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October 2013





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

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

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

3. Or, to join or renew a Nord Stern membership via Pay Pal, visit www.nordstern.org and select ‘Join’ and follow the instructions

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

Address Changes:

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

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Ed Vazquez

**18918 Dorenkemper Place
Eden Prairie, MN 55347
email: edmn911@aol.com or
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Reminder, Annual Dues are:
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Nord Stern membership Options
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**Check your mailing label
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**Contact Ed with any membership
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President

Ron Johnson
14711 Woodruff Rd, Minnetonka, MN 55391
612.730.2351
or porschebreat@earthlink.net

Vice President

Dave Anderson dave@anderson.com

Secretary

Betsey Porter betsey@hotmaill.com

Treasurer

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

Advertising

Jill Daneu jill@daneu.com
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
Kim Fritze 612.275.4891
kimfritze@aol.com
Jim Bahner 651.492.9459
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@clueemail.com

Driver Education

Steve Meydell 763.416.1655
Barclayiii@comcast.net

Driver Education Registrar

Brainerd Events:
Dave Anderson 763.479.8231
david@anderson.com

Driver Training

Ron Johnson 612.730.2351

Drives

Mike Lancial 952.929.2762

Fall Color

John & Suzanne Dixon eyerack@tcq.net

German Car Fest

Paul Bergquist 952.937.1822
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

Ed Vazquez 612.720.0760
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@snsabling.com

Road America DE

Keith Fritze 612.275.4891
keith@curtissd.com

Rules

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

Safety

Keith Erickson kredds@comcast.net
612.805.3565
Brad Lano brad_1@lanoequip.com
612.282.3647

Shop Relations

Keith Fritze 612.275.3123
Keith@Curtissd.com
612.386.5255
Michael John 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

Mike Lancial 952.929.2762
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

Kim Fritze

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

The Prez Sez . . .

by Ron Johnson

Autumn is here and 2013 has flown by with many great events behind us. I would like to take the opportunity to thank all of you who have volunteered and made these many events possible. One of the tasks as president is to determine if there is an exceptional person who has put forth an extraordinary effort throughout the year – that person who stands out as a volunteer from our large group of volunteers during the year and deserves special recognition for their efforts to Nord Stern. This will be my biggest challenge because there are so many of you who are outstanding in your contributions to Nord Stern.

While our calendar is open for the remainder of 2013, we would like to add to it. Most likely possibilities include tech sessions. If any of you have any ideas or would like to sponsor a tech session, please get in touch with me and we can get the planning in motion.

Our monthly business meetings begin in October. They are held on the second Tuesday of every month. One upcoming agenda item is where should the January holiday party be held? Let either Carrie John or me know if you have a great venue to hold the event. We are open to new ideas and/or votes for past locations.



As we move toward Old Man Winter, take each opportunity to enjoy the last remaining 2013 season with your Porsche car. Minnesota offers some fantastic fall getaways and chances to enjoy the remaining mild days with your car.

Hope to see you soon,
Ron



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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
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Full page:	8" wide by 10.5" high		
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Welkommen . . .

Welcome . . . New Members

(and returning/renewing members!)

We hope to see you at upcoming events!

Check here next month for an updated listing!



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!).

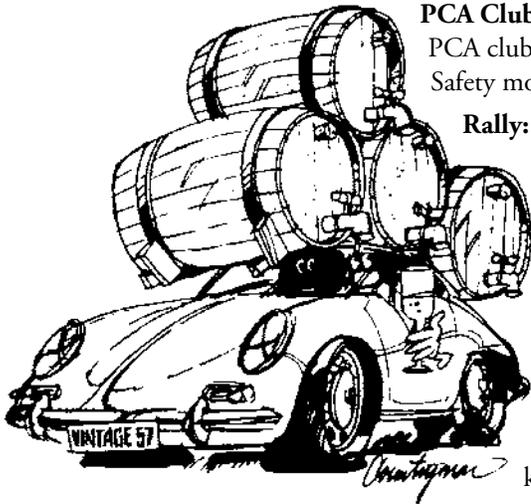
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved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



I tend to leave this column to the last and that's not always a comfortable spot to be in when trying to wrap up an issue and get it off to the printer where it has to spend time in production and mailing. There's always a rather big gap of time between the finishing and then receiving of a printed product. With that in mind I sometimes have to decide whether I want to include something here or not, old news is just that, old. New news is always great but it can also age fast in this electronic, short sound-bite life most of us live. But some things never do change and losing friends is one of them.

So I here include the 'news' about the loss of a long-time member of Nord Stern and friend to many. We learned of the passing of Roy Henneberger with great sadness and a great sense of loss for many friends and fellow club members. Roy was so knowledgeable, passionate and always willing to share his expertise. He was friendly, outgoing and attended many club events every year from being a track junkie, to enjoying the drives, attending Fall Color Tour, various award dinners, rally's, Third Thursdays at Club Jager and always ready to lend a helping hand. For those of you not on the Clubtalk email list, I wanted to share this through the broader reach of the newsletter. I for one, can hardly imagine a number of my favorite club events without Roy.

At this time, the one thing I know that's rather spontaneously being planned is a salute to Roy at the next Third Thursday which

will be October 17 (see calendar). It seems a fitting way to express a collective 'farewell' in true 'Porsche-style' with some of Germany's other fine contribution to our culture: beer.

I am pleased to present a contribution in this issue from Dave Roberts who maintains his ties with Minnesota

even though he now lives in North Carolina. He's written up his trip to Goodwood in England and given us permission to include it - the Boeders have this on our bucket list and after reading Dave's article it's advancing a bit further UP that list! Enjoy.

And on another more positive note, this year's Fall Color Tour is right around the corner and looks to be a beautiful weekend along the North Shore of our fair state. John Dixon has lunch arranged, a route planned with some hiking suggestions

so everyone attending will as always enjoy both the driving opportunities along Hwy 61 with the many scenic views. And that doesn't even count the shopping possibilities that some of us really enjoy. VBG, says your editor.

Happy driving, hopefully we won't have to garage our vehicles (not that we do!) too soon this fall as this truly is my personal favorite time of the year. Something about Porsches, Fall, driving all seem to go together perfectly.

Happy driving, see you at the 'next event!'

Photo above by Keith Fritze at this year's Run for the Hills out in South Dakota - see write up and pictures on pages 10 and 11 of this issue!



An advertisement for Bill Wolfson Commercial Real Estate. The top part features the name 'BILL WOLFSON' in a stylized font, with 'COMMERCIAL REAL ESTATE' underneath. The main image is an aerial view of a large body of water, likely a lake or reservoir, surrounded by green trees and some buildings. At the bottom, there is a black bar with white text: 'SALES • LEASING • CONSULTING • DEVELOPMENT'. Below that, there is a small logo for 'WOLFSON COMMERCIAL REAL ESTATE' and contact information: 'Wolfson@rmi.net | 952.334.4554', '201 East Lake Street | Wayzata, MN 55391', and 'www.BillWolfsonCommercial.com'.

courtesy of the editor

October

8 Monthly Business Meeting
 Lifetime Fitness
 755 Prairie Center Drive
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 Social: 6:30 p.m., Meeting 7 p.m.

November

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

“Third Thursdays” of each month

5 p.m. ++ An Informal ‘Post-Work’ Social at
 All Nord Stern members welcome!

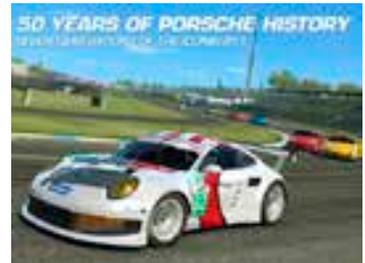
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October 17, November 21
 and December 19

2013

Not sure if anyone knows about this, but the app (game) “Real Racing 3” for i-products and other platforms is featuring 50 Years of the 911. So it has 7 additional 911 from a varieties of years and models featured in some of their own races. Thought it was kind of cool that they recognize the 50 year anniversary.



