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

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

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

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.

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Online issues, past and present are available in pdf format at
<http://www.nordstern.org>

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Cover Photo

by Michael
Grabner

*A 'snapshot'
to enjoy an
essence of
a Porsche
design
element
From last
year's
901-O-Rama
staged in
Marine-on-St.
Croix*

2014 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.

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The Prez Sez . . .

by Dave Anderson

As I sit down to write this month's column you would have found me sitting in the Des Moines hotel bar for the annual Zone 10 President's meeting. We had a good meeting with the other regional presidents and I've summarized some of the high points elsewhere in this month's newsletter.

April has been a busy month for many of us and because of the publication schedule, this month's column will be more a summary of events past than what to expect in May and June.

We had a successful social meeting for New Members that managed to take advantage of the first nice day we've had in nearly 6 months. That Friday before the Sunday gathering at the Auto Motorplex we had nearly a foot of snow fall on some parts of the Metro, but for those of us that managed to rouse their cars from the slumber of winter had an opportunity to take advantage of the nice weather.

I didn't make the full round of introductions of the new members, but I did manage to meet a handful of the nearly dozen in attendance. For those of you that I missed be sure to introduce yourself when our paths cross again. I had hoped that would be the Saturday Auto Edge New Member social, but the

Zone 10 meeting forced the conflict. I apologize for not being able to make the Auto Edge event, but I hear that event was well attended with both new and existing members. Kudos to the membership for making new members feel welcomed and for stepping up to answer questions and offer to help wherever it is needed. Nord Stern certainly exemplifies the PCA moniker that "It's not just the cars, it's the people." I'm honored to serve as your President this year.

We've already closed the door on our First Fling event at Brainerd. I'm writing this in advance of that event so I can't report on the activity, but I certainly hope that we've managed to escape a repeat of the "Snow" Fling we had a while back. Personally I didn't get off to a great start in preparation for the event as I unloaded the 944 TS only to have it snow 11" the very next day. I should have snapped a picture to capture my misfortune, but honestly, I'm weary of our winter wonderland this year and I don't need any additional reminders; not even to have a laugh in the heat of mid-summer.

We're still on track to have those results presented to you this summer and I continue to read through the survey responses when time permits. One of the

points that comes up repeatedly is that membership would like to have more driving related social events. We do have a rally on the schedule and we could easily add a brunch or lunch drive as I participated with the Shonesland region prior to the President's meeting. We met at a Des Moines restaurant for breakfast before embarking on a 140 mile drive through the Iowa countryside. All we need to enable a similar event is someone with knowledge of the area to map out an interesting drive and contact a restaurant that they'll be having a couple dozen Porsches in the parking lot. If two or three members to step up with some ideas and coordination help I will do my best to get at least one drive inserted in to the light schedule we have on the books for May and June.

There is nothing to prevent us to have a non-official or ad hoc breakfast or lunch outing. I'm on the west side of the Metro, but I won't let that stop me from exploring outside the Cities. Anybody have a cozy spot for a lunch gathering that they're willing to share? Shoot me an email with your favorite spot and watch ClubTalk when and where you'll be able to find me. You're all welcome to meet me there!



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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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 1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high
 Back Cover: 8.5" by 7"

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 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!

Trip Brubacker

Neal Haaland

Jeffrey Juairé

2002 911 Turbo

Andrew Knight

James Kozlowski

2008 Boxster

Sandy Oakes

991 911 Carrera

Chris Reeves

999 911 Cab C4

Tyler Twite

2008 Cayman S

Judson Ulvestad

966 912, 1958 Speedster,

1951 356

Dale Weichbrodt

2002 911

Vera Wenzel

999 Boxster

Louis Zachary

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 listserv for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Also for last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe and or how to unsubscribe..

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.

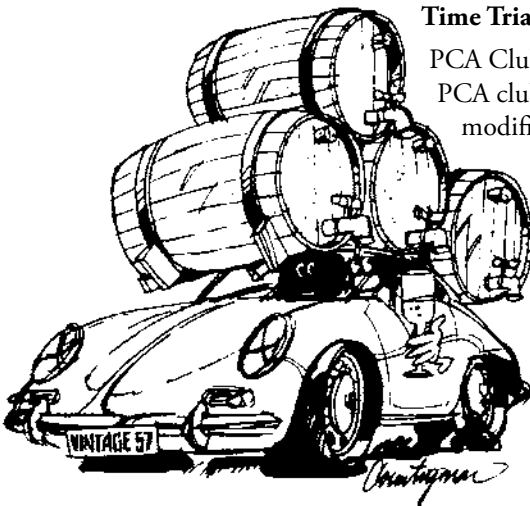
Time Trials: On course timed lap with controlled starts and exiting.

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

Since I get to be the last person who puts anything in the newsletter each month it's my distinct honor and pleasure to mention the weather as my 'main' topic. It seems rather appropriate considering how it's dominated the last 6 months of life here in Minnesota with the winter we have had. As I finish up this May issue it's actually been downright nice outside. Which is truly amazing and not something I personally take for granted even one bit. I've even driven with the windows down. And I see a lot of convertibles top down, hair blowing in the breeze and big smiles on faces. It's been a long, long time and we are more than due.

Which can only mean that it's P-car time again for everyone. Joy. Happiness. Smiles. Giddiness. You name it and I bet a fair number of members are experiencing a lot of the same feelings - and about

time! So here's my wish for everyone that the days continue to be sunny and mild, the driving fair, far and fun and that these days never end. Well, that might be a bit far fetched, but am sure it resonates with one and all.

This issue is a busy one, as many have been of late. Lots of interesting articles from both Nord Stern members as well as others out there in PCA-land. There are a number of events coming up, several being run by Nord Stern and several by other car organizations. Take a look and see what sounds interesting to you and make it a destination! There's a car show at Eden Prairie High School that's looking for some fun and cool cars to be on hand - and Nord Stern sure has a lot of fun, cool cars. Hope there are some member who'll help out at their first attempt at a car show. See the article on page 26 of this issue.

Also the annual Walleye1000 is scheduled for June 6 and 7 and another great opportunity to get your car out and about! The ad with info and contact numbers is running on page 24 this month.

Ed Vazquez organized two New Member Socials again this month and it was fun to get out and meet some new members, catch up with some 'old' members. Got some fun pictures from the 2nd event over at Auto Edge. Missed the first one this year as we were out of town. Check out the photo 'contest', too.

By the time this gets to your mailbox First Fling will have come and gone. Hopefully all the snow turtles have melted up at BIR (I noted that the last pile in my Minnetonka yard finally gave it up this weekend, yahoo!).


As of this edition's deadline there isn't a Spring Drive on the calendar but there are rumors of a 'pop-up' event and I hope it happens. Watch your email for perhaps some last minute news.

Just a reminder that PCA manages a listserv that allows a Region to send e-blasts out to all PCA members in their region who have updated email addresses on file, ie updated Profiles. While we have our own internal Clubtalk, only those who subscribe to that receive those emails. President Dave plans on using the PCA e-blast as a timely communication to members on a regular basis - about every 6 weeks so be in the know and make sure your PCA profile is current!

While this is the issue non-renewing Nord Sterners are dropped, we will continue to reach out for those renewals. Get your newsletters: Pay those dues!



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2014 Calendar . . . Get Around with Nord Stern



MAY		2014	OCTOBER	2014
4	Maplewood Auto Fair 10 a.m. to 1 p.m. Porsche of Maplewood		14	Nord Stern Business Meeting Location: Lifetime Fitness Center 755 Prairie Center Dr, EP 6:30 p.m. Social, 7 p.m. Business Meeting Members welcome!
JUNE			2014	
29	All Porsche Show Roseville Central Park 10 a.m. to 1 p.m.			
JULY			NOVEMBER	2014
14-15	Wisconsin Fling: Nord Stern at Road America Eventmaster: Dave Anderson		9	Old Log Theater Event Details TBA
25-27	BIR Fast Fling and Annual Club Race Eventmaster: Doug Anderson	2014	11	Nord Stern Business Meeting Location: Lifetime Fitness Center 755 Prairie Center Dr, EP 6:30 p.m. Social, 7 p.m. Business Meeting All Members welcome!
AUGUST		2014	DECEMBER	2014
9	VINO IN THE VALLEY DRIVE Eventmaster: Randy Walker, rswalker@baldwin-telecom.net		9	Nord Stern Business Meeting Location: Lifetime Fitness Center 755 Prairie Center Dr, EP 6:30 p.m. Social, 7 p.m. Business Meeting All Members welcome!
SEPTEMBER		2014	<p>“Third Thursdays” of each month An Informal ‘Post-Work’ Social at Club Jager (see photo below) 923 Washington Ave. North, Mpls, MN 55401 612.332.2686 http://clubjager.com/</p> <p>May 15, June 19 July 17, August 21, September 18 October 16, November 20, December 18</p>	
1	Annual Rochester Labor Day BBQ and Picnic Details TBA, Questions Jeff Boehm at 507.261.9407			
9	Nord Stern Business Meeting Location: Lifetime Fitness Center 755 Prairie Center Dr, EP 6:30 p.m. Social, 7 p.m. Business Meeting All Members welcome!			
12	Last Fling Driver Training Brainerd International Raceway Eventmaster: Ron Johnson Register online at: clubregistration.net			
13-14	Last Fling Driver Education Eventmaster: TBA Register online at: clubregistration.net			
13	German Carfest/Octoberfest Details: TBA			
26-28	Annual North Shore Fall Color Tour Eventmaster: John Dixon, eyerack@tcq.net or 612.618.9506, Headquarters: Blue Fin Bay, Tofte			

Above, a typical scene from Club Jager on a ‘Third Thursday’ evening sharing a few fine German brews!
Not a very good image, but it’s the thought that counts.



