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N O R D S T E R N



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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.

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

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

Please contact staff for any event coverage you need

e-mail address: editor@nordstern.org website: <http://www.nordstern.org>

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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 Photo, vBy Michael Grabner,
It's late October, it's dark outside, it's drizzly,
your editor decided this beautiful, stunning close
up of rain fit our weather of late and our favorite
cars as many members put them away for the
upcoming months.*



2013 Officers & Committee Chairs

“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***

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Ron Johnson
14711 Woodruff Rd, Minnetonka, MN 55391
612.730.2351
or porschebake@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@cluemail.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@curtisssd.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@Curtisssd.com
Michael John 612.386.5255
mjj0000@gmail.com

Social

Carrie John cjohn1291@gmail.com

Taste of the Track

Lydia Meyer lydiaquam@gmail.com

Timing and Scoring

Ed Tripet 952.471.0065
tripet5@mchsi.com

Touring

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

It's October 20 and I just drove through a snowstorm on the way back from the lake today. Earlier this weekend, I washed up the 996 and put her in hibernation for the season.

For those of us that have always lived in a cold climate state, have you ever imagined what it would be like to drive your Porsche year round? My first thoughts are that I wouldn't want that! Why not? 1. Warm climate states bake the interiors and exteriors of cars, so our cars last longer. 2. The excitement of owning a Porsche is renewed every spring when you pull her out of storage. 3. Winters are for Porsche club holiday parties. And, most importantly 4. Nord Stern snowmobile outings! I know that some of you are laughing at this. I have one word for you! Justification :-)

Back to official Nord Stern events . . . The 21st annual Fall Color Tour was fantastic. We started the weekend with a plethora of great food and friends Friday night at the welcome party. Saturday took us to Grand Portage for some excellent hiking and breathtaking views of the waterfalls. We ended up in Grand Marais at the Birch Inn for a fantastic lunch. We essentially dodged the rain with

only a few hours of wetness. Thanks to everyone that makes this fantastic event happen every year, especially John and Suzanne Dixon, our hosts.

On a more somber note, as you may have heard, Nord Stern recently lost a long-term Nord Stern member, Roy Hennenberger. Roy had been battling the horrible disease of depression. Nord Stern has permanently retired Roy's drivers' education car number - 56 in recognition of the challenges of fighting depression. Over the years, we have supported club members battling many diseases and I feel that we all need to be aware of depression and the toll that it takes on many people. Our club is fantastic on helping others and I am very proud to be a part of this. Roy was a true ambassador of PCA and Nord Stern and his memory will be with us forever.

As year-end is quickly approaching, we are busy planning the Holiday Party. Stay tuned for details, which will be communicated soon.

Hope to see you soon!



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2013 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page:	8" wide by 10.5" high
1/2 page:	8" wide by 5.25" high
1/4 page:	8" wide by 2.625" high; 4" wide by 5.25" high
1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover:	8" by 7"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated. 6 month pre-payment required for ad insertion, billed yearly

Welkommen . . .

Welcome . . . New Members

(and returning/renewing members!)

We hope to see you at upcoming events!



So, Just What Do We Do In Nord Stern??!

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

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

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

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

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

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

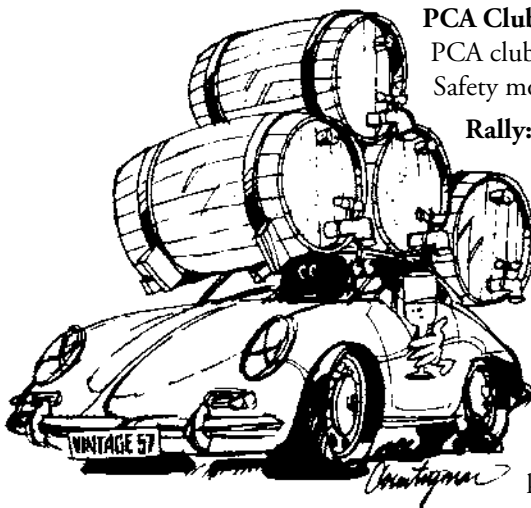
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved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

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

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

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

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



From the Editor . . .

by Christie Boeder

Each fall comes the time when many members put their Porsches away for the winter and the questions about Winter Storage pop up. For my column this month, I am including a reprint of a recent exchange on Clubtalk discussing several members' opinions and lists. There certainly are many veteran owners who are more than willing to share their knowledge, expertise and experience. Nothing better than hearing what's worked for others! And yes, Fall is here with winter just around the corner. That always elicits more than a bit of a sigh. However, the Boeder household is known for it's year round Porsche adventures since our 964 is a daily driver with 4-wheel drive - nothing much stops that car!

But even though the non-driving season is upon us all shortly, there will be winter fun to enjoy. In the works are the plans for the annual Holiday Party so stay tuned for those details. The emphasis this year will be on the 'fun' in party. Nord Stern organizes one dressier party each year and this is it. It serves as the official 'end' of one year and the beginning of the next with the passing of the gravel and presentation of yearly awards. With that in mind, the yearly ballot for next year's officers can be found in this issue. So fill that out and send it in!

And of course with the end of the year comes the annual renewal of those Nord Stern dues. Next month will include an envelope but far easier is the online payment option on the website. Also, with the number of LIFE members on the roster, we'd like to request a renewal request for those members - otherwise the

club is considering dropping Life members who aren't interested in receiving the newsletter anymore and/or are no longer PCA members. With the cost of newsletter production, Life members can also consider a contribution of \$20 per year to ensure delivery of their newsletter. However, we will not drop anyone from the roll if they so request continuation of their status!

Couple other important pieces of business to point out. The annual Old Log performance is set for November 10 and info on that is in this issue. What is NEW this year is that Mike from Desperate Housewives is starring in the production. I'll admit that surprised me, but new ownership and interest in featuring name actors. Pretty cool! Also, JUST in time for the holidays, Ed V. is offering a chance to purchase Nord Stern merchandise - order form is enclosed. I love my polo shirt with the retro look. Great shirt.

Without further ado, a short primer on Winter Storage!

As the end of the driving approaches, I was wondering what you all do when putting your car away for the winter besides the obvious (battery, fuel). It will be stored in my heated garage and the two questions I keep going back and forth on are:

Do you let your car sit through the winter, or do you occasionally start it to get the fluids moving? I am leaning toward letting it sit since I won't be driving it to get it up to temp, and several cold starts followed by idling may not be optimal. Opinions?

How do you prevent flat spotting the tires? Do you put a little more air in your tires and move your car a few inches each month,

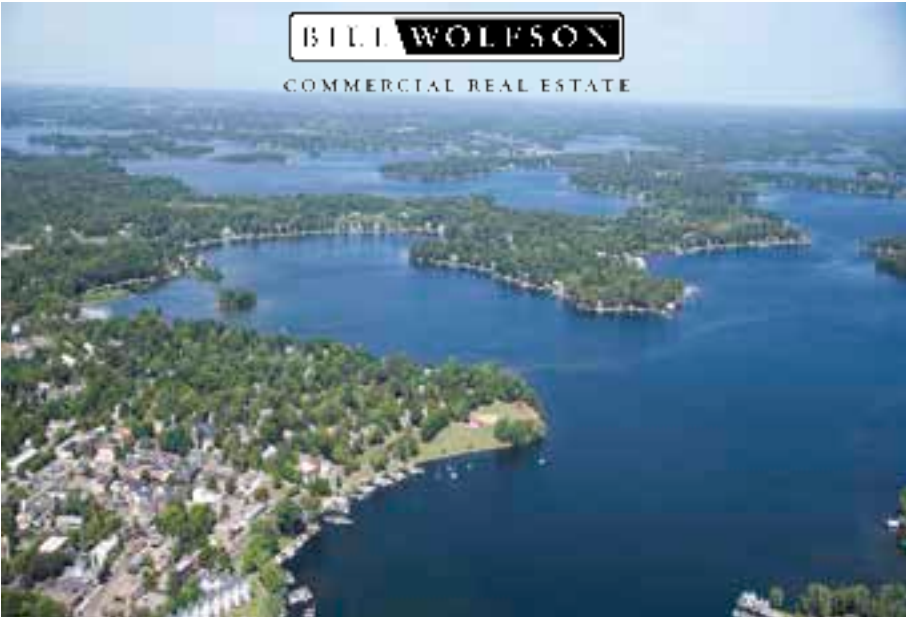
or do you put your car on jack stands? Not too hot about the jack stands idea since it would let the suspension droop which may not be recommended for long periods.