Here are some link to more on this update

- <http://appadvice.com/appnn/2013/09/celebrate-the-50th-anniversary-of-the-porsche-911-with-real-racing-3>
- <http://www.ea.com/news/real-racing-3-adds-seven-generations-of-the-porsche-911>
- <http://www.idownloadblog.com/2013/09/05/real-racing-3-update-brings-porsche-911/>

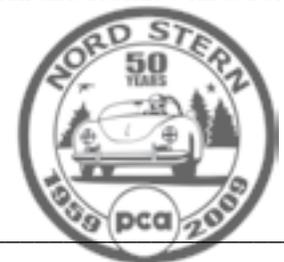
– Gregory J. Stanich



NORD STERN - MEMBERSHIP INFORMATION

Not a Nord Stern member, just PCA? Join this Premier regional club of PCA NOW and start receiving your newsletter directly, in print. Keep up-to-date with events, activities, issues and information about the club and its members. Nord Stern has nearly 600 members. You must be at least 18 years of age, be a current Porsche owner and an active member of PCA in order to maintain membership in Nord Stern (see www.pca.org). More information on the club can be obtained by visiting our website: www.nordstern.org. Please call or e-mail if you have any questions. To join please fill out the following information and submit with a dues check payable to Nord Stern to:

Ed Vazquez, Membership Chair
 18918 Dorenkemper Place
 Eden Prairie, MN 55347
 612-720-0760 (c) or email: edmn911@aol.com



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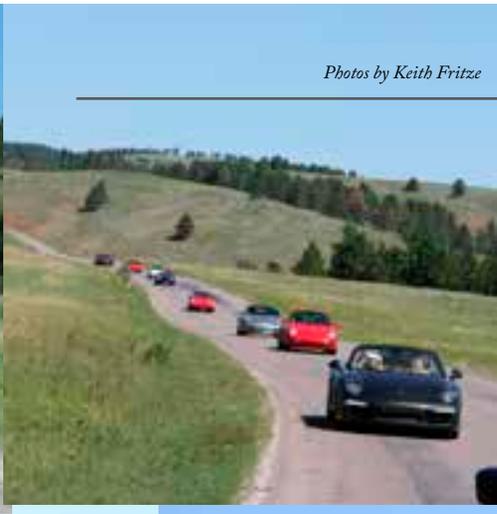
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Run for the Hills 2013!

Photos by Keith Fritze



Run for the Hills 2013

by Geoff Reimche, Reprinted Courtesy Red River Ramblings

Editor's Note: I am sharing a write up of the recent **Run for the Hills** weekend in South Dakota that will be the location of the 2015 PCA Escape Nord Stern is helping organize and sponsor. There were several Nord Stern cars in attendance this year, and a number of photos from the event included here by Keith Fritze who can attest to the magnificent beauty in this part of the USA! I so enjoyed Geoff's summary of the outing and fun this group had coming from Canada. I've heard about this annual event, and the Boeders can attest to how gorgeous this region is.

On Wednesday August 21st, eight of us headed out for an adventure with the Dakota's region PCA in Keystone, South Dakota. Peter and Anna Fuller, Jeremy Warnick and his father Bill, Lloyd Richardson and Yvonne Friesen, Geoff and BillieJo Reimche and of course our Porsches. This would be the first road trip in our 930, and an adventure it was!

The first day started a bit rocky. My wife and I headed out to meet the gang at McDonald's on south Pembina, when she asked if I have the car insurance documents since we would be in the U.S. I told her to double check, but they are in the glove box.

Turns out they were not. After tearing my house apart looking for the insurance, I finally decided to go to an autopak outlet and get another copy. By then we were almost 45 minutes late, but the gang has patience and off we went!

The first day was spent driving to Sioux Falls, SD. We went for a very nice dinner at Spezia restaurant and stayed the night at the AmericInn where we enjoyed the hottub and celebratory first day drinks! The next morning we headed out for Keystone, SD. It seems the tradition is to stop at Wall Drug for some shopping along the way, and I can see why. My wife LOVES shopping, so of course there were no complaints from her.

We then drove through the "Badlands". Truly incredible scenery! We arrived in Keystone in the early evening where we were greeted by a number of fellow PCA members, snacks and cold drinks! A car wash station was setup for all members to use, so we checked in and washed the assorted insect collections off of our cars. Our lodging, The K Bar S Lodge, is absolutely beautiful and has a view of the side profile of Mt. Rushmore. Spectacular!

The next morning we met in the parking lot in front of our cars. Everyone had topped up their fuel the night before and was ready to go by 9:00 am. There were 22 cars in total that were divided into two groups. A "Spirited Driving" group and a "More normal" driving group. Contrary to my wife's urging, I chose the spirited driving group. She got to shop in Wall Drug after all. I cannot

stress how beautiful the roads are out there! They are a Porsche owners dream! It's hard to find a straight stretch of road and apart from railroad tracks the roads are nice and smooth!

Lesson #1: Bring Gravel for your wife. Lesson #2: Speed limit postings are mere suggestions intended for large trucks, however, if you see a hairpin sign with a 10 mph limit, on a very steep, un-shouldered road, you may want to take heed of that one, especially if your car has a rear weight bias. The second set of squealing tire sounds coming from behind me, as I panicked for a lower gear to get out of the way, told me that the same corner caught Lloyd off guard in his 944. Once I regained composure, and rpms, all I could see in my rear view mirror was Lloyd's smile! I could feel my wife's stare, but her words, "You are really enjoying this, aren't you?" stretched my smile and revealed every tooth I own. That moment sums up the entire event!

Our PCA group travels took us to a Dinosaur park (they were disappointingly not real dinosaurs), beautiful waterfalls, Spearfish Canyon, lunch at Sylvan Lake Lodge, the Crazy Horse memorial, the culture rich and historic towns of Deadwood, Sturgis and Custer, Mount Rushmore and breathtaking forested scenery on some of the most enjoyable roads you have ever had the pleasure of driving, including Iron Mountain road with it's single lane tunnels and cork-screw- shaped pig tail bridges, (a design that engineers once said could not be built) and the famous Needles Highway which boasts, "14 miles, over 360 curves, unmarked cliff hangings, kiddie car- sized lanes, two tiny tunnels and much more!". This is an event that you must attend to appreciate and now I know why Peter, Anna, Lloyd and Yvonne went back. We will too!

"14 miles, over 360 curves, unmarked cliff hangings, kiddie car- sized lanes, two tiny tunnels and much more!"



The 20th Festival of Speed Celebrating the 50th Anniversary of the Porsche 911 Goodwood, England

by Dave Roberts



Nearly a month ago, I was invited to the Daytona International Speedway to review the renovation plans for the storied high banks of Daytona. Not the track, but the facilities surrounding the track. Daytona, one of the icons of global motorsports, hosting the Rolex 24 Hours at Daytona, the Daytona 500, the Pepsi 400, Bike Week plus other automotive activities will be undergoing a complete facility overhaul. International Speedway Corporation's management was within a week of getting Board approval to begin a \$400 million remodel of the Speedway's facilities and they were looking for partners. When you are being asked to become a partner, that usually means your new potential partner is looking for financial support.

ISC has plans to re-do the main grandstand in the fashion of AT&T Stadium, the home of the Dallas Cowboys. They also plan to build hotels, a shopping mall and restaurants across the street from the track accessible by an overhead walkway. The intent is to become a destination spot and to keep the fans on property their entire stay. Very Disneyesque.

To the Speedway management's credit, they sought out NASCAR sponsors who manufacture products that could be used in the construction project. In our case, it was roofing material, building insulation, support vehicle tires and restaurant equipment. The pitch, we would become the "Official Roof of Daytona", the "Official Restaurant Equipment of Daytona" and the "Official Powersports Tire of Daytona". A good strategy, but one that will take a tremendous amount of value added selling to convince potential partners that there was merit in being the Official something or another of Daytona.

During my visit, I met the upper levels of ISC management including Joie Chitwood the President of ISC's tracks at Daytona, Phoenix and Ontario, California. Many of the more senior readers may recognize the Chitwood name. Joie's grandfather was a stunt driver back in the 50's. He staged stunt shows using mid-50's Chevys at sporting events across the country reaching a level of celebrity as he did. After meeting Joie, I asked about his grandfather. He told me a number of interesting stories with the

most interesting being the time he asked his Grandfather about "joining the family business". His grandfather said he would love to have him in the business, tied him to a hood of a car and drove through a burning ring of fire. Joie decided college was where he belonged.

About a week after my meeting in Daytona, I got a call from one of Daytona's sales people inviting me to attend the Goodwood Festival of Speed with Joie. While I may be naïve, it did dawn on me that the invitation may have been part of their marketing strategy, but it was Goodwood and I wanted Carlisle to be in the running for the Daytona project roofing products. I was scheduled to be in Europe that week anyway and it couldn't hurt our chances of getting the order for this major construction project hanging with Joie and a few of his staff members for the weekend.

