistakes and my confidence continued to grow. Shortly after I rebuilt my carbs, I started to notice that more and more of what I read described things I already knew. "I could have written that," I would think.

It wasn't much longer before I was convinced that there was only one thing I lacked before people would treat me like an expert: a nickname.

John seemed to feel that my nickname should be German, because Porsche is German. I didn't see the connection myself, but it didn't seem too hard since I did know someone who was not only German, but spoke German - of course dedicated Porsching readers know I'm talking about Ferry Porsche.

I called up Fer for advice. This is from memory, of course, but I recall the conversation going something like:

"Hey Fer, it's Chris, how's it hanging buddy?"

"Chris?"

"Listen, Fer. I need some advice. I'm looking for a nickname to use when I write articles for Porsche magazines."

"How did you get this number?"

"I want the nickname to be German. It should be really cool, because I just rebuilt my carbs. Ever rebuild carbs, Fer?"

"Don't call me Fer."

"So about that nickname."

"Good bye."

"That's an interesting suggestion, but I'm pretty sure that's English. I wanted something in German . . . Hello?"

The German phone system wasn't very reliable in those days. Luckily, I had a backup right nearby.

"A nickname in German . . ." Karl said, thoughtfully. "Hmmmm." "I want it especially so that when I write articles about technical stuff, like how to connect the spark plug wires to the distributor cap, I can refer to myself in the third person."

"Who is the third person?"

"Me."

"Huh?"

"It's a literary thing, Karl, never mind. Concentrate on the nickname. It should be 'the' something, like 'the great one' or 'the master.' How do you say 'the' in German?"

"Der."

"Don't be obnoxious. I'm sure it's something you think everyone should know, but I don't."

"Der is the German word for the."

"Oh. Der." I shrugged. "I don't see why it can't just be 'the', but OK, if it makes sense to you. What about 'master'?"

"The Master,' eh," Karl said, eyeing me curiously. "In German, that word has special meaning. It is a position of respect you earn only after a long time."

"Perfect. That's the name for me."

Karl smiled. "OK. I think your nickname should be 'Der Metzger'."

"Der Metzger. That sounds cool," Der Metzger said. "That means 'the master'?"

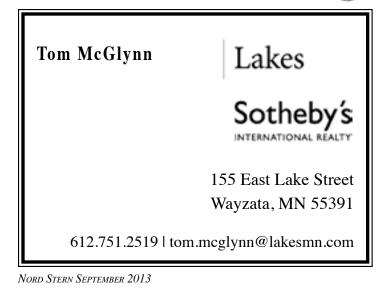
"Something like that."

Der Metzger said his new nickname a few more times, and smiled. "I like it ... oooops ... I mean ... oops again ... grrrrrrr." Der Metzger took a deep breath. "That is, Der Metzger means to say that he likes his new name."

Karl's face contorted. "But I thought you were Der Metzger?" "I . . . no . . . he . . . no . . . ummmm . . . yes." "Huh?"

"Look Karl, Der Metzger doesn't expect you to understand right away. Just read his article about distributor caps in the next Excellence. Good night." Der Metzger escorted Karl, who had clearly gone into one of those infinite loops that Kirk would use to destroy bad computers, to the door. "Thanks for the nickname, Karl. Good night."

Der Metzger went to sleep that night happy, and he dreamed about cattle.



Out And About at 2013 Club Race/DE

Photos by Phil Kittock













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

High Gear: What Was That?

A re you like me? Say you're traipsing down the street, lost in your own thoughts and . . . you hear it, the blat of a highly tuned, high output voiture du sport.

Your head does an immediate snap swivel. Just like what happens when the doctor taps your knee with his hammer. And you peer, this way, that way, for where that glorious sound is coming from.

If you're really good, you've already concluded that the exhaust note is coming from a flat plane crankshaft, or a turbo flat six, or a vintage four-banger. You look, and look, and there it is. Cool. Bingo. Chalk it up.

In Denver, this involuntary tic once led me to glance up and outside a restaurant to see a Ferrari Enzo, red, just tootling down a side street . . . the only time I've ever seen one in actual motion on the road.