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Letters to the Editor: Oil Filter Removal - THE PROCESS!

by Nathan Reaader, courtesy Clubtalk

I just changed the oil and filter on my 944 Turbo. That may not sound very impressive, but you have no idea what I've been through. Last year I changed the oil but not the filter out of fear. This year I decided I'd better man-up and change the filter as well. I have changed the filter before. The last time involved a plastic oil filter removal tool from the auto parts store with a bunch of nails driven through it (6 nails but who's counting) into the filter to get enough purchase on the filter to wrench it loose. Why is it on so tight? I'm not really sure. I leave it hand tight so I can be sure to get it off, but the filter in question this time was put on by the (name removed) shop.

I started with the oil filter tool from the auto parts shop (yes, the correct number tool for my filter size) and it slips as expected. I take a deep breath and start driving nails through the tool into the filter so the tool will be locked to the filter and not be able to slip, so far, so good. Unfortunately now the socket-end strips and rotates within the tool and the filter won't turn (no I wasn't rough with it, at first). No problem, there's a 1 inch hex nut on the top of the filter tool. It strips as well, unable to turn the filter even a few degrees. Well now I'm thoroughly screwed - the filter has not moved and cannot be moved by the ruined tool that is nailed to it. The car can't be driven to a shop to have them deal with it (I have no idea what magic a professional mechanic could bring to bear on this problem) because the oil filter has 6 nail holes in it.

I seize on the bright idea of driving a screwdriver through the filter perpendicular to its long-axis. With my hammer and long Phillips I am successful, however, I still lack sufficient leverage to rotate the filter.

I try banging perpendicular to the end of the screwdriver with a few different hammers in an attempt to get the filter to rotate, to no avail. I figure I must need a

longer lever and head off to the hardware store. \$6 later and I have a steel rod that I am certain is long and stiff enough to get the job done. I use my roto-zip and a grinding wheel to file down the end to a point so it can be driven through the metal sides of the filter. I replace the screwdriver with the rod and determine that while I still can't deliver enough torque with a three-foot steel rod to turn the filter, I can deliver enough torque to bend the rod.

After a good night's sleep I decide that the iron poker for our fireplace can be replaced - it seems a bit sturdier than the rod I purchased at the hardware store and of appropriate length for under-the-hood. Driving the pointy end of the poker through the filter and pulling with both hands with enough force to start bending the poker I see the filter slowly rotate a few degrees. A good start but now I need a new hole if I want to rotate the filter further. About an hour later and 4 or five holes driven into the filter walls and the filter is loose enough to be removed by hand. I took a picture of the swiss-cheese filter, the poker, the bent rod, the ruined oil filter tool, the ratchet and socket etc. for posterity.

John Velure: Wow - that was a project. I cringed after reading each paragraph. I have owned a bunch of 924, 944, 968 cars. One of the first things I do is install a cartridge filter. This simplifies the entire process and eliminates the mess. I love German

engineering, but the placement of the oil filter is questionable. I get that the filter can be removed without removing the engine pan (located below the motor), but oil drains down onto the pan - messy. Love the tenacity you demonstrated on removing the filter.

Kim Crumb: I remember a somewhat similar situation. I had the filter wrench firmly on, and I had the pole from the snow rake as the "extension" lever. It was so long that I was actually sitting in front of the car, trying to be judicious with the force... when the neighbor came over and asked "what are you doing?" I said "removing the oil filter, although that presumes that the engine won't turn on the motor mounts first." We both laughed, and just then the filter finally started to move....

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AUGUST 16/17, 2014

- > In beautiful Colorado on a great track with elevation gains/unique track features
 - > Hosted Dinner
 - > Two sprints per run group and a one hour Enduro, along with a fun race
 - > Access to the track beginning at 5 pm on Thursday (8/14), Test and Tune on Friday (8/15) (Not a PCA event)
 - > Mark your calendars now and plan on joining us in August 2014 for the Rocky Mountain Thunder Club Race, brought to you by the Rocky Mountain Region Porsche Club.
 - > Registration will open June 30th thru ClubRegistration.com (<http://register.pca.org>)
- www.rmclubrace.com



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2014 so start
planning now!

Monterey
JUNE 15-21, 2014

Learn more and register at parade2014.pca.org

Higher MPG's

by Pedro P. Bonilla GCR PCA, Published in the August 2012 issue of "Die Porsche Kasette"

With the price of gasoline at \$3.50 and higher I get a lot of: "How can I get better gas mileage from my Porsche?"

I generally tell them: "I can sell you a Kit to increase horsepower which will make your car more efficient giving you better mileage, or just follow some of my gas-saving tips":

1.- TUNE-UP

Keeping the factory-recommended maintenance service schedules is one of the best ways to gain fuel economy. These scheduled maintenance services make



sure that the spark plugs are in optimum condition, that the brakes aren't dragging, that the engine breathes properly with a clean filter, that your oxygen sensors are reading the exhaust correctly and that your ECU is adjusting the fuel/air mix in the most efficient way, among other issues.

2.- TIRES

Having your tires properly inflated can save you a couple of MPG's. Check your



owner's manual or the tire-inflation sticker on the door jamb for your car's recommended tire pressures. Note that with our Porsches, we generally have different front-to-back tire pressures and remember that tires tend to lose a few psi per month, so make it a habit to check them frequently and keep them optimized.

3.- GASOLINE

The lower the octane, the cheaper the gas, but does it save you money? Porsches in particular have higher compression engines than the larger displacement engines in domestic cars. This higher compression requires higher octane grade in order to eliminate knocking. Newer cars have knock sensors that retard the ignition to avoid knocking if a lower octane gas is used, but this makes the car less efficient, and in the end it uses more gas to drive the same distance and ends up costing you



more. Check your manual or the sticker inside the gas lid for the recommended octane rating for your car.

A lesser known tip is when to purchase your gasoline. Buy it during the coolest part of the day. Evening or early morning is best. The lower the gasoline's temperature the denser it is, meaning that a gallon of cold gas weighs more than a gallon of warm gas. Gas pumps charge you by volume not by density.

5.- LIGHTEN THE LEAD FOOT

At the track you shouldn't be worried about gas mileage, but in the city, you can save a lot of fuel by accelerating lightly. Full throttle acceleration is a sure-fire way to drop your average MPG's.

Most cars' fuel consumption reaches maximum efficiency at 55 mph in it's highest gear. Wind resistance increases exponentially with speed, so as your pace quickens, your gas tank starts to dry up faster. Each 5 mph you drive over 55 mph can lower your gas mileage by 7% or more! Look at your instant fuel



consumption gauge (if so equipped) and that'll help you drive in a fuel-saving manner.

4.- MAKE IT LIGHTER

We all know that making a car lighter will make it go faster, but it will also save you gas. So, check your trunk(s) and clear them as much as possible of the stuff you don't need which will translate into savings at the pump.

6.- A/C or AL FRESCO?

The air conditioner, unlike the heater which uses the engine's "free" heat to warm you up, uses the engine's power to run the compressor, thus lowering fuel economy.

But if you're driving on the highway, sometimes it's better to close the windows and run the A/C. Why?, Because of aerodynamics. The detriment from driving with the windows down is greater in a Porsche, which has excellent aerodynamics, than in a Hummer, which has ... none! The same applies to cabriolets. You'll get better gas mileage with the top up.

7.- MOTOR OIL

Use the correct grade of motor oil specified for your vehicle.

Following the factory's recommendation can improve your gas mileage by 1-2%.

The recommended oil and oil grade is specified in your car's manual



8.- DON'T IDLE

Shut the engine off if you expect not to move for a while. When a car is idling, it is giving you zero (0) MPG.

9.- WARM UP

Avoid prolonged engine warm up. Even on cold mornings 30 seconds or so is

plenty of time, but never fully accelerate an engine until it reaches its operating temperature.

10.- PLANNING

Plan your trips. Combine short errands into one trip using the shortest distance possible.

Following these tips you can easily gain 2-5 MPGs, guaranteed.

Here's an interesting exercise:

If you drive an average of 15,000 miles per year and get 20 mpg, you will have used 750 gallons of gasoline. At \$3.50/gallon that's a cost of \$2,625.00/year, or \$0.175/mile.

If you're able to squeeze an extra 4 MPGs, that's an extra 3,000 miles!

(4 mpg x 750 miles = 3,000 miles).

At \$3.50/gallon you just saved \$525.00.

(\$0.175/mile x 3,000 miles = \$525.00).

To learn more about saving fuel and your Porsche in general, please visit my website at: www.PedrosGarage.com.

Happy Porscheing, Pedro



Some things are simply sublime.

Can the same be said for your company's brand identity?





