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- 2. Next, join Nord Stern
- Visit www.nordstern.org and pay dues via Paypal (http://usa35. noip) hotlink is on the Join/Renew page.
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3. To **RENEW** an existing Nord Stern membership visit www. nordstern.org and pay via PayPal (link is in instructions on how to Join/Renew or use: http://usa35.noip. me). Or, you may send your check, payable to Nord Stern, to Ed via his snail mail address below.

Or, call Ed directly and leave your name, address and both home and work phone numbers with any questions.

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

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 (defrays 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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ord Stern would like to welcome everyone to 2015. The Club enters 2015 healthy, financially stable, and wise. These are all good things and based largely on an active membership base, a loyal and energetic Board, and outgoing "Where's the Prez" President David Anderson. As incoming President for 2015, it is somewhat daunting to fill the same shoes that Dave has filled this last year. Dave, in addition to being a great friend, racing partner, our Registrar, a National Club Race Volunteer, and just an all-around great person, has dedicated countless hours and energy to making certain that Nord Stern grew and diversified its base and activities throughout 2014. On behalf of everyone in Nord Stern Dave, thank you for all you have done over the years and as Nord Stern's President in 2014. And yes, Dave, I am taking you up on your offer to continue the "Where's the Prez" in 2015 and to continue as our Nord Stern Registrar. The next time anyone sees Dave take the opportunity to thank him for all he does for our club. He will smile, lower his head a little bit, and

greatly minimize his role in having done much of anything! Again, on behalf of Nord Stern, and to quote a movie I am quite fond of, "Thank you Mr. Anderson."

Nord Stern's 2015 schedule is falling into place. Our Nord Stern Holiday Party is scheduled for February 7, 2015, at the University Club in St. Paul.

Our Track Relations Chair Jim Bahner has been hard at work at the increasingly difficult task of securing dates and economical track time for all of Nord Stern's members as well. The 2015 Nord Stern track dates for Driver's Training and Driver's Education are as follows so mark your calendars now and start planning to support Nord Stern with your enthusiastic participation:

- First Fling Driver's Training and Driver's Education at BIR: April 24-26;
- Road America Driver's Education: JUNE 15-16:
- Club Race BIR: July 24-26; ٠

٠ Last Fling Driver's Training and Driver's Education at BIR: October 16-18.

Please note that our Spring Fling

event is a little earlier this year. Just like our favorite politicians, I promise everyone in Nord Stern the

weather will be perfect that weekend. You will also all be younger, lighter, faster, and your car will operate flawlessly throughout the weekend. Trust me, I am the President. Further, please note we have changed our Road America Driver's Education date. Honestly, the only bleak spot for Nord Stern in 2014 was that our attendance at the Road America Driver's Education event was off of prior years and Nord Stern took a considerable hit financially. Our Board recently discussed this issue at length and decided to make some changes and decided to move this event earlier in the season. The Nord Stern Board will be contacting other Regions, and prior participants, to let them know of the change. I am asking Nord Stern Members to do so as well. Moving the event earlier in the season, and continuing to have access to a "bucket list track" for days of unbelievably economical track time, will hopefully allow for the continued viability of this event and its sucess in the future. Plan now as everyone knows how busy summer schedules fill up with everything other than driving your car as Porsche intended.

Escape to Rushmore 2015 is approaching fast. If you have not heard about Escape to Rushmore 2015 as of yet you have not been paying much attention! Nord Stern is hosting this PCA National event on September 30

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NORD STERN JANUARY 2015

Welkommen . . .

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Bruce Gates Corcoran, MN	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??!!
Ryan Gates Corcoran, MN	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).
Judith Punochar and Rick London Minneapolis, MN	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
Heidi & Luis Fraguada, Jr. 2004 GT3 Minneapolis, MN	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.
Æ	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 . . .

Hoiday times are here and as I write, we are in the midst of various gatherings, shopping, cooking, eating and trying to not get too frantic with too much going on. It's always a big balancing act each year and I am sure I am not alone in trying, each year, to manage with an eye toward simplying activities and life in general!

Some year we do better than others and I'm hopeful this year. Since readers are reading this AFTER the holidays I'll not be able to report back on my success, or lack thereof, until the NEXT issue. Since it's been a big year in the Boeder household with a wedding, it's actually not been too hard to dial back. And I have to say I am actually enjoying it all.

So speaking of holidays the club does have their annual gathering scheduled and now on the calendar - coming up will be an by Christie Boeder

evening of fine dining, piano entertainment, a few award presentations and a whole lot of fun being dressed up and socializing! Watch for it, Saturday, February 7 at the University Club on Summit Ave. A beautiful location overlooking downtown St. Paul. Be there!

Lots of fun articles this month, again, I am delighted to showcase several memberwritten articles and stories. Plus photos, of course. Including an initial 'teaser' from the recent Open House hosted by local collector, Russ Hagen, at this warehouse location. It was spectacular and I've already received a number of photos from the event. My plan is to feature these 'collection' during the upcoming winter months. So stay tuned for more fabulous photos. And this month's cover shot is the tip of the iceberg.

Speaking of ice . . . here's to winter, and winter driving with the hopes that it's a short season this year! See ya at the next event. - October 4, 2015 in the beautiful Black Hills of South Dakota. Nord Stern members Arlyce and Jim Lillegaard promoted this idea at the National level and were able to convince PCA National to award it to Nord Stern. Since that date, they have spent hundreds (if not more) of hours planning, negotiating and working on making sure this National event will be a success. As a Black Hills resident, I can tell you our area has some of the most amazing drives you will ever take in your Porsche. Mount Rushmore, Crazy Horse, Iron Mountain Rd, Needles Hwy, Spearfish Canyon, Custer State Park and an entire industry based on tourism will guarantee everyone a weekend of they will not soon forget. Stay tuned for more on this event, but mark your calendar because this is a National, yet relatively local, event that Nord Stern members you

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Prez Sez . . .

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2014-15 Calendar . . . Get Around with Nord Stern

JANUA	RY	2015	11	Informal Bark and Beer I	
13	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!		16	Details TBA, Questions Jef Nord Stern Driver Trainin Brainerd International Race Eventmaster: Ron Johnson Registraton: registration.net	ng eway
FEBRL	JARY	2015	17-18	Nord Stern Fall Fling Driv	ver Ed
7	Annual Holiday Party! University Club, St. Paul			Brainerd International Race Eventmaster: TBA	
10	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!			Registration: registration.net "Third Thursdays" A. J. G. L.	of each month
MARCI	Н	2015		An Informal 'Post-W	ork' Social at
10	Nord Stern Business Meeting Location: Lifetime Fitness Center Location: Lifetime Fitness Center 755 Prairie Center Dr, EP 6:30 p.m. Social, 7 p.m. Business Meeting All Members welcome!			CLUB JAC 923 Washington A Mpls, MN 5 612.332.20 http://clubiaco	Ave. North, 5401 686
APRIL	2015			http://clubjage	
14	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!				YMOND
24	Nord Stern Driver Training Brainerd International Raceway Eventmaster: Ron Johnson Registraton: registration.net			Satisfaction	FO BODY & Integrity Since 1949 • • • • • • • •
25-26	Nord Stern First Fling! Brainerd International Raceway Eventmaster: TBA Registraton: registration.net			Collis	ion Specialists
JUNE		2015			
15-16	Nord Stern Annual Cheese Fling Road America, Elkhart Lake, WI Eventmaster/Registrar: Dave Anderson				t starts with one 488-0588
JULY		2015	Sal		Located
24-26	Nord Stern Annual Club Race and Driver Ed Brainerd International Raceway Eventmaster: Doug Anderson		1		near the Fairgrounds Four Generations of the
SEPTE	MBER	2015	2		Slomkowski Family
7 <i>остов</i>	Annual Rochester Labor Day BBQ and Picnic Details TBA, Questions Jeff Boehm at 507.261.94	07 2015			aymondautobody.com ler Route - St. Paul, MN 55104



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My Porsche 918 Travel Nightmare Journal (dramatized ex post facto)

friend (Mike) was invited to an exclusive event to drive Porsche's new 918 hybrid on a private track in Palm Springs. He could bring one friend and kindly asked me to join him. Long story short, on the way to the event Mike missed his flight and I walked into my biggest travel nightmare since I lived in China back in the 80's. In the end I made it to the event and drove the 918 and a Turbo S on the track. To focus my negative energy toward United I wrote the following travel journal. I hope you find it amusing!

- MSP-DEN two-plus hours late (pretty sure they gave our plane away).
- Missed DEN connections. Mike (the guy who invited me) had no chance.
- United sends me running to San Fran flight to eventually catch the only Palms Springs flight that evening.
- MSP-SFO flight is late to board.
- MSP-SFO flight takes 45 min for de-icing.
- United refuses to provide in-flight updates on how dreadfully late plane is.
- MSP-SFO lands over an hour late.
- Wait, not there yet. MSP-SFO has gate confusion another 25 minutes (who are these clowns?).
- Sitting near many people with tight connections.
- To the gasp of another passenger, I unbuckle.
- Go to the buckled attendant to get her to ask plane to let those with vulnerable connections get off first.