For those unaware of Goodwood, over the past twenty years it has become internationally known as one of the premiere vintage car events in the world and an event that should on every gearhead's list.

Lord March, whose family owns the 12,000 acres called Goodwood, stages two vintage car events annually. In June, it is the Hill Climb known as the Festival of Speed and in September the road race known as the Revival. The who's who of international motorsports attends both Goodwood events, but the hill climb draws the most interesting cars and the biggest name drivers. At the Revival the cars are driven primarily by their owners who are vintage racers. Occasionally, an older celebrity driver will drive a few of the cars at the Revival.

For the Festival, Formula 1 teams send representation, NASCAR teams participate, storied drag racing cars show up, older F1 cars are entered and European car manufacturers clear their museums to display cars at Goodwood. Current and former F1 champions along with Lemans, Rally Car, Pikes Peak and Indianapolis 500 winners attend. Just a few that were in attendance this year included Louis Hamilton, Romain Grosjean, Nico Rosberg, Max Chilton, Sebastian Buemi, Damon Hill, Alan McNish, Kenny Roberts (no relation even though I do ride motorcycles), Mike Skinner, Derek Bell, Danny Sullivan and Eddie Cheever to name a few. The celebrity drivers congregate in the Driver's Club which has a 100 foot red carpet leading to the front door. The entrance is guarded and access is limited. 10 to 15 feet from the red carpet is a fence that restricts access

by the general public, but provides a line of sight to the drivers coming and going. Most of the drivers will honor a request for an autograph as they make their way from the Driver's Club to a seat in one of the many historically significant cars sitting in the paddock. From there, they make their way to the starting line for a 2 minute run up the hill. They charge up the hill in front of 40,000 fans twice a day over four days. The runs are timed, but until Sunday, times don't seem to matter. The pro drivers will stop in front of the grandstands scattered along the hill and do burn outs or donuts. It is all about the fans and there is nothing like the smell of burning rubber to get the fans blood pumping.

The pageantry of this event surpasses anything I have witnessed in motorsports. From the cars to the celebrities to the vastness of the Goodwood estate all dedicated to maintaining the aura of the vintage racing machine. Where else can you watch the first day of the hill climb, retire to dinner with 100 of Lord March's closest friends in Goodwood House where the walls are covered with family portraits dating back to King Charles II who ruled in the 1600's. I am almost certain these were not purchased at a Pier One summer blow out sale as the paintings are signed by artists with names like Rembrandt and Van Dyke. It is an impressive dinner backdrop for an American living in one of the 13 original colonies. Once cocktails are served in the foyer gathering room it is off to the Ballroom for dinner. Dress code is "smart casual". The guests are from the motorsports community all of whom seem to have affection for or accomplishments in racing. With a few Americans included on the guest list, I wonder what their definition of smart casual actually means. The good news is that no one embarrassed the US wearing jeans and a tee shirt.

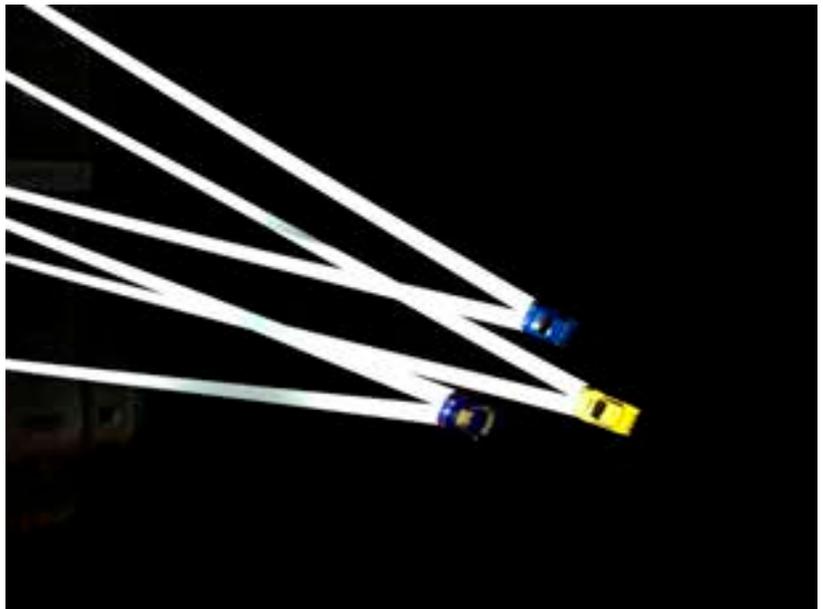
Assigned dinner seating insures that no one from the same group is seated together. In fact, spouses are assigned to seats other than those next to their significant other. It is a time to mingle. I introduced myself to Tony Brooks, the "Racing Dentist" who ran his first race in his mother's Healy at Goodwood in 1952 and won 6 F1 races in the late 50's. I also introduced myself to a gentleman named Rod Millen. Both have their wives with them. As I stood and talked to Rod, I asked him where he is from. He said he has been living in Southern California for the past 30 years, but is actually a native of New Zealand. As the conversation proceeded, I asked him what he does for a living and he told me he recently sold his company in Southern California that does special engineering projects and provides engineering support to a number of the automotive companies. He continued by saying he had done a bit of motor racing in his lifetime and has just returned from Pikes Peak. It suddenly dawned on me, this is "THE" Rod Millen who holds or has held a number of Pikes Peak records. He is also an overall winner of the Baja 1000. Feeling like an idiot, I apologized for not recognizing the name and we began to talk

about off-road racing.

Throughout dinner, we talked about Baja and Pikes Peak. The fact that I have raced at Baja and had plans to race at Pikes Peak this year, we had plenty to talk about. I explained that I started to build a car for this year's Pikes Peak hill climb, but ran out of time to be ready in for the race. Rod said that when I get to Pikes Peak we should drive up the hill together in a rental car so he can show me how to climb the mountain faster. How does anyone turn down that offer?

Rod and his wife recently bought a farm in New Zealand and they plan to spend six months a year there. He said he was disappointed in the business environment in California so he sold his business. He plans to spend six months a year in California as his children and grandchildren live there and the other six months in New Zealand.

He recently founded the Lead Foot Classic in his native New Zealand. It is a hill climb up his driveway. He and his wife built their house on top of a large hill and constructed the driveway to emulate many of the turns on Pikes Peak. He said he thought it would be a way to keep him entertained and also an avenue to offer his countrymen their own version of Goodwood. He extended an invitation to me to bring over a "few cars". Sounds enticing. I am sure it can't be that expensive to ship a container of cars and gear to New Zealand. Getting an invitation to the Lead Foot Classic and an offer to ride up Pikes Peak with a past champion, I think you could call my first day at Goodwood productive.



The second day was more of the same and that is a good thing. Joie and I arrive at the Goodwood House at 7:30am. He is driving an Austin Dillon Nationwide Camaro and has to get ready for his morning run up the hill. Me, I didn't have a reason to go

Continued on page 14

Goodwood

continued from page 13

early, but I have never been one to shy away from arriving at a race track shortly after sunrise. As we arrive, Joie heads to the paddock and I go to the Driver's Club for breakfast. From there, I tour the grounds. Friday I spent most of the time watching the hill climb from different vantage points. Today, I want to see the vendor displays before the crowds get too big.

If I liken Goodwood to a state fair, food trailers are located throughout the grounds. But unlike a state fair, they are not serving fried Oreos, pickles, chocolate bars, marshmallows or other delicacies offered at carnivals and state fairs across our great nation. However, there is the traditional Fish and Chips sold by nearly every food vendor. There is also a midway. At a state fair, the midway is comprised of amazement park rides, but the Goodwood midway is made up of car showrooms from nearly every manufacturer in the world. These are two story structures that look like permanent buildings. The first floor is where cars are displayed and the second floor is an observation deck where people go to view the activities surrounding them. You can't see the track from the second floor decks, but most of the manufacturers are serving some type of refreshments. What is unique about Goodwood is that the manufacturers cannot restrict who gets to go up to the second floor deck. They must be open to the general public. As I stroll down the midway, I cannot pass a dealership without going inside. Nearly every manufacturer is displaying some type of performance vehicle and who am I to ignore the work of the manufacturer's marketing people and engineers.