Fellow PCA Nord Stern member Bob Carlson is here to help.
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PCA Zone 10 Calendar 2014

DATE	EVENT	HOSTING REGION
May 3	Spring Fling Driver Education – MAM	Great Plains
3	Donatus Body Shop Open House; drive from Marion, IA and Quad Cities. Plan to arrive by 12PM.	Central Iowa
10	Cars & Coffee – Track Orientation & visit to Stu Lehr’s garage	Schonesland
17	Spring Drive – Route TBD	Central Iowa
17-18	Escape to the Elms, Excelsior Springs, MO	Kansas City
25	Indy 500 Open House & BBQ Potluck - 11AM – at Tom & Brenda Moore’s Home, Shueyville, IA	Central Iowa
30-6/1	Carrera GT Club Race & DE, Motorsports Park Hastings, Hastings, NE	Great Plains
June		
1	Carrera GT Club Race & DE, Motorsports Park Hastings, Hastings, NE	Great Plains
7	Loess Hills South drive to Weston, MO	Schonesland
7	Ice Cream Social, Rand’s House	Kansas City
15-21	2014 Porsche Parade, Monterey, CA	PCA
28-29	Kansas City Region Club Race & DE, Heartland Park, Topeka, KS	Kansas City
29	All Porsche Show and Concours, Roseville Central Park, Roseville, MN	Nord Stern
July		
5	Autocross at Marshalltown, IA	Central Iowa & Schonesland
14-15	‘Cheese Fling’ DE, Road America, Elkhart Lake, WI	Nord Stern
19	BBQ & Open House, Bennets House	Kansas City
19-20	DE, Motorsports Park Hastings, Hastings, NE	Great Plains
26-28	Loonacy Club Race & DE, Brainerd Intl Raceway, Brainerd, MN	Nord Stern
August		
7	Tudor United Spts Car Championship, Road America, WI	PCA
10	Botham Winery Vintage Celebration featuring American Muscle, Barneveld, WI	Central Iowa
16	Autocross at Marshalltown, IA	Central Iowa & Schonesland
24	Sertoma Fly-In, Drive-In Breakfast Iowa City, IA Airport	Central Iowa
Sept. 1	Rochester Labor Day BBQ & Picnic, Rochester, MN	Nord Stern
6	Drive to Trains, Planes & Automobiles, Geneseo, IL CIA will sponsor ‘Best German Car Trophy’	Central Iowa
12	Last Fling Driver Training - Brainerd Intl Raceway, Brainerd, MN	Nord Stern
13-14	Last Fling Driver Education – Brainerd Intl Raceway, Brainerd, MN	Nord Stern
20	Shrimp Boil, Hess’s House	Kansas City
21	Summer/Fall Drive – Route TBD	Central Iowa
21	All Porsche Car Show, St. Louis, MO	St. Louis
26-28	North Shore Fall Color Tour, Tofte, MN	Nord Stern
October 4-5	Fall drive to MN & WI	Schonesland
10-12	Parktown Carrera Classic DE, Gateway Motorsports Park,	St. Louis
Nov. 6-9	Escape to Magical Orlando, Orlando, Florida	PCA
Dec. 6	Holiday Party	Kansas City

Nord Stern Member Wear - Special 55-Year Anniversary Logo Limited Edition, this year only! Order now

	<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
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Contact Phone #				

Please contact Ed Vazquez at edmn911@aol.com. Email your order now.*
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2014 Slowpokes Inc. Open Track Time

Sunday, June 1st and Thursday, July 3rd

Brainerd International Raceway - One Day Events

2.5 Miles, 13 turns

Open Track 9 AM - 6 PM

\$295 per car



- Format:** No run groups - Open track all day
Unlimited number of drivers per car
*Lunch 1 to 2 pm – parade laps on track
- Participants:** 40 cars maximum registration
- Requirements:** Prior High Speed Track Driving Experience

Vehicle Tech Inspection: Contact us for details

Contacts: Linda Schmid - linda@slowpokes.org 952.943.9567
Fred Jacobberger - fjacobberger@comcast.net 952.948.0600
John Cunico - jcunic0@aol.com 651.726.4814
Andy Schmid - ams@amschmid.com 952.943.9567
Jim Bahner - jim@qualitytapeinc.com 651.492.9459

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Audi Teen Driving School 2014 Schedule

April 26

May 10

June 29

August 17

September 13



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Register online at audiclubglacierlakes.org/events

Advertiser and Business Extraordinaire, Dent Kraft,
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Courtesy President Dave Anderson

Photos left, President
Dave Anderson
presents Don
Kavanagh, far left, of
Dent Kraft with the
2013 'Friend of Nord
Stern' Award plaque
awarded at this year's
Holiday Party in late
January.

Congratulations, Don,
on a well-deserved
award!

photo courtesy Dave
Anderson



2014 New Member Socials - Very Social!

by Ed Vazquez, Membership Chair

. . . Thank You for helping me make new members feel welcomed. Your help and presence made our meetings a great success. . .



To all new Nord Stern members and current members who attended, I would like to say:

- To all the **existing members** who came, Thank You for helping make new members feel welcomed. Your help and presence made our meetings a great success. I saw new members come in with a bit of apprehension and leave with a smile.
- To all the **existing members** who came and renewed your membership, Thank You for your continued support. Your membership dollars help make things happen.
- To all our **new members**, Thank You for coming and joining our Club, we welcome and encourage

your participation in any or all of our events. Your membership and involvement contributes to the continuity and strength of our organization.

- And to those of you who **missed** our social, informational New Members/All Members meetings, free beer or pizza, 55th Anniversary

cake and camaraderie of fellow Nord Stern Members do plan on joining us next year!

We haven't tallied all the renewal and new joins but I'd like to say that we had a good Spring membership campaign. I plan on contacting New PCA Members throughout the year and holding mini meetings at various locations as time and interest allow. If you are a new member, or current member who would like to know more about our club or activities, please send me an email and I'll contact you directly. Since I don't have a "Smart" or iPhone, leaving a voice mail is my second choice of contact. Send email to edmn911@aol.com.

Thank You from your Nord Stern Membership and a very special THANK YOU to Betsey Porter, who has joined the membership team (in addition to her club secretary position).

I am looking for one more member preferably on the East Side of town, to help with some limited membership duties. Please contact me directly if interested.

Remember 'We are ALL membership ambassadors, I just do the paperwork!'



Upper right, half a cake already gone before the pizza arrived! You get 'the picture' even so, with Nord Stern celebrating it's 55th anniversary as a PCA club.

Above, Teresa Pfister's beautiful 'Yellow Bird'

Right, on display also was the 'Red Baron' #13 owned by former President Chip Smith

Far right, just a few of the attendees enjoying the opportunity to chat, meet new folks and enjoy the 'ambiance!'





Scenes from April 12 New Member Social!

Clockwise from upper left, weighing time for the 911, lining up for the pizza delivery, a number of attendees listen intently to Ed Vazquez and additional eventmasters describe the various activities the club sponsors through the year, new and 'old' members pay attention! and Betsey Porter very ably handles the sign-in duties at the registration table.

all photos by Christie Boeder



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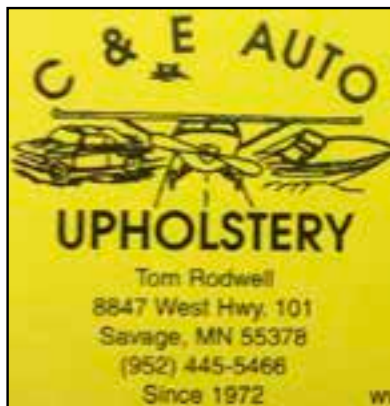
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Letters to the Editor . . . License plate anyone?

Courtesy Clubtalk

Question: Have a 2007 boxster S with no holes in the front bumper (well, the 2 really tiny ones). No license plate either. Suggestions on the best front holder that doesn't require holes to be drilled in the bumper? Don't want the tow hook solution either.

– Thanks! Jim Hudak

James, I had the same issue on my 997. I don't have any pictures, as it is in storage so try and imagine this.

You have the indented black plastic/rubber oblong piece in the front bumper down low. I had Velcro from one of the industrial rolls that you cut with a scissors.

I put a strip on the top and bottom of the plastic indentation. I cut two pieces

of 1 x 1 wood the length of my license plate and painted them black. I stapled the opposing Velcro sides to the wood and pressed them into the indentation upper and lower (basically making an upper and lower wood Velcro'd frame in the indentation). Then I held up the plate and used the normal plate screw holes to put some nice stainless screws through the plate into the wood pieces. It can't pull down and out as the plate acts as the support. I can unscrew the plate and pull off the wood pieces whenever I want. All that is left is a piece of Velcro top and bottom that I can peel off and clean up with solvent.

I didn't want any holes and if you resell your car and it is going to CA or

somewhere that doesn't require front plates, they will deduct \$1,500 for "front nosecone damage".

Feel free to email me and I can share how I did mine if this isn't clear.

On my Cayenne I opted for the tow hook solution as there was no easy indentation like there was on the Boxster and 911 body styles

Anyone else have creative solutions?

– Brian Lewis

Hal Voges wrote: Yet another application for duct tape. Hope that helped . . .

I'm not sure If I should call you Martha Stewart or MacGyver?

– Michael Grabner

Concours at the All Porsche Show Sunday, June 29!

Calling ALL Cars: Concours Opportunity at the 2014 Porsche Show

Interested in Prepping and Participating in a Proper Concours this year??!

If so, we need to know. 10 car entry minimum for the 'show to go on'

RSVP to Dale Trippler with your name, car model/year/color NOW. However, all that washing, cleaning and prep can hold off a bit (after all it's still not quite summer here in our fair state!) Email Dale at dtripp44@gmail.com TODAY!

Judges will be needed, too, so step on up and join in the fun.



Twin Cities & Area Events/Autocross Calendar 2014

DATE	EVENT	SPONSOR	LOCATION
May 3	AUTOCROSS - MOWOG 1	MAC	VALLEY FAIR
May 4 @	AUTOCROSS - MOWOG 2	MAC	VALLEY FAIR
May 18	TEST & TUNE	MAC	DCTC
May 23 - 26	SCCA Spring Nationals Lincoln NE	SCCA	AIRPARK
June 8	AUTOCROSS - MOWOG 3	MAC	DCTC
June 14	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
June 15	NOVICE DRIVER'S SCHOOL	MAC	MN STATE FAIRGROUNDS
June 22 @	SUPERSUNDAY AUTOCROSS I	COM / PCA	DCTC
June 29 @	AUTOCROSS	CVSCC	CVTC (CLAIRMONT LOT)
July 13 @	AUTOCROSS	SCCA	SE TECHNICAL, WINONA
July 19	TEST & TUNE	MAC	DCTC
July 20	AUTOCROSS - MOWOG 4	MAC	DCTC
Aug 10	TEST & TUNE	MAC	DCTC
Aug 24	AUTOCROSS - MOWOG 5	MAC	FOREST CITY, IOWA
AUG 30 - SEP 5	SCCA NATIONALS LINCOLN NE	SCCA	AIRPARK
Sept 14 @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 20	AUTOCROSS - MOWOG 6	MAC	CANTERBURY PARK
Sept 21 @	AUTOCROSS - MOWOG 7	MAC	CANTERBURY PARK
Sept 28 @	AUTOCROSS	CVSCC	CVTC (WEST CAMPUS)
Oct 5th	AUTOCROSS - MOWOG 8	MAC	DCTC

