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

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

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

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

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

Cover Photo by Josh Hway, Information on this website dynamicphotowerks.com



Detail from Open House featuring a local collector's wonderful selection of beautiful 356s, plus plus! ... More photos by Josh Harway can be found in this issue!

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NORD STERN FEBRUARY 2015

How to Join PCA and then Nord Stern Region of PCA

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

- 2. Next, join Nord Stern
- Visit www.nordstern.org and pay dues via Paypal (http://usa35. noip) hotlink is on the Join/Renew page.
- Or, send check, payable to Nord Stern, directly to Ed via the snail mail address below.
- Your membership information with PCA will be available for the club's records.

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

The Prez Sez . . .

he price of a gallon of gasoline is \$1.87. The Cowboys were in the playoffs, albeit for a short time. It seems fitting, therefore, that we are all going to party (just like Prince) like its 1999 at the February 7, 2015 Nord Stern Holiday Party at the University club in St. Paul. Our club is again lucky to have pianist Steven C. Anderson providing entertainment throughout the night. So, break out you somewhat presentable attire, spend a night socializing with your friends, watch the club hand out a few awards for its more outstanding members, and join us for a great night out. If you are attending, please register soon as we need to provide numbers to the entity hosting the event. See you there. I'll be the one flying in from South Dakota to have a drink, tell a tale and maybe even say a word or two. Let's hope for all of you it is a very, very short word.

Our club is as good as its members. Logic therefore dictates we have a great club. All of us are ambassadors for our club and we need to remember that promoting and participating in our club events is very important. A few opportunities to do just that are set forth below.

First, we have already opened up registration for the Driver's School for

First Fling. We are working hard to actively promote and fill the Driver's School to its capacity. Every one of you who is reading this article knows someone who loves performance cars. These folks may not (yet) have our fascination with the Porsche mark but the car interest is already present. A common misperception of our Driver's School is that you need to do it in a Porsche. I am writing to clear that up and remind folks that although it is preferred, it is not a requirement. So, promote the Driver's School with your friends who have not (yet) purchased a Porsche but you believe would be a great slippery slope candidate and would enjoy the opportunity to learn how to drive safe, fun, and fast on the track. If you are already a member of Nord Stern, and have not yet done the Driver's School, there is no time better to do it then this spring. Come join your fellow club members and spend a weekend that you will never forget and which we guarantee will leave a smile on your face. Trust me, I'm the President.

Second, the club is creating additional open track time for the First Fling Event. Yes, you read that right. At the last Board Meeting, the idea of opening up the short track for the entire Friday morning was discussed and agreed upon. As such, and if you believe that three hours of open short track at BIR would be a great way to start your 2015 track season sign up and register. Again, we are testing this out and are hoping we get enough numbers to justify the additional half day of corner worker and safety costs to make it feasible. In sum, promote the class with others and sign up yourself.

Last month I put a call out for a person to pick up the reins for the All Porsche Show as Phil Saari is preparing to step down after a great run of events. club member Mark Koegler has now stepped up, and Mark and Phil are going to co-chair the All-Porsche Show this summer. Just as I was finalizing this article I received an email from Phil providing the dates for the event. The 2015 All Porsche Show will take place on Sunday, June 28, 2015, at Roseville's Central Park. The hours will be 10:00 a.m. to 1:00 p.m. This year's event will include a car show, a vendor display area, a newly added swap meet, and possibly more. Any additional ideas for the event can be forwarded to Phil Saari at ps356er@yahoo.com. Nice email, by the way, Phil.

The last thing I want to mention this month is that we have a great group of

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Full pg.	\$123	\$107	\$70	
1/2 pg.	\$77	\$69	\$50	
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Nord Stern February 2015

Welkommen . . .

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Check here next month! So, Just What Do We Do In Nord Stern??!

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

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

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

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

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

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

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

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

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

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

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

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







From the Editor . . .

Confess. I'm out skiing and thinking about 'apexing' my turns! Gotta get a chuckle out of that although I'm operating with a 'bad wheel' as I have a knee that doesn't quite like the stress of cornering. Oh well, at least we are in the mountains and enjoying the view, the terrain, family and friends. Might as well be pursuing this sport since it certainly isn't driving time in Minnesota at the moment.

Lots of interesting articles and photos in this month's issue. Be sure to take a look and enjoy the submissions. It is much fun to have the quality of photography and writing that comes my way. And a variety of topics.

Most importantly, though, be sure to look at the calendar as a number of activities are now set. Three Membership Socials right around the corner (not to mention the one big event we have each year, our Holiday Party on February 7th. Don't miss this by Christie Boeder

chance for an excellent meal, in excellent company and in an excellent atmosphere!). The membership socials are a chance for those newer to club to gather with fellow members, including those of us who have been around longer than we want to admit and sure can share our knowledge and experience, and learn just 'what do we do as Nord Stern' members. Lots of good info, good fun and in some fun locations to boot. And we have our Porsche of St. Paul's annual Auto Fair on the calendar and the date for the annual Old Log outing this fall. Plus all the track dates. Hope to be adding more in the not too distant future.