As the hill climb gets underway, I head to the starting line. The grandstands near the starting line provide shade from the late morning sun, a welcome sight any time I go to England. Not the shade but the sun. As I sit in the stands, I couldn't keep from thinking about how pleasant the weather is this morning and the weather forecast I saw on BBC before I left for the track. Meteorologists and anchor people were warning the viewing public about the heat wave that has London under seize. The temperatures were forecasted to reach 80 degrees and they were predicting that 100's could die if they didn't take precautions to protect themselves from the heat. I am not saying that they were sensationalizing the heat, but I wore a light jacket to the track this morning because it was chilly.

The road at the start is straight and lined by beautiful mature trees for the first quarter mile. The road then makes a sweeping right hand turn gradually ascending through a meadow to the base of the hill. This section is lined with bleachers, with the most comfortable of those sold in advance of the event. Once the road reaches the base of the hill, the ascent becomes more exaggerated and is heavily tree lined. As the road winds up the steep grade, there are clearings for grandstands where fans sit and watch the

action. There is nothing like sitting in the stands just beyond a wooded area listening to a current generation F1 car headed up the hill with the engine note bouncing off the trees. The stands are close to the road allowing fans to drink in the high shrill sound of a high revving V-8 turning north of 15,000 rpm's.

I want to be in the stands near the starting line as the America Iron class begins their run up the hill. The field is full of current and vintage Sprint Cup cars, F5000 open wheel cars, Can-AM cars and drag cars. "Hemi Under Glass", the 1968 Plymouth Barracuda is one the featured drag cars along with two 1960's Fuel Altered's. A Fuel Altered is a short wheel base tube chassis with a fiber glass version of an Austin Bantam roadster body, a very small British car from the 50's. Powering these cars is a 392 cubic inch supercharged Chrysler Hemi burning nitro-methanol. Back in the day, the Altered's would smoke their tires the entire length of the quarter mile as they fought for traction. It was a beautiful sight to a young teenager standing next to the fence at US30 dragstrip near Chicago, smelling the nitro as the cars went by with the driver sawing on the steering wheel to keep the car on the track.

Hemi Under Glass was an exhibition car in the 60's. The engine was moved to behind the driver's seat and the large window of the rear hatch covered the engine similar to current generation Ferrari or Audi R8. Hence the name Hemi Under Glass. The car was built for one purpose, wheelies. The driver has a window in the floor of the car so he can see the dragstrip as he stands the Barracuda on its rear wheels and tries to drive the entire length of the quarter mile on two wheels. It was a crowd favorite when I was a teenager and is a crowd favorite with the attendees at Goodwood. The only thing missing was Linda Vaughn, Miss Hurst Shifter.

I wanted to see the American Iron class so I could watch Joie Chitwood's run up the hill in the Camaro. Also in this class is a late 1990's Dale Earnhardt Winston Cup race car that is driven by Kerry Earnhardt, Dale's son, plus other cars powered by American V8's. The Goodwood viewing audience loves the sound of the big American V-8's. When the American Iron class begins its run, the stands fill immediately.

First up is a current Toyota Camry NASCAR Sprint Cup car. The car carries Red Bull sponsorship and the announcer says it is driven by a F1 test driver. Pulling to the starting line, the driver turns the brake bias to the front and drops the clutch. With light pressure on the brake pedal he smokes the rear tires all the way up the hill. The crowd goes crazy, or about as crazy as a conservative English crowd normally goes. For the driver of the Camry this is not a timed event. He is there for The Show. A few more cars take their turn on the hill and then Joie rolls up to the line. He drops the clutch, does a nice burn out and heads to turn one. From my vantage point, I can't see the first turn. As the crowd waits for the next car to be given the green flag, there was a lull. This

isn't a big surprise as many of the competitors stop at different points on the track and do burn-outs for the fans. I assume this is the reason for the delay. What I didn't know is that Joie fed in too much throttle as he exited turn one and spun the Camaro into the hay bale wall that lines the race course. Fortunately, his pride and the left rear quarter panel are the only things that are hurt. The left rear quarter panel damage is nothing that the crew can't pound out before the next run, but I am not sure about his pride.

Toward the end of the American Iron class comes Hemi Under Glass. The driver takes the green flag, stands the car on the rear bumper and heads to turn one. I have no idea how he was going to make the turn but I had forgotten that turn one was more than a quarter of a mile away and these cars were designed to make quarter mile runs. No need to worry, because he runs out of nitro before getting to the turn.

Between run groups, a stunt driver in a Legends car does doughnuts all the way up the hill. He occasionally locks the steering wheel and throttle in the doughnut position, gets out of the car, stands on the roof as it does doughnuts, driverless. This would have been a great stunt in the Bloom Township High School parking lot when I was in high school. Of course, I didn't own a Legends car and I am not sure the 265 cubic inch V8 in my 55 Chevy was pumping out enough power to do doughnuts but I am sure the girls would have loved seeing me try. Hey girls, watch this.

I watch the morning's activities and go to the Driver's Club for lunch. The club has a number of round tables that seat 10 and being one of the first to lunch, I take a seat at a table near the back of the club. I want to see the celebrity drivers coming in. As I sit there, a driver comes up to my table with his wife and three young daughters. He asks if I would mind if they sit at my table in a thick Scottish accent. It's Alan McNish and family. His daughters ranged in age from early teenager to approximately 6 years old. The girls are wearing New York Yankee caps in various pastel colors. When I ask how they became Yankee fans, I get a blank stare. Alan says the caps are a fashion statement.

After lunch, I walk up the hill and sit in the stands. The most exciting cars are the vintage and current F1 cars. Nothing beats the sound of a high revving engine coming through the woods. 10 of the 12 F1 teams are represented including Ferrari. There is a break in their schedule and many of the current drivers are on hand. Also coming up the hill are the motorcycles being driven by many of the legends of yesteryear. The bike guys aren't fooling around. They are here to a set fast time.

Behind the stands is a World Rally car track cut through the woods and open meadow. A number of the vintage rally cars are

running around the track. I don't get over to see who was driving but I am sure it is a number of past and present stars of the World Rally Championship. It is no holds barred as they sling the cars around corners inches from the trees that line the course. This is their day off and they are enjoying themselves in a way they know best.

It was now about 2:00pm and I have seen enough car activity for the day, so I head back to the hotel. Tonight is the big night. Lord March is having a formal dinner party for approximately 1000 of his close friends. I have to get back to the hotel to dress for this black tie affair. The dinner is by invitation only and is held in a large tent just outside of Goodwood House. There was no way I want to be late.

Attired in a tuxedo, I ride back to Goodwood with two marketing people from Daytona. Once there, we mingle with the other guests and "chit chat" about the day's activities. Quite a bit different than my normal Saturday night activities while at a race track. Normally, I can't wait to get back to the hotel, take a shower to wash off the odiferous aroma that comes from wearing a driver's suit while driving a car or two during a hot summer day, put on a pair of shorts, a polo shirt and look for the closest Mexican restaurant.

The conversation on the lawn centers on if you are a driver or just attending the event. Not in those words exactly, but that was the jest of the conversation. I am half way between the two. While I wasn't driving today, I do own race cars so the drivers



let me in their conversations.

As cocktail hour ends, the guests find their way to their assigned dinner table. I am curious as to who I will be sitting

Goodwood

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with to see if it can top last night's dinner with Rob Millen. As I reach the table, I find that the person sitting directly to my right is Gerry Judah, the artist/sculptor who designed the artwork on the lawn of Goodwood House. Each year a new structure is designed and its shape is dependent upon the featured mark. This year it is the 50th anniversary of the Porsche 911 and sitting on the lawn is a structure with three Porsche 911's attached to vertical merging columns approximately 100 feet in the air. Gerry has been the person responsible for the sculptures on the front lawn for the past 17 years.

The 911's are positioned as though they are rockets accelerating their way out of the earth's atmosphere and into space. The more times I walked past the structure during the weekend, the more fascinated I become with it. The unanswered question is how Gerry got the cars up there. I had to ask him. As we ate dinner, I asked how long it took to come up with the idea and how long it took to design. He took my name card, turned it over, drew the sculpture in about 15 seconds and said about that long. Apparently, the most difficult task was to design the uprights to hold the weight of the cars. The three 911's attached are directly out of the Porsche museum in Stuttgart. I had been told the cars are the first 911, the first Turbo and the first 991 built by Porsche. Gerry could not verify the accuracy of the story but said Porsche sent him the cars and told him they were significant. The cars were attached to the uprights after they were raised into position and secured to the foundation. I did get him to sign the design he drew on my name card.