Opinions? Any other ideas are appreciated. Many thanks.

— Laurent Migault

It saddens me to think of putting it away as I will wait until the first salt flies, before putting it away. I personally do the following:

- Trickle Charger with CPU control
- Drier Sheets as a rodent repellent in trunk and cab and steel wool in tail pipes (just in case, but have not seen any evidence of rodents at location) .
- Stabil in Gas Tank of Non-Oxy Gas (recommended to have fairly full to avoid vapor space for water condensation)



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Continued on page 12

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!

Club Jager
923 Washington Ave. North, Mpls, 612.332.2686
<http://clubjager.com/>

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/>

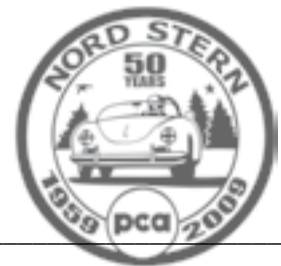
– Gregory J. Stanich



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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Address: _____

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(1 free with membership)

Vehicle Year/Model/Color: _____

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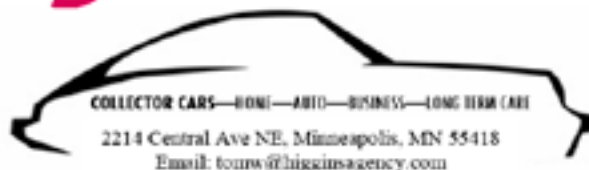
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Bill Groschen

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Rod Ellison

eglass Service, Inc.

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Old Log Theater



The Mercedes-Benz Club of America Twin Cities Section and the

Nord Stern Region of the Porsche Club of America

invite you to their annual lunch and matinee outing to the Old Log Theater. This year we will be enjoying a performance of

“Rancho Mirage”

Sunday, November 10, 2013

Bar opens at 12:00 - Lunch @ 12:30pm

Performance @ 2:00pm

The outing consists of good cars, food, friends, and laughter (not necessarily in that order). We will meet at the Old Log Theater for lunch and then stay to watch the matinee.

The lobby and bar at the Old Log Theater open at 12:00 noon.
Lunch is at 12:30 - The show begins promptly at 2:00pm.

You have a choice of one of five main course entrées for lunch:

- 1) Braised Short Rib, mashed potato, roasted squash, jus
- 2) Chicken Breast, risotto, sweet corn, sundried tomato, chicken sauce
- 3) Walleye Almandine, artichoke, mushrooms, lemon, caper
- 4) Smoked Pork Chop, sweet potato, haricot vert, chimichurri
- 5) Pappardelle Pasta, roasted tomato, olives, herbs, parmesan

All meals include: Spinach Salad, red onion, tomato, red wine vinaigrette
Bread Service: Baguette - Dessert: Crème Brulee - Beverage: Coffee, Tea or Milk

Price is \$51.00 per person
(lunch, show, gratuity and taxes included)

UNLIKE past years, this year you will call the Old Log Theater DIRECTLY to reserve your lunch and show tickets. The club will not be collecting money. Tell the Old Log Theater box office you're with the Mercedes-Benz Club. Call (952) 474-5951



“Rancho Mirage” Stars James Denton from ABC’s “Desperate Housewives” - that’s right, The Old Log Theater is under new management and they’ve brought Hollywood talent all the way to Minnesota for this production.

A Comedy / Drama by Steve Dietz

National New Play Network World Premiere.

A biting funny comedy about what happens when the fictions that hold our lives together are exposed.

In Dietz’s sharp and surprising sojourn into the psyche of 2012 America — where affluence is perhaps our greatest mirage — three couples, long-time friends, find themselves at a dinner party where everyone finally decides to tell the truth. What remains between us when our youth, our dreams, and our last bottle of wine is gone?





Directed by Kent Knutson

Contains adult situations and language. Approximate running time: 1 hour and forty-five minutes including intermission.

If you need to run directions use:
Old Log Theater
5185 Meadville Street
Greenwood, MN 55331
Box office Ph: (952) 474-5951

Nord Stern Porsche Club
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	<p>Port & Company 100% Cotton T-Shirt</p> <ul style="list-style-type: none">• Heavyweight 6.1-ounce, 100% (preshrunk)• Shoulder-to-Shoulder Taping• Coverseamed Neck• Double Needle Hem• Black w/Nord Stern Logo <p><i>Small – XLarge - \$20.00 Each</i> <i>2XLarge - \$22.00</i></p>	Men’s Size	Quantity	\$ Item Total
	<p>Cutter & Buck Tournament Pique Polo</p> <ul style="list-style-type: none">• Ribbed knit collar & Cuffs• 3-Button Placket• Drop Front Shoulder• Reinforced Side Vents• Pearl Colored Logo Buttons• C&B Pennant at Left Sleeve Hem• White w/Embroidered Nord Stern Logo on Left Chest <p><i>Small – 3XLarge - \$45.00 Each</i></p>	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	<p>Eddie Bauer Packable Wind Jacket</p> <p>Wind was the inspiration for this compact layer – and it packs down into a pocket, making it easy to carry wherever you go. Hood with drawcord and toggles for adjustability, contrast reverse coil zipper, underarm vents, packable zippered chest pocket, front unzipped pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon.</p> <p><i>Small – Xlarge - \$50.00 Each</i> <i>2XLarge - \$52.50</i></p>	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	<p>Port Authority Dry Zone Cap</p> <p>An exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill.</p> <ul style="list-style-type: none">• 55/45 poly/polypropylene double knit• Unstructured• Low Profile• Hook & Loop Closure <p>\$20.00 Each</p>	Size	Quantity	\$ Item Total
Contact Name				\$ Order Total
Contact Phone #				

Please contact **Ed Vazquez** at edmn911@aol.com with questions or to place an order



2014 NORD STERN OFFICERS ELECTION TIME

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write-in _____ r

Vice President: Mike Sabers _____ r
write-in _____ r

Secretary: Betsy Porter _____ r
write-in _____ r

Treasurer: Jeff Bluhm _____ r
write-in _____ r

Board of Directors: Ron Johnson _____ r

Mark your ballot and return to: (both member and associate may send in separate votes). Officers will be presented at the upcoming Holiday Party in January 2013

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

From the Editor

continued from page 7

- Pump up tires to 10-15 lbs over pressure, to prevent flat spot.
- Parking Brake OFF and out of gear.
- Cover Car to avoid dust and scratching

Of course I have it thoroughly washed, waxed, and cleaned inside and out before storage. Also I have the oil change and all the fluids checked and lubed come spring, usually the first week it comes out. P.S. Thanks everyone for a fun Fall Colors (wish the weather was better for the whole weekend). Special thanks to the organizers, John, Jill and crew

– Greg Stanich

Whether to leave your transmission/transaxle out of gear may be model dependent. I've read that it's recommended to leave my 951 in gear to prevent possible rusting of some part of the shift linkage.

However I am not an expert nor have I personally checked to see what's exposed/protected when I take it out of gear and put it back in gear. I've spent plenty of time under the car, some of it under the transaxle, but have not been motivated to do that yet.

–Doug Anderson

I have never had an issue when I store my car. Here are my thoughts:

- * Change the oil
- * Clean the car inside and out.
- * Let it sit, with a battery minder plugged in
- * Inflate the tires 5 lbs more than normal
- * Put steel wool in the exhausts to keep rodents out.
- * Fill the tank full and add a little Stabil
- * Place a container of Damp Rid (Menards laundry section) in the trunk and in the passenger compartment
- * Sit in it once in a while and make motor sounds while day dreaming of fun drives to come.
- * Sorry one last thing take it out of gear and leave off the emergency brake (block a wheel)

– Keith Jones





2013 Last Fling On Track Action!

photos by Phil Kittock



For Roy . . .

courtesy Nord Stern members and friends

Editor's note, as I indicated in the October newsletter of Nord Stern the club lost a long-time member recently and with the flurry of Clubtalk emails and stories I felt it would be important to include as many of the contributions as I can here in this issue as a tribute to Roy. I truly don't think Roy had any idea how many of us enjoyed his friendship and contributions to the club. It's still hard for me to believe he's not going to be at the 'next event'. So it's with an incredible amount of sadness I devote these pages to Roy:

I regret to inform the club that long time member Roy Henneberger passed away this past week. Roy was a real Porsche enthusiast and will be missed.

— Bruce Boeder

During the past few days, several members have inquired about the cause of Roy Henneberger's death. Unbeknownst to many, Roy had been battling depression for some time. Sadly, he lost that battle and took his own life.