- She finally does no one complies.
- Get off plane and run to catch Palm Springs flight.
- Miss the door by two minutes! (Could United have called and asked them to wait two minutes?)
- Search for hotels. No hotels in San Fran below \$700 (anywhere).
 Wow, wonder what's going on.
- Eventually find \$300 room in Half-Moon Bay.
- Always wanted to see the famed



With the Turbo S Mavericks surf spot at HMBay but three hours in a cab? No way.

- Only other room is an ALoft room for \$700.
- Let's see, six hours in room at \$117/ hr – not a chance.
- Find stashed United "Travel Accommodations" hotel voucher and call.
- They tell me Oprah (or some other big star) is in San Fran, some big event..
- She says it's one big party, why didn't I plan ahead, and by the way, no rooms anywhere jackass.
- Wait, she finds a room.
- Her last room an inviting 2 star fleabag with plenty of deadbolts

By Christopher J. Engstrom (November 2014)

miles from SFO.

- Let's see, \$160 in cab fares, Lynchian hotel experience, bed bugs in luggage – Carol (my wife) pissed. No thanks.
- Then I think: what would Mike do in this desperate situation?
- I tell myself: He would get on the phone and kick some ass. That's what he would do!
- I resolve to call my Merrill Lynch 24-hour concierge.
- Duncan the concierge thanks me for calling.
 - Duncan the concierge notices that I have tons of points on my card. Duncan is impressed.
 - Duncan the concierge thanks me for being such an esteemed card member.
 - Duncan the concierge pauses to just thank me for being me.
 - Duncan the concierge is sorry I have gotten myself into this situation.
 - Duncan the concierge tells me to rest assured, he will do all in his power to help find a room.
- Duncan works for an hour to find the same aLoft at \$700.
- Meanwhile, working Expedia to refund two lovely historic hotel rooms waiting for us in Palm Springs.
- Faith in Expedia waning, I call hotel (Colony Palms Hotel) to directly solve this problem.
- Hotel won't deal with me directly. Expedia has to call them.
- I think: Why ever book with Expedia? And what on earth is really going on in San Fran this week? Oprah? Really?

918...

continued from page 11

- Guess I need to sleep at airport. Start walking around looking for a place to hunker down.
- This isn't so easy is it? Every last place to sit in terminal is designed so you cannot lie down.
- Find a spot but quickly observe that to sleep, one needs to avoid the 24-hour blare of the CNN flat screens.
- Wait! Maybe I can sleep at the Delta Sky Club. I'm a member, darn it!
- It's 11:45 p.m. Sky Club is in Terminal 1 and I am in the secure area in Term 2 AND they close from 12 -5 a.m.
- Out of options I find a spot near a biker dude who got the better corner spot before me.
- Hook backpack to the leg of a chair, make a pillow out of books and folded clothes and attempt sleep.
- Biker dude wants to chat.
- Biker dude wants to tell me how insane with rage he is about United abandoning us.
- Biker dude needs a smoke.
- Biker dude asks me to watch his luggage while he leaves secured

biker luggage.

- I remind biker dude to check to make sure he can get back in before security closes for the night.
- Keep sharp eye on luggage, try to stop looking at watch and read a bit.
- Dude returns. He says security opens again at 4 a.m.
- Sleep on floor of Term 2.
- Get kink in
 neck . . .
 - Thursday
 morning: Hey
 let's go shower and shave at the
 Sky Club.
 - Leave secure area. Take train to Term 1 to find that the SFO Sky Club is a hole in the wall with no showers.
 - Sky Club has to break rules. Though a member, I am supposed to hold a Delta boarding pass.
 - I hold a front row ticket to the United \$#%@ show.
 - She breaks the rules.
 - Eat breakfast then change, clean up and shave in the Sky Club.

• OK. Ready to go to Palm Springs and drive an 887 HP Porsche on a racetrack!

• SFO-PSP plane late to gate; late boarding.

• On board ready to go and chatting with nice older lady about travels and Exclusive Resorts (ER).

• She

recommends ER Tuscany. Why on earth has this plane not pulled away from the gate?!!

- SFO-PSP now has a mechanical problem.
- 30 minutes later SFO-PSP is fixed



918 - with Instructor

(and paperwork completed).

- Right! Ready to go to Palm Springs and work an 887 HP Porsche on a private circuit!
- SFO-PSP arrives very late (11:00 a.m.).
- Have to be at the track at 11:45 a.m! Who knows how far it is to this track.
- Run to taxi. Taxi knows where the Thermal Club Track is.
- Tell driver I am running late.
- Driver recalls chase scene from
 "Then French Connection," leans forward and speeds away from airport.
- Driver weaves through traffic.
- Driver curses crumblies (Aussie term for old people) who drive slow and plug up this town.
- Driver then pauses to ask me if I like to ride horses (????!!!!).
- I say yes but have not really kept up with the activity but more importantly, I like to drive fast cars.
- Driver replies that Thermal Club is a fancy horse club.
- I tell him that it may very well be but it is also a race track.

918 - Rear Quarter

area to smoke.

 Not very enthusiastic about watching unattended insanely mad

- I know it exists because I studied the satellite image so I would know the track so I could drive it faster.
- Driver is clearly confused and is not inspiring confidence in such a critical situation.
- Then I think: what would Mike do in this increasingly desperate situation?
- He would get on the damn phone and kick some ass. That's what he would do!
- I call the Thermal Club.
- An elegant sounding woman at the Thermal Club gives me directions.
- Google now navigates for driver.
- We come up behind a state patrol and drive the speed limit for 4 miles until trooper exits. #&%@!
- Back at it. I notice we are passing a freight train and consider estimating how many cars this train has.
- Thoughts are broken as driver continues to weave and tailgate.
- VW GTI driver gets pissed, deftly motions for us to go around him. GTI guy will NOT give up the left lane.
- Now getting uneasy and consider asking the driver if I can do the driving.
- We take a right off the main highway.
- Now on a two lane in the desert. Can see the Thermal Club a couple miles in the distance!
- Driver suddenly and excitedly points to the right at freight train coming toward us.
- Driver definitely wants to slow down. I think NO!!!!!
- I estimate freight train

to be 500 yards away 70 mph ...

- I tell him GO!!!!!
- We cross tracks, drive a mile and enter the Thermal Club.
- (11:44 a.m.) We stop in front of the Porsche building.
- There are Porsches everywhere. There are Porsche people everywhere.
- Everyone is fit, trim and wellgroomed.
- There are seven other guys there. NOT so fit, trim or well-groomed.
- I walk into the lobby and a beautiful woman welcomes me, by name.
- She hands me a legal document to sign.
- While signing I ask if this covers the ~\$900K Porsche 918 itself?
- She says not to worry, Porsche has insurance for that.
- I say 'perfect,' grab a chilled sparkling water and walk over to view the car with my seven new friends.

Comments on driving the 918: The car is gorgeous in person. Getting into the car is like getting into an aircraft or spacecraft. Great steering wheel, visibility, and driving position. I first drove it on the roads around the track on battery, then on Hybrid. In Hybrid it's awesome when the V-8 roars to life and you exceed a certain speed. Entering the track I then drove a few laps in Sport Mode, then a few laps in Race Mode. Does not feel like a 3600+ lb. car. The car is very easy to drive and modulate in the corners at speed. Coming out onto the straight flat out is like being hurled out of a giant slingshot. The car gains speed so fast and the brakes are bottomless. The nanny systems are definitely there, but they let you get the car out of shape a bit more than I expected. It was a great experience. Thank you Porsche!



918 - Front Quarter Panel



Aero Upholstery Alpine Transport Anderson Motorsport Inc Auto Edge Auto Vault Autopia Betterliving Patio & Sunrooms Bill Wolfson Commercial Real Estate **Bravo Protection Products** Bursch Travel Collision Center, Inc. Courtney Truck Service Creative Color Studio Dent Kraft PDR **DentWerks Diamond** Interiors **Diversified** Cryogenics eglass Service

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Celebrate the Holidays in Superb Nord Stern Style!

Saturday, February 7

The University Club 420 Summit Ave. St. Paul, MN Valet parking available

Cocktails Hour - Cash Bar 6:30 p.m.

Dinner 7:30 p.m.

Program, Presentations, Awards 9 p.m.

Menu Options: **Wild Mushroom Ravioli** Parmesan Cream Sauce, Roasted Mushrooms, Peas, Parmesan, Bread Crumbs, \$55 per person

> *Grilled Top Sirloin Steak* Roasted Red Potatoes, Chevre Creamed Spinach, Cripy Onions, \$60 per person

> > *Seared Atlantic Salmon Goat Cheese Risotto, Bloody Mary Broth, Scallions, \$60 per person*

Plan now for a stylish evening in beautiful downtown St. Paul at the elegrant University Club as we celebrate 2014 and welcome in the 2015 New Year! Registration: clubegistration.net or send your check, payable to Nord Stern, with menu choices to: Christie Boeder 11919 Hilloway Rd. W., Minnetonka, MN 55305

Nord Stern January 2015

President Dave Anderson called December Nord Stern Business meeting to order at 7 p.m.