The remaining guests at my table were Lord March's money manager who is a self-proclaimed car hater, a few employees from Goodwood and a gentleman from Daytona Beach and his wife. He introduced himself as "Big Al" and was a mountain of a man. Despite his size, he was an all-around good guy who seemed to know everyone at Goodwood. I am not sure of his connection but

he and I talked about the potential to race one of my cars at the Revival in September. He asked their age and when I didn't own anything older than a 1969, he said he didn't think I would be invited to participate. The cut-off for cars at the Revival is 1966. That is the year Formula 1 stopped racing at the Goodwood. Apparently, the track was deemed unsafe for high speed cars and Lord March has decided that only cars built during or before 1966 be invited.

As I sat and thought about the age limitation, my friend George Calfo's 911 with 24 hour of Daytona history came to mind. I wasn't quite sure of the age of the car, but I mentioned it to Big Al. I told him I thought it was a 1966 car and explained the race history. He got a big smile on his face and said he would take care of it. Sure enough, two days after I returned to the states, I got a call from Big Al who said he had contacted Goodwood's Director of Competition to introduce me. He gave me the gentleman's number and said he was expecting my call. As I said earlier, I don't know how Big Al was connected but he seemed to know the right people in the Goodwood organization.

Following a dinner of steak and vegetables, all of which were grown on the estate, the crowd retired to an area just to the rear of the tent to watch a fireworks display that would have inspired Francis Scott Key to re-write the National Anthem. At the end of the fireworks show the musical entertainment began with a few members of a small American band called the Eagles playing rock and roll. The day draws to an end shortly after midnight and all I can say is that Lord March knows how to throw a party. I have been privileged to attend this event. Now if I can just talk George into loaning me his car, maybe I will get back for the Revival.



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Rearview Mir-ed

by John Engstrom, Courtesy October 2013 InterMarque

It was Tuesday morning and I had gone to work when I got a panic call from my wife “My car wont start, it just flutters.” So I said, “I can come home and take you to work.” She said no; she had already gotten a hold of another teacher who was coming to pick her up.

When I got home Tuesday afternoon I checked out the battery. Sure enough it was dead as a doornail. I put the charger on it a while and charged it up, tested it and it tested good. Checked the alternator and it was charging just fine, but the terminals were badly corroded so I took some time and cleaned them off. Then I started it a couple of times with no problem.

I said it was ok and would start just fine for her in the morning. Wednesday, I

went to work as usual and got another panic call. “You didn’t fix it, the battery was dead again!!”

I told her I would come home and bring her to work but then there were problems with the phone line. It just went dead. Although the signal was good, it went dead. Hung up on me dead. She called her friend again and got another ride.

Well, I was puzzled, so when I got home I again put it on the

charger and let it charge a while. I got in it, started it up and pulled it into the garage. When I looked in the rearview mirror, I saw that the inside courtesy light over the tailgate was on. I shut it off and went into the house and told her that I had found the problem.

Someone had accidentally bumped the switch and turned it on so it was on all night, draining the battery.

She said, “It must have been you.” I said, “But I don’t drive the car.”

She replied, “It had to be you, because I didn’t do it.”

Well I had no answer for that and just accepted the blame. She then asked me how I found it. I said, “I just looked in the rearview mirror.”

She said back to me, “Oh, I didn’t see it because I never use that.”

I then went out and got her a new battery even though this one was still good.

(editor’s note: even though I am a female driver I enjoyed John’s humor and wasn’t Totally offended!)



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High Gear: The Memories Last a Lifetime

by Dick Badler, Courtesy PCA Newsletter Editor

It happened just like that. As I was leaving an appointment, my host introduced me to her next client. Then she noted, almost parenthetically, “. . . oh, and she knows something about cars and racing.”

Really?

“Oh yes,” my host said. “Does the name Peter Revson mean anything to you?”

Uh . . . yeah

Well, meet his sister, Julie.

No kidding! Julie and I chatted for a few minutes. And, in the course of the conversation, she dropped the names of people she met and knew. Dan Gurney, Roger Penske, Jackie Stewart.

And she asked me if I read “the book.” What book? Why, the book co-written by the late editor of Autoweek, Leon Mandel, *Speed With Style: the Autobiography of Peter Revson*.

I hadn't. For no good reason. I always admired Leon Mandel's work, especially at Autoweek. So my host said, just a minute, and she came back with a copy of the book that Julie had obviously loaned to her. Here, she said, just don't lose my place.

I followed up with my host to get Julie's contact information, to see if she'd be willing to talk about her brother, say, over lunch. And so we met for what turned out to be a much longer conversation than I expected. Here are the highlights.

The first thing I did was cram on the book, in order to prepare. And that's where I had my first surprise; It turns out that the book was published posthumously . . . it came out the day after Revson died, testing in Kyalami. The publisher and Mandel decided to leave it in circulation, anyway.

It became very clear that Julie idolized her brother. He was the oldest of four. Julie was third. “If it had not been for the accident, he would have retired at the end of the 1974 season,” she said. “He wanted to do other things.” She paused.

“I miss him every day.”

“What do you think of his career?” she asked me.

I said I thought he was very, very good. And very, very driven . . . so to speak . . . which is what it takes. But he was broader-minded than a lot of his competitors. He could walk away. But that probably kept him from becoming a real potential world champion.

I said that, in every era, there's always someone who stands out as the best of the best. But these people are willing to make a supreme personal sacrifice to get there. If you don't have it in you, if you don't have that single-minded focus, beyond all else, it's not going to happen.

“Like Schumacher?”

Yes, like Schumacher, before he retired the first time. I think Schumacher was so driven, he couldn't get it out of his system. Nothing else compared. Nothing else probably even came close. So he came back . . . and did nothing . . . and he retired again.

“And Peter?”

Let's put it in perspective. To get to Formula 1 is unbelievable. As an American is really unbelievable. And to win two Grands Prix in a career cut short, is really, really unbelievable.

She smiled. “Who's at the top today?”

Oh, Vettel. No question. And the thing is, he comes across as a kid, with this grin, as if to say, pinch me. Isn't this incredible? I'm as amazed about my career as you are. It's kind of like Jay Leno saying, hey, if you were me, you'd indulge your car passion like me, too.

But look, I said, it was a long time ago, 39 years.

“Yes, but you'd be amazed. People remember. I was at Amelia Island and people were coming up to me. They wanted my autograph. Mine.

“At the Daytona 24-hour race, I saw Dan Gurney. I went up to him and introduced myself. I didn't think he heard me. So I said it again. And then, oh, he spun around. He was very polite, and he invited me to come to any race, as his guest, just let him know.

“You know, we lost another brother, a few years earlier, Douglas. Also racing. But I think he just did it because Peter did it.”

Didn't Peter win Sebring in a Porsche with Steve McQueen?

“Second. And, by the way, Peter drove nine of the 12 hours - McQueen had a broken foot.”

Peter never married, and never had children. Do you have children?

“One son.”

Is he interested in racing?

“Yes, but mostly NASCAR. Go figure. But he has the same personal drive, the same focus as Peter. It's eerie.”

The book really intimates that he would have had one season left. What do you think he would have done, after he retired?

“Oh, Peter was working on it. He already had a car dealership and a memorabilia and parts store. He wouldn't become a Penske. Penske never stops. It's his life. But Peter would have figured it out.”

And, with that, Julie stared out past me, into space.



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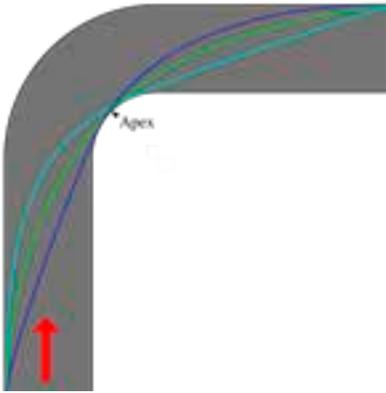
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8. My favorite PCA event is . . . ?

Going to Brainerd International to watch the races.

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

We are "going green" and use Spies Hecker Water-Borne paint.

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

Golfing, hunting, fishing and motorcycling with family and friends.