In many respects, Nord Stern is like one big family. When we lose a Nord Stern member, our hearts ache. When we lose a member to a disabling disorder such as depression, our hearts feel as though they have been ripped out.

Nord Stern prides itself on reaching out to both old and new members alike. "It's not the cars, it's the people." IF you have a problem of any kind, please ask a Nord Stern friend for help. There are many wonderful, caring, warmhearted people in the Club who have helped people before and are more than willing to do so again. In addition, if you see someone who seems "down" or "lost" or out of character, please reach out. That's what family is all about.

There have been many wonderful tributes to Roy that have been posted on both ClubTalk and in Roy's St. Paul Pioneer Press obituary guest book. He would have enjoyed knowing how much he was loved and admired both on and off the track. This weekend is the Club's annual Fall Color Tour, which Roy attended every year for nearly 20 years. We will hold a moment of silence and prayer for Roy on this year's Tour.

— In Roy's memory, Bruce & Christie Boeder
and Jill & Fred Daneu

Roy Henneberger was a guy you never really forgot. Peripatetic, always friendly, seemingly always smiling—he was such a presence. Indeed, I remember looking around the track on the first day of the Last Fling—the very day he died—wondering, "Wonder why Roy isn't here?"

For a guy like me, who after many years still goes to track events presiding over a simmering stew of excitement, immense

humility and a no small measure of trepidation, Roy was always there to offer assurance, a wealth of technical knowledge and, when asked, thoughtful and seasoned advice. I will not be able to drive through the BIR paddock without thinking of him, just as to this day, almost every time I head into Turn four I can hear the late Brian McMahon's insistent voice in my helmet—my first instructor as a cocky newbie in 1996: "Deeper. Deeper. Deeper! Now, turn!" The slogan, as Bruce Boeder said in his note to the folks on Clubtalk, is absolutely true: "It's not the cars. It's the people."

Clearly, Roy was suffering through an extraordinarily difficult time. To recall Henry David Thoreau's famous sentiment: "Most men lead lives of quiet desperation, and go to the grave with the song still in them." We are all left with the sadness that comes with the thoughts of what else we might have done to pull our friend away from the abyss. Clearly, some within our group tried—such as Bruce (along with Mark Cree and a number of other Nord Sterners), reached out with leads on jobs and other support. Now, all we can do is mourn his passing, remember that which was good and joyous about him, and hope that we will be there for someone else should they ever confront the depths in which Roy struggled. We'll miss him, and the melody of the friendship he brought to us all.

— Tony Carideo

Jill et al, Well said. Your thoughts speak for all Nord Sterners.

— John Velure

Bruce, you are right, Roy will be missed. He was at nearly every Nord Stern event and was the first to lend a hand.

— God Speed Roy, Keith Jones

Fred and I are in shock and are deeply saddened to hear this sad news. Roy and his then wife joined the Club around the same time as Fred and I, so our friendship went way back. Roy was a good friend and an uncle to our dog. He was the quintessential Nord Stern and Porsche club member and will be deeply missed.

— Jill & Fred Daneu



Shocking news! Roy was a young guy. He was a great Ambassador for Nord Stern, always willing to chat with new members and "talk track." We'll miss #56.

– Paul Ingebrigtsen

Roy will be missed at the fall color tour very much. He made almost all of them. We had much fun wondering what fact he would bring up that added to the event. He was a smart guy.

– John Dixon

Roy was easy to talk to and always had facts no one knew, he will be missed!

– Mike Robinson

Roy Henneberger was one of the most dedicated Nord Stern members I've ever known. We will miss your club talk rants, your matter of fact attitude and most of all your dedication to PCA and Nord Stern. R.I.P. Roy, you will be remembered by all.

– Ron Johnson, President Nord Stern

We lost one of our best membership ambassadors with Roy's passing. I knew that if I had a potential or new Nord Stern member with a 944 or 968 that I could count on Roy to make that person feel wanted and welcomed. He was my best "Water Pumper" ambassador. Our club has lost a valuable person. He exemplified the Nord Stern motto by his friendliness and willingness to help any member. I am sorry to lose Roy. I will miss him.

Rest in Peace, Roy, Ed Vazquez

As a new NS member several years back (and a 944 owner), Roy was always a wealth of helpful information and a pleasure to talk with. So full of willingness to help out, and as others have mentioned - always had a smile on his face. He will be very missed.

–Arin Brown

I am going to miss Roy as well. A fellow engineer at ADC when I first joined the Porsche club. He was always a really nice guy. A unique guy in a way that I can appreciate being an engineer. It is hard to believe he won't be around at events any more.

– Todd Knettel

Roy always had good stories and better questions, boundless information, and abundant observations & wisecracks. He was a fine person, generous with his friendship, expertise, and attention. We will miss you, Roy.

– Doug and DeLaine Anderson

Thanks Jill/Bruce for the update and concern for Roy's passing . . . I for one will miss seeing him at the North Shore or the track. I know he made a strong impression on me and he always had a comment or two for the 944 owner. I will catch myself looking for him this weekend at the Color Tour, and we will all miss that something 'extra' he always added to the moment.

– Pam and Don Lawrence

We all are surprised to hear about Roy, but now things make more sense. As we attended the VINO in the VALLEY outing, we had lunch and Roy sat with us at the table. As the conversation went on, we talked about cars and autocrossing, Roy said he did not do much autocrossing the last two years. He mentioned that he had money problems and has to sell his house and was wondering where he is going to live. Jayne and I were listening and talking with Roy about the food, the nice day, and the Kraft beers we were enjoying. Now, we are wondering if we should have asked more questions.

Roy was a lot of fun to be with and we will miss him.

– Rudy and Jayne Mueller

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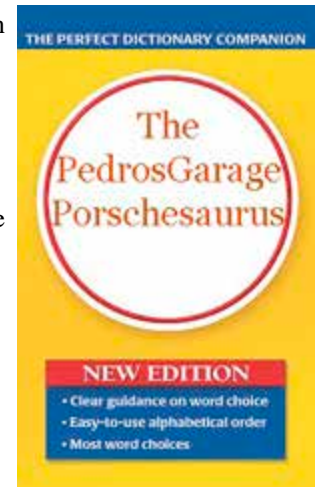
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Porschesaurus

by Pedro P. Bonilla (GCR PCA)

OMG, R U up 2 speed on your abbrs.? We live in an abbreviated-crazy culture, and the automotive world, with Porsche in particular, is even worse! It seems as if every different system has an acronym or an abbreviation and new ones are introduced with every model year, so I decided to try to put together our very own Porschesaurus which includes many of the most used ones.

A	Amperes (unit of measure for an electrical current)
ABD	Automatic Brake Differential (anti spin control for the drive wheels)
ABS	Anti-lock Braking System (this technology maintains maximum tire traction while braking)
AFR	Air-to-Fuel Ratio (also known as Stoichiometric point – 14.7 parts of air to 1 part gasoline by weight)
AGM	Absorbed Glass Matt (no maintenance type of battery such as the Optima)
AIR	Secondary Air Injection additional pollution control on cold startup)
ASR	Anti- Slip Regulation (prevents excessive slip on the drive wheels)
AWS	Auto Weight-Sensing (controls air bag deployment based on passenger's weight)
AX	Auto Cross (timed competition through a defined course, against the clock)
BARO	Barometric Pressure Sensor (self explanatory)
BHP	Brake Horse Power (an engine's horsepower before loss to the secondary systems)
BOX	Boxer (type of engine with 2 banks facing each other at an angle of 180°, slightly staggered)
BPS	Barometric Pressure Sensor (self explanatory)
C	Celsius (unit of temperature measurement where water freezes at 0C and boils at 100C)
CAFE	Corporate Average Fuel Economy (US Regulations aimed at automotive fuel economy)
CAI	Cold Air Intake (way to deliver cold –outside- air to an engine to make more power)
CARB	California Air Resources Board (California's Clean air Agency)
CAT	Catalytic Converter (automotive system that clean exhaust gasses by chemical reactions)
CCA	Cold Cranking Amps (the amount of current a battery can produce at 0°F / -18°C)
Cd	Coefficient of Drag - also Cx, CoD and Cx (used to quantify the drag or resistance of an object)
CDI	Capacitor Discharge Ignition (automotive electronic ignition which replaced inductance coils)
CEL	Check Engine Light (self explanatory - same as MIL)
CL	Closed Loop (self explanatory)
CLU	Central Locking Unit (unit that controls the locking and alarm systems in a Porsche)
dB	Decibels (unit of measure in acoustics, electronics and control theory)
DE	Driver Education (a safe, structured and controlled teaching and learning environment on the track)
DFI	Direct Fuel Injection (a system that injects the fuel directly into the combustion chamber)
DME	Digital Motor Electronics (engine Management System built by Bosch for Porsche automobiles)
DOHC	Double Overhead Cam (engine with dual cams in which each operate the intake or exhaust valves)
DOT	Department Of Transportation (oversees federal highway, air, rail and other transportation)
DTC	Diagnostic Trouble Code (diagnostic Error Code used by the On-Board Diagnostic (OBD-II) System)
EACV	Electronic Air Control Valve (also known as the Idle Control Valve)
ECL	Engine Coolant Level (self explanatory)
ECM	Engine Control Module (same as ECU)
ECTS	Engine Coolant Temperature Sensor (self explanatory)
ECU	Electronic Control Unit (same as ECM)
EDC	Engine Drag Control (prevents all driven wheels from locking up when the vehicle is overrunning)
EECS	Evaporative Emission Control System (traps and stores evaporative emissions from the gas tank)
EVAP	EVAPorative emission system (same as above)
F	Fahrenheit (unit of temperature measurement where water freezes at 32°F and boils at 212°F)
FCHV	Fuel Cell Hybrid Vehicle (a vehicle that combines electric and fuel-driven mechanisms)
ft.lb.	Foot-Pound (a unit of measure of torque – rotational force)
GT	Gran Turismo (Grand Tourer – performance car designed for long distance driving)
GTR	Gran Turismo Racing (as the Porsche GT-3 R)
GTS	Gran Turismo Sport (as above, but a 4 door saloon)
GTS	Gran Turismo Spyder (as above, but a 2 door Spyder)