Another time, I heard something . . . my neck swiveled . . . and I spotted . . . a Veyron in motion. Triple black. I was able to follow on foot and saw that the thing was pulling up to a local Marriott. But by the time I got to the front door of the hotel, the driver was gone. So I asked the doorman who was driving. Some rock star? Sports hero? Celebrity? "No," he said, "some guy. He just parked it and went in."

In Los Angeles a few months ago, I was cruising in traffic in a rental on Santa Monica Boulevard from the 405 on my way to West LA on a Sunday morning to meet my daughter and son-inlaw for brunch and when I got to the cross streets that exit from Beverly Hills, what passed across my bow? An Aventador.

Then there was the Vector in Santa Monica a few years ago. And the Blower Bentley in Laguna Beach, with a Colorado Grand sticker on it. Parked at a meter, like the guy was about to come back with his Starbucks frappe. I have a photo of this one.

I know, I know, what you see in ten seconds in Monterey in August trumps my spottings to smithereens. But I haven't made it to Monterey in August . . . yet. I'm still adding to my own list. And, besides, you expect it there. Even though a high percentage of high-dollar exotics and classics were probably trucked in, and never went anywhere. I think it's much more fun when the spotting is a chance dichotomy with everyday vehicular conveyances. In the real world. When you least expect it.

So, when I spent a week in Paris last month, I kept a list.

Now, understand, Paris is, in my considered opinion, the finest walking city on earth. Wherever you look, it's the best picture postcard you've ever seen.

But the streets are chock-a-block with mini-hatches. Smarts. The Toyota version. And a sea of econoboxes we don't see here -Seats, Skodas, Citroens, Peugeots, creating hardly enough room for all the scooters - including those crazy Piaggios with the two front wheels - to squeeze to the front of the queue at every stoplight.

Which made it all the more startling when, my first of three and a half days on foot, I watched as a vintage Bugatti, bleu, Type 35, je crois, literally wheezed into this miasma. Mind you, this was a weekday morning.

And it made the Audi R8, white, look all the more startling, later in the day. The same goes for the MGB GT, BRG, and the '30s Citroen, black. All in the traffic zoo. Where were they going? Why?

Day two saw a 599 GTB, fly yellow, a red 328 GTS, with the top on. This one I admired for quite a while. My foot speed was about the same as his, along the Quay D'Orsay.

Let me make something clear. There were plenty of Porsches, mostly 911s and Boxsters. They were easy to spot. You just looked for something squat in a sea of shrunken panel trucks that seem like they'll tip over in a crosswind, onto one of the Porsches. I didn't even bother to write them down.

No, what stopped me in my tracks was the Caterham on day three, brushed metal body, that big number 7 painted in the front radiator grill. Just immaculate. Then I saw another 599. And a few Astons.

When I passed Avanti Motorsports, near the Eiffel Tower, I discovered that anyone in Paris can join in the fun, if they have the means. In their showroom was a 356 coupe, baby blue, a Healey 3000, a real 289 Cobra, with two exhaust pipes exiting just behind the passenger door . . . and what sure looked like a real D-Type Jag, fin behind the cockpit and all. I didn't go in to verify. I was moving on foot, in Paris.

I know, I shouldn't count these, they weren't actually on the street. But, hey, this was in a business/residential quatier, adjacent to a patisserie and a clothing boutique.

The last day, another Caterham, BRG, with a couple inside, inching up the Rue de Rennes. All I could think of was, where do they put their shopping bags?

A few nutty "voitures Americaine." A Cadillac Fleetwood Brougham, one or two '80s Mustangs, a C-4 Vette, with the Euromarket license plate wrapped around the American-size inlay. What do these people do for parts?

I didn't have a clue. I was too busy, adding to my list of cool cars, on foot, in Paris, the greatest walking city on earth.

The next time you're out and about in a big city, I'd like to tell you to look and listen. But, if you're like me, I don't think I have to. Just don't stop, you're making good time.