Above, Rickie Schmitz and Terry Geffre of Collision Center with two beautiful RED Porsches (download the pdf online to see these lovely vehicles in their full splendor)

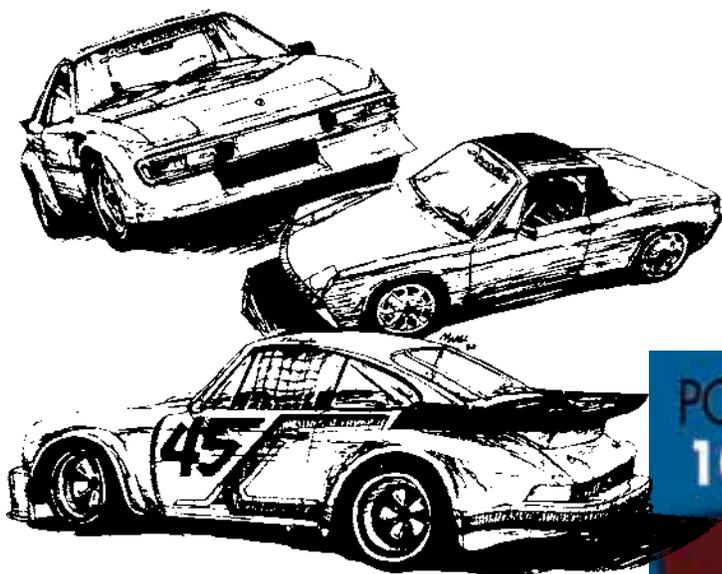


PCA ZONE 10 CALENDAR

OCTOBER		
4-6	Octoberfest Club Race and DE, Hallet Motor Racing Circuit, Hallet, OK	
6	Autos on Valhalla Family Picnic	St. Louis
12-13	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis
12	Fall Leaf Drive	Central Iowa
12-13 TBD 20	Annual Fall Drive to WI & MN Driver Education, Mid America Motorplex, Pacific Junction, IA Octoberfest Car Show, TBD	Schonesland Kansas City Kansas City
20	Autocross at Road Yoder	Wichita
24-27	ESCAPE to LA	PCA
NOVEMBER		
TBD	991 Turbo Launch Party, Aristocrat Porsche, Shawnee Mission, KS	Kansas City
DECEMBER		
7	Holiday Party	Central Iowa
7	Holiday Party	St. Louis
7	Holiday Party	Kansas City

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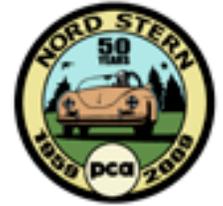
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Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



My boss, the award winning Editor Christie Boeder, said she already had “a nice collection of stories to include!” for this issue, so I told her I would just go back and pick one of the older small issues just in case she needed it. I was in for a surprise as this 29 year old issue is packed with so many cool photos we couldn’t even show them all. I can’t imagine creating this issue working with prints and negatives and maybe some slides too!

– Ron Faust

September-October 1984

- **Bill Caldwell** is President; **Phyllis Godfredson** is Newsletter Editor (no wonder it’s so good).
- The “Annual Gathering and Dinner Meeting” on October 27th will feature club steak for \$14, tip included. Does any place anywhere still serve “club stake”? How about a wine pairing with that?
- “Northwoods Correspondent” **Roger Johnson** will lead a drive to the 3rd annual Sunday brunch at Pirate’s Cove above St. Cloud. The Cove was on the Mississippi, between St. Cloud and Sauk Rapids. It was on the site of the 1848 Watab trading post which was on the Red River and Ox Cart trails heading northwest. Google can take you to “The Cove”, a condominium development at the same historic site, the old



restaurant having burned down in 1998. The history of the site is amazing, but the phone message for the number they give doesn’t take dinner reservations, so they must be still working on that.

- A “Red Neck Days” tour and even a boat cruise from the fall are pictured.
- The 1984 Last Fling caught some rain, but drivers slowed down and concentrated on smooth. You could do that relatively safely 30 years ago because they hadn’t made the drag strip into a nightmare-ish skid pad in the rain and most people were still driving on street tires. The traffic got light and the rooster tails were beautiful. Does anybody remember the movie “A Man and a Woman”?
- The Last Fling Results list 51 drivers. Nord Stern hot shoes leading their classes were Hank Godfredson, John Belgarde, Kim Krumb, Paul Binek, and Teresa Vickery (now Pfister--then in a ’76 Spitfire). Eleven “ladies” were entered.
- The Marketplace offers a ’71 911T with a rebuilt engine for \$7,900. Or how about a ’70 914/6 from California in signal orange (I want that one). Bob Cox offers a ’58 356 coupe from California for only \$8,500, the best investment vehicle listed this issue.

Above: Ready to run in the rain; photo by Phyllis Godfredson
Left: Save the Whales: Chris Weber photo

The Scans Continue



Clockwise, upper left:

Drivers' meeting at the Last Fling (notice size of attendees!)

June Groebner, great photo by Susana Weber

Strax Drive-In

Eunie Guentzel, Sue Ripley, Corey Johnson, Deb Johnson, Roger Johnson with our favorite dimples

Peter and Teresa Vickery

The Scans Continue

Continued from page 23

Dean
Podevels



Sue, Nancy
Prince, Chris
Weber dressed
for Red Neck
Days Tour



Left: Jerry Kleckner and Joyce Bleile



President Bill Caldwell at the Last Fling



Lorinda Hill, Dean Podevels, Jim Svejovsky
and John Belgarde at the Last Fling



This Grandparenting Thing has it's Moments

by Mark Pladson

I am new to this granddad thing but I know when the grandchildren come to our house there MUST be something to drive!

When this 1980's vintage Porsche kid's car came up for sale on eBay, I knew there would likely not be a second chance for

quite a while. So a road trip to Detroit for the Vikings season opener was all in good fun making our Audi Avant a Petite Porsche transporter for the weekend.



Home with 'Granddad' Porsche



Above, Pick up in Detroit and started on the way home



Just a petite bit fast for Detroit Police (yes, two squad cars)



Above, Whale of the tail



Your Engine's Guardian

by Pedro P. Bonilla (GCR PCA), published January 2012 issue of Die Porsche Kassetten

Worrying about catastrophic engine failure in your Porsche may keep you up at night.

If it does, then you need to read on. Reading this article will do much more to cure your insomnia than taking a bunch of "Lunesta" sleep-aid pills.

If you Google "Porsche engine failure" you will get over 1,000,000 results. Most of them having something to do with the IMS (Inter-Mediate Shaft) Bearing.

As most of you are aware, the factory bearing on the end of the IMS on all 1997- 2008 Boxsters, all 1999 - 2008 Carreras and all 2006 - 2008 Caymans can be prone to failure on a small percentage of those cars.

If it fails, the most likely outcome is catastrophic engine failure. Translation: It'll cost you a bunch of money.

A new engine, just the engine, can run you \$18,000.

Installation labor and other ancillary parts such as clutch, RMS, etc. can bring the total to well over \$20,000.

Even if you can find a decent used engine, your total cost could still be over \$7,000 - \$8,000.

Installing an aftermarket ceramic IMS bearing as a preemptive measure is a solution, but that can run you over \$4,500 when all is said and done. You'll have to drop the transmission and remove the clutch and the flywheel. Most likely, the clutch should be replaced, also as a preemptive measure.

Here's the good news! There's a new product on the market called the IMS Guardian that can bring you peace of mind.



Installing the IMS Guardian doesn't cure a potential IMS failure, but it will alert you if the IMS bearing starts to fail with enough time to allow you to safely get to where you're going, stop the engine and consider your options.

The IMS Guardian was developed specifically for the M96/M97 Porsche engines found in the aforementioned models. It uses technology borrowed from military and commercial helicopters which use similar sensors to detect ferrous metal (chip) particles

in the engine's and/or transmission's oil. These sensors are commonly known as MCD (Magnetic Chip Detector) or just as "chip detectors".

Ferrous metal chips in the engine's oil is a sure sign that excessive internal engine wear is happening, generally in a bearing such as the IMS Bearing. When an engine bearing starts to deteriorate, small chips of ferrous metal from it's races start to be shed into the engine oil. These chips gradually increase in size and amount as the bearing further deteriorates until the bearing can't mechanically sustain itself and completely fails. When this type of failure occurs the immediate result is catastrophic engine failure because the IMS determines the engine's timing. When it fails, pistons clash with valves and all hell breaks loose inside the engine causing irreparable damage.

The IMS Guardian's primary component is its MCD sensor which contains two powerful but opposite-pole permanent magnets set with a very specific insulated air gap between them.



Each magnet is connected to an electric lead which sends a signal to the processor when it detects chips thus generating a visual and audible alert.

These magnets are permanently set into a new oil drain plug, so



they are positioned in the optimum location to attract any ferrous chips collected by the oil.