HBA	Hydraulic Brake Assist (assists the driver in an emergency or panic-braking situation)
HEV	Hybrid Electric Vehicle (a vehicle that uses two types of power, one of them being electric)
HFC	High Flow Cats (catalytic converter with freer flowing cells, generally for racing)
HP	HorsePower (unit of measure for power, generally for engines)
HVAC	Heating, Ventilation and Air-Conditioning (self explanatory)
IACV	Idle Air Control Valve (air valve in the throttle body which controls the engine's idle speed)
IAT	Intake Air Temperature (temperature of the air as it flows into the engine – colder means more power)
IC	Ignition Control (the system responsible for igniting the air/fuel mixture in the engine)
IC	Inter Cooler (mechanical device used to cool a fluid, generally air on an engine's turbocharger)
ILSAC	International Lubricant Standardization and Approval Committee (Motor Oil standards)
IMS	Intermediate Shaft (engine shaft which turns the timing chains on Porsche engines)
in	Inches (unit of measure for length)
in. lbs.	Inch Pounds (unit of measure for torque)
ITB	Individual Throttle Bodies (individual – one-per-cylinder – throttle body stacks)
KESSY	Keyless Entry, Start and exit System (self explanatory)
L	Liter (Litre) (unit of measuring displacement in an engine and unit of liquid measurement)
lb./ft.	Pound Feet (unit of measuring torque)
LCD	Liquid Crystal Display (flat panel display that uses light modulating properties of liquid crystal)
LED	Light Emitting Diode (a semiconductor light source)
LSA	Lightweight, Stable, Agile (sub-frame-mounted rear suspension)
LSD	Limited-Slip Differential (differential that can alleviate wheel spin while cornering)
LWB	Long Wheelbase (vehicle with a longer distance between front and rear wheel than a comparison model)
MAF	Mass Air-Flow (sensor that determines the amount of air being fed into the engine)
MCD	Magnetic Chip Detector (sensor that can detect ferrous metal chips in an engine's oil)
MIL	Malfunction Indicator Lamp (self explanatory - same as CEL)
MON	Motor Octane Number (Gasoline Grade) (type of octane-rating for gasoline grades)
MOST	Media Orientated Systems Transport bus (automotive high-speed multimedia network technology)
MT	Manual Transmission (a.k.a. manual gearbox or standard transmission)
Mxxxx	Motorcycle (yyyy) (Helmet Safety Standard) (nomenclature to identify motorcycle helmet safety)
MY	Model Year (model availability date – traditionally begins with the 4th quarter of the preceding year in USA)
NHTSA	National Highway Traffic Safety Administration (directs highway safety and consumer programs)
Nm	Newton-Meter (unit of measuring torque)
O2	Oxygen (self explanatory)
OBC	On-Board Computer (offers information to driver regarding vehicle parameters, consumption, etc.)
OBD	On-Board Diagnostics (vehicle's self-diagnostic and reporting capability – mandated after MY 1996)
OEM	Original Equipment Manufacturer (generally refers to a replacement part made by the OEM)
OHC	Overhead Cam (camshaft above combustion chambers which drives the valves and or lifters)
OPC	Official Porsche Center (Porsche-approved service center, tire and or body shop)
OS	Oxygen Sensor (sensor located pre and or post catalytic converter that measures O2 content in exhaust)
PAG	Porsche AG (Porsche Aktiengesellschaft – Porsche Corporation – Porsche Auto Group)

Continued on page 18

Tom McGlynn

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PAS	Power Assisted Steering (self explanatory – also known as power steering)
PASM	Porsche Active Suspension Management (electronic damping control system)
PCA	Porsche Club of America (formed by 139 regions throughout the USA and Canada)
PCCB	Porsche Ceramic Composite Brakes (siliconized carbon fiber disc with very high temp capability)
PCM	Porsche Communication Management (navigation system with integrated audio)
PCNA	Porsche Cars of North America (Porsche's exclusive importer for USA and Canada – based in Atlanta)
PDCC	Porsche Dynamic Chassis Control (active anti roll system on Cayenne vehicles with air suspension)
PDE	Porsche Driving Experience (based at Barber Motorsports Park, AL – Porsche performance driving)
PDK	Porsche Doppelkupplung (double clutch transmission)
PHC	Porsche Hill Control (provides downhill assistance by maintaining constant speed - Cayenne)
PIWIS	Porsche Integrated Workshop Information System (Porsche's newest system and diagnostic tester)
POSIP	Porsche Side-Impact Protection (side airbags integrated into the seats)
PPM	Parts Per Million (self explanatory)
PSDS	Porsche Sport Driving School (Porsche performance driving - training by professional instructors)
PSE	Porsche Sport Exhaust (exhaust sound varies with driving behavior)
PSM	Porsche Stability Management (automatic system that stabilizes vehicle at the limits of dynamic driving)
PST-II	Porsche System Tester II (diagnostic tester up to MY 2004)
PTM	Porsche Traction Management (front/rear axle force is electronically controlled by a multi-plate clutch)
PTS	Paint To Sample (Option Code allowing vehicle to be painted to customer's color sample)
PTS	Porsche Travel System (Porsche luggage made to fit particular Porsche vehicles)
PTV	Porsche Torque Vectoring (variable torque distribution to rear axle and mechanical LSD)
PWR	Power-to-Weight Ratio (measure of a vehicle's performance based on its power and weight)
RDS	Radio (broadcast) Data System (communications protocol for embedding digital info in FM broadcasts)
RMS	Rear Main Seal (engine oil seal located at the end of the crankshaft, behind clutch or torque converter)
RON	Research Octane Number (Gasoline Grade) (type of octane-rating for gasoline grades)
RoW	Rest of the World (referring to rest-of-the-world, non US- models)
RPM	Revolutions Per Minute (unit of measure for engine speed)
SAE	Society of Automotive Engineers (resource for vehicle design, manufacturing, operation, maintenance)
SAxxxx	Sport Application (yyyy) (nomenclature to identify safety helmet standards for automotive use)
SC	Sport Chrono (option that includes Sport Mode and in-dash Chronometer)
SNELL	Snell Memorial Foundation (organization that manages US helmet safety standards)
SRS	Safety Restraint System (seat belts)
TB	Throttle Body (the valve that regulates the amount of air entering the engine)
TC	Traction Control (self explanatory – generally works in conjunction with the ABS)
TIN	Tire Identification Number (DOT mandated tire ID)
TIP	Tiptronic (Porsche's torque converter, automatic transmission with manual upshift / downshift feature)
TPC	(or TPM) Tire Pressure Control/Monitoring (electronic systems which monitors tire pressure/temp)
TPMS	Tire Pressure Monitoring System (same as TPC)
TPS	Throttle Position Sensor (monitors the position of the throttle)
TPS	Tire Pressure Sensor (sensor used by TPMS)
TT	Twin Turbo (turbocharged engine in which two turbos compress the intake charge)
UTQG	Uniform Tire Quality Grade Standards (tire standards established by NHTSA)
V	Volt (unit of measure for an electrical potential)
VDC	Volt DC (Volts of Direct Current - battery)
VLSD	Viscous Limited Slip Differential (LSD which uses variable viscosity fluid)
VTG	Variable Turbine Geometry (more efficient turbo with reduced turbo lag)
VTs	Vehicle Tracking System (GPS-based system to track a stolen vehicle for recovery)
VTs	Vehicle Tracking System (GPS-base
W	Watt (unit of measure for power)
ZDDP	Zinc DialkyDithioPhosphate (motor oil anti-wear additive)
ZEV	Zero Emission Vehicle (self explanatory)

Now that U R up 2 speed on them, U can LOL when your BFF makes a funny face at them. YMMV.