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

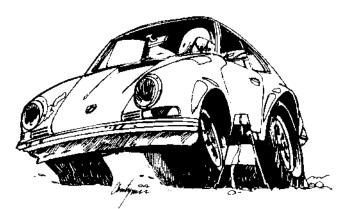
2013 Driver Ed schedule will feature three weekends at our home track, Brainerd International Raceway in Baxter, MN and a two-2 day event on Road America in beautiful Elkhart Lake, WI.

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

Last Fling Driver Training . . . September 20 Contact Ron Johnson for further info, 952.476.7445

Last Fling DE . . . September 21 - 22

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





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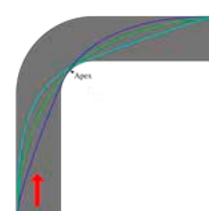
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- **3. Type of business?** Paintless Dent Repair (often referred to as PDR).
- 4. Years in business?We have been in business for 23 years.



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

We have been a club member for five years and an advertiser for eight.

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- 7. My favorite Nord Stern event is ...? The Dent Kraft tech session, of course!
- 8. My favorite PCA event is ...? I haven't been to a PCA event yet, but look forward to attending one in the future.
- 9. Nord Stern members would be surprised to know that ...?

We provide Nord Stern members with preferential treatment and scheduling as well as special deals.

10. When I'm not at the shop, you can find me ...? Golfing, boating with family, or at sporting events with my wife and kids (karate, soccer, tubing wakeboarding etc...) and snow skiing!

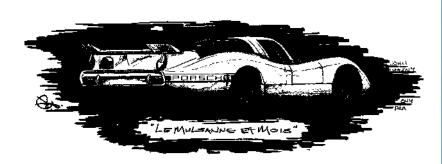


PCA ZONE 10 CALENDAR

SEPTEMBER		
7	Drive to Trains, Planes & Automobiles, Geneseo, IL	Central Iowa
8	Salisbury House Concours D'Elegance, Des Moines, IA	Central Iowa & Schonesland
12	Trip to Lanesboro, MN	Dakota
14	Ste. Genevieve Winery Tour	St. Louis
15	901-O-RAMA, Marine on the St Croix, MN	Nord Stern
15	Autocross at Road Yoder	Wichita
20	Last Fling Driver Training, Brainerd International Raceway	Nord Stern
21-22 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	21st Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN Driver Education, Mid America Motorplex, Pacific Junction, IA	Nord Stern
28-29 28	CPG Drive & Dine, Settler's Inn, Boonville, MO	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	St. Louis Kansas City
7	Holiday Party	Kansas City

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

Central Iowa Region: www.cia.pca.org	Ozark Lakes Region: olk.pca.org
Dakotas Region: <u>dak.pca.org</u>	Red River Region: <u>www.RedRiverPCA.org</u>
Great Plains Region: www.gprpca.com	Schönesland Region: www.schonesland.org
Kansas City Region: www.kcrpca.org	St. Louis Region: www.stlpca.org
Nord Stern Region: www.nordstern.org	Wichita Region: wic.pca.org





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

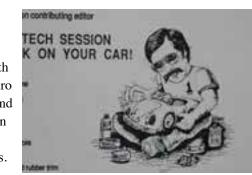


Our brilliant and crafty editor has somehow gotten her hands on three 'new' old issues; the oldest I have ever seen. If we date Nord Stern's founding back to 1959, the club would have been only five years old in 1964. There were no 911's and everyone was driving 356's, but my old green one and even Bob Fleming's vintage pre'65 911 probably hadn't been created yet in March (editor's note: that is correct, the Fleming 911 was finished in December of 1964 and was the 147th made). BIR had not been built. The newsletter is a crinkled two page mimeograph copy (I used to love the smell of those copies; too bad the purple print was faded from the start). The first page already shows (see below) the graphics artistry of then president Hank Godfredson.

March 1964

- The monthly meeting will be at Little Jacks and feature "Stars and Bars-Daytona Beach" whatever that was.
- The ninth PCA Parade will be hosted by the Chicago Region at Elkhart Lake just before the June Sprints.
- The feature article covers the Grand Touring world championship race at Daytona Beach. GT class for 2 liters was won by Edgar Barth and Herbert Linge driving a 4 cam Carrera. Two American teams also won 1600 "c.c."

class with, one with a Carrera and the other with a Super. Pedro Rodriguez and Phil Hill won overall with their Ferraris. Dan Gurney



Ad for John Paterek tech session on restoration and someone called Bob Johnson placed 4th overall in a Cobra-Ford.