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS: MAY 4, JUN 22, JUN 29, JUL 13, SEP 14, SEP 21, SEP 28

PCA DRIVER EDUCATION at BIR: APR 25-26, JULY 25-27, SEP 12-14

SCM PRACTICE DAYS at BIR: JUNE 16 & SEPTEMBER 15

SCM CAR SHOW - CARS UNDER THE STARS --VILLAGE CHEVROLET--: AUGUST 9

SCCA RACING EVENTS @ BIR: Regional Races, JULY 5-6, AUG 30-31

ADDITIONAL SCCA SOLO EVENTS: MAY 17-18, WINONA; JUNE 15, LACROSSE; AUG 9-10, WINONA, SEPT 28, LACROSSE

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--Contact: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvscc.org--Contact: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--Contact: STEVE GARNJOBST 651-778-0585

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--Contact: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--Contact: AARON JONGBLOEDT 612-308-6913

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--Contact: SCOTT HEGSTRAND 612-619-8615

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

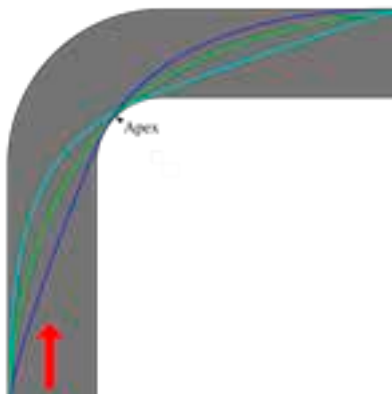
DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

FOREST CITY, IOWA = WINNEBAGO INDUSTRIES PARKING LOT

VALLEYFAIR = VALLEYFAIR AMUSEMENT PARK, SHAKOPEE, MN

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN



Advertiser's Apex . . .

Race Suit Rental



1. Company name?

Race Suit Rental

**2. Address/phone/
email/main contact?**

901 N. Concord St
South St. Paul, MN 55075
651-983-8238
Sales@RaceSuitRental.com
www.RaceSuitRental.com
David Schaal – Owner

3. Type of business?

Sale and rental of safety
equipment for motorsports.

4. Years in business?

We have been in business for about
four years.

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

We have been a Nord Stern member
for 14 years and an advertiser for 4
years

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

RaceSuitRental is a local resource
that provides drivers with brand-
name rental safety equipment for
driving events. We like to think of
it as a try and buy program as the
majority of our rental customers
catch the “racing bug” and wind up
purchasing new equipment. We are a
dealer for Bell Racing, HJC Helmets,

Sparco USA, OMP America, MOMO,
Cool Shirt, RaceQuip, NecksGen and
Aim Data.

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

The Fall Color Tour. This fantastic
event gives you the opportunity
to mingle with fellow members
and explore the north shore while
enjoying your passion for cars.

8. My favorite PCA event is ...?

BIR Club Race – What more could
you ask for? Local, regional and
national drivers gather to race on one
of North America’s fastest race tracks
while supporting local charities at our
auction.

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

RaceSuitRental is a sponsor the
Optima Batteries ChumpCar World
Series. We send our complete gear
rental package to hundreds of drivers
competing in amateur endurance road
racing throughout North America.

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

At Brainerd International Raceway
instructing with the BIR Performance
Driving School.



**Diagnostically speaking,
there is no substitute.**

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

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Service: MF: 7a - 6p, Sat: Closed

Porsche of St. Paul
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2780 N. Highway 61
Maplewood, MN 55109
maplewood.porschedealer.com
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Service: MF: 7a - 6p, Sat: Closed



PORSCHE



No time or money to go on high dollar vintage rallies like the Colorado Grand or California Mille? If so, the "Walleye 1000 Vintage Rally" just might be for you! It's a two day vintage car tour on the back roads of Minnesota and Wisconsin.

Open to interesting classic, sports and grand touring cars, foreign and domestic, model year 1994 and older.

From the patinated to the pristine, from works in progress to completed projects, blue chip collectibles to vintage freight pigs, all are welcome to participate in the old car hijinx and debauchery that will likely unfold during the 3rd Annual "Walleye 1000 Vintage Rally" on the scenic back roads of Minnesota and Wisconsin.

Entry fee is \$249 per vehicle (2 person team, driver + co-driver). Overnight accommodations, finisher's dinner, event T-shirts for all participants and a bunch of other event swag is included, *this is a laid back car event on a budget!*

Visit the website for event info, sign up for email updates and to download a Participant Application.

www.walleye1000.com

Saturday and Sunday, June 7 and 8, 2014

Contact Event Organizer: Dave Tobin | (651) 216-1265 | dave@daveknowscars.com

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Top Ten Lists You May or May Not Care About . . .

by Dick Badler, Courtesy PCA

It seems like I'm being inundated, more and more, every day, by lists. Top ten lists. Lists of things I need to know, or should forget about. Lists of things I need to do, or shouldn't be caught dead doing. Lists of cars I should drive, or should never even sit in. Lists of where I should go, what I should say, how I should say it, to whom.

Who are these people, who are creating these lists? I know, they're people with more time on their hands than they know what to do with. Or, they're writers, people with deadlines to meet and space to fill, both real and virtual. For which a top ten list is an easy way to get the monkey off their backs. Like me.

You see, I'm pressed for time like everyone else.

And, guess what, it's deadline time. So I'm joining the fray. Herewith are my own lists.

But wait, you say, you don't have any actual lists in this column, just the names for the lists! Ahh, you're cheating. You're skipping ahead. That's not fair. Come back here.

The fact is, I don't have the time for that! But I do have a few thoughts, and I have indeed included them. You can flesh them out yourself, if you're so inclined.

So, now, consider these a starting point to how you, too, can play the lists game, like real writers.

- The top ten reasons why Porsche should start making pick-up trucks.

I'm sorry, it's not that farfetched. If you can make the Porsche of SUVs, how hard would it be to make the Porsche of dual-cab 4 x 4s? Isn't the architecture kind of, uh, the same?

And then, Herr Piech, considering the sales volume of pick-ups, especially in

the US, you would meet your volume projections in weeks, rather than years.

Are you listening, VW and Audi? Can you say platform sharing? Can you say domination of the US market? At last?

- The top ten reasons why Porsche won't build pick-up trucks.

Its off-brand, stupid! There's a limit to how far afield from its core DNA the Porsche brand can go. Remember Porsche aircraft engines? The Porsche Indy car that went nowhere? Porsche tractors?

- The top ten reasons why Porsche won't go rallying again, but it will sink millions into Le Mans prototypes that are little more than F1 cars with bodies stretched over them, and maybe some more reliability engineered in.

If you lose at Le Mans, yes it's a big deal. Especially if you're Porsche, with a pedigree that goes back decades. But the loss probably won't affect showroom sales that much. I mean, who really equates winged contraptions hurtling down the Mulsanne Straight with road cars you can actually buy in a showroom?

Unless you're a 919 shopper. In which case the entire discussion is irrelevant.

Then there's the fact that today's rally cars are cheap little buzz boxes with big boost and sequential shifters. Porsche doesn't build buzz boxes. They build real sports cars, cars that can be modified into GT-3 Cup and RSR race machines, without breaking a sweat. So why ARE they building Le Mans prototypes?

- Top ten reasons Porsche pockets \$23,000, on average, every time someone buys one of their vehicles.

Yes, it's true. I read it. In an article listing the top ten most profitable cars on the road today. Don't believe me? Do a search.

And I'll help you out; another member of

the brand family, Bentley, is second, at \$19,000 per car.

You know the reason why . . . they always have just the color you want. Or they can order it for you. For a fee. Just bring in a sample. Plus, we consumers are always ready to help the VW Group build its kitty, so it can add another marque to the brand stable . . . especially if it's red and sometimes yellow.

- The ten most cost-effective things you do with your Porsche.

This should be easy. You decant a good Pinot, let it breathe, pour yourself a glass, take a sip and saunter over to the garage to . . . stare. Hey, as Blondie sang, dreaming is free.

Or you can take it out, go find a tunnel, park it and . . . gun the motor, again and again. No mileage build-up, no tire wear, no depreciation. You're just letting the fluids come up to full operating temperature. Yeah, that's the ticket!

- Top ten ways to make your Porsche more utilitarian.

Yes, yes, I know, every once in a while Porsche tries to promote how utilitarian its sports cars actually are. Especially in the winter.

Ever wonder why they continue to do this? Could it have something to do with the fact that the factory's view of reality still hasn't sunk in with us consumers? We've all seen the ads, for the gum ball winter tire-wheel sets. And the ski racks. Who buys these things? Nobody I know. Most of the Porsche owners I know who ski have another vehicle, often a Porsche SUV, to get them there.

No, the real play is to promote sunroofs, which come as, yes, think about it, it's hard to believe, standard equipment on

Continued on page 31

A Car Show Opportunity! Sunday, May 17

by Andy Gallman, Eden Prairie High School Car Club

My name is Andy Gallman and I am the coordinator for the Eden Prairie Car Show 2014 in Eden Prairie, MN. This car show is being hosted by the Eden Prairie High School Car Club and will be held at our school on Saturday, May 17, 2014. We would love to invite your Nord Stern club members to come and exhibit/display their car, cars, or car of choice. We would really like to have an awesome collection this year as it will be our first car show!

The show is free and we would appreciate if those who are interested, or have questions, to please either email me or, preferably, sign up on our website at <http://ephscarclub.weebly.com/>

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Cars for Courage - An Extravaganza of Porsches

by Phil Saari, Eventmaster

The Annual **All Porsche Show** sponsored by the Nord Stern Region of the Porsche Club of America will be Sunday, June 29 from 10 a.m. to 1 p.m. Once again, it will be held in the City of Roseville's Central Park, Dale Street entrance. The **All Porsche Show** is one of the featured events of Roseville's annual summer celebration *Rosefest* which is week-long series of events. It's a great location with lots of parking for everyone and lots of foot traffic by both club members and those drawn in to see all our wonderful cars.