To learn more about these acronyms and abbreviations, please visit my website at: www.PedrosGarage.com

Happy Porsche-ing, Pedro





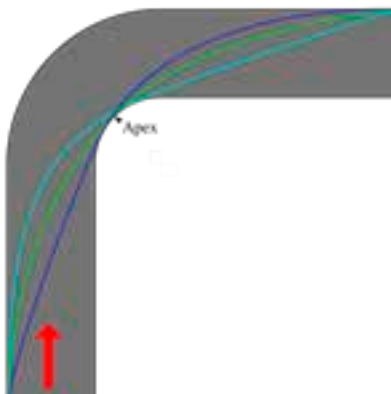
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F: 952-949-9556

W: www.Andersonmotorsport.com

Email: Jason@AndersonMotorsport.com

Owners: Jason Anderson and Chris DeLadi

3. Type of business?

We provide full service, maintenance, and tuning with an emphasis on Audi's and European marques

4. Years in business?

We were incorporated in January 1992 and have been in the same location since day one.

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

We have been an advertiser for almost 12 years.

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

It may sound trite, but we really DO have a close connection with many of our customers. It's fun to visit with and get to know multiple-generation families. We pride ourselves on really knowing our customers. It's not uncommon for customers to send us multiple graduation party invites at the end of school years. It may not sound like much, but it really lets us know that our customers trust us in the utmost.

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

All of them! Club Races are always great, but there is just something about being up north at the track in the fall. Last Fling may have the edge in that regard!

8. My favorite PCA event is . . . ?

The annual Club Race at Brainerd International Raceway!

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

Chris Deladi (co-owner, and lead tech) has been at Anderson Motorsport since the beginning in 1992. Audi Club of North America was originally formed in this building!

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

Jason (left, below): Spending time with family (wife Heather, and daughter Adeline), instructing and driving at club events, traveling, golfing, cooking . . . or just plain finding a few moments to relax!!

Chris (right, below): Spending time with family (wife Mary Kay, son Michael, and daughter Kirstie), Karting, flying RC planes and helicopters, watching air racing, and traveling with friends.




PCA ZONE 10 CALENDAR

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
Nord Stern Region: www.nordstern.org	Wichita Region: wic.pca.org



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Escape to Rushmore 2015

Brought to you by Nord Stern with Arlyce and Jim Lillegard

Even though Escape 2015 is more than a year away, it absolutely is NOT too early to start planning to participate. Escapes are smaller scale national events hosted and organized by a region (or two) at a different time of the year than the long-running PCA Parades.

This year's Escape happens to be in Los Angeles (this upcoming weekend) while the annual Parade was held in Traverse City, MI. Having two events separated geographically and different times of the year give more members across the nation an opportunity to partake in a larger scale event encompassing drives, tours, social events with appropriate regional emphasis.

Escape 2015 will be in the Black Hills of South Dakota headquartered in Rapid City. This is a beautiful part of our country and well-worth visiting. Lots to see and with the drives/tours/dinners being planned, it sounds great.

There is an annual Run for the Hills in early fall. This year's was featured in the October issue with some pictures from Nord Sterns who attended. Watch for more pictures in upcoming issues! Right is the view of Mt. Rushmore that greeted drivers exiting a chiseled tunnel. Photo by Steve Meydell.



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



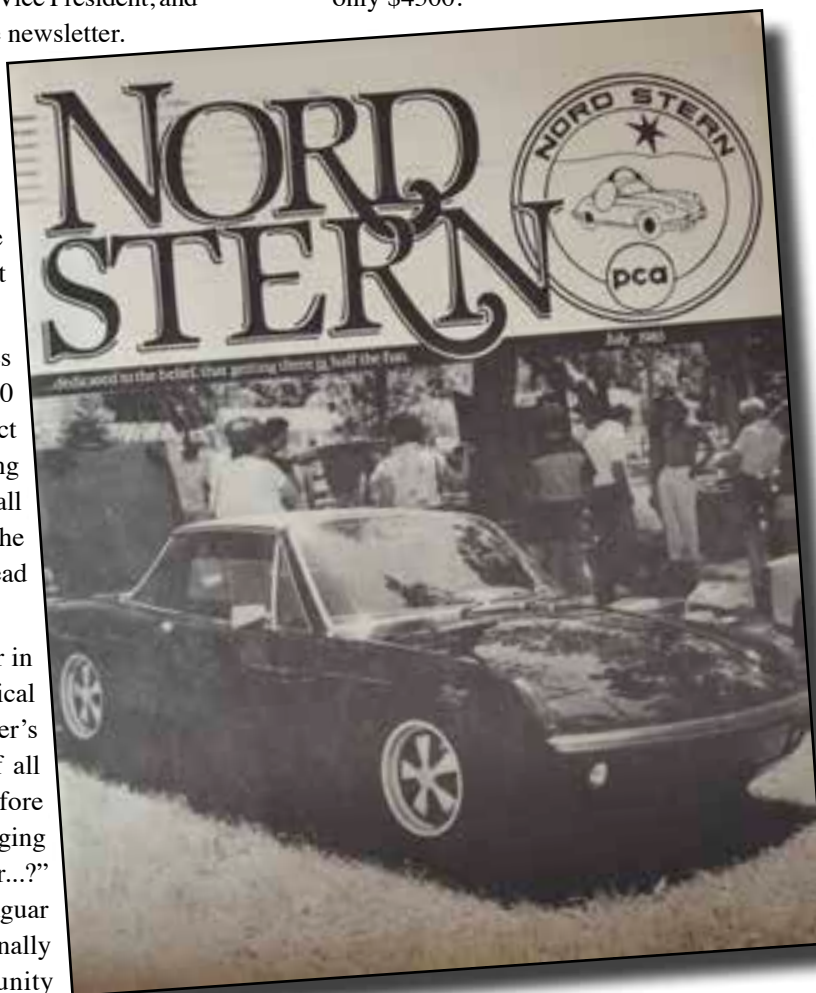
I've spent so much time on these old issues; most of them are addressed to Thomas R. Longfellow who held on to them for decades and then donated them to Christie and me to keep this series going. Finally at the Last Fling I got to meet Tom and his wife Mary; she took the school and entire DE weekend driving her beautiful new Boxster S. Tom brought up his perfectly restored, beautiful green '65 356 SC Cabriolet. I had guessed that anybody holding on to newsletters for 30+ years must be a grey haired guy like me. But when I do the math, surprise, surprise, he's looks so young he must have been a Nord Stern member in his teens. He wisely held onto his 356 too.

July, 1985

- Jim Arhart is President, Roger Johnson Vice President, and Dave and Susana Weber are doing the newsletter.
- Driver's registration fees for the August Invitational Autocross are up to \$60 per driver.
- Concour and Fairgrounds Autocross results have so many winners who are still active we don't have room to list them all.
- A technical article on tires and pressures recommends as much as much as 50 psi for the track. Determining correct pressure was done back then by putting chalk or shoe polish on the edge sidewall and tread and adjusting pressure until the chalk wore off just to the edge of the tread and not on the sidewall.
- Bill Groschen writes a two page letter in answer to an Autoweek editorial critical of Porsches. After mocking the writer's name, he goes through a long list of all the fun things we do to our cars before and during track weekends (like changing motor oil), asking her "Have you ever...?" on each. He goes on to insult her Jaguar and Lucas, the God of Darkness, but finally mellows and offers her the opportunity

to drive his Porsche 944 at Driver's School at BIR ("regardless of her age, creed, color, or national origin").