- Mark Wells can get you 10% more power with a Bursch exhaust system - one comes with a detachable muffler and straight pipes for track events. No chip modifications needed.
- Scuba equipment is wanted for an under-water rally planned by the 9th Parade Committee (? Editor's note: now this is really, really intriguing! I might have to check with our Chicago friends and see if anyone knows what in the world this was as I am really curious!)



September, 1988

14 years after the newsletter above but a time warp away, we return to the series with the beautiful full color covers. Jeff Langren is shown with a beautiful 914 converted to a hot red 914-6 by Langren and Sons.

• John and Dodie Mueller are Editors; Peter Muldowney is President (current member Dan Muldowney's father, it's genetic!)

• John Paterek is coming for a concours tech session and dinner in Chanhassen.

• Forty five Nord Sterners just got back from the Parade in Colorado Springs (with a truckload of awards in all categories, see scans! More in the next *Nord Stern*). The list fills a whole page of the newsletter. Only a few are shown

1st page of March, 1964 newsletter

The Scans Continue

in the scans. Nord Stern won 1st in the newsletter competition (editor's note: we always were a 'winning' region!)

- A PR person from the Factory had spoken at the Parade; sales were declining and Porsche was admittedly changing from a medium volume business strategy to a low volume one.
- Justin Draper describes a 3-day formula drivers' school put on by Skip Barbour at BIR. Fellow Nord Sterner Jerry Greene also attended; sounds like they had all the track time they could handle.
- Fifteen couples competed in a rallye which was tough enough to spread the finishers out over two hours (OMG!) The route planner was advised to leave town before getting lynched.
- Fast Fling results include many

current Nord Sterners: Bill Groschen, Kim Crumb, Corey Johnson (in a 928?), Guy Reeder, Jim Seubert, Bob Fleming. Roger Johnson, Rick Moe and Gordy Doering to name a few.

- **Daryl Fortier** bemoans the many new members with 356's who are avoiding the track at BIR. "*If your (old) car is suitable to drive to Brainerd, its suitable to drive on the track.*" Twenty five years later, we've still got four members on the track in their 356's.
- The Market includes a 1986 944T for \$27,900, a 1972 911T for \$7,500, and a 1977 911S for \$15,995.



Above, Jeff Langren 914/6 on the cover, September 1988



Bob & Judy Flemming With Old Car - New Trophyl



Left, Justin Draper at BIR Skip Barber school

The Scans Continue

Continued from page 23





Ocditedaon / Concour Trophy



Ann Bennion, Phil Mullen, Deb & Corey Johnson



Joann Speidel #1 in Class/ Autocross







Freeze Your Road Grime!

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

In this era of ecofriendliness where everyone wants to be green and help preserve and protect the planet, sometimes it seems that we can't.



I mean, how can you remove years and years

of road grime on a Porsche's engine, tranny, and under carriage without using harsh chemicals such as degreasers, solvents, abrasives, acids, etc., etc.?



Well, I just ran into the coolest and most ecofriendliest way of doing this.

I went to visit the owner a local Porsche Shop in the area, and when I got there I saw something that made my heart skip a beat or two.

They had a Carrera GT (yes, the \$400,000 supercar from Porsche) on a lift and I could have sworn that they were

sandblasting the \$20,000 CCCB (Carbon Ceramic Composite Brakes) rotors and calipers. I though my friend had just lost it!

I quickly ran over to stop the madness, but as I got closer, I saw that what was coming out of the



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Flatbed Service or Enclosed Trailer 763-253-1568 92 43rd Ave. NE Minneapolis, MN 55421 nozzle wasn't sand, but what looked like water vapor.

"Cool", I said to the owner, "using steam to clean the car?" "Nope", he said, "that's not steam, it's CO2 " (carbon dioxide).