- Welcome to some visitors! Larry Riddle, from Rapid City, Dakota Region and new Nord Stern member!; Tim Powell, Rapid City, Dakota Region; Doug Pierce, former Zone 10 Rep, now National PCA Escape chair, Las Vegas Region; Jeff Boehm, Rochester, Brian O'Neil, Rochester. Financials for the year are ok. We are down 20%, mostly due to low attendance at driving events.
- Vice President Mike Sabers In Maui. Hmph.
- **Treasurer** Jeff Bluhm No report, see above
- Advertising Jill Daneu Holiday cards were sent to all advertisers and to board members and chairs. Cards came from Courage Kenney. Emailed advertisers about new billing policy. Have not received any pushback so far. Have gotten a few checks already. Deadline for first payment is Jan 15th. Need Advertisers page on website to be updated.
- Autocross Harvey Robideau No report. Need new chair; apparently Harvey retired a few years ago!
- **Board of Directors** Had a productive board meeting this month. Want to thank Steve Meydell for taking on the Saturday breakfast idea. It has helped to grow the membership!
- Charity open position
 No report
- All Porsche Show open position
 No report
- Club Race Doug Anderson
 No report

• Driver Education – Steve Meydell Dave Anderson to be RA eventmaster Doug Anderson to be Club Race eventmaster.

Putting out the call for help for First Fling and Final Fling.

Have a new member interested in learning the process, will assist at First Fling.

Need ideas for Saturday breakfasts. Trying to get speakers to come for a short talk.

Suggestion to move around the state, south so Rochester can attend, west so SD can attend.

Email Steve suggestions for both items.

• Driver Education Registrar – Dave Anderson

Will open both schools to preregistration in January

- Driver's Training Ron Johnson October event is set, will have two schools limited to 30 students each. Pre-registration with full payment up front. Can maybe offer advanced lapping on Friday morning Ron will be making more videos for our YouTube page
- Drives open position
 Bark and Beer is an October event
 in Rochester; they are interested in
 maybe making it an "official "club
 event. So far we have three "official"
 drives: a spring drive is in the works,
 Original *Vino in the Valley* in August,
 and Fall Color Tour in late September.
 Dave's *Where's the Prez* drive that he
 ran as a Metro Fall Color Tour may
 be an option for another drive.

Ed Vazquez suggested a drive that ends at Club Race. It will get more people up to the track to see what it's about, get more people to the auction tables, meet people, fill up the social space in the summer too. Steve and Ed will coordinate.

Fall Color Tour – John & Suzanne Dixon

In 2015, all reservations at Blue Fin Bay Resort have to be made for three days instead of two. It is Blue Fin's rule. Nord Stern has enjoyed a 5 year exemption, but they can't any more. There are a lot of other places to stay nearby for people who only want to stay for two days so members are encouraged to look for alternate spots now if they prefer or won't commit to a 3 day minimum at Blue Fin or Surfside (if that's where they stayed in the past). A list will be put together

- German Car Fest Paul Bergquist
 No report
- Historic Archivist Kim Fritze No update
- **Insurance** Michele Deml Johnson Reminder that anything that is a coordinated drive needs to have insurance and waivers. Three week advance notice is helpful.
- Membership Ed Vazquez Tentative dates for New Member Socials are being explored.
 Imola – March 29 Auto Edge – April 11 Rochester – March 22 or April 19 AutoMotorplex - TBD Tri-fold is done. We have to get the website to work. We are losing membership
- Met Council Bob Kosky Holiday party is next month. Harvey has finally retired from Autocross planning.
- Newsletter Christie Boeder
 December is on the website and in the mail. January is ³/₄ done

- Rally Lon Tusler No report
- Safety Paul Ingebritson
 Safety is very important. Proposed
 rule change for windows: Give the
 option to drivers either windows are
 all the way down, or all the way up/
 cracked (if seat is occupied). Update
 will be made to documentation
 issued at Driver Training along with
 communication in the newsletter and
 registration confirmations issued by
 ClubRegistration.
- Social Committee Holiday party is Saturday, February 7 at the University Club in St Paul, Pianist Steve Anderson will again be featured
- Shop relations Keith Fritze No update
- **Tech Sessions** Keith Fritze Will have one with Raymond Auto Body on detailing in 2015. Also still

trying to have a 918 session. No cars were shipped this year. Will have a tech session at a dealership too

- Track Relations Jim Bahner No report, dates are set.
- Touring Randy Walker Randy is open to doing a Vino in the Valley in October as a Fall Color Tour Lite
- Webmaster Mark Kedrowski No report
- PCA Zone 10 Rep Kim Fritze 2015 is the 60th Anniversary or PCA. Big deal! 2015 is Kim's last year as Zone 10 Rep

Old Business

• Dave wants to thank everyone who helped him this year!

New Business

• Escape 2015

Had a very productive meeting today Now that the 2014 Escape is over, we can really start actively marketing. The website will go live mid-January. A written budget was submitted to the Board of Directors. Renn Sport being scheduled the week after the Escape will impact attendance; trying to think of ways to lure East Coasters and Midwesterners going to CA for RennSport to come up to the Escape on their way west. The city of Rapid City is very supportive of this event. Marketing will start to really ramp up in January

Meeting adjourned 8:41 p.m. Respectively submitted, Betsey Porter, Secretary



Museum Moments Are Momentous . . .

had the good fortune to find myself in Stuttgart about a year ago with an afternoon of free time on my hands. Needless to say, I took the most direct route to the Porsche Museum. Opened early in 2009, the museum is at the heart of all the Porsche activities in Stuttgart-Zuffenhausen and was a spiritual experience for me, a lifelong believer in the Porsche mystique. My expectations were high going in and I came out with them exceeded.

The tour starts in the parking garage in the basement with plenty of 911's parked everywhere. You take an escalator up to the lobby which, like the rest of the museum, is extremely clean with an ultra-modern black and white décor. This plain canvas along with strategic lighting allows the eyes to focus on what really matters: the fantastic cars.



Porsche does top-notch, highest of highend restoration on their own cars as well as important customer cars in the finest of repair facilities adjacent to the lobby:

Once you've paid the 8 euro entrance fee, you head up the escalator to be greeted by the very first Type 64 prototype buck (the very first car to be made by Dr. Porsche). It is a very dramatic event seeing this example of history in the flesh, surrounded by a



sea of other silver cars of equal or greater significance.

Being a museum and not just an art gallery, the tour goes back in time to cover significant events and developments starting with the birth of Ferdinand Porsche in 1875. Things progress to the electric wheel hub engines introduced in 1900 to the 1910 Austro-Daimler touring car to the 1923 Mercedes Compressor Sports Car. Next up are displays of Ferdinand setting up his own engineering and consulting firm resulting in the Auto Union Grand Prix car, The Beetle, the birth of Volkswagen, and then the war.



Most of the vehicles on display when I was there were post-war vintage, split roughly 50/50 between race cars and street cars. Included below are select pictures. Needless to say, this was a dream come true and it's hard to pick a "best memory" from the visit. If you are lucky, as I was, you will get to see the curators moving cars around as the displays are always changing. Seeing the cars in motion while hearing, smelling, and feeling them going by you, surrounded by all of their relatives, is a truly spectacular and awe-inspiring experience.







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NORD STERN JANUARY 2015

A First Look . . . Outstanding 356 Collection







- Photos, Upper left, Clockwise:
- Bruce Boeder and Steve Lavick (newer Nord Stern member, Delta pilot and friend of mine).
- The crowd inspects ...
- Another Speedster-note covered headlight grilles.
- 58 Carrera Speedster.
- 59 Carrera Speedster (one of 25 produced in 1959-the last Speedsters) awaiting restoration.







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creativecolorstudio.com **Type of business?**

- We are a graphic & print studio, specializing in all things graphic including signs, vehicle wraps, graphic design, displays, wide format printing and more.
- 4. Years in business?

3.

Creative Color has been in business for 13 years.

- 5. Number of years as a Nord Stern member and/or advertiser? This is our first year as both a Nord Stern member and advertiser!
- 6. Why will Nord Stern members be excited to do business with you?



Advertiser's Apex . . . Creative Color - Graphic & Print Studio



Creative Color specializes in vinyl digital/paint wraps (it protects the vehicle like a clear bra) as well as non-permanent ways to change the color of your vehicle at the fraction of the cost of a paint job. We can also wrap your vehicle with your business logo and information on the side like a moving billboard.

We're also excited to offer something that we refer to as "Garage Art" printing large or small signs/plaques/ posters for your garage. We print to acrylics, plastics, wood, metal and more to give your garage a really unique look of images of your car, logos etc.