This year's theme is "*Cars for Courage (Center) - An Extravaganza of Porsches.*" Our goal is to fill Central Park with as many Porsches as we can for the

benefit of Courage Center. All Porsche owners bringing their cars will be asked to for a \$20 donation - 100% of all donations go directly to Courage Center. Nord Stern has donated nearly \$500,000 to Courage Center over the years from the proceeds of the numerous events hosted with a charitable component - such as our annual **All Porsche Show!**

In conjunction with this year's **All Porsche Show** there will be an additional Concours component for anyone interested in having their car (or cars!) judged. A designated area will be provided for the Concours participants. A team of judges will evaluate and judge the cars, with winners receiving a certificate from Nord Stern in recognition of their work and efforts.

If interested in having your car(s) judged and/or are willing to help judge, just email Dale Trippler at: daletrippler@comcast.net for further information. A minimum of 10 cars is required to hold the Concours element so get your info to Dale now (registration form included in this issue of the newsletter).

Other than the suggested \$20 donation asked of all cars participating in the **All Porsche Show**, there will be no additional fees charged for the Concours.

So mark your calendar for June 29 and drive on over to Central Park in Roseville (Dale St. north of Hwy 36) and be a part of on very fun Porsche event



Nord Stern's Annual All Porsche Show *Cars for Courage: An Extravaganza of Porsches* *Sunday, June 29!*

Date: The Nord Stern All Porsche Show will be Sunday, June 29

Time: 10 a.m. to 1 p.m.

Location: Roseville's Central Park

All years and models of Porsche are invited to participate in the All Porsche Show which has made it the largest display of Porsche automobiles in the Upper Midwest.

Last year there were over 160 Porsches participating!

Bring your car, bring your walking shoes - enjoy a fine display of vehicles in a great park setting!

Questions, comments and or suggestions email Phil at ps356er@yahoo.com

Nord Stern April Business Meeting Minutes

by Betsey Porter, Secretary

President – Dave Anderson

- Meeting called to order at 7:01 p.m.
- Per Michele, the member survey results will be compiled in time for the next meeting. She and Jill will write an article for the newsletter.
- Dave will send an email out asking for volunteers to help plan/coordinate new social events.
- Dave and Kim Fritze will be heading to the Zone 10 President's meeting in Des Moines April 12-14.

Treasurer – Jeff Bluhm

- First Fling has been paid for
- Road America will be paid by the end of the month
- Will send out invoices to advertisers this week

Social Committee

- Would like new members to help plan some new social events

Advertising – Jill Daneu

- Auto Vault's ad began in April
- Autopia is interested in a full-page ad. Will likely begin in June
- Race Suit Rental will be the Advertiser's Apex feature for May

Newsletter – Christie Boeder

- May issue will go out soon

Webmaster – Mark Kedrowski

- No report

Membership – Ed Vazquez

- The west side new member/current member social went very well!
- Five new members signed up
- Two renewed
- East side new member/current member social is April 12, 10 am at Auto Edge
- The reminder emails Christie sent to lapsed members worked! We got a lot of three-year renewals.
- Dave will send out an eblast for the event on Saturday.

Board of Directors

- No update

Met Council – Bob Kosky

- No report, calendar running in the newsletter

Charity – open position

- No report

Insurance – Michele Deml Johnson

- All set for First Fling

Club Race – Doug Anderson

- Application sent to National
- Will look over the fire equipment at First Fling
- Still working on corner worker situation with Dave

Driver Education – Steve Meydell

- Will start looking for Final Fling eventmaster

Track Relations – Jim Bahner

- Road America raised their rates for their corner workers.
- We use our own thru Bob Kosky

Driver Education Registrar – Dave Anderson

- 30 people have signed up for First Fling Driver Ed. Have to go thru 15 or so more registrations
- 16 people have signed up for First Fling Driver Training.

Driver's Training – Ron Johnson

- We will probably get to 30 participants for First Fling Driver Training
- Still considering holding the Intermediate school. Depends on number of instructors who come.

Touring & Drives

– Mike Lancial & Randy Walker

- Vino in the Valley is set for August 9

Autocross – Harvey Robideau

- No report

Rally – Lon Tusler

- No report

Concours/All Porsche Show – Phil Saari

- Will have an informal concours at the Porsche show. Sent out an email for judges.

Fall Color Tour – John & Suzanne Dixon

- No update, date set in calendar

Safety – Paul Ingebritsen

- Red Light Rescue is lined up for First Fling
- Corner workers are covered

Shop relations – Keith Fritze

- Tech sessions planned for May
- Raymond Auto Body is interested in holding one on detailing

PCA Zone 10 Rep – Kim Fritze

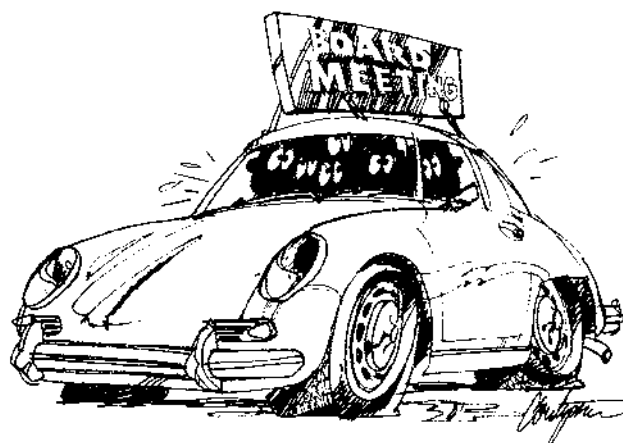
- Zone 10 regional presidents meeting this weekend in Des Moines

Old business, none

New Business,

May will be the last business meeting before the summer hiatus. Monthly business meetings will resume either September or October.

Meeting adjourned 8:34 p.m.



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Book Reviews for Porschephiles . . . Racing for Heroes

by Reg May, published by Veloce Publishing Limited, dorchester, England

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

This is a book that is easy to dismiss, based on the just the specs. The author is not a journalist, not even a writer. This is his only published writing. Furthermore, not only did the author not personally race with the heroes described, he never raced anyone. But Reg May is the consummate motor racing spectator who has attended many significant races and studied many more. His commentary, as a result, is full of historical references. These touches may be thought provoking to those who have some familiarity with the events and people to which he refers, but may perhaps be boring details to, shall I say, a younger generation. Note: Reg May was born in 1947, but he discusses events going back at least as far as 1906, and provides grand descriptions of motor races from as early as 1935.

As one steeped in the history of motor-sport, the author starts his book with the obligatory (and all too appropriate) lament over the way motor-sport has evolved into motor racing-business, where sportsmanship tends to take a back seat to winning, rather than the other way around as it used to be (at least in minds of the old pharts).

Racing with Heroes is a collection of chapters, each dealing with a particular race. The race reports are eloquently presented in self-sufficient chapters. The stories are great and well told. Included are many classic events – of course Moss ‘55 Mille Miglia run; Fangio’s classic stroking the Ferrari’s into complacency,

then catching and beating them in the last laps at Nurburgring, etc. Through it all, the reoccurring theme is the passion for motor sport that drives (!) the dedicated race driver or spectator (or even the author

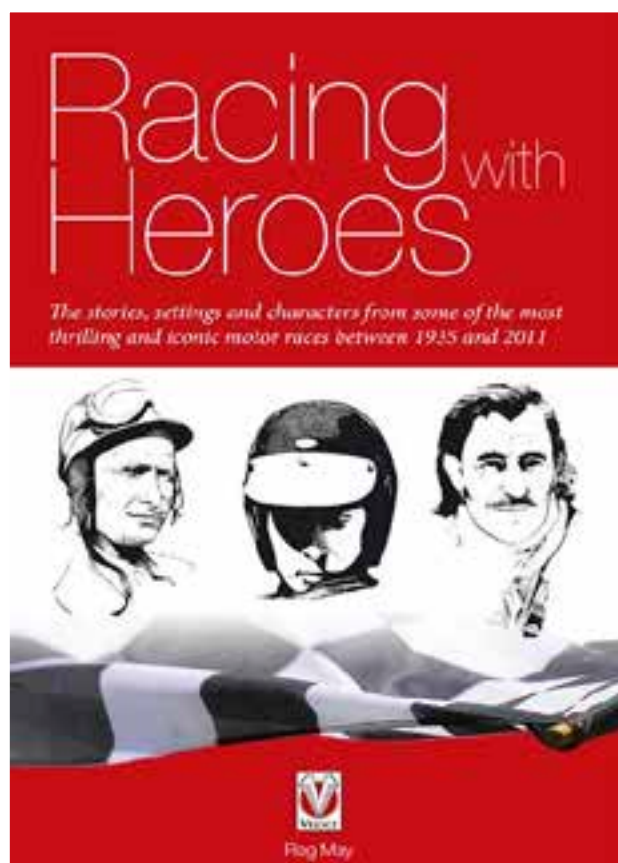
over a 50 year span, clearly the inspiration for the title.

As a publication, ***Racing with Heroes*** is not perfect. There is some awkward grammar (not merely quirks of the King’s English) and some typos. But most of all the book seems awkward because there is no apparent rhyme or reason in the nonchronological organization of the stories. In particular, the description of a 2008 event at finishes with a teaser about the story of the ‘09 event which is not only not next, but not even anywhere in the book. It is best read as a collection of chapters, not as a book to read through from start to finish.

This is a little book, pamphlet size, with 128 6 x 8-1/4 inch pages, slightly smaller the original Pano. There are some interesting pictures/illustrations collected into the middle of the book, and each chapter includes a somewhat stylized course map. As a collection of short, independent chapters about

historic motor races, it is a handy book to have for those occasional moments of spare time when you want something interesting to read but don’t want to get committed to reading a whole book.