- Bill Caldwell recommends halon fire extinguishers, writing that the chemical is actually bromochlorodifluoromethane and non toxic to our metals and wiring. Sounds like the stuff might have anesthetic properties.
- Warren Wright's 930 turbo makes the cover of Exotic and Sport's Car. The car and the driver are beautiful.
- The Market Place is a treasure trove of investment vehicles. Rick Moe has four to sell including a 1971 911T for \$9500. A '74 911S is \$15,000. Jim Tourtillotte is parting with one of his mint perfect babies, a 1975 914 1.8. A partially restored 1960 356 B coupe can be had for only \$4500.



July, 1985 Cover

The Scans Continue



"D" Only Rally???



Above, below and Left: Three Afton Concour winners:



Editors Dave and Susana Weber came up with a really neat format--handwritten legends (what we call them in medical publications) beside the Concour photos.

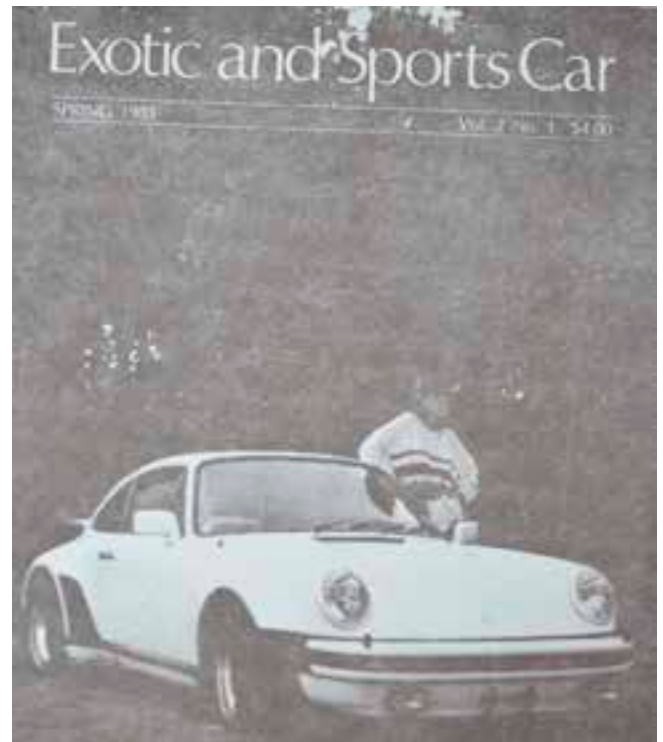


The Scans Continue

Continued from page 23



Below: Warren Wright of Chippewa Falls, WI, has his turbo chosen for a cover shot for Exotic and Sports Car Spring 1985 issue. Who was the mystery woman?



Below: European Autoworks on 3008 Pillsbury Avenue S. has recruited some real talent. The offer a full page announcement.



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Nord Stern November 2013 Business Meeting

by Betsey Porter, Secretary

Meeting was started at 7:00 p.m. by President – Ron Johnson, welcomed attendees to the end of 2013! Ron will preside over one more meeting as President and then will go back to being DE/Instructors Chair.

- Vice President – Dave Anderson, VP transitional duties commencing. Some chair commitments are set for 2014, need new Social Chair.
- Treasurer – Jeff Bluhm, No report
- Social – Carrie and Michael John, need new social chairs. Michael and Carrie will not be continuing in 2014.
- Advertising – Jill Daneu, Two new advertisers: Doug Arndt and Tom McGlynn. Collision Center are profiled in October's Advertisers Apex in the newsletter. Anderson Motorsports will be profiled in November. A few are left to be profiled and then they will start over at the beginning of the list. Yet to be profiled are: Race Suit Rental, Racing Products MN, C&E Auto Upholstery, Schmitt Towing.

Jill will send a note to all advertisers in December to see if they will be supporting Nord Stern in 2014. Will explore PayPal as an option for payment by advertisers.

- Newsletter – Christie Boeder, November newsletter is under way! Deadline is the 15th. She will need the list of 2014 officers to update the newsletter Officer page. The new production company is working fine, they just take longer. Lots of great content submitted, keep it coming!
- Webmaster – Bret Bailey, per Ron, new webmaster will be Mark Kedrowski. Tom Prezioso was unable to continue.
- Membership – Ed Vazquez, Our driving events encourage people to join NS. Amazing! There are 696 PCA members in our region, 520 of which are Nord Stern members. Wants to do a November PCA email blast or event to recruit members to join Nord Stern. Suggestion was for a breakfast event, Saturday mornings perhaps. There is a dealership pilot program for which Ed will nominate Nord Stern. Member wear made money! Ed will place another order for jackets, hats and golf shirts. Only 25 items needed as a minimum. Order form will be in the November newsletter - in time for holiday shopping. Do online renewals save money, ie envelopes, postage, etc?

Online transactions cost 2.9% But we need to make it easier for members to pay

How do we keep non-Porsche owners from joining? We have 125 "lifetime members". How do we defray the newsletter costs? Contact them to see if they still want paper newsletter. Initiate an opt-in option for paper newsletter

- Met Council – Bob Kosky, No report
- Autocross & Time Trial – Harvey Robideau, No report
- Charity – Keith Jones, No report
- Insurance – Michele Deml Johnson, New for Parade Laps: no waivers required for minors as participants. We have enough wristbands to cover 2014 events.
- Club Race – Doug Anderson, All of the shirts from Club Race have been distributed. There were a LOT of generous members who helped maintain continuity this year and helped Doug immensely. Thanks to everyone who helped!
- Driver Education – Steve Meydell, No updates
- Track Relations – Jim Bahner, No report
- Driver Education Registrar – Dave Anderson, Dave still has to send Last Fling payments to Jeff. Will do soon.
- Driver's Training – Jim Bahner, No report
- Touring & Drives – Mike Lancial & Randy Walker, No report
- Rally – Lon Tusler, No report
- Concours – All-Porsche Show – Phil Saari, Yes to a show in 2015
- Fall Color Tour – John & Suzanne Dixon, no report
- Safety – Keith Erickson, Keith to retire as Safety Chair in 2014. Paul Ingebritson has agreed to take the post
- Shop Relations – Keith Fritze, Send 2013 event ideas to Keith. Mobil One, Lube Tech
- National PCA Rep – Kim Fritze
- National DE chair Pete Tremper is retiring. Forward any ideas for his replacement (in 2015) to PCA via website, volunteer form
- PCA.org will be brand new by first quarter 2014. Unified branding across all platforms
- New Business – Ron, Motion made by Ron to retire Roy Henneberger's number. Motion seconded and

Continued on page 27

NORD STERN OCTOBER 2013

Business Meeting

continued from page 26

passed. Venue and ideas needed for Holiday Party. This event is important to members and members S.O.'s. Social Committee formed and will meet to discuss ideas

- Escape 2015 – “Escape to Rushmore”, Jim and Arlyce Lilligaard have been working very hard already. Have some contracts signed with hotels and convention center. Tours are being arranged. Drives are being arranged. Registration opens July 2015. Still working on logos. Website can be opened after the 2013 Escape. Photos can be sent to pictures@escapetorushmore.com.

JR's BBQ in Pine River put on a really fun event at First Fling this year. Wants to partner with us again for 2014 - Club Race event on Friday night in downtown Nisswa. Ideas include having the State Patrol/Police escort Porsches/race cars to Nisswa and then back to the track.

Meeting adjourned 8:30 pm



It was a spectacular Fall Color Tour once again and this year's hike took the group almost to Canada (at Pigeon Falls in Grand Portage State Park). L to R: John Dixon, Jill Daneu and Christie Boeder



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

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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
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2013 Last Fling

It was a great weekend. Thanks to all! If you missed Last Fling, you missed a great weekend of track time. The weather was cool and sunny and our cars were flying around the track Saturday and Sunday.

John Blackburn

Final Fling was a good one. Thanks to all! I did look for my friend, Roy. Thought we might break some bread and continue an exchange we'd had on email. Not to happen and to my loss. Taught me a lot about how to drive, too. He'll be missed.

Glen Larson

If you missed Last Fling, you missed a great weekend of track time. The weather was cool and sunny and our cars were flying around the track Saturday and Sunday. A special thanks to Dave Anderson for taking care of registration, Keith Erickson for overseeing safety, and Ron Johnson for running our DT school and Advanced Lapping session on Friday. None of these events would happen without volunteers to run them. If you enjoy track time and would like to add to your experience, contact Ron Johnson about volunteering to help at the track events. As a volunteer, you can do both, run during your sessions AND help make the weekend enjoyable for all.