- 7. My favorite Nord Stern event is ...? So far, we had a lot of fun attending the All Porsche Show last summer. It was great to mingle with other members and to see cars ranging from vintage to new 911's.
- 8. My favorite PCA event is ...? We haven't had an opportunity to make it to a PCA event yet! We are really hoping to attend one next year at BIR or Road America!
- 9. Nord Stern members would be



surprised to know that...? Over the years, we've won many awards for our vehicle wraps. We've had the opportunity to wrap fire engines, food trucks and even Zambonis.

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

Brent: At home with my family. Typically, I'm playing hot wheels with my one-year-old son. (Yes he has a lot of Porsches in his collection).

Jeff: Spending quality time with my family and trying to fit in some guitar playing when I can!



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



This is one of the last of the small format issues with the early full color covers. The cover was dark but Randy Coleman's 1967 silver 911 looks beautiful. Of interest is data from the editor on Nord Stern's car collection. Special "Filemaker Plus" software was used to generate the numbers. Although everybody knows the weaknesses of surveys, wouldn't it be fun to see similar data now? Nord Sterners were driving around in what has become a long list of collectible cars back then; how many of them are still owned by people in our club?

Ron Faust

June 1988

- The calendar lists a hands on tech session at Nurburgring where Rick Moe helped attendees prepare their own cars for track duty.
- The National Parade is in Colorado Springs. Twenty Nord Stern Porsches would be heading out.
- President Peter Muldowney says he's only been into Porsches three years, and the reason he joined Nord Stern was that it helped him find a good Porsche mechanic. I have often thought about how I would have left the marque were it not for people like Bob Johnson, Rick Moe, and Bob Viau. Of course there are others too—always ready to offer experienced advice for us amateurs under our shade trees, or to fix our car right when we brought it to them.
- Thirty women attend a "Quick Chicks" drivers' school at Canterbury in April. The predictably bad weather allowed them to practice a number of accident avoidance techniques. The

scans show a lot of smiles.

- Another tech session led Nord
 Sterners all the way down to Bob
 Johnson's Autocraft in Altura, MN.
 As usual, Bob had prepared a session
 "crammed with tips, hints and a
 tremendous amount of very useful
 information". On brake preparation:
 "Don't wait for the fence to come out
 and hit you". "Speed costs money"
 was another take-away. On the way
 home some stopped overnight at the
 then 126 year old Anderson Hotel in
 Wabasha where you could request
 your own cat for the night.
- Another April tech session attracted 40 people to Meisterwerks and Langren and Sons. George Wilke spoke on 356 restoration. (Now historic) slides from the Porsche

Factory were also shown.

- John Paterek, the national guru on detailing Porsches, contributed a two page primer on car interiors. Who knew the interior of a car could reach 160 degrees in the sun. He said if a small piece of construction paper is placed on the dash and it fades in a week of normal use, you should be using a sunshield on the interior of the glass or at least covering the dash with a white towel. Sand and crud left between the upholstery pleats helps cotton thread break down, splitting the seams wide open.
- A technical article discusses the Holbert Cool Brake Kit for the 944 Turbo. Apparently the stock pads couldn't handle the heat generated at the track and improved pads weren't



June 1988 Cover-silver with spoilers and Fuchs

available for the 944T at first. The kit ducted a lot more air to the rotors; Ferodo DS11 pads were recommended.

More investment vehicles in the Market Place: Bob Cox had two restorable 356 coupes for sale (1952 and 1954); \$6000 for the pair!!! How 'bout a 1971 911T Targa for \$8,900?

•



The Clubhouse in the background; the long nose 911's in the foreground



The Scans

Continue

Mrs. "Black Flag" Fleming

Title left to the reader's imagination



Teresa & Sonia giving 'Most improved' Quick Chick award to Jean Engebretson with some old roosters in the background......



356	43		
912	11	928	21
911	145	924	14
930	14	944	59
914	42	944 turbo	18

Nord Stern census data

The Scans Continue

What is the	car color	demographics	of N/S?
Red	94		
Black	48	Yellow	18
White	37	Orange	11
Silver	36	Maroon	3
Blue	34	Gold	3
Green	18	Bronze	1

Nord Stern census data



Cool Brake Kit



Meisterwerks tech session; the guy on the right was awake and sitting up



C4S spy shot



Nikki Lewis, "Thanks to John Mueller, I now know what fast really is...terrific day!"





What is the car age demographics of N/S?

з

The Scans Continue



Bob Johnson at AutoCraft, Altura, MN, 1988



Nord Stern census data

Colorado no; scenic SE Minnesota yes

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Website Location Information for All Models of Porsches

by Ken Koop (Ken's Corners) The Yellowstone Region - Old Faithful Newsletter, Courtesy PCA National Newsletter Editorial Archives

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.coml This site posts the latest information on the new GT3.



A Loss . . .

submitted by Hans Wubbe

Recently, one of our more northern Nord Stern members called to let Nord Stern know of a loss that has touched him deeply. Philip Hajek, M.D, Fargo, ND passed away earlier this fall and was a friend of Hans Wubbe from Ontario (Hans joins Nord Stern ontrack at BIR on a regular basis). Phil was a car guy and as a car guy *Nord Stern* would like to take the opportunity to acknowledge and honor his memory.

Phil originally was from Illinois and attended University of Illinois, Champaign-Urbanna. He continued his education at Loyola-Stritch School of Medicine in Chicago receiving his Doctor of Medicine in 1977. He completed his Psychiatric Residency at the University of Minnesota, 1978-1981, where he held the position of Chief Resident in Psychiatry. Upon completion of his residency, Phil moved to Fargo where he worked as a Psychiatrist at the Neuropsychiatric Research Institute and later at MeritCare. Phil was currently practicing at Southeast Human Services.

Phil was an avid outdoorsman with an equal passion for a fast, well-tuned car. He advocated for wildlife and natural habitat, and was a member of Pheasants Forever. Phil also was an instructor for

the Audi Glacier Lakes Quattro Club, a member of BMWCCA and SCCA Sportscar Club of America.

His family, his wife and two adult children, will miss him as will the car community which always regrets the loss of 'one of our members.'

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911 Fender Seal Replacement

have noticed at local PCA concours events, many nicely prepared 911s with severely faded and cracked front fender to cowl seals. After rectifying the same situation on my '87 911, I decided to write a brief technical article on replacing this seal.

I ordered my seals from Vertex because they are a very cost competitive supplier. I think the parts cost a whole \$5. In general, though, I like to buy any polymeric or elastomeric parts directly from PCNA. I believe the factory is more diligent about accrediting reputable suppliers for polymeric components h a t n aftermarket suppliers. The steps to replacing this seal are quite simple. Loosen the socket-head cap screws inside the fender cowling



VIING Photo 2 caption: Remote location make the socket head screws challenging to loosen. Photo: M. Budinski



Photo I caption: Fender to cowl seal. Photo: M. Badinski

as shown below (accessed by opening the door). Using relatively long fingernails grip the old seal and pull upwards. It should readily slide out. If not, pull on the lip of the fender to help open the slot as you pull on the seal.

Use the old seal to measure the length of the new seal and cut as required. Clean the slot and fender area with a damp rag and then follow up with a cleaning wax (e.g. 3M Light Oxidation Remover). Once clean, coat the trimmed seal with a watersoluble lubricant (e.g. 3M Vinyl and Leather Conditioner), align the seal in the slot, and work it in. Pull on the fender lip to help open the slot. Keep wiggling and pushing until the seal is properly placed. Retighten the socket head screws and wipe off any excess lubricant.

More Photos from THE Museum . . .

by Mike Nelson



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Nord Stern January 2015

Brakes - An Inside Look

By Dean Lewellen, reprinted from Going Places, official newsletter of the Arizona Region PCA

very Porsche owner lives and drives in the complete comfort of knowing that his or her Porsche is equipped with the very best automotive braking system available anywhere on this planet. Everything we have ever heard or read about Porsche brakes is always most complementary and positive. The one I like best is 'the brakes on a Porsche work as if you had driven into a lane of wet concrete' I can mentally feel that level of effectiveness. I really appreciate the braking performance of my 993 after a week or two of driving our 20,000 pound motor home around the countryside and jumping on the brakes on that beast to regain control of the laws of momentum and my composure as well. The motor home does have a contemporary, power-boosted, 4-wheel disc brake system with ABS, but it certainly is no Porsche.

I think we all pretty much take the braking system for granted on all of our vehicles, Porsche or otherwise, until a system component fails or until we mentally fail in operating our brakes. Then it gets our attention immediately like when it costs \$950 for new brake pads and rotors, or when we suddenly see the yellow light as we approach a busy intersection. For a moment or two, our vehicle's brakes become number one! To avoid these kinds of surprises, some basic understanding of your automobile's braking system might prove beneficial to your health as well as your wallet.

To understand the theory of braking, ask any of your physicist pals, and they will tell you that the brakes convert your vehicle's kinetic energy of motion into heat. Translation: Brakes stop the car or more accurately, brakes stop the wheels. There is a big difference, because the most powerful brakes in the world will not stop your vehicle effectively if the road surface has little or no traction. Mash the brake pedal and the wheels will stop turning sure enough, but the vehicle will skid along happily down the road. You, on the other hand, will be a lot less happy. Many drivers tend to think of a skid as 'brake failure', when in fact the situation is really a failure of the driver to understand the driving conditions and drive accordingly.