We are working on adding content to the website so it can be more useful to the club membership. Take a look periodically. There is no login requirement for members so feel free to scroll through the pages!

See you at the next event.

advertisers who can help you with just about anything you need for your P-car or just plain good living. If you find yourself in need of maintenance, upgrades, graphics, transportation, track work, detailing, electronics, a home with a garage to put your P-car in, or just about anything else car or lifestyle related take a look at the pages of this Newsletter and give these businesses a call. These businesses support the club, and all of the people who run or operate them share your fascination with Porsche. That seems like a good match to me.

Prez Sez

continued from page 5

All for this month. Stay warm, drive safe, and think warm thoughts.



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

FEBRU	ARY	2015	28	All Porsche Show
7	Annual Holiday Party! University Club, St. Paul			Central Park, Roseville Details TBA, Co-Chairs Phil Saari and Mark Koegler
	Register: clubregistration.net		JULY	2015
7	Nord Stern Business Meeting - Note Change! Location: University Club, St. Paul 5 - 6 p.m. Business Meeting, Hour before Party		24-26	Nord Stern Annual Club Race and Driver Ed Brainerd International Raceway Eventmaster: Doug Anderson
	All Members welcome!		SEPTE	EMBER 2015
MARCH		2015	7	Annual Rochester Labor Day BBQ and Picnic
10	Nord Stern Business Meeting Location: Lifetime Fitness Center Location: Lifetime Fitness Center 755 Prairie Center Dr, EP		<i>осто)</i> 11	Details TBA, Questions Jeff Boehm at 507.261.9407 BER 2015 Informal Bark and Beer Drive Details TBA, Questions Jeff Boehm at 507.261.9407
22	6:30 p.m. Social, 7 p.m. Business Meeting All Members welcome! Membership Social! Rochester Area		16	Nord Stern Driver Training Brainerd International Raceway
	11 a.m. to 2 p.m. See page 42 for details			Eventmaster: Ron Johnson Registraton: registration.net
29	Membership Social! Imola Motorsports 11 a.m. to 2 p.m. See page 42 for details		17-18	Nord Stern Fall Fling Driver Ed Brainerd International Raceway Eventmaster: TBA
APRIL	2015			Registraton: registration.net
11	I I		NOVE	MBER 2015
14	 10 a.m. to 1:30 p.m. See page 42 for details 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! 	Meeting ness Center EP n. Business Meeting e! raining Raceway nson		Old Log Theater Outing with Mercedes Benz Club Details TBA, Questions Paul Bergquist, 952.937.1822 "Third Thursdays" of each month
24	Nord Stern Driver Training Brainerd International Raceway Eventmaster: Ron Johnson Registraton: registration.net			An Informal 'Post-Work' Social at CLUB JAGER
25-26	Nord Stern First Fling! Brainerd International Raceway Eventmaster: Chuck Porter Registraton: registration.net			923 Washington Ave. North, Mpls, MN 55401 612.332.2686 http://clubjager.com/
MAY		2015		
3	Auto Fair Porsche of St. Paul, Maplewood Contact: George Andeweg, 651.765.2340 gandeweg@hotmail.com		La	international reality
JUNE		2015	<u></u>	
15-16	Nord Stern Annual Cheese Fling Road America, Elkhart Lake, WI Eventmaster/Registrar: Dave Anderson		202 8	n McGlynn Superior Blvd. Wayzata, MN 55391 751.2519 tom.mcglynn@lakesmn.com

2015

2015

Car Biz Board . . . One Stop Shopping!



ou can learn a lot about a car company by going to their museum. The fact that a lot of manufacturers don't have a museum makes one statement. The fact that other manufacturers have wonderful collections in museums that are not open to the public makes another statement. And then there are those car companies that are proud of their heritage, culture, and achievements and want to let you know all about them in glorious detail.

shape. A walk up a small hill is required just to get close to it. In addition, they have parked a few big-rig trucks out front to help with the scale - without the trucks, the building would look smaller than it actually is. This is a serious place and no expense was spared in putting it all together.

Starting in the open lobby, you can see down to the basement (which houses a comprehensive gift shop, top notch German restaurant, and a café for coffee and snacks) and up to the very top floor. It is designed to



to bottom in a spiral fashion, descending 9 th e levels with various alcoves and stops along the way, with the oldest cars on the top and the state-ofthe-art race cars and concepts at the bottom.

What makes this museum unique compared to all other automotive museums is the way in which they place the vehicles in the context of cultural and world events at the time of production. They have the displays divided out into 10 - 15 year timeframes from the turn of the century to today. It's not all about the cars, it's about the way the cars interact with people and their role in history. This is aided greatly by Daimler's long and varied history as well as the breadth of the product portfolio. From the horseless carriages to airplane engines to Unimogs to the Pope Mobile and everything in between, you will be able to find SOMETHING of interest here.

From an engineer's perspective, the technology and innovation presented was really inspiring. Actually, it was overwhelming and humbling at times as well. To see how far things have come and how much has changed in such a historically brief time is a lot to absorb.