Last Fling DE Eventmaster, Dale Trippler

Thanks to you Dale for all your efforts as well! It was a spectacular weekend see you all in the spring!

Paul Ingebrigtsen

Dave, Great event this weekend. The advance lapping was fun. The rest of the event looked to run flawlessly so hats off to everyone involved in the planning and execution of Last Fling! I also wanted to thank Ross Clifford for sharing his protected tap for the car! I did not get a chance to thank you before you left so thanks!

Kris Meachum

2013 Fall Color Tour Kudos and Thanks

Thanks to all who attended the weekend's 21st annual Fall Color Tour! Final stats: 93 participants and 46 cars. In addition, seven (7) well-cafeinated people accompanied John on the Sunday morning sunrise hike. Saturday's weather was perfect

as we drove to Grand Portage State Park near the Canadian border for an easy hike to the High Falls waterfall (Minnesota's tallest at 120 feet!). Look for an array of waterfall and other Tour photos in a future edition of Nord Stern.

As with any Nord Stern event, it "takes a village" to pull off a successful Fall Color Tour. Kudos to the 2013 Fall Color Tour organizers and volunteers:

- Eventmaster: John "Mr. Northwoods" Dixon
- Assistant Event Moose-ters: Jill Daneu & Christie Boeder
- Friday Night Social Party Room Set-Up: Terry & Janie Saxton
- Friday Night Social Hosts (and Waiver Enforcers): Greg & Sue Stanich
- Friday Night Social Clean-Up Crew: Ed & Ali Vazquez
- Saturday Drive Wranglers: Steve & Pam Flaten; Ian & Eunjin Philbrook; Chris Tobkin
- PCA Observer's Report: Bret Bailey
- Insurance and Waivers: Michele Johnson
- Special thanks to Guest Service Manager, Andrew Bilben at Bluefin Bay for the Friday Night Social wine and cheese and to Cheryl Walimaa at Birch Terrace for Saturday's delicious luncheon buffet!

If you haven't yet made a reservation for next year at one of the Bluefin Bay Family of Resorts, contact Andrew at andrew@bluefinbay.com. If you are interested in volunteering for the 2014 Fall Color Tour, please email me, John or Christie.

Yours in All Things Moose and the Northwoods,
The JDs (John and Jill) and Christie

Abelated thanks to you, Jill, for all you did to ensure these events take place each year, and to you, John, for all the advance planning and leadership. Priceless! This year turned out to be another fun time together in such a beautiful part of our state, even though we were maybe just a touch early for peak colors. Cool waves though!

Terry and Janie Saxton

2013 Nord Stern Club Race Wraps Up

Courtesy Clubtalk

Club Race and DE 2013

I want to thank everyone who volunteered to help Grid and work the Hot Pits during the Enduro. You all did a great job. I also want to thank the drivers for their patience and following directions without complaint. We are there to help and assist and when the drivers cooperate as well as they did last weekend, it makes our job easy. Thanks again to the volunteers and to the drivers.

Dale Trippler

Dale, How about a Thanks to you for your efforts which made this event happen in an orderly and timely manner. Sometimes you got to praise the boss !

Ed Vazquez

Susan and I had an absolutely fabulous time as always. Thanks to all for putting on a great show.

Nick and Susan Cirillo

The people of Nord Stern never cease to amaze me. Thanks to all those who put the event together again this year. And everyone who came up to BIR for the event - as drivers, crew, spectators, volunteers, workers, and all the combinations thereof - made it a great time with a fabulous group!

Still grinning, Doug Anderson, Eventmaster

Doug, does this mean you'll do it next year?! You did a great job!

Best regards, Bruce (and Christie) Boeder

A special shout out to thank Doug Anderson for the great job he did as Club Race Chair in his inaugural year organizing the event! Thanks also to Dave Anderson and Kim Fritze for helping with registration as well as all the others who helped out with gridding. Special thanks to Keith Jones and crew, and all those who donated items as well as those who bid and bought them to benefit Courage Center. Oops I think I forgot Carrie John who probably brought in all the drinks and goodies . . . We had a great weekend and turnout, and I think all of the club racers from other regions and DE'ers thoroughly enjoyed the new track surface. Keith, I couldn't have said thanks better than you did below. I wouldn't have wanted to follow Roger's excellent 20 year reign as Club Race Chair, I felt Doug did a fantastic job!

Keith Erickson

Club Race Auction update

Since we didn't have a few of the REALLY big auction items this year that we had in the past, my expectations were not as high for 2013. I do not have all the money in yet, but am pleased to announce that we did MUCH better than I had expected!

We had several straight donation surprises. Examples are: I delivered Doreen's "Steve" painting last night and Roland wrote his check for more than his \$1,150 winning bid. Slowpokes gave us \$100, Jesse Schwartz (a Courtney's supplier) did the same, among others who made straight up donations. Thanks to Christie, Carrie, Susan, Laurie, Bruce, Doug, Steve, Teresa, Elizabeth, Rob, Mark, the Courtney "ladies" and every one else who gave me a hand. Lastly a big special thanks to the donors and the bidders.

Special memories for me of this auction will be of several different people stepping up to and gently touching the Bret Bailey artwork "Joel 21".

Also, the live auction where tears were unabashedly showing as we bid out that piece.

Lastly, Susan Arndt's fiercely determined look as she cast the winning bid. We all miss you Joel . . .

Thanks Again Everyone, Keith Jones

Doug Arndt

KW Commercial Minnesota
215 Walker Ave. S.
Wayzata, MN 55391
dougarn1@gmail.com



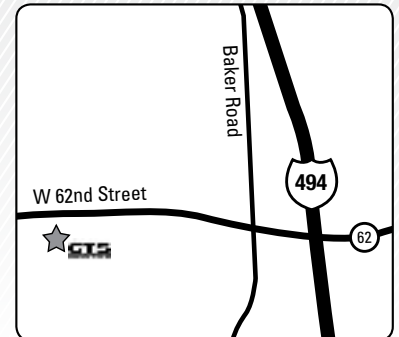
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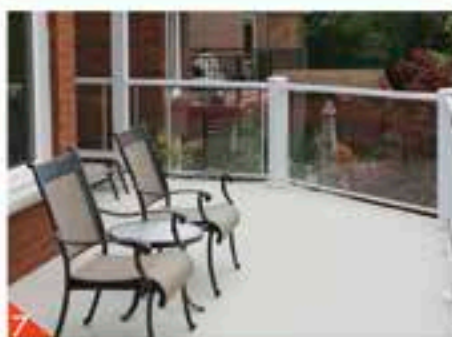
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Book Reviews for Porschephiles . . .

Strange But True Tales of Car Collecting

compiled by Keith Martin and the editors of Sports Car Market

Published August, 2013 by Motorbooks, Minneapolis, MN

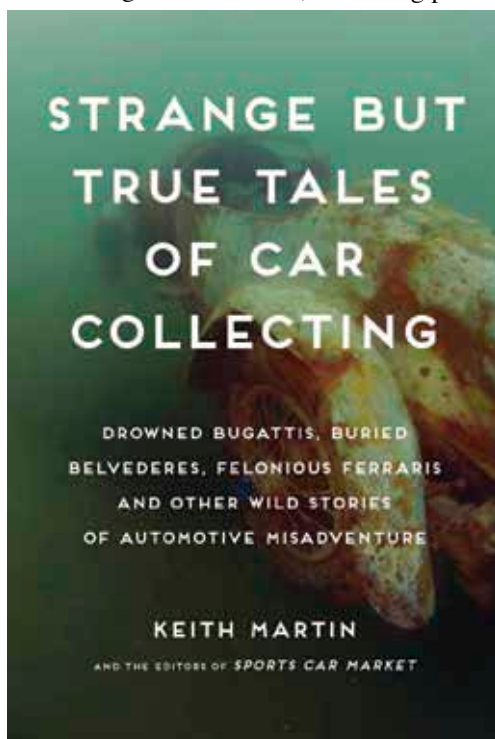
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

Once upon a time, in the dim dark reaches of the past, on the way to visit a girlfriend in a Maryland Suburb of DC, what, to my wondering eyes, should appear but a guy washing out the interior of a car with a garden hose. The car in question was a 1957 250 Testa Rosa Ferrari, arguably (along with the DBR-1) the most beautiful sports car ever built. Nowadays these cars are worth eight figures and it's doubtful if a garden hose ever gets close to their outsides. I bring this up because, the first story in *Strange But True*... is of a 250TR whose owner threw gasoline inside, followed by a match, because he thought the car was worth more in cash than as a car (and to think that these cars are now worth...).