A typical brake system is relatively simple. When you step on the brake pedal, the force your leg exerts is applied to a device called a master cylinder. The master cylinder contains a piston that pressurizes a network of hydraulic lines that lead to each of the vehicle's wheels. At each wheel the brake fluid pressure operates the brakes by driving pistons that force the linings or pads against a rotating drum or disc creating frictional forces and heat. The friction force slows the wheel, and in turn, the entire vehicle. The heat generated by the friction force slowing the wheel is dissipated to the surrounding air aided by wheel spoke design and the design and materials of the rotating drum or disc hardware. All modern braking systems are many times more powerful than the vehicle's engine, so even at full throttle a very powerful vehicle can be easily stopped with the brakes.

Many engineering refinements over the history of the automobile have specifically improved the capability and reliability of braking systems. Power brakes are now standard on virtually all modern automobiles, using energy supplied by the engine to help power the brakes so your right or left leg doesn't have to do all the work. To eliminate the possibility of a sudden or complete brake failure, modern vehicles actually have two parallel brake systems with each system controlling two of the vehicle's wheels.

A significant advancement came in the form of all-wheel disc brakes, which are found on all Porsches since the Model 356C. Disc brake systems have a metal (or now an available composite) rotor that spins along with the wheel, and a stationary caliper that squeezes the disc with a replaceable pad when the brakes are applied. Additionally, the discs are usually internally vented to allow greater air flow for more rapid dissipation of the heat generated by the frictional forces of stopping.

Your vehicle's tires generate the maximum deceleration when braking forces are brought right up to the brink of wheel lock-up, but not beyond that point. Once the brakes lock and the wheels skid, the actual rate of deceleration is reduced and any directional control from steering is lost. Computer controlled anti-lock braking systems (ABS) have provided great advances in vehicle controllability and reduced stopping distances in most situations, particularly in bad weather or when cornering. ABS uses a combination of electronics and hydraulic controls to allow normal braking rates right up to the point of wheel lock-up, then the system steps in to reduce fluid pressures to the brakes to keep the vehicle deceleration rate at its maximum depending upon the road conditions.

ABS systems have speed sensors at each wheel that continuously feed back information to the ABS system computer. The computer uses this data to determine the overall vehicle speed and to detect when a wheel begins to lock-up. Each wheel is independently controlled (in a four-channel ABS on all Porsches) and the pressure is automatically limited or reduced to only the wheel that is locking up. ABS brakes have a significant advantage over non-ABS brakes. When one wheel locks up on a non-ABS car, the only way to allow it to spin again and regain full directional control is by the driver reducing the brake pressure, which reduces the braking force at all four wheels at once. ABS is capable of providing shorter stopping distances in difficult situations than non-ABS system even with an expert doing the driving.

Driving with ABS requires no special training, though you might need to 're-learn' a technique that makes some sense with non-ABS brakes. With the old style, non-ABS, drivers were taught to 'pump' the brakes when they were approaching lock up. This

Continued on page 35

Book Reviews for Porschephiles ... Porsche 917 Zuffenhausen's Le Mans and Can-Am Champion

by Karl Ludvigsen, published by Iconografix, Hudson, WI Reviewed by Bruce Herrington, Orange Coast Region, Courtsey Grand Prix Region PCA, The Circuit

This book is part of the Ludvigsen Library Series. Only the introduction is pure text, the remainder of the book is page after page of full-page photographs and illustrations with comprehensive and informative captions (averaging over 50 words each). Some photographs, showing different drivers at the same corner, seem repetitive but, all in all, this is the most comprehensive collection of 917 pictures of which this reviewer is aware.

Ludvigsen's introduction provides a concise summary of Porsche's Le Mans involvement, starting in 1951 with a 1.1 Liter Gmünd Aluminum Coupe.

Successes continued through the 908 of 1968. In March 1969, the 917 was introduced at the Geneva Auto Show. The fantastic success of the 917 in Europe, both by the Wyer team and by Porsche(Salzburg), and in the US by Penske/Donahue, is summarized in the introduction. Ludvigsen's text also makes clear what a gamble it was for Ferdinand Piëch to pursue the design and pro- duction of the 917 on an expedited basis, basically building 25 examples of a very expensive design without first building a test car to verify that the design was any good.

The 917 was designed (and promoted) by Ferry Porsche's ambitions nephew, Ferdinand Piëch. It was to blaze new territory for Porsche, being its first 5 liter, 12-cylinder engine. It was intended to restore Porsche's honor, tarnished by losses to the Fort GT-40 in 1966 and '67, and to compete with a rumored 5 liter car from Ferrari.

Unfortunately, though the design of the 917 was an evolu- tion from earlier cars, notably the 908, the massive (for Porsche) engine required a revolution in structural design resulting in an extensive series of modifications to each of the 25 cars (before a 917 was able to achieve its first win), some four months after the 1969 Le Mans. **PORSCHE 917** describes Also pictured are intimate details of piston/cylinders, com- plex camshaft gear train, and crankshaft, as well as brake rotors, induction piping and other details of engine installation. Two pictures even illus- trate the drastic increase in the size of the ducting for driver cooling, effected between the 1969 ini- tial design and the 1970 race worn configuration. Less attention is paid to suspension components, which were more closely allied to configuration of street 911s.

> Many photos show the evolution of aerodynamic details of the bodywork. Interestingly, the CanAm 917/10 had downforce features raising the drag coefficient to 0.67, but having up to 800hp in a car lighter than a 75hp 356A Speedster must have provided a real challenge in keeping the tires on the 17" wide rear wheels in proper contact with the pavement.

No book will make you an instant expert on the 917, its design, development and competition history, better than will **PORSCHE 917**. It contains

126, 8-1/2 x 10 inch pages, including over one hundred full page pictures. It should be available for \$36.95 from your favorite bookseller (ask for it), or from http:// www.mortorbooks.com.





how it was only in the transition of the 917 racing program to John Wyer's operation that it became clear that the bulk of the 917s handling problems were due to aerodynamic issues, not chassis/ suspension characteristics.

Several pages show engineering drawings of the engine, illustrating the unique configuration with no direct drive from either end of the crank. Many pictures, snapshots really, show rarely seen faces of many famous Porsche staffers.

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Brakes

continued from page 32

rule was meant to help the average driver avoid fully locking the brakes and skidding straight ahead without any steering control. With ABS, you very simply push on the brake pedal as hard and steady as possible to make the stop. If traction is marginal, you may feel a pulsing sensation through the brake pedal and/or hear a chattering noise, which is completely normal. Throughout the stop you have complete steering control, so you can swerve or turn if required to avoid an obstacle. The superb braking performance of our everyday and our trackday Porsches can be maintained at their peak levels by a few simple maintenance practices and routine inspections.

Drain and refill the complete braking system with fresh brake fluid every two years on your everyday car. Do this every year on your track cars. Bleed the brake system at each caliper port before and after each track day. After each track day is the most important.

Inspect the brake pad thickness at least twice yearly. Know the operational minimum pad thickness for your model. When replacing your brake pads, replace all the pads on a common axle.

Use the recommended brake fluid for your model application 'don't skimp here.

Inspect all hoses, lines and connections for evidence of brake fluid leakage when you inspect your brake pads. Any leaking

components must be repaired/replaced immediately.

Inspect pedal mechanism for smooth operation, free travel and cleanliness of the area.. Check stop lights for proper operation at least twice yearly.

Enjoy the superb stopping power generated by the braking system of your Porsche. Your brakes will stop the car faster than you can think ahead in a tight autocross situation 'to use your brakes well takes practice and finesse. Happy braking!

Doug Arndt

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Racers Corner: The Most Important Corner - Track by Track

Just to put us in the right mind frame, let me reiterate that the goal identifying the "most important" corner is to designate the one or two corners where we are most likely to find the most improvement in lap times.

Sure, we can improve on all corners, but I found that there are usually just one or two key corners that are worthy of total focus. Unlock that corner and you release gobs of time. We are in the time business, and speed is our main tool. By the same token, a day at the track is just a day. Make the most of the day. Its smart to start off my thinking about return on investment, where we focus our time and energy, and prioritize accordingly.

Keep in mind that this is one racer's opinion as to which corners make or break a personal best lap time, and it is based on driving a high power car. If you can flat foot any of the corners I list as the most important at these tracks, then its obviously not the most important for you so figure out the key corner for you and your car.

Brainerd International Raceway BIR – Most Important corners: Turns 1 & 2



If you can take turn 1 flat-footed, then turn 2 is key. I've covered my reasons for bestowing "Most Important" status to these two corners in my last article ("The Most Important Corner – Think Again"), so I won't rehash it here.

And if you can take turn 2 flat footed, then you are driving a momentum car. For a momentum car, I suspect turns 7 and 8 become the most important on which to focus.