When the metal buildup on the magnets is enough to bridge the air gap it is like closing a switch which sets off the alarm.



Inside the cabin all you see is an unmarked factory lighted switch which replaces one of the blanks in the dash. When all is well, the switch has a constant amber light.

If the sensors trigger the alarm, the amber light turns red and a loud buzzer which sits behind the dash will also be activated. The switch has also a built-in test circuit which allows you to manually test the system and make sure everything is working fine.

The IMS Guardian comes as a complete Kit that even includes a DVD with step-by-step installation instructions. For mechanically-minded people, it's a DIY project. For the not-so-mechanically inclined, an independent Porsche Shop will be happy to install it for you.

Installation should take about 2.5 hours and it is generally done during a scheduled oil change.

Even though I had already upgraded my car's IMS bearing with the new ceramic bearing when I refreshed my engine at 203,000 miles, I installed one of the first IMS Guardians as well. The IMS bearing is not the only bearing that can fail in the M96/M97 engines and since I take my car to AXs and DEs on a regular basis, I'd like as much warning as possible if one of those bearings were to fail.

The cost of this new device is just under \$400.

I'm sleeping very well, thank you ;)

– Pedro



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

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

I will be a curator for a private Porsche collection.

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

Rick Moe
nurburgring, inc.
dasring.com

901-O-Rama views are a 'wow'

photos by Christie Boeder



Porsche 918 Spyder Tops Global Debut with New Nurburgring Record

Courtesy PCNA

Super sports car equipped with a hybrid drive laps the Nurburgring Nordschleife in 6:57 minutes

Atlanta. The Porsche 918 Spyder has conquered the 12.8-mile (20.6-kilometer) lap around the Nurburgring Nordschleife in less than seven minutes. Achieving a time of six minutes and 57 seconds, the super sports car equipped with a hybrid drive shaved 14 seconds off the previous Nurburgring record for a street-legal automobile, and 17 seconds from its run last September.

Wolfgang Hatz, member of the Porsche AG Board of Management in charge of Research and Development, commented: “We promised a great deal with the 918 Spyder, namely to redefine performance, efficiency and driving pleasure. We have kept our word.”

As befits Porsche, the 918 Spyder is also paving the way for future generations of super sports cars. It is currently making its global debut at the International Motor Show (IAA) in Frankfurt. With its unique spread, the model blends maximum driving dynamics with minimal fuel consumption. By setting a new Nurburgring record, the 918 sports car is demonstrating both the enormous potential that lies in Porsche’s pioneering plug-in hybrid concept and the leading role the company enjoys when it comes to developing sporty hybrid vehicles.

“The radical hybridization of the 918 Spyder from the very outset is what made this record possible,” says Dr. Frank Walliser, head of the 918 Spyder project. “The Nordschleife is and remains the toughest measure of a super sports car. Posting a time of 6:57 minutes, we have achieved a result of which the development team and everybody at Porsche can be rightly proud.”

The record, which was previously held for four years, was broken during the first test drive attempt in the morning of September 4. All three drivers - former European Rally Champion Walter Röhrl, Porsche test driver Timo Kluck and Porsche factory driver Marc Lieb - were quicker than the existing record with each lap driving two different 918 Spyder, and posted several lap times of less than seven minutes. Ultimately, it was Marc Lieb who posted the absolute best time of 6:57 minutes, driving at an average speed of 111.5 mph (179.5 km/h), as measured by Wige Solutions. Marcus Schurig, editor-in-chief of the sports car magazine “Sport Auto,” was on hand as an independent observer of the record-breaking runs. The two sports cars, which both deliver an output of 887 hp (652 kW), were equipped with the optional “Weissach package” to increase driving dynamics and the standard Michelin tires developed specifically for the 918 Spyder.



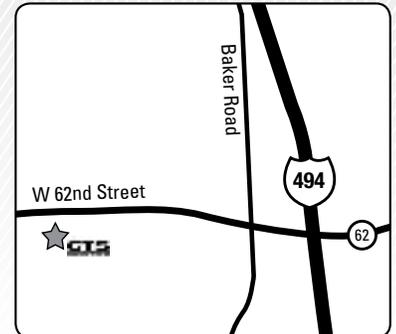
*About Porsche Cars North America
Porsche Cars North America, Inc.
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exclusive U.S. importer of Porsche sports
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a wholly-owned subsidiary of Porsche
AG, which is headquartered in Stuttgart,
Germany, and employs approximately
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marketing and training for 191 dealers.
They, in turn, work to provide Porsche
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Book Reviews for Porschephiles . . .

ALF FRANCIS Racing Mechanic

by Alf Francis with Peter Lewis, published in 1958 by G. T. Foulis & Co., LTD, Strand, England

Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

Many books have been written purporting to give an inside view of the motor racing world as it was when racing was a sport not a business, when all concerned were involved for the fun of it. Duncan Hamilton's books give a more or less from the cockpit view, Stirling Moss' books describe life of a racing driver in almost sordid detail; Innes Ireland's All Arms and Elbows gives often hilarious descriptions of the off-duty antics of Formula 1 Drivers. But the hands down best you-are-there first person, how-and-why story of the life at the track and on the road with the Racing Circus, is ALF FRANCIS Racing Mechanic, by Alf Francis.

Alf's story begins in April of 1948, and tells of a bygone era, a time when an individual with one mechanic, could design and build a competitive grand prix car, and the bent valves of an over-reved engine could be successfully straightened with a hammer, an anvil and a bench vise. The book is full of interesting incidents, such as the time a podium finish was achieved because there was no adequate cooling for a bottle of Coke, and how a plug oiling problem was solved by drilling new drain holes in the cam gallery of an Alta engine.

Alf's story (but in no way his career) ends Saturday May 11, 1956 with a very successful performance (under adverse conditions) of an F2 Cooper-Climax entered by Rob Walker in the F1 Grand Prix of Monaco. This event launched what became Rob Walker's very successful independent F1 Team, managed by Alf Francis, as well as putting an Australian by the name of Jack Brabham into the racing limelight for the first time. An interesting side story is how Jack drove Walker's F2 car in the Sunday Grand Prix because he had wrecked Walker's F1 car on the very first lap of Friday's practice!

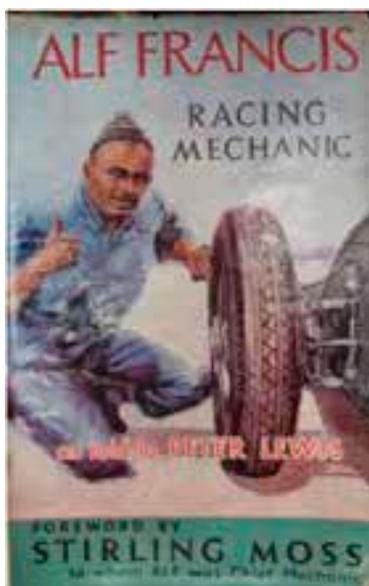
Alf Francis got into the racing game sort of by the back door (he was hired as the mechanic for a one-car G.P. racing team despite the fact that he'd never even seen a racing car) because he knew the Continent and could speak several languages. His racing

experience began working for John Heath and George Abecassis, whose HWM sports cars are still significant in vintage racing. This book describes how Alf was intimately involved with the design, construction and development of the first of these cars, and how in December 1949, Stirling Moss obtained his first Team Driver job to work with Alf and HWM.

In those lo-tech days, expediency was the name of the game. ALF FRANCIS Racing Mechanic is full of descriptions of pressing on, such as the time when the Ford V-8 powered transporter ran a big end. Alf, by the side of the road, dropped the pan, pulled two rods and pistons, then sealed the oil ports in the crank with a piece of his leather belt held in place by hose clamps, then proceeded to the next race track on 6 cylinders.

Though for the 1951 season Stirling Moss was the primary driver. Additional drivers on the HWM team included Duncan Hamilton, Louis Chiron, Prince Bira, Lance Macklin, Richard Millani, Baron de Graffenried, and other famous, or to-be famous, drivers. The book details how Louis Chiron broke a driveshaft at the San Remo (Italy) Grand Prix, walked back to the pits, got Alf to grab a spare and some tools, walk out to the car and exchange driveshafts, enabling Louis to be an official finisher in the race. Such is not the way Grands Prix are conducted today.