This book is a collection of anecdotes by a variety of authors telling stories of adventures and mis-adventures experienced by various collectors of cars. It is divided into three sections: 1) Fame and Fortune, 2) Wrecks and Ruins and 3) Stranger than Fiction. The stories are well worth telling (and reading) — some are moderately well known, most have not been publicized before. Some, it seems, deal with attempted insurance fraud. Included is the full story of the sunken Bugatti at the Mullin Museum in Oxnard, including the astronomical price paid at auction for its acquisition. There is also the true story behind the pictures of the block barn warehousing hundreds of dusty old cars, that circulated on the Internet 3-4 years ago. No, it WAS NOT an accidental find by a couple who had bought a retirement home.

The excitement over Jay Leno's acquisition of a Model J Dusenbergs is a strange contrast to my ho-hum college experience, when a neighbor had this shiny monster of a car parked in front of his garage. He said it was a Dusenbergs Model J, and he (a high school autoshop teacher) had been hired to install a brand new made-from-scratch crankshaft, then drive the car some 80 miles back to the upstate New York home of the owner. Yes, in those days a model J Dusey was a bit unique but, otherwise, just an

old car. Those were the days when a friend of mine and I turned down the purchase of Louis Chiron's Grand Prix Talbot-Lago (car number 5 in those old, late '40s vintage B&W race pictures) complete with an antique Buffet (left over from an ancient dining room) full of extra engine parts. We turned it down because the seller, hot for a new speedboat, would not come down from his \$1,500 asking price !



All the pieces in *Strange But True Tales of Car Collecting* are short and eminently readable. The fact that there are many different authors represented provides a stimulating variety of writing styles, some almost poetically eloquent.

The fascinating historical specifics included in every article represent a tremendous amount of research effort. Many stories are about people who have a special feeling for a particular car or model. Some are of long, discouraging, but ultimately successful searches. Others are more about compulsive hoarding. All are interesting and concise. Included is the story of the struggle of one individual to collect one of the three Corvettes that Briggs Cunningham (and Zora Arkus-Dontov) entered in the 1960 Le Mans race, achieving a Class Win for their efforts. It presents an interestingly different slant on the story of this team and the car they developed rather than the story of the team's experiences in the race itself, well told in the September 2013 issue of *Vintage Racecar*.

Strange But True Tales of Car Collecting contains 256 6-1/4 x 9-1/4 inch pages with 20 color and 20 b&w illustrations. By the time you read this it should be available for \$28.00 from your favorite bookseller (ask for it) or from <http://www.motorbooks.com>.



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Racers Corner: Chapter 2 - Watch Your Language

Courtesy www.rufclubofamerica.com, by Steve Beddor,

When you come off the track and talk to your buddies, how do you talk about the experience? Most often I hear “He’s fast” or “that’s a fast lap time.” Even the race officials will label the best lap time of the day as the FTD (Fastest Lap of the Day). We all understand what it meant by using the word “fast”, but words matter and talk about being “fast” can lead our thinking astray.

Classic Example: For a 911 turbo owner who wants to go “faster” and is searching for more “speed”, it common for him to look into a larger turbo. Bolt on a bigger turbo and wholla, the car is now hitting 145 mph at the end of the longest straight instead of 130 mph. The 911 is indeed faster, but the owner may very well be puzzled as to why the lap times became “slower”.

Motorsports is about tradeoffs. In this case, the bigger turbo can improve top speeds and the ability to power past competitors on the straights, but they can also take longer to spool up which slows quickness coming out of every corner. So the trick is to know what matters.

If you believe our choice of words can affect our thinking change your language to be more concise. Instead of trying to go “faster”, consider striving for a “quicker” lap time. See my prior post for an explanation of analyzing a lap time in terms of an Average MPH is a great way to think in term quickness.

A real life illustration: At the World of RUF Autocross held at Brainerd International Raceway back in 1988, a 485 hp Audi Sport Quattro went up against a 900 hp Porsche 911 Turbo. This Porsche had just set a world speed record on the Bonneville salt flats running north of 240 mph. Both were driven by experienced race car drivers.



1984 Audi Sport Quattro: 2.2 liter, 5 cylinder, 485 hp 4WD (155 mph top speed)



1986 Porsche 911 Turbo: 3.6 liter, 6 cylinder, 900 hp, RWD (240 mph top speed)

The event was not a wheel-to-wheel race but rather a time trial where the fastest quickest time for a two-lap run wins. A radar gun was set up at the end of Brainerd’s famous mile-long front straight just before the first chicane. Back then, insurance required organizers to set up chicanes both before and after the first corner (a corner made famous by David Donahue in the Can Am glory days when he had a shunt on that corner while going 200 mph). The radar gun at the end of that front straight was connected to a large speed display set up for both the officials and drivers to see.

The Audi Sport Quattro took to the track first and hit 135 mph



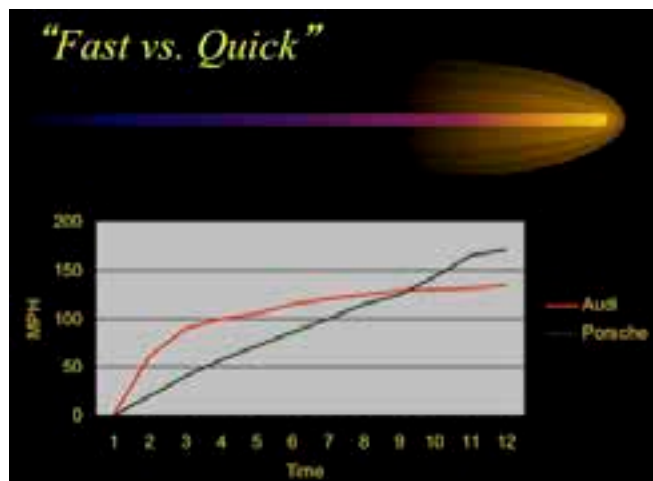
at the end of the front straight. Considering the chicane-shortened straight and prior record runs, 135 mph was very fast. And it was all the more reason that people where blown away when the 900 hp Porsche 911 Turbo rolled out and hit 175 mph. That was by far the fastest top speed anyone had ever posted at these events.

Continued on page 38

NORD STERN OCTOBER 2013

At this point, how much would you wager against the Porsche having the quickest lap time?

Race Result: The Audi set the best lap time: 247.835 seconds for two laps. That works out to an average lap time of 2:039. (For those who run BIR today and are snickering at a two minute lap



time, remember that it was with a chicane before and after Turn one. For perspective, the all-time track record in this configuration was 2:037).

The Porsche made multiple attempts to better the Audi, but when the day was done, its best two-lap time was 248.260 seconds which is 2:041/lap average. Very close, but no cigar!

Why: The Porsche was certainly much Faster, but the Audi was much Quicker.

As preparation for the One Lap of America race back in 1994, I spend time learning the ins and outs of drag racing. After each drag race run, the display would show both top speed and seconds. I was always a bit dumfounded that it was not unusual for the loser to post a higher top speed than the drag race winner. How could he be going faster but take longer? It took a while for me to wrap my head around it and illustrations like the "Fast vs. Quick" above helps me visualize why quickness trumps speed. This is also the reason why the driver's quick reaction to the light tree is so key to winning drag races in that being even a 100th of a second slow to getting going puts you almost hopelessly behind.

Analysis: There were two reasons why the Audi could overcome the Porsche's significant speed advantage:

1. Cornering Speed: We spend a lot of time in corners (and in chicanes as well in this example). With its front-engine, AWD configuration, the Audi cornered like it was on rails, so its minimum speed in most corners was higher than the Porsche. In other words, it didn't have to slow down as much.

2. Quickness: Employing a driving style that took full advantage of that front-engine, AWD configuration, the driver was able to squeeze on full throttle at the apex of most corners, which made it very quick exiting the corner. Conversely, the Porsche was set up for top speed, so its taller gearing and big turbo might have made it fast at the end of each chute but slow coming out of each corner and slow out of the chicanes.

Conclusion: With just 10 corners over four miles, Brainerd is considered a horsepower track, but note that even on this horsepower track, cornering speed and quickness are ever so important.

Arrows indicate all the areas at which both cornering speed and exit quickness come into play.

Racer Insight: If this had been a race instead of an Autocross,



the Audi would have started on the pole and the Porsche would have won the race. I'll expand on why and the lessons that can be learned in a future post.



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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 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 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.\$8,500. 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.





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