Charlotte Motor Speedway - Most Important corners: Turns 3 & 4

Charlotte was my first experience on



a NASCAR banked oval and what a wild experience that was for this road racer! I would go on to run three or four other NASCAR tracks and it took me a long time to figure out why ovals are all about the "art of coasting fast." The topic deserves its special attention, so look for a subsequent article on running ovals. Until then, take my word that the 3 & 4 corner is oh so important.

Daytona Motor Speedway – Most Important corner: Bus Stop and turn 5

Another NASCAR track, but I have a



caveat for this one: I assume you can flatfoot through the 14/15 banking. I could just manage to flat-foot it with a proper exit close to the wall but it takes a few initial laps to build up to that. The trick is in releasing the car at turnout as the banking flattens out at the same time. There are tremendous forces throwing the car at the wall, so it is easy to

By Steve Beddor, Courtesy www.ruf

play it safe and delay releasing of steering... but that delay costs time. But when I built up the confidence (and grew a pair) to release the steering early enough to slingshot up to and along side the wall, I was rewarded

with 180mph top speed going into the start/finish line.

So each time I am at Daytona, turn 15 starts off as my most important until I regain good consistency with that important release. But then the Bus Stop gets my focus. This is very similar to the chicane at the California Speedway that I addressed in my first article (Mind Your Minimums). The Bus Stop is just a big

chicane and there is tremendous gain from nailing it just like California. I like any chicane, its all about getting your braking done before turn in and setting up so that you can get on the throttle the moment after the initial turn in and going to full throttle as you power through the rest of the chicane's "S"

I included turn 5 as well. In driving the CTR2sport, turn 5 was easy with a momentary lift before turn in and then back to full throttle....but flat-footing it was a challenge. To do so, the turn in point was so critical because the forces at exit were such that I could easily end up unable to

stay on the track at turn out, dropping the right side tires (if not the whole car) off the track.

Laguna Seca – Most Important Corners: Turn 6



I've only raced Laguna once, so I may not be right on turn 6. If you can't flat-foot 6, I recall that as a corner that can yield a lot more than it appears.

As the track's signature corner, the Corkscrew was a total thrill...for the first session. But by the end of the first day, the thrill was gone and it seemed to be pretty easy to dial in and not much to gain (unless you are Alex Zanardi needing to pass Bryan Herta on the last lap for the win).

It's the corner after the Corkscrew that gave me fits. That would be the downhill, decreasing radius Rainey Curve. As a downhill, decreasing radius turn, it can accept a lot of entrance speed, but all the speed I could generate by rocking down out of the Corkscrew seemed to be for not as Rainey would bite me if I carried the least bit of excess speed through the apex. But it seemed like I wasted way too much time if I backed off to come in like a lamb in order to exit Rainey like a lion.

Lime Rock – Most Important Corner: Turn 8

This, the Diving Turn, would be better named "Leap of Faith" because dropping



downhill into this turn, every bit of data stored in your subconscious is screaming out that you are carrying way too much speed for a turn of this radius so you have to have faith, overcoming screaming internal redalerts and trust you will be saved as your car is going to pick up gobs of extra grip just after the apex as the drop bottoms out compressing the car into the track.

Mid Ohio – Most Important Corner: Turn 12

I love Mid-Ohio. Few tracks have such a fun rhythm and finding that rhythm from turn 7 through turn 11 is probably the first



priority and the by far the top priority.

After you have found your rhythm, what remains a challenge lap-after-lap is carrying maximum speed through 12. It starts off with a strong exit out of 11. In the RUF this was a hoot and a trick because it could carry so much speed through and out of 11 that the entire car would unweight going over the crest at 11's turn out. And because it is still corning when cresting that hill, the car would shift a good foot to the left by the time the weight came back down upon "landing". The more speed you carry out of 11, further you feel that you "jumped" and the more the car shifts toward the outside edge of the track. That airborne the sensation, shift, and then "landing" while still turning is just so cool it never gets old!

Ok, so you rocket over the crest and power up to 12. A tap of the brakes is needed to shift weight forward as you crest again at 12, but then its right back on the throttle and carry as much speed as possible. Fun, Fun, Fun!

Mosport Park – Most Important Corners: Turn 2 & 7

Much like Lime Rock's "Diving Turn", Mosport's "Left Hander" (turn 2) is a leap of faith. Again, it's a downhill carrying more



speed than the radius justifies but you have to have faith that the compression at the bottom of the hill will give the car enough extra grip to save the day. Also for me, it takes work to extract all the time out of turn 7, so this turn warrants extra focus as well.

Mt. Tremblant – Most Important Corners: Turn 1/2/3

I treat what is marked as three separate corners as one, and that combined with the elevation changes makes this corner one fun ride.



You enter turn 1 with abandon, trusting that as soon as the car hits the hill, its going to compress and the resulting extra tire load allows you to stay on the road up to the first apex. Then you crest while turning, and like Mid Ohio's turn 11, the car unweights and drifts all the way to the outside, but as soon as it "lands" and the tires load back up, you've got enough grip to coax it to stay on the track as you then squirt down to the turn 4.

Coming into turn 1, there is really little to no braking. Rather it's a lift to initiate the turn and then feather the throttle to carry what feels like way too much speed into the corner that is carefully calibrates to that the climb up the hill and the act of turning will scrub off just enough, but no more, speed to not run off on top of the rise. The unweighted, four-wheel drift at speed is fantastic!

Road America – Most Important Corner: The Kink (Turn 10)

The famous Kink is, hands down, the most important corner at Road America. Looking back to my first time at Road America, I am embarrassed how slow I took the Kink.

Tech Quiz Fun: 2013 Parade Q & A

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. Introduced at 1965 Frankfurt

Motor Show Porsche introduced the 911 Targa. The open top car was marked by a distinctive stainless steel covered roll bar. What was the purpose of the exposed roll-bar

a. Maintain the lateral rigidity of the body behind the doors.

b. Better control of the removable top when closed.

c. Meets US competition requirements

d. All of the above

Excellence was Expected Karl Ludvigsen 2008 Edition Vol 1 pg. 354

2. In what year was the 3.0 911 SC engine introduced as the only 911 engine for the world market.

- a. 1979
- b. 1978
- c. 1980
- d. 1981

Porsche 911 Performance Handbook Bruce Anderson 1963-1998 3rd Edition pg. 98

3. The Porsche Center in Dubai sold more Porsches than any other dealership in business year 2006/2007?

- a. True
- b. False

It Figures! As it has for 60 years Porsche AG 2008

- 4. The first Porsche glass fiber body,
- the 1964 904 weighed only 100kg. a. True
- a. Trueb. False

It Figures! As it has for 60 years Porsche AG 2008

5. In this year's 50th running of the 24hrs of Daytona, Porsche GT teams finished one – two –three in GT. Who were the drivers on the winning team?
a. Andrew Davis, Leh Keen, Hurley

Haywood, Marc Lieb

b. Stephen Bertheau, Spencer

Pumpelly, Marc Goosens, Wolf Henzlerc. Andy Lally, John Potter, RichardLietz, Rene Rast

d. Alban, Ledesma, Cooper, Gorsuch Porsche Panorama March 2012 pgs 4,5,10

6. Porsche's total sales were 21% in the Americas in 1952. This figure rose and exceeded 50% for the first time in 1965.

- a. True
- b. False

Christophorus Issue 347 12/2010/2011 pg. 41

7. Steve McQueen's black 1958 1600 Super Speedster was significant in number of ways. Which of the following is not one of them?

a. First car he bought new.

b. First car he raced in organized motorsports

- c. First car he used in a movie
- d. First car he bought, sold and repurchased.

McQueen's Machines Matt Stone pg .27

8. The version of the 959 built for the 1984 Paris-Dakar Rally was designated Type 961

- a. True
- b. False

Porsche 911 Performance Handbook Bruce Anderson 1963-1998 3rd Edition pg. 31

9. The sunroof was first introduced in a 356 in a brochure called "Schiebedach". What year was this?

a. 1955

b. 1959

- c. 1960
- d. 1953

Up Fixin der Porsche Vol VII pg. 188

10. A racing version of the 911, the 911ST was introduced in 1970. In order to achieve the maximum amount of weight savings the ST was devoid of luxuries one of which was the glove compartment lid.

- a. True
- b. False

The Porsche 911 and derivatives -Michael Cotton pg. 85

11. The Cayman R's Direct

Fuel Injection introduces fuel at

_____ into the combustion

chamber.

- a. 1,740 psi
- b. 150 bar
- c. 1,950 psi
- d. 1,850 psi

The New Cayman R introduction book 2010 PCNA pg. 18

- 12. The featured introductory color for
- the Cayman R was _____
- a. Platinum Silver Metallic
- b. Meteor Grey Metallic
- c. Peridot Metallic
- d. GT Silver Metallic

The New Cayman R introduction book 2010 PCNA pg. 38

13. On US specification Boxsters the engine air intake and air filter is located on the right side of the engine compartment.