After 3 hectic years with HWM, Alf moved on the much more placid one-man team of Peter Whitehead, who raced all over the Continent, specifically for the fun of it. Alf was a founding member of the Moss family racing team, once again building the cars he maintained at the tracks. In addition to the teams of which Alf was formally a part, his work involved spending time in, and building rapport with, the shops of Cooper cars, Maserati, and Alta engineering, as well as Coventry-Climax engines. The descriptions show significant differences in operating philosophy in the organizations, but a common, very high level of, intensity and focus.



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eGlass Service

Sadly, I just learned that Restoration Auto Glass is no more! I'm looking for a recommendation for someone to repair a couple of rock chips, preferably someone who will come to my house.

Susan Cirillo

They are now eGlass Service. Still an advertiser. Had Mercedes' windshield done on her Mini twice (I guess being that close to the ground you're bound to get more rock spray).

Excellent service both times.

Todd F Smith

On our way back from the Black Hills we caught a rock on the windshield. There is a small chip, but I am pretty sure it can be filled. Any recommendations on who I should call? We are over on the east side by St. Paul Porsche (FKA: Maplewood Imports). I want to get it taken care before it spreads.

Dale Trippler

Call Nord Stern advertiser, Rod Ellison, at eGlass Service, Inc. in New Brighton. Phone: 651-288-0063; Cell: 612-655-7736 Formerly Restoration Auto Glass, eGlass Service should be able to handle your needs.

Jill Daneu

Thanks everyone. I called my insurance company, USAA and they said EGlass is one of their preferred providers. I called EGlass and they will be out tomorrow to fix it.

I had 4 club members recommend EGlass so I hope they will do a good job and it will be done right here at the house so I don't have to go out in this miserable heat!

Dale Trippler

EGlass came to the house and repaired the chip in the windshield with the Boxster sitting in the garage. They did a great job and my insurance covered the complete cost. I have USAA insurance and EGlass is one of their preferred glass services. So USAA and EGlass handled everything.

I highly recommend EGlass for small rock chips that can be filled!

Dale Trippler

Raymond Autobody

I have replaced the H5s on my 911 with H4 Euro lights. I need to have the rings painted to match the car. Plus I need to have the rear valence stripped and reshot. Who should I consider using to do the paint work. My 87 has low miles, but the paint is crimson red - it can be difficult to match.

John Velure

John, I wish I had no experience - Raymond Auto. Jerry is our case worker (651) 488-0588.

Phil White

I highly recommend Raymond.

Regards, Brian Hanson

Raymond Auto Body. Nord Stern Advertiser, only Porsche Certified Repair center (<https://www.porschecollisioncenter.com/pa/porsche/index.html>) this side of Chicago or Colorado) and the only place I would take my all original 993 after the unbelievable job they have done repainting the bumper (and two of our other cars). <http://raymondautobody.com/>

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Todd F Smith

Yes, Raymond Auto Body did a great paint job when they eliminated the infamous rock chips on the front of our '02 Targa. Plus, Jerry and his crew are loyal Nord Stern advertisers. For more information about Jerry and the shop crew, see Raymond Auto Body's Advertiser Apex profile in the Nov '12 issue (page 33) of Nord Stern at <http://www.nordstern.org/img/newsletters/201211.pdf>. Jerry's email is jslom@raymondautobody.com.

Jill Daneu

Mark Bouljon

For those of you who have gotten to know Mark Bouljon at Carousel Porsche (Now Porsche of Minneapolis) I thought I would pass on the information that today (Friday, September 13) is his last day at work .

He has decided to take retirement and will be joining the ranks of those of us who have put in their time building this economy and now do work for free at home ! I will be adding his new contact information to our membership roles.

Ed Vazquez

Mark has been a loyal friend and member of Nord Stern. I will miss seeing his smiling face at Porsche of Minneapolis.

In addition to club events he is also a regular attendee of Ythird Thursday. Best of luck, Mark!

Keith Jones

Mark, If you are out there on this list somewhere - CONGRATULATIONS!!! And best wishes on your new adventure. It was always a pleasure. Nick is soooooo jealous.

Nick and Susan Cirillo

901-O-Rama

The club owes special thanks to Mark Bouljon for organizing the 901-O-Rama event this past Sunday in Marine-On-St. Croix..

I was not able to attend, but really appreciated Eric Erickson and his helpers for collecting the Courage Center donations. The club raised another \$440 for Courage yesterday!

Thanks again to everyone who helped with the show, and all who donated.

Keith Jones



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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 ½ 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 Carrera

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.



1996 911 Carrera 2

\$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 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 metallic, 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.

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.

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.



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Racers Corner: Chapter 1 - Mind Your Minimums

Courtesy www.rufclubofamerica.com, by Steve Beddor,

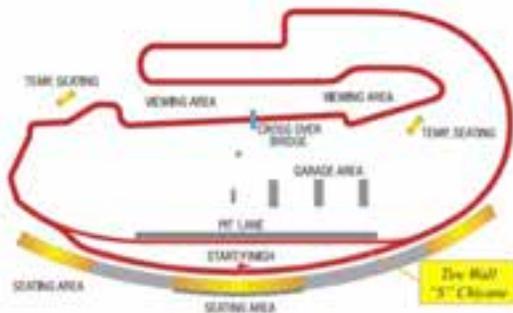
Let's take a look at lap times. What are the key factors, and what matters the most? Typically, racers focus on speed, but I think great insights come from thinking in terms of time in relation to speed: Average MPH. Convert your lap time into an average MPH, and then focus on ways you can increase that average.

Thinking in terms of increasing your average MPH over a lap includes all the elements that make up a lap time. To illustrate, the next time you are in your street car, switch your onboard computer display to the Average MPH read out and hit reset and go for a drive. Sure going 65 mpg instead of 55 certainly pulls up your average, but slowing down for corners and stop signs is a much more powerful influence at pulling down your average.

From my experience, the key to raising the Average MPH and thus reducing lap times is to raise the minimum speed you have to slow to on the key corners of any given race track.

My eureka moment: In the early years of developing the RUF CTR2 sport, I put in a data acquisition system that captured about every possible variable. After testing I would pour over all the resulting data. The sheer amount of raw data was overwhelming and the correlations of things like cornering Gs and top speeds to lap times were not clearly evident.

Then at the first ever PCA Club Race at California Speedway (2002), the CTR2 sport set the FTD (Fastest Time of the Day) with a 1:44.0. Sure that was a nice accomplishment for a street car amongst GT1 race cars, but that lap time really stood out because all my other laps were much slower (in the 1:45.8 to 1:46.2 range).



Left: California Speedway: aerial track map view of road race configuration

That 1:44.0 lap represented a huge drop in lap times that I could not replicate on subsequent laps, so I really wanted to figure out where those two seconds came from.

That night I poured over all the data from that FTD lap and then overlaid that lap's data against my next four quickest laps.

All the data was very consistent lap-after-lap. The only blip was the measurement of the slowest speed in one place: the chicane.

California Speedway's banking is minimum compared with most NASCAR ovals such as Charlotte and Daytona, so race organizers were concerned about the top speeds Porsche club racers might be able to hit going into flat banked corners 3 & 4. To insure speeds in the banking were not too dangerous, they created a chicane at the end of the front straight. I cut my teeth doing DEs at Brainerd Int'l Raceway back when they had chicanes before AND after its famous corner one (which Can Am cars took at 200 mph), so I learned to love chicanes.

But Brainerd's chicanes were just three orange traffic cones that you had to slalom through without touching a cone, California's chicane was two walls of stacked tires three or so feet high to form an "S" shape. Cut it a bit too close, kiss the tire wall, and the tire wall bites back... hard. More than one car's race weekend came to an end after "contacting" the wall. At speed, it becomes a thread the needle proposition, and it was both scary and thrilling.

Back to the data. So the only blip in the data was the measurement of minimum speed going through the chicane that stood out. The data showed that lap-after-lap I had to slow down to 110 mph to "make" the chicane, but somehow on the FTD lap, I was able to slip through at 114 mph.

It was quite the revelation. Raising my minimum speed by just 2 mph was the main differentiating factor between a 1:45.8 lap time and a 1:44.0!

From that race forward, I tracked the minimum mph on every corner at every race and focused both my driving and car setups on raising the minimum speeds, particularly for the most important corner at each track (and the most important corner is NOT necessarily the one that leads onto the longest straight - see blog entitled "Most Important Corner" for another important revelation).

As a driver, I found that focusing on raising my average speed instead of my top speeds really paid dividends. It also liberated me from being overloaded with extraneous data as I just focused on raising my minimum speed in the key corners of each track.



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