Racing with Heroes should be available for \$19.95 from your favorite book seller (ask for it) or www.motorbooks.com



of this book). Both Formula and Sports Car events are included from all over the world, except the USA. The use of present tense and descriptions in vivid detail make each chapter a thrilling read.

There is one chapter that deals with the good ol’ days of family tent camping at the circuit, watching and smelling the cars as they go by on the other side of the fence. The final chapter deals with a passionate amateur who managed to race with the professionals from time to time

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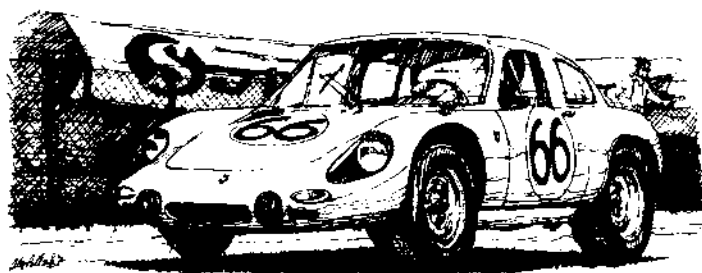
Badler Column

continued from page 25

most 911 models. Yeah, really. Porsche should talk about how sunroofs, which, unlike, say, floor mats, are not extra-cost options, are just the thing to stick your 2 x 4s through, on your way home from The Home Depot.

Ok, that's enough. I'm out of time. And space. Please feel free to go ahead and add your own items to the categories I started here. Just fill them in. And, if you're really inspired, create some new categories of your own!

Then, send them to your friends. Who knows, they might think you're moonlighting as an actual working journalist!



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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

Web Site Location Information for All Models of Porsche's

Courtesy Ken Koop—The Yellowstone Region (Old Faithful Newsletter)

... Whether you work on your own Porsche, need answers to questions or just want general information on Porsche's, these sites can be of great assistance ...

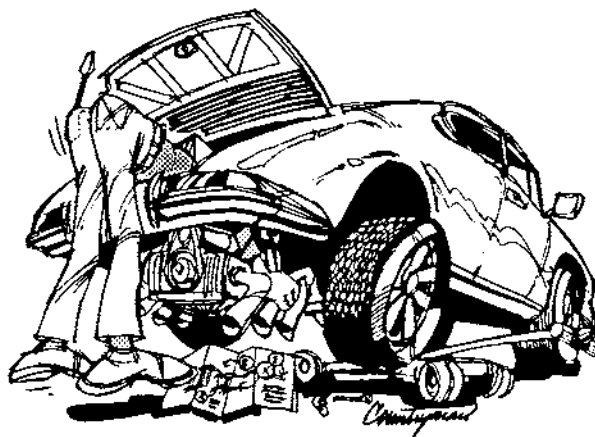
There are some web sites with excellent overall information for all models of Porsche's. Whether you work on your own Porsche, need answers to questions or just want general information on Porsche's, these sites can be of great assistance. A good independent mechanic or dealer may be a useful source if they are willing to spend the time to help answer your questions. If they are not available, then the internet can be a great resource. The following are some very useful Web Sites that have Web Forums or Q&A sessions that can help answer questions. If you look at the past postings on these sites, chances are your questions have already been asked and answered by other people before you. You will find most of these sites loaded with facts, photos, updates on current and future models, wallpaper for your computer, practical applications and solutions for Porsche's. You may need to register with the site before you can utilize them to the fullest, but all are free and the registration is pretty short. I hope you get a chance to visit some of them and they prove to be helpful to you. Good surfing.

If you have additional sites that are not listed below, please let us know and we can publish them in another newsletter.

- Porsche Club of America --- www.pca.org (click on tech section)
The "Tech Section" is excellent for getting questions answered on your Porsches by experts. You can post a question under your model and have it answered in a few days. If you browse through the questions and answers, chances are your question has already been asked and answered. This is a great resource.
- Rennteam --- www.rennteam.com
An excellent site with current information on all models of Porsches. The moderators have very good knowledge on all Porsches as well as inside information on upcoming models and options. If you have a question, you can probably get it answered here.
- Rennlist --- www.rennlist.com (click on rennlist area and then click on web forms)
A very good site for Q&A and has some very knowledgeable moderators for useful feedback and insider information.
- 6 Speed--- www.6speedonline.com/forums/
Useful for browsing past Q&A. Moderators are not quite as knowledgeable but good information is still available if you browse through the site occasionally. The "Gallery" has some nice pictures as well.
- Renntech---www.renntech.org
A very good site for do it yourself information, manuals and general information on all Porsche models.
- Flat 6--- www.flat-6.net
The forum is just ok, but the information under "Models" is very good and the pictures and wall paper are also good.
- Cayman Club--- www.caymanclub.net/
Specific to the Cayman, this site has some good pictures, complete order guide

and some good overall information from magazines, International Auto Shows and Cayman fans around the world. Cayman news generally breaks first on this site.

- Pelican Parts---www.pelicanparts.com
This site offers some good do it yourself articles in the "Tech Articles" section. The "Tech Q&A" also has some good answers for frequently asked questions on all models of Porsches.
- 356 Registry---www.356registry.org
The site offers coverage on all of the 356 model line.
- German Car Fans---www.germancarfans.com/manufacturers/porsche/
This site covers current news and has a photo gallery.
- Only Porsche---www.onlyporsche.net/
The site offers current news on Porsche, model information and articles, downloads and a photo gallery.
- The Autobahn---www.autobahn.com
The site offers semi-current news, pictures and other potentially useful information.
- 997 GT3---www.997gt3.com
This site posts the latest information on the new GT3.



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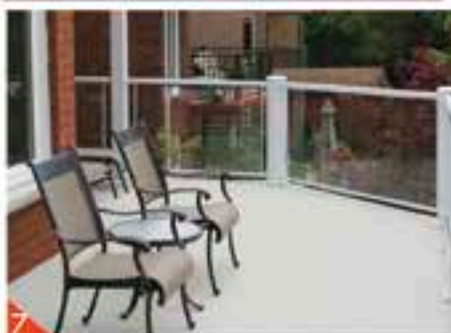
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Tech Quiz Fun: 2013 Parade Q & A

Courtesy PCA Newsletter Editor

Editor's Note: PCA has released copies of prior Parade Tech Quiz questions and answers for editors to share and challenge members on THEIR tech knowledge. The questions cover the various Porsche models, history, etc. I plan on including about 30 questions in upcoming issues in a very random sequence. Also, the source for each Q&A is included. Answers at the end but hopefully readers will try first before peeking!

1. Thirteen prospective members attended the first PCA business meeting on Sept 13, 1955 in Washington, DC. Which of the following individuals was not in attendance?
a. Bill Sholar
b. Tom Gorsuch
c. Karl Grimm
d. Peter Pearman
2013 Region Procedures Manual pg 4
2. The Porsche emblem first appeared on the steering wheel hub of 1953 model cars.
a. True
b. False
Excellence was Expected Vol 1 pg. xv
3. Driving a _____ David Donohue, Shane Lewis, Dr. Jim Norman and Nelson Canache won the GX class at the 2013 24hrs of Daytona
a. 911 GT3 Cup
b. Cayman S
c. Cayman R
d. Audi R8
Porsche Panorama March 2013 pgs.50 & 55.
4. What is the non-metallic color, favored by the Porsche family, for the new 991 based Club Coupe?
a. Guards Red
b. Orient Blue
c. Brewster Green
d. Alpine White
Porsche Panorama March 2013 pg 41
5. The official Porsche team at the 1970 Daytona 24hrs was the JWA Gulf team. JWA had (3) 917 Kurzhecks (short-tails).
a. True
b. False
Porsche Panorama February 2013 pg. 81
6. The Parade trophy presented in memory of W. F. "Bill" Woolery is the _____.
a. Autocross FTD
b. Rally Navigator Award
c. Rally Diver Award
d. Tech Quiz Award
2013 Region Procedures Manual pg. 129
7. On 21 December 1966 a specially equipped 912 Targa was incorporated into the autobahn fleet of the Baden-Wuerttemberg state police. This was the 100,000th Porsche to roll off the assembly line.
a. True
b. False
Porsche - h.f. ullmann pg.11
8. In E-mode the 918 is capable of _____ mph on electricity alone.
a. 120
b. 200
c. 60
d. 90
Porsche Panorama November 2012 pg 22
9. The Momo steering wheel installed on the original (25) 917's was the competition-model _____.
a. LeMans
b. Monza
c. Prototipo
d. Elite
Excellence December 2012 pg. 84
10. In PCA Club Racing, an immediate sanction against any driver at fault in any incident involving car damage is known as the _____.
a. 11/11 rule
b. One and done rule
c. 13/13 rule
d. rubbing is racing rule
2013 Region Procedures Manual pg. 113
11. Betty Jo Turner's farewell address as Panorama editor was in the December 2012 edition.
a. True
b. False
Porsche Panorama December 2012 pgs.2 & 3.
12. Who is the only racing driver to have run both the TAG-Porsche V6 and Porsche V12 powered Formula 1 cars.
a. Ayrton Senna
b. Henri Pecarolo
c. Stefan Johansson
d. Al Unser
Excellence February 2013 pg 107
13. The Porsche family farm is located in Zell am See, Austria.
a. True
b. False
Porsche Panorama December 2012 pg 16
14. The 115hp V-Rod motorcycle engine was developed by Porsche as a joint venture with _____.
a. Suzuki
b. Honda
c. BMW
d. None of the above
Porsche - h.f. ullmann pg.17
15. Pictured at the magnificent Porsche Museum is 356-001. What race car is directly behind it?
a. Type 804 Formula 1
b. Type 718 Formula 2
c. Type 360 Cisitalia
Porsche Panorama December 2012 p. 44



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16. Kuhnle, Kopp & Kausch AG supplies superchargers to Porsche.
a. True
b. False
Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg 1565

17. In 2012, with near record sales, Porsche's new car sales per dealer was at 183 (average).
a. True
b. False

Porsche Panorama March 2013 pg.13

18. On August 1, 2011, Porsche became a wholly owned member of the Volkswagen Group.

- a. True
b. False

Porsche Panorama October 2012 pg.16

19. The Type 597 "Jagdwagen" was a police vehicle.

- a. True
b. False

Porsche - h.f. ullmann pg.11

20. The American racing sanctioning body, IMSA, stipulated what change to the 962 to protect drivers feet.

- a. Remove the front coolant radiator.
b. Extend the tube frame to the front of the car.
c. Push the front wheels forward.
d. Breakaway pedals.