- a. True
- b. False

Boxster, Boxster S Owner's Manual pg 209

14. In 1997 the Boxster's electric soft top mechanism opens and closes the standard folding top in _____.

- a. 60 seconds
- b. 12 seconds
- c. 10 seconds
- d. 120 seconds

Up-Fixin der Porsche Vol 11 pg. 195

15. A longer Porsche wheel bolt used with a wheel spacer is identified on the surface of the bolt head with "GT".

- a. True
- b. False

Boxster, Boxster S Owner's Manual pg. 244

16. The first Cayman S advertisement did not have a picture of the car, just a photo taken in twilight of three live caymans. Which of the following was not in the caption.

- a. "Suits you perfectly"
- b. "Hates corrals"
- c. "Hates muzzles"
- d. "Loves the wild"

Porsche Cayman – Thrill of the Chase Deiss, Brummer, Schloz pg.140

17. In 2009 Porsche Tequipment offered four interior materials for the Cayman. Which of the following is not one of the materials.

- a. Makassar wood
- b. Aluminum
- c. Carbon fiber
- d. Black enamel

Porsche Tequipment Cayman 2009 PCNA pg. 26

18. What is the maximum useful load for the Porsche Roof Transport System on a 2007 Cayman/Cayman S?

- a. 1200 lbs
- b. 142lbs

- c. 132 lbs
- d. 852 lbs

Cayman, Cayman S Owner's Manual pg. 302

19. The 1997 Boxster 2.5 liter engine

engine except six cylinders and a boxer

the same which is the distance between

configuration. One dimension did remain

shared little with the air-cooled 911

January Quiz Answers

		q	14.	3	, ·	L
B	.02	q	.61	С	1 .	9
р	.91	э	15.	c	, .	ς
э	.81	g	.11	С	1 .	\mathbf{t}
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р	.91	р	·6	С	1 .	7
e	.د۱	q	.8	p	, ·	I

a. 122mmb. 205mm

cylinders of _

- c. 154mm
- d. 118mm

Up-Fixin der Porsche Vol 11 pg. 199

20. Under no circumstances should

tires older than 6 years be used on your Cayman.

a. True

b. False

Cayman, Cayman S Owners Manual pg.

243



on't Look Back, Look Forward This year I did something I've never done before. I looked back to what I resolved to do, one year ago.

You see, one of my mottos is "Always forward." And for good reason. The world moves forward, continually. Inexorably. Whether you like it or not. If you're not moving forward as well, at least as fast as the earth, you're falling behind.

And who wants to do that?

But I was curious. It's common knowledge that most resolutions are just that, words that are never acted upon. Did I fall into that armpit? Or have I actually made progress in staying ahead of the curve?

So I dug up my vows from a year ago, and took a look. Here's how I made out.

I won't diss Porsche for usury in pricing their options.

I'm good here! I haven't chided them once for \$100 floor mats on a \$100,000 car. Not this past year, no sir. Although I would take issue with the fact that it's easy to drive out the door today in a Boxster S or Cayman S that's hovering around the 100k mark. But that's all because of the starting off point, the no-options quoted MSRP, right? That has nothing to do with options, right?

And then there's the factory's pronouncement that they won't build a "baby" Porsche. Because, and they finally said it, in Stuttgart's mind, an entry level Porsche is a used Porsche.

God forbid we tarnish the image of the brand, and the margins built into it.

I won't see another racing film for another five years, at least.

I think I was guilty of a "gotcha" on myself. What I should have said is I won't watch a "new" racing film for another five years. Because there won't be any. But I do watch racing films, old ones.

I watched "Senna" recently. Stumbled on it, in a hotel room, and I was enthralled. Especially by the access, the rare peek into behind the scenes going-on, the interaction with Ron Dennis and Jean-Marie Balestre... and how long has it been since we heard that name?

Does it sound trite to say it was another age, a simpler one, where the workings of the sport were out there, for all to see? Or am I just getting older?

But take a look at the cars! Listen to the sounds! Yes it's true, the sport wasn't hypoallergenic then. It wasn't antiseptic. Drivers could complain about the placement of tire barriers around the track.

I will not critique Formula 1 telecasts for being somnolent.

I don't have to! The F1 circus is now criticizing itself! For engines that now sound like the Dyson vacuum cleaner you have in the closet. For the jived-up competition between Lewis and Nico, which was about the only storyline out there, until the funny season began and all the teams began playing musical chairs with their steering wheels.

And then there's Uncle Bernie. What did he say recently? That F1 doesn't care about the young, because they don't have money to spend? Am I right?

Someone please explain to Bernie that, according to that logic, eventually the old will die off, and you'll be left with... no market. Ask Cadillac. Look at your declining TV ratings.

I will not buy a manu-matic.

Success! Again this year I didn't. Because, again this year I didn't buy a new car! As for the new year, I'm not sure. I have another year and a half left on my daily driver's lease, and I never, ever get to the end, because there's always something mouthwatering to get into, and I never seem to be able to wait.

But what if I have no choices? Ugh. Tune in, a year from now.

I won't cancel my subscriptions to print versions of car magazines.

Success again! I didn't cancel a one. On the other hand, I now have back issues stacking up in piles. I'm just not reading them. Here's the reason; by the time they enter my mailbox, their content is increasingly inconsequential. Or I've read the best stories on line, fed to me electronically by the very same magazine sources.

Is this a sustainable business plan? Tune in a year from now.

I won't criticize collecting antique automobiles as a pointless exercise.

Oh yeah, I'm a winner here too. Why? Because I just got the latest issue of Sports Car Market, the print version, with the annual used car values insert, and I looked up my very low mileage '78 SC, and found that it's almost doubled in value, in a few short years. In marketing parlance, this is the proverbial hockey stick growth curve.

Who am I to criticize that? Mr. Appreciation is my friend! At least for now.

And tomorrow? I haven't a clue. All I know is that, in traffic as in life, you have to keep moving. Because, if you're not, you're getting nowhere. Here's to clear sailing in the fast lane. Have a great year.

Racer's Corner

continued from page 39

It looked like a hard right turn, so I slowed down like I was coming into turn 5. Let's just say is that I am darn glad that I don't have any in-car data from that first experience as it was pathetic.

What I love about wheel-to-wheel racing is that you get instant feedback as to where you are quick and where you are slow vs. the competition, so I quickly got my education. I still can't get over how much speed you can carry through the kink. Driving a frontengine, AWD 489 hp Audi Sport Quattro it was easy to be fearless hitting the Kink. But driving a more powerful, rear-engine RUF was a scary thrill. Without fail, my subconscious flashes "Danger, Danger, Danger - TOO FAST" as I slingshot out of the Carousel and barrel down to the Kink. I have to overcome those internal alarms and just carry more speed into it. Now the moment I apex, I like to be squeezing on the throttle and that squeeze quickly becomes a thud to the floor the second I know I can make turn out.

Side Story: During a PCA club race with Monti Smith (then President of PCA Club Racing) hot on my tail on one of the final race laps, I was carrying a tad too much speed into the Kink and then I failed to resist the temptation to turn in early. I turned in a bit too early now I am too late and SOL as I have to go to throttle at the apex to shift weight to the rear tires. I got lucky. I dropped just the outside tires off the track but the car remained stable and held --- wall was deprived another victim that day. There was a bonus in it for me. On my tail at turn in, Monti sized up that there was going to be trouble which I quickly confirmed by going off and kicked up such a cloud of dust that Monti had to get on the binders (not a bad idea as cars that hit the wall usually bounce back sideways onto the track). He told me he was straining to see the yellow RUF pancaked up against the wall so certain the wall had eaten me (as it is rare that one drops a tire off at the kink and not meet the wall). Then motion ahead drew his attention and he looked up just in time to see the yellow

Ruf's rear end motoring out of view around Kettle Bottom at speed and muttered "that lucky son-of-a-B____".

Of course I claimed it was an intentional dirty little trick to make him lift and thereby buy me some breathing space before the checker flag, but we both knew better as he gave me a big "glad you are alive" bear hug after the race.

You know, when that RUF CTR2sport with 550 ft. lbs of torque nails the Kink, the next bend in the track, Kettle Bottoms, becomes of the most gratifying, high-speed slingshot rides out there!

Road Atlanta – Most Important Corners: Last and First

Conventional wisdom would say that turn 7 is the most important because it leads



and Atlanta- Most Important Corners: Lost and First

to the longest straight all the way to the where the old dip was. I did not find that to be the case. I am not saying it doesn't matter, but it is a pretty straight forward, slow corner. Its not hard to find one or two good lines through i t for your car, and once you do, there is not much untapped "opportunity" left to harvest.

No, for me, the last and the first corner is where there is the greatest opportunity to knock off whole seconds at this track. Let's start with the last turn (turn 12). It is a steep drop into the apex much like the Diving Turn at Lime Rock in which you need to make a leap of faith as you hurdle your car down the hill, trusting that as the turn bottoms out at the apex, the resulting compression will generate enough grip to hold you on the track. You should be going so fast downhill that you would not be able to make the corner without that compression. Easy to say; hard to do.

The first turn is the inverse of the same concept. You can carry much more speed

into turn one than the turn's radius dictates but this time the compression that is going to save you is from the incline you start to climb at turn out. In essence, you are throwing the car into the corner trusting that additional grip will materialize as the car compressed into the hill as it climbs.