I was immediately intrigued and started asking questions:

"So, what is it and how does it work?", "How do you generate

CO2 under pressure?", "Will it peel off the caliper's paint?", "What other chemicals do you add to the CO2 in order to clean?", and a bunch of other ones.

He stopped what he was doing and started to explain:



"This is called Cryo Detailing and we're the first ones in the South East to apply the technology to automotive use. It has a very powerful, specially designed air compressor to blast away oil, grease, and stuck-on grime using only CO2".

"It is safe on paint, soft rubber, decals, etc." and he then showed me how safe it was by blasting the beautiful, Carrera Silver, left fender on the Carrera GT with his nozzle. I carefully inspected it, and it was perfect!

"We do not add anything else. It's just pressurized air and CO2". "Come with me, let me show you what's inside the machine". I followed him and we went to a giant blue plastic bin which as he opened it I could see that it was full of what looked like steaming rice. It was obviously rice-like CO2 pellets.

As they were reloading the unit again with the pellets I took a handful (which almost burnt my hand from the intense cold) to photograph them, next to a penny to give you an idea of their size.



"The machine is fairly simple", he said, "it's a big air compressor which generates very dry, pressurized air, then uses the pressure and a venturi to add the CO2 pellets to the stream of compressed air through a hose. Before

it reaches the end, we install the correct size-for-the-task mesh and nozzle for the particular job we're doing".

"So, depending on the air pressure, on the dry-ice particle size and on the nozzle's diameter and length we can do such delicate work as clean the white thread's stitching on a leather seat or we can strip off paint."

"Why dry ice?" I asked. He answered: "The cold temperature, which can be brought down to 111° F below zero basically deepfreezes the grime which is then blasted away by the air pressure and the small dry ice pellets. That's why there's no residue other than the dirt we've just removed."

"So did you guys invent this or what?"

"No", he said, "this technology is actually used by Porsche and its dealers in Germany, as a standard service. We're just the first in the area to offer this service."

When I got back to my office I went online to check and I found this on Porsche's European Website:

But, the skeptic that I am I said: "well, this is nice and dandy on a concour-ready Carrera GT, but does it really work on old, bakedin crud as that on my 14 year-old, 214,000 mile Boxster? ;) ;)



He said, "bring it in tomorrow and I'll show you."

The next day I was there bright and early with my old girl.

First I took a couple of "before" pictures to have something to compare. Now, you be the judge:

But maybe what impressed me the most was how delicately the Cryo Detail takes off the grime but leaves the part completely







undisturbed.

Take a look at this aluminum suspension part which

was scribed at the factory with "2918". You can see how well it cleaned, yet you can still see that the original a l u m i n u m surface was not altered (sandblasted) in



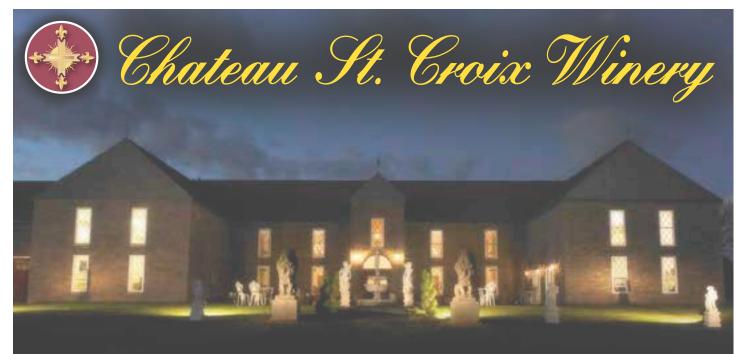
any way.

This is really interesting technology, in particular for engine builders, car restorers and Councour D'legance enthusiasts or just anyone who wants their Porsche as clean as possible, even in places that no one ever sees. And the best part – it's eco-friendly!