Porsche Panorama October 2012 pg.48

21. In 1994 Porsche scored its 13th outright victory at LeMans with a _____ entered in the GT category.

- a. 930 Turbo S LMGT
b. Dauer 962
c. 911GT1
d. 936

Porsche Panorama October 2012 pg. 34

22. The PCA Junior Participation Program is only for 16 and 17 year old sons, daughters and specified relations of PCA members


- a. True
b. False

2013 Region Procedures Manual pg. 82

23. The special version "Weissach package" 918 will be offered without paint.


- a. True
b. False


Porsche Panorama November 2012 pg. 30.




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24. In 1956 Porsche's entered a _____ to claim the first outright victory in the Targa Florio.

- a. RS-60 Spyder
b. 550A
c. 718 W-RS Spyder
d. Carrera RSR

Porsche Panorama November 2012 pg.39 &40

25. A 911 with "body in white" refers to what stage in production.

- a. Assembly in the white building.
b. Cars ordered painted white.
c. No paint applied
d. None of the above

Excellence June 2011 pg.160

26. The last racing achievement of Mark Donohue was breaking the closed-course record of 221.120 mph on August 9, 1975 at Daytona International Speedway.

- a. True
b. False

Excellence was Expected Vol 2 pg.641

27. Until the introduction of the Cayman R the _____ was the only road-going Porsche to carry an "R" on its decklid.

- a. 1984 Carrera R
b. 1967 911R
c. 1972 911R
d. 1995 968R

Excellence June 2011 pg. 62

28. Who said "Good design is the dominance of the whole over it's parts....."

- a. Dr. Ferry Porsche
b. Frank Lloyd Wright
c. F. A. Porsche

Porsche Year 1985-1986 pg. 42

29. The 1979 Porsche Indy experiment had a 935/72 engine installed in a modified _____ chassis.

- a. March
b. Coyote
c. Parnelli
d. Lola

Excellence was Expected Vol 2 pg.809

Answers:

25. a
24. a
23. a
22. c
21. a
20. b
19. b
18. b
17. c
16. b
15. a
14. b
13. a
12. c
11. c
10. b
9. b
8. b
7. c
6. a
5. b
4. a
3. a
2. d
1. a

Ken's Corner: Top Tier Fuel—Is it worth the money?

By: Ken Koop—The Yellowstone Region (Old Faithful Newsletter)

On a recent club driving tour, I was surprised to learn of the confusion regarding gasoline used by our members. Most of the members that I had discussions with thought that all fuels were about the same. They even asked why I would pay four cents per gallon more for branded gas. Let's take a closer look at what makes fuels different.

To be able to answer these questions with more expertise and use indisputable facts in this article, I have done some research on the subject. I have spoken with several fuel engineers, the logistics departments, the marketing and the fuel research departments at both Shell and Chevron. I contacted both engine and emissions specialists at General Motors. And I have also researched many Internet web sites for information on this particular subject. Now let it be known, I am not a fuel engineer, but I did stay at a Holiday Inn last night...just kidding. First, let us get some of the questions that were being asked of me on the tour and during some private conversations (implying that I was not very smart for buying branded gas) out onto the table. I might add, that these questions were asked by more than one person and that signaled to me that maybe a few other members may also be unaware of the quality of fuels they are buying. Why don't we take a look at all of these questions and you can be the judge whether Shell or Chevron fuels are worth the extra cost for your car. I will only concentrate on these two brands since they are the major branded fuel companies in our area. Other brands may meet the Top Tier fuel requirements but since I did not have the time to examine the practices or interview the engineers from the other companies, I will make no claims for them. Here are some of the most common questions and comments that were made.

Question 1 – *Shell and Chevron do not even have refineries in our area. So how can we possibly get their gas and representative additives at our stations?*

Answer 1 – Correct. Shell and Chevron do not have refineries in our area. Their fuels, along with generic gas (take 91 Octane for instance), all come out of the same “depots” which are located in Wyoming and Idaho (Pocatello for Chevron). As the fuel is being loaded onto the tanker truck, the Techron (for Chevron) and Shell's proprietary additive package (for Shell V-Power) are injected into the fuel to give the ratio that Shell or Chevron requires. So the fuel you buy in Wyoming has the identical additive blend as the fuel that comes out of the Shell or Chevron refineries in California. The non-branded fuels are also injected with their specified fuel additives as they are loaded onto the tanker trucks, although they may not necessarily meet the Top Tier Detergent Standards set by major car manufacturers. By the way, the injection of additives into the fuel as it is being loaded onto the tanker truck is a common industry practice across America.

Question 2 – *The fuel is delivered in no-name gas tanker trucks to the branded gas stations. The tankers then go from the branded station to the generic station to deliver fuel. Therefore, all stations must get the same type of fuel.*

Answer 2 – True. The fuel is delivered in tanker trucks that are not owned by Shell or Chevron. The tanker truck is owned by an independent contractor who is hired by Shell or Chevron or their branded marketers to deliver their fuels. Each tanker truck (which looks like one large tank) actually has two to four smaller tank compartments inside. Each tank can be loaded with a different

fuel. A fully loaded tanker truck in our area holds 11,000 gallons of fuel in 5-6 separate tanks (because of the ability for the tractor truck to tow a second separate tanker trailer). The fuel delivered to Shell and Chevron stations contain only their branded fuels. When the tanker truck delivers fuel to a non-branded station, they deliver an entirely different blend of detergent fuels out of another tank. The fuel will not contain Techron or Shell's V-Power package as an additive nor the same percentage of detergents.

Question 3 – *Shell and Chevron stations could put generic fuel into their tanks with no one ever knowing and then sell it for branded gas and keep the profit.*

Answer 3 – Shell and Chevron put proprietary “markers” in their gas. The oil companies monitor their individual stations by sampling the fuel that is dispensed out of the gas station's fuel nozzle. The fuel is then sent to a lab (typically an independent one) and analyzed for the respective company. If the marker is not present, this would indicate that the station does not have the branded gas that they are suppose to have and the station would then lose their franchise. The labs are able to detect very small changes to the fuel, so if another brand of fuel is mixed into the station's fuel tank the lab would be able to detect it. Both Shell and Chevron are very protective of their fuels and the quality of product they deliver to their customer.

Question 4 – *Even if additives in the fuel are different, they are not worth the increased price.*

Answer 4 – The EPA requires a minimum concentration level of detergent additives in gasoline. Shell Regular and Plus gasoline's contain more than two times

the cleaning agent required by the EPA. Shell V-Power has more than five times the amount required by the EPA. At that level, Shell V-Power actually cleans the engine as you drive, giving it the ability to clean up deposits that have already built up on intake valves and fuel injectors left behind by low detergent gasoline's. Chevron gasoline's contain concentrations of the Techron additive which remove deposits lower quality gasoline's can leave behind as well. In addition, Chevron has the ability to remove deposits in all three grades of its gasoline. The generic brands generally contain the absolute minimum amount of detergent required by the EPA and therefore do not have the ability to clean the engine of deposits.

Question 5 – *When I mentioned “Top Tier” fuel to most of our members, their answer was; what is Top Tier?*

Answer 5 – “Top Tier” detergent gasoline helps keep engines cleaner than gasoline's containing the minimum amount required by government regulations. This helps provide optimal fuel economy, performance and reduced emissions.

Top Tier detergent standards were developed by BMW, GM, Honda and Toyota and were aimed at reversing the national trend toward lower gasoline additive concentrations. Both Shell and Chevron meet the standards of Top Tier in all of their grades of fuel with Chevron being the first fuel company to meet the Top Tier Requirements. Three other brands that pass the Top Tier Requirements in our area are Texaco, Conoco and Phillips. Generic brands generally do not meet Top Tier standards in any of their grades of fuels.

Question 6 – *Are branded fuels really worth the extra money?*

Answer 6 – If helping your fuel injectors to atomize the fuel to their fullest; keeping intake runners and valves clean so fuel does not adhere to the deposits and then drip into the cylinders; keeping

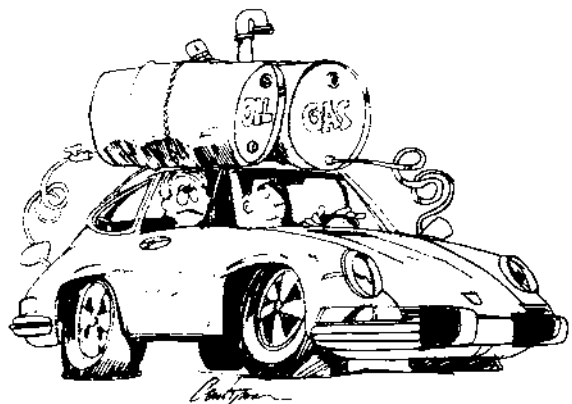
performance to the maximum and emissions to the minimum by burning fuel more efficiently; then using a quality fuel should be important to you...but is it? Deposits on the inside of an engine are similar to plaque on the inside of an artery. It takes a long time for the deposits to become noticeable, but there will never the less be a continual decrease in performance whether it is in an automobile or in a human. With proper fuels in a car or drugs in a human, symptoms can be reversed.