The RUF CTR2 did not generate much downforce, so I had to rely on just mechanical grip (not a reassuring feeling). I don't know why, but I found it easier to trust when hurdling up a hill compared to dropping downhill on turn 12.

Sebring – Most Important Corner: Turn 14 combo

My first pro ride was a World Challenge race at Sebring back in 1988 driving for Audi with Hurley Haywood, so my introduction to Sebring was special...but no podium finish. That race used only on the back half of the track, so I did not get to enjoy the full track until I started running PCA club races.

Back when I first ran the full course, there was no inner wall lining the back



Selecting-Most Emportant Corner: Turn 14 comb

Ullman Straight. It was just a vast sea of concrete, so a newbie had to spend a lot of time figuring out even the general area of a turn in for Sunset Bend (turn 17) let alone reference points to help find an apex.

Overall, Sebring is a full plate. First off, the surface is a continual mix of concrete and asphalt and bumps galore. Then you have corners such as the last and first which take a lot of time to just figure out line and reference point. It's also got a lot of combination turns, so you need to analyze

Classifieds

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

D- Class Club Race Car For Sale

Jim Buckley Built 911SC D-class used in Brainerd's 2009 club race with a 1:53.894 qualifying lap. In 2010 Owner moved to a euro E-class and simply needs space. Current condition of car is excellent concours quality,



needs nothing. Options for the car being pedaled are: Street Rod (currently tagged with classic plates), Weekend Track Car or Race (log book). For you street rod / track folks the current plan is to swap the fuel injection with 6 pack carburetors, soften suspension to aggressive street and have loads of FUN! For Build Sheet contact: Jeff Wiggins, 214-957-4385 or email: wiggins.jeffrey@verizon.net.

Wheels

Set of Boxster S wheels with color center caps and Michelin Pilot Sports. The tires have some tread left but I don't know how much. They were made between 2005-2006. The rims are OEM Porsche 18" that came ordered with the car. Tires only have about 20K miles on them and were bought and installed in 2008. They are 235/40/18 and 265/40/18. They are in excellent condition and asking \$1,500 for the complete set. Contact Dale Trippler at dtripp44@gmail. com or call 651.490.1485.

WANTED

One FUCHS wheel 5 1/2 x 15 " Gary Greiner, 218-348-1849, email gtgreiner@gmail.com

Bell Sport Helmet – used in 2 DE events.

SA2010 Approved. White. Clear visor. Nearly new condition. \$190. Tom Niccum, tniccum@lancetsoftware.com.

1992 Guard Red Porsche 968

All maintenance up to date. Extra set of wheels (17 and 18 inches) Very good conditions. Maintained by Auto Edge. 72353 miles. \$13,000 or best offer. Contact Cal Townsend at 952.431.4442.

1991 944S2 Cabriolet

Have owned for the past 13 years. White with blue top and blue Porsche script interior. 5 speed manual. Kenwood audio system with large sub woofer. 109,000 well maintained miles (lots of receipts). New tires, less than 1,000 miles. Exterior and interior not 100% perfect, but in great shape for mileage and age of car. Car still turns heads and gets many compliments. Time to move to the Carrera, so the S2 must go. Asking \$10,500. Contact Jeff Bluhm at 612-270-4808 or email at jjbluhm@comcast.net for information and pictures.

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 bards, 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.

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.

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.

For Sale

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.

Winter Wheel Set from 996 C4

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, <u>bkasbohm@c4kaz.com</u>

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 Boxster

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



Prez Sez . . .

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do not want to miss.

Nord Stern also owes its thanks to **Keith Jones** for his many years of acting as our Charity Fundraiser Chair. Keith has decided it is time to step down, and this leaves an opportunity for member that is truly unique and special. Keith has promised to assist the next chair with the silent auction at Club Race and on how things work generally. If you have an interest in volunteering as this chair, please understand that it can be benefit ANY worthy organization of your choosing. Again, a fantastic opportunity for any Nord Stern member to step up, have access to a wonderful group of people, and to raise needed funds for a worthy cause. If you are interested, contact me, or any other board member, and we will talk with you about it.

A little over ten years ago I began in earnest my life-long dream of owning a Porsche. I remember the call I received from my brother when he told me he had located a pristine, white, low mileage 1979 911 SC with color matching white fuchs and a whale tail. The car pictured on the poster on my wall as a child. The purchase of my first 911, which still sits in my shop next to an undisclosed number of other subsequently acquired Porsches, started me down a path I have never regretted. I subsequently joined PCA, and made the decision to join Nord Stern rather than a region closer to me. Ten years later, and after having fallen completely off the slippery slope with the "assistance" of many of you who are reading this article, I now consider many of Nord Stern's members to be my closest personal friends. I look forward to my year as President of Nord Stern and hope I can hand it off to next year's president in the same condition upon which I received it. Many of you did not know this, but your prior, current, and future president all live, or grew up in, South Dakota. Amazing! Nord Stern even functions considering this startling fact. Anyway, for this month and until next, stay safe, warm, and continue to think spring.

Out and About with Nord Sterners: Traveling!

by Christie Boeder



eft is Ron Faust's gorgeous 911 50 which he drove this past fall down to New Orleans and Chicago and points in between. I think he's having way too lot of fun. Here are a few of his comments: It is by far the most fun-to-drive car I have ever owned. If you're moving around a truck on the freeway and you give it just enough gas to slip down from 7th to 6th, you move right by and then you look down and you're doing 85 or 90. If you really let it have a little gas you look down and you're into triple digits. Once I even hit 108 mph. The noise from those big tires was an issue with rough road surfaces, especially concrete; I expected that . . . Mark Bouljon said they use the big tires so there is more air to compress making for a more comfortable ride. The 911/50 with its 20's is more comfortable than the Boxster with it's 17's! editor's note: Popeye's, how appropriate!

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Racers Corner . . .

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But once you figure out your line (and all the reference points to stay on your line) for turns 17 and 1 as well as all the various combo corners, you should have then finally settled down and be able to knock off consistent, solid lap times. Now you are ready to go to the next level. It was at this point that I found I was leaving whole seconds in the 13/14/15/16 combo.

Tower Turn (Turn 13) is deceptively fast, but you have to deal with a surface change of asphalt changing to low grip concrete then changing back to asphalt, so the dynamics of grip and complex as the front tires loose grip hitting the concrete then the rear's join in the fun then the front regains grip as the corner goes back to asphalt all while trying to corner quickly taking full advantage of the corner's slight camber.

Carry good speed out of Tower and the slight kink that is Turn 14 becomes a religious experience as you try to ever so CAREFULLY lift as little as possible with slow hands as the car gingerly dances on the edge of grip.

Once you've slingshoted through 14 carrying tons of speed, now your job is to manage the deceleration of that speed through 15/16 while maintaining control and track position to be set up, stable, and controlled enough to still be quick into 16 which leads onto the Ullman Straight.

TMS (Texas Motorsports) – Most Important corners: Chicane

Like the California Speedway, when



PCA first raced TMS it put a tire chicane at the end of the front straight, and like California, the chicane at TMS is turn that can unlock whole seconds in a lap time. For further explanation, see "Mind Your Minimums" article.

Virginia Motor Speedway (VIR) – Most Important corner: Turns 7

My favorite track in North America! Conventional wisdom would sav that Oak

Veginia International Placement 3 27 Miles



Tree (sorry to hear she was downed in a recent storm) is the most important corner because it leads into the long Back Straight. No, we can't afford to botch Oak Tree, but the difference between my best exit speed and all the rest was insignificant in terms of lap time impact.

But after I figured the track out and lap times plateaued, I found corner 7 to be the key to tap whole seconds. I can't take 7 flat out in the RUF, so the more I focused and found ways (and courage) to carry more speed through 7, the more time melted away. And talk about fun. Hitting 7 hard, using the compression as you hit the Climbing Esses to keep you on the pavement and rocketing up those rhythmic Esses, cresting the top with a full head of steam and then carrying all that speed through South Bend (T10), the wild ride does not end until you drop off the backside of South Bend and utilize every inch of turn out - Wow!

Lap after lap, event after event, the Climbing Esses never get old. They are the reason I gladly drove over 1,000 miles for VIR races.

Watkins Glen (The Glen) – Most Important corner: Turn 2

Another great track favorite track! And hands down, turn 2 is the key. It reminds me



of the Kink at Road America in that at first it does not appear to be as fast as it is. And like the Kink, the downhill approach makes it a bit unnerving (as does the famous baby blue Armco the lines the track).

The RUF can't take turn 2 at the Glen flat out, so finding ways to carry more speed at turn through the apex is ever so important – and ever so rewarding to your lap time! From there it is like VIR's Climbing Esses – a fun, high speed, accelerating rhythmic climb.

WRAP UP: Hopefully you can relate to at least one of the tracks I've listed here and get my point. Ok, identifying the key corners is just the start, but in my next article, I'll talk about ways how to harvest the seconds hiding in those corners.





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