Happy Porsch'ing, Pedro



Nord Stern September 2013



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

Rick Moe nurburgring, inc. dasring.com







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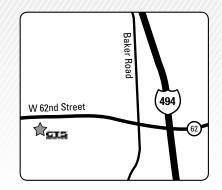
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Book Reviews for Porschephiles . . . Porsche 911 Story: the entire development history, 9th edition

by Paul Frère & Tony Dron, published by Haynes Publishing, Sparkford, U.K. Reviewed by Bruce Herrington, Orange Coast Region, Courtsey Grand Prix Region PCA, The Circuit

The technical detail in this book is mind-blowingly comprehensive for a narrative type book. It contains a tremendous amount of data whose usefulness is enhanced by a very thorough index (5 pages of 5 columns)! It is very well illustrated throughout, with photographs, diagrams, schematics, cutaways and ghosts (such as on the cover). There are also three special sections of high quality color plates that look like illustrations from *Christophorus*. With reasonably large type and lots of white space, it has the appearance of something produced by the graphics department of Porsche AG. Indeed, the factory

is given extensive acknowledgments for their support of this book, and clearly, many photos and most of the graphics must have come from factory sources.

Porsche 911 Story consists of five Parts. Parts 1-3 reprise the 8th edition of the book written by Paul Frère before his death in 2008. These Parts cover 911s from 1963 through the 997 Gen 1. Parts 4-5, written by Tony Dron, cover the 997 Gen II and the 991 through 2013 and are a seamless extension of Frère's work.

Both authors have been prominent race car drivers as well as experienced

journalists. Frère drove F1 cars for Ferrari and won LeMans in1960. His 1963 book *Competition Driving* is a classic, and he was *Road & Track's* European Editor for many years. Tony Dron was runner-up in the British Saloon Car Championship and won the Porsche 924 Championship in 1978. He drove for Porsche at LeMans in the early '80s, and writes regularly for *Octane*, *Vintage Motorsport*, and was long time editor of *Classic Cars*.

Each of the five Parts, covering different 911 eras, include chapters on General Description, Engine, Transmission, Running Gear and Driving Aids, Body and Interior and Racing Models. The appendices provide easy to read tables which cover the chronology of changes, as well as specific data on bores and stroke, valve timing, tire/wheel sizes, DIN Weights, Engine Model Numbers, Evolution of Brakes, etc. Each chapter goes into great detail of how the design features were developed. The narrative contains a wealth of information, such as valve openings/closings, even

graphs of quantity of fuel delivered vs RPM, for various degrees of throttle opening! Horsepower, torque and associated RPM are mentioned for each engine type as they are discussed. Though heavy with technical data, the text is focused on telling the story of the development, and is fascinating to read despite the numbers which are scattered liberally throughout the pages.

Porsche 911 Story makes it clear that the changes from model year to model year did not just happen, but were carefully developed, sometimes with with several years worth of test

and evaluation of developmental versions before finalizing the component or setting. True, the wealth of technical data gets a bit overwhelming if you try to read the entire book from cover to cover, but if you pick and choose a particular year/ model, or a component of particular interest, you will find yourself really hooked on the story of the design challenges considered and how the solutions evolved. The level of detail is such that there is a discussion of why the Carrera RSR inner rear suspension attachment was moved up by about 3/8 inch, and the front attachment point of the front wishbone down by about 1/4 inch.

Printed on heavy duty, high gloss paper, *Porsche 911 Story* is truly a book to revere for a lifetime. With 200 photographs and 200 outstanding graphics, and over 17,000 line items in the Index, it presents an immense amount of information in a very readable form. That it is all presented in an eminently readable fashion makes this a must buy for any 911 enthusiast. If you own a 911, or are considering buying one, you will find the appropriate chapters to be most informative. By the time you read this review, Porsche 911 Story should be available for \$79.95 from your favorite bookseller (ask for it), or from http://www.motorbooks.com.







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Thanks, Michael Bredahl

Collision Center with Jurgen. Did my 335 a couple of years ago .

- Nick Cirillo

Jurgen (Collision Center) did a friend's Mercedes and did an impeccable job.

- Jon Beatty

Dent Kraft PDR. They have done excellent work on my cars over the past 10 years.

- Rolf Penzel

Don at Dent Kraft PDR has done 3 of our cars and my 993 Cabriolet. Big dents, little dents, all saving us money over paying for "normal" body work. I even received a \$2,500 lower quote repaint of our car after Don did \$900 of dent removal FIRST.