Lastly, one word on octane: All of our cars are designed to run on a specified octane and is generally stated on the inside of the gas filler flap/door and owner's manual. It is very important to use the fuels required. At our elevation (because of the lack of oxygen compared to sea level) the octane requirement is generally diminished (unless you have a turbo-charged engine). All of the newer Porsches have compensating mechanisms to retard the ignition timing of the engine if the octane requirements are not being met (at least up to a certain point). Older cars do not have this compensating mechanism. Newer as well as older cars will eventually develop detonation (which you may not even be aware of while driving), when the octane level drops low enough. This detonation can eventually lead to engine destruction. The most important thing to remember about octane is that having an octane level too high will not harm an engine...having an octane level too low can be catastrophic. Therefore do not try and save money by reducing the octane level of the fuel required. On a side note; putting a higher octane fuel in your car than is required might, but will not necessarily improve its performance.

A few interesting bits of information that you may be interested in. (1) Chevron has been

supplying the gasoline that the Big Three Detroit Automakers use to accumulate mileage on their vehicles to demonstrate compliance with the US-EPA's 50,000 and 100,000 mile emissions durability requirement test. Even though the closest supply point is 350 miles away in Louisville, KY, the Big Three pay to have the fuel trucked into Detroit. The Big Three must believe that by using Chevron fuels, they have their best chance to keep the vehicles performing to their optimum and passing the EPA's requirements. (2) There are a number of Porsche racers and collectors who I personally know that add Techron (Chevron's well known additive/detergent) to their race fuel. They add it to prevent their fuel injectors from clogging and to keep their fuel systems clean during prolonged periods of storage. They, as well as I, believe it is cheap insurance.

Putting this into context; our engines are more complex, higher performance and more expensive to maintain than the engines from BMW, General Motors, Honda and Toyota. If those manufacturers specify Top Tier fuels in their cars for performance reasons, it only seems logical to me, that running anything less in our cars is asking for problems. Everyone has heard the saying, “Pay me now, or pay me later”. The decision is yours to make. With the price of repairs and the cost of our car engines, I personally believe buying a premium Top-Tier Fuel is money well spent.



Classifieds

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

1987 944

Black with black interior, 5 Speed, ABS, 156,000 miles, clean example for its age and miles. Maintained at local shops to meet DE tech inspection annually since 2000, records available, but I have only made it to about one event per year. The only track upgrade was a set of turbo sway bars, the rest is stock. Comes with the original 15" phone dials with Toyo R888's, and a set of 17x7 and 17x9 C2 Turbo replicas with street tires. \$4900. Arden Olson 612-803-5550.

2006 Cayman S for Sale

Very clean, low mileage Speed Yellow 2006 Cayman S loaded with extras. Only 36K miles with PASM, Sport Chrono, Bose, heated power seats, Xenon lights, self-dim mirrors and rain sensor, color crest wheel caps, remote CD changer, preferred package plus, M97/01 engine, clear engine cover and Cayman S side lettering. Black standard leather interior. Extra set of wheels with almost new set of Hankook Ventus V12 tires. All work done at Dealer under warranty, then Auto Edge. Asking \$35,000 (OBO). Contact Dale Trippler at dtripp44@gmail.com or 651.490.1485.



2002 996 Cabriolet

Very well-maintained, Lapis Blue Metallic, Clean CARFAX with 53,700 miles. Stored winters, covered, in heated workshop. Recent service performed at Auto Edge: replaced IMS bearing, clutch and flywheel. It was reported that front and rear brakes have 50% remaining life. Serpentine belt and Michelin Pilot Sport tires were installed at Saint Paul Porsche. Unique features include: blue seat belts, white gauges and exterior-matching, painted blue center console. The grey interior is cool in the summer while driving with the top down. This car needs nothing and is a complete joy to drive. Price \$29,000, which includes matching blue hard top. Contact Dale, 651.343.2057 or dalekendra@comcast.net.



1983 911 SC

Red with black leather interior. All original, with all records. Original user manual. 1983 Porsche brochure in plastic jacket. Original tool kit in case with original tire pressure gauge in the leather case. Includes bra, factory floor mats and side mirror covers. Hard top with sunroof. We are not the original owners. 103,210 miles, receipts of \$4,845 for complete tuneup and brakes done last year at Foreign Affairs in St. Louis Park. \$24,900. Contact Joe Pryor, 608.790.2152 or jp.pryor@yahoo.com.

912 Wanted

Gary Greiner, 218-348-1849, email: gtgreiner@gmail.com.

Wanted for 1971 911 project

Chrome trim next to the door windows (on outside) - both sides, chrome trim under the rear quarter windows - both sides, three prong Fuchs center caps - any condition, any other exterior/interior chrome pieces that will be likely better than I have now. Phil Saari, 651-260-5665 or ps356er@yahoo.com

996 '03 spec to '05

Motor rebuilt by Autometrics, Transmission rebuilt by autometrics, time on both approx 40 hrs, Car won 2012 PCA GTC3 national points race: 1st in class 2013 Sebring: 1st in class 2013 Road America. Asking \$60,000. Jerry Greene, email: jgmotorsports@msn.com.



2004 Porsche 911 C4S

56,100 Miles, unique slate blue exterior with black leather interior All the usual extras: sunroof, 6 speed manual, heated seats, etc Engine rebuilt and clutch installed by Courtney Truck Service at 51,000 miles as the result of IMS failure. New Michelin Pilot Sports installed at 55,000 miles. Stored and not driven in winter. Price: \$37,500. Tons of photos available. Located in the western suburbs. Offered to NS members first before posting on other websites Contact Tom Judd 612-554-6381 or email to tjudd@fredlaw.com.

1986 Porsche 944 Turbo for Sale

Very nice clean 2 owner car! 120,000 miles. Non-smoker. No winters since 1989. Copenhagen Blue, black interior. Alpine AM/FM/ CD player. Nakamichi power amp. European driving lights. Progressive rate springs in front, stock rear. 968 m030 front sway bar, Weltmeister 19mm adjustable bar in rear. Corner balanced by Autoedge. Autothority 2.5 chipset. Limited slip differential. Well maintained by owner, Maplewood Imports and Autoedge. Recent cam and balance belt, water pump and radiator replacement. Asking \$9,500 with HRE 17" with Michelin Pilot Sport PS2 tires as pictured above. Also have original phone dials for sale. Jim DeBenedet 651-483-1006 (home) or 651-402-0356 (cell). Also have Recaro clubman seat, Weltmeister front sway bar, set of Weltmeister front springs, TIF 7000 digital tire thermometer, and a G-Anylist for sale. Best reasonable offer.

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955 Cayenne Genuine Porsche Part OEM Black Cargo Box Locking Carrier, Roof Mounted, Porsche logo. New. Never used. Porsche Roof Transport System 955 2003-2010 Genuine Porsche Part OEM Aluminum Silver Finish Roof Rails New. Never used. Sold together \$700, Contact Mary Longfellow. 651.238.8811.

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FT 225/45 R17 Blizzaks mounted on Carrera Cup I style 7.5" et 52 wheel; RR 255/40 R17 Blizzaks mounted on Carrera Cup I style 9" et 47 wheel. center caps. Apprx 10,000 miles. \$850 OBO. Can be seen in Chanhassen. Brian 612.916.6055, bkasbohm@c4kaz.com

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A boxster is a great winter car! Four Factory 5-spoke wheels with Pirelli Sottozero tires. Size 235/40 R18 NI. Load Rating: 91V. Used for one Season. Can email photos. \$1,000. Contact Paul Zollinger, 651.336.8677, or paulzollinger@me.com.

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.

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 information.

1987 944S

White with Camel Leather interior with 72,000 original miles. Very good condition both Exterior and Interior. Stored winters, detailed annually, and always serviced by Porsche mechanics. New Michelin tires, battery, and fuel pump in Sept, 2012. Last Timing belt/waterpump service at 60,000 miles by Kelly-Moss Motorsports in Madison, WI. Clean Carfax. Second owner for the last 18 years. Must sell; asking \$10,000. Please contact John at either 320.250.4530 or Jwrees49@gmail.com.

Photo Contest! Noted at the April 12th New Social - This 'Setup'

photo by Christie Boeder

Can you guess what is 'MISSING' in this photo? Send your best guesses to editor@nordstern.org!



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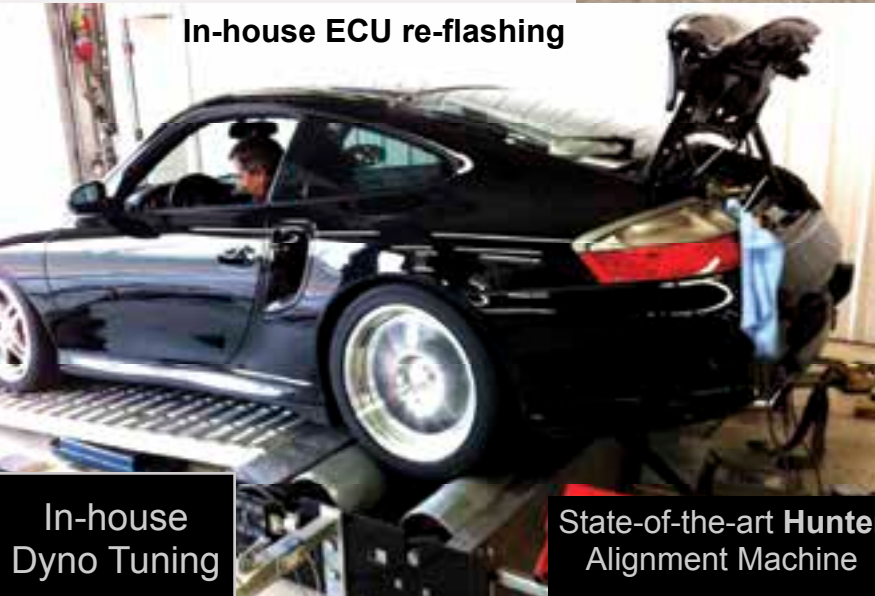
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