I receive no compensation for this endorsement, I have just been so impressed by their work AND their dedication to making sure we were satisfied, I feel strongly about recommending them.

- Todd F Smith

Don Kavanaugh at Dentkraft on the north frontage road of I394 at the Wayzata/Minnetonka border (just east of the BMW dealership) did a great job fixing all of the dents in our daughters car when she got caught in the big hail storm a year ago. And he's very supportive of our club!

- Bruce Boeder

Masterful skills and high ethics give us no reason to go anywhere else, Don and the Dent Kraft crew always take care of our cars. They worked magic on my truck last year and most recently on my wife's Audi.

- Laurent Migault

Thave to chime in as well and give props to Don at Dent Kraft. Recently he magically and reasonably worked a dent out in the front fender of my '04 black 996TT which happened in my garage, of all places. My car is an absolute garage queen and was flawless up until then. Alternative was a new fender and paint, so needless to say I was floored when I saw his work. No matter how and what angle I view from I cannot find exactly where the ugly dent once was. And again, this is a black car!

Saw them working on a few hail damaged vehicles while at his shop and can attest to the fact that they are extremely thorough. The place is impeccably clean as well.

A person could not go wrong with Dent Kraft PDR and I highly recommend them.

- Kevin Fitz

Dent Kraft took a large dent out of my Cayman roof and I could NOT find where it was when I picked up the car. They are great!

- Dale Trippler

I'll echo Bruce, Todd and Rolf, et al. You can't do better than DentKraft. They worked out a dent in one of my cars that other shops, (really good ones) said couldn't be done and wanted to replace panels. Flawless work. Good luck.

- Phil Hancock

Bravos for Bravo!

Does anyone have experience with Nord Stern advertiser Bravo Protection Products or alternate recommendations for clear bra and window tint installers in the Twin Cities? This is for a 2014 Cayman S, just delivered yesterday. Thanks...

- Cory Hoeglund

Look my 997 C2S to Bravo for a little touch up and they did a great job.

My whole GT3 (bow to stern) was done by Bravo Protection and the workmanship is great. I actually bought the car from the owner of Bravo Protection, Tommy. Good guy. I recommend them.

- John Blackburn

I too had Bravo do a clear bra on my 2008 Boxster. It's been on for 3 years and still looks great. The owner does great work and a very fair price I thought. Nothing but the best materials. I had entire front bumper, headlights and front of fenders, part way up hood. and mirrors all done for about \$500. Could not see the seams at all except up close and then only in the right light. I will use him again when the need arises.

- Terry Saxton

Cory, I also have had work done by Bravo on my BMW and my Porsche. You will have no regrets and they are advertisers. FYI to all Not only is Bravo an advertiser BUT Tom the owner of Bravo has redesigned our website and one day we may see it. I recommend you see Bravo .

– Ed Vazquez

5th Annual Vino in the Valley Kudos - See pages 10 and 11 for photo!

Thanks Randy (Walker). It was a fantastic event and very well planned. We had a great time and the weather couldn't have been any better. So many beautiful cars, great roads, fun people, and Vino in the Valley really is a perfect ending location for dinner.

- Sincerely, Sarah DeLong & Tim Fahey

K^{udos} to Randy for heading up Vino in the Valley (ViV!). – Jill Daneu! Here are a few videos that BJ shot with an iPhone. These are the first videos she has ever done and they are pretty good if I don't say so myself! She is still learning so next time will be better!

http://youtu.be/9ejdmpecVY8

http://youtu.be/tz4BQ9a3DGs

Thanks Randy for all the time and effort to put this event on and for the excellent choice of roads and stops. It was a very fun day! And thanks to Ed for bringing up the rear!.

- Jeff Boehm

Thank you Ed and Randy for putting such a wonderful event together and to all of you for making us feel welcome to the club. Mitzi and I had a great time and we hope to join in on more fun. Thanks to Lisa and Sarah for the pictures.

- Laurent Migault

First off, thank you Randy!! What a fun event this was, once again! Just the right speed for us who are not about to race their (old) cars to BIR but love to drive them in a bit more spirited way. And of course, the fellowship. What a nice group of people. Fantastic!

- Klaus Schneegans





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Classifieds

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

1963 Devin 'D' Vin # 4855076

1963 Colorado Title as 1963 Volkswagen. Currently has Minnesota clear title. 2nd Engine was Porsche 356 (?), 3rd Engine was Buick/ Olds/Rover 215 ci V8, Possible 4th engine was 454 ci Olds (hearsay, not proven). Car purchased in 1989 out of Colorado from then owner Mr. Robert Fling. Car was reported to be one of AK Miller's hill climb cars. (also never proven), many signature features of AK Miller type modifications: Huge 2 1/2 inch Roll Bar, Sloppy fiberglass work, Ugly flares, Very rough Reddish-brown gel coat. Car was to be restored and got butchered: engine & huge rear radiator were removed and consequently "Lost/Strayed/Stolen/ Misplaced or Sold behind the barn" and never found. Car currently very rough and needs full restoration: No Engine. (S/B - Porsche or 215 ci Buick, Olds, Rover), No windshield, No rear deck lid, has American Mag wheels. Many early and current pictures are available. Original Devin 'C','D' & 'SS' brochure, magazine articles, with mentions of Bill Devin and AK Miller. See similar car restored at last Porsche Parade that won "Peoples Choice". Make Offers to: Bill Groschen Cell Phone; 952-292-6349 Anytime



1986 Porsche 911 Carerra

Excellent condition. Rare black with saddle (camel) interior, whale tale, 3.2L. 114K miles, 16" original Fuchs, recent (4K miles ago) synchros, rotors, re-painted hood, new interior headliner, tach flipped 180 degrees for easier reading at speed.

Rare European headlights. Spectacular street car that shows well and with minimal investment could be a concourse competitor. Only work remaining is rear brake pads and 4 marker lights. \$23,000. David Adams, playfullynow@gmail.com, C 612-802-7404, H 612-605-5277.

\$33,900. Tiptronic, no accidents, never seen snow, stored in climate controlled indoor parking, never driven during Winter, and maintained by one of the best porsche specialists in the area. Beautiful guards red with cashmere leather interior, Hi Fi sound package, ice cold ac, 17" alloys, power seat, sunroof, clear bra, with

1996 911 Carrera 2



all records, manuals, and a super clean car fax. No fluid leaks or other issues. Non smoker owner and this Porsche has been babied. This car has the coveted 993 body style which is the last air cooled model and a collector's dream. 993's are appreciating in value! I have owned the car 7 years after it spent its prior life in a southern state. Took me 2 and a half years to find this specific combination so it is somewhat rare. Contact me with questions. With low mileage at 57,400, this is a great car!!! Scott Bracke, scott993@gmail.com. 1999 996 Carrera

Tiptronic, black/grey with 73,000 miles. Since 2006 the car has been serviced by Carousel and lately by Auto Edge. Carfax available for years prior to 2006, subsequent records available on request. Current owner has always garaged it and stores it in the winter and it has not been raced. Asking \$21,600. Please contact Sara with any questions or inquiries at sasexton@q.com.

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. Ideally, 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 information.

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.

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

Wanted

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.

Wanted

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

1973 914. 1.7L

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 view from turn 3 at BIR during the 2013 Club Race (check this out online as the colorful array of car paint adds to the excitement of all that horsepower being held in check on the warm up lap - note pace car leading the way!). Photo by Phil Kittock

Kudos for the 2013 Nord Stern Club Race/DE

Photos by Phil Kittock

Nord Stern region has always claimed that it races and DE's at the fastest track in North America.

Looking at the Mylap results from this past weekend bears that out.

The fastest lap of the weekend was turned by Nord Sterner Jerry Greene at a 1:39 and change, which works out to 111+ MPH average speed.

Further back in the pack the E class guys were right at averaging 100 MPH for the 3-mile lap.

Contrast that to Road America where the previous weekend, racing at The Hawk (thanks, Dave Roberts!) my average speeds were only about 91 MPH for the 4-mile lap.

As Roger Johnson always says "Yikes! That's a fast track we have here in Minnesota!"

- Bruce Boeder





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