The race car displays were very well done. The cars are oriented like they're on a track and you are standing in the infield area watching them zoom by. The only problem is that I couldn't get close enough to some

> of the cars to really take them in the way I wanted.

In Stuttgart, about a half hour south and east of the Porsche Museum, is the Mercedes-Benz Museum. Sitting on the northern edge of the sprawling Mercedes-Benz world headquarters campus between the Benz Arena and the Neckar River, this nine level, 17,500+ square foot building covers the entire history of the automobile over the last 125 years. Housing everything from the world's first automobile, the 1886 Benz Patent Motor Car, to the latest hightech Mercedes AMG hybrid F1 race car, this place is a true marvel for a car guy.

The building itself is imposing-looking with alternating stripes of steel and glass setup in a somewhat organic, curvaceous



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Nord Stern February 2015

Museum

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Of all the manufacturer's museums, the way the cars are presented along with their historical significance and the depth of products displayed make the Mercedes-Benz Museum a very special place.















Classic 24-Hours of Daytona . . . November 13-16, 2014

istoric Sportscar Racing (HSR) announced earlier this year the running of the Inaugural Classic 24 Hours of Daytona. While we didn't know the race format, George Calfo, a good friend and fellow vintage racer, and I decided immediately that we would register for the event. It was a must do, much like the inaugural SVRA vintage race that was held at Indianapolis in June. George owns a 1967 911 that raced at Daytona 40 years ago. The Audi R8 that we race in World Challenge also has a Rolex 24 Hour pedigree having finished 2nd in 2012 so it was a natural for both to race at the inaugural running of the Classic 24. It also would mean that in 2014, George and I will have raced at Daytona and Indy, two of the US's most iconic tracks, with Goodwood sandwiched between the two. Along with the R8, I also registered the Corvette that we raced in the last three races of this season's World Challenge series.

Tuesday morning of race week, the CRP hauler hit the road for Daytona. The track opened for practice on Wednesday and Daytona is only a short 9 hour drive in the semi from Charlotte. Even though testing started early Wednesday morning, we didn't see any reason to run the cars the entire day putting additional miles on their engine or chassis. While practice is always beneficial, Mike Skeen, Alex Lloyd and I have all raced at Daytona, with Mike and Alex racing either prototypes or GTD cars in the Rolex 24 Hour multiple times. Our fourth driver, Austin Cindric, had not driven at Daytona but we felt he could learn the track in the three days leading up to the race.

Nick Short, Mike Skeen and I arrived in Daytona late morning Wednesday while Austin wasn't scheduled to arrive until late Wednesday evening and Alex mid-day Thursday. When Nick, Mike and I arrived, we immediately went to registration. We

had heard that a number of European teams were registered and witnessed just that in the registration line. In front of us was a team from Belgium and the young lady checking us in was French. It seemed odd registering at Daytona while hearing French and Flemish being spoken. Once checked in, we drove through the tunnel leading to the infield. Everytime I drive through the gates of a race track, there is a feeling of exhilaration, but driving into Daytona International Speedway is different. Daytona is NASCAR's sacred ground and is to NASCAR drivers what Indianapolis is to open-wheel car drivers. Race fans have witnessed all of the greats racing and winning at this track. Not only is it sacred ground but it is also fast. In a few hours, I would be going faster than I have gone at any other track this season. The speeds at Daytona can push up to 180 mph depending upon the car you are driving.

As we drive into the garage area, I am thinking about our chances of at least a class victory in Group E. If the cars hold together, our chances of winning are as

good as anyone's. The drivers we assembled for the weekend will be as good as any at

the track, with me being the weak link. Mike Skeen and Alex Lloyd will be driving the R8. Austin Cindric and I will be in the Vette. Mike and Alex are pros and while Austin just turned 16, he will be a professional. Mike has been our driver in World Challenge for the past 4 years and each of those four years has competed for the driver's championship with the Porsche and Cadillac factory drivers. Mike is fast in anything he drives.

Alex Lloyd is a British driver now living in Indianapolis. He made his name racing open-wheel cars. He was named McLaren's Autosport Young Driver of the Year in 2003 after finishing second to Lewis Hamilton in the Formula Renault UK championship the year before. In 2004, Alex conducted his first Formula One test in a McLaren as part of his prize for winning the ADOY award. From Europe, Alex moved to the



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Classic 24

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US to compete in the Indy Lights series. He won 8, finished second in 4 and third in 1 race during the 2007 Indy Lights season, easily winning the Lights Championship. Following the 2007 season, Alex signed as a development driver for Chip Ganassi Target Racing. In 2009, he raced in the Indy 500 for Sam Schmidt Motorsports, then in 2010 he drove for Dale Coyne Racing in the car

sponsored by the Boy Scouts of America and finished fourth in the Indianapolis 500. In each of those seasons he also drove the entire IndyCar series. Alex currently writes for Yahoo Automotive but is an accomplished race car driver.

Austin Cindric is the son of Tim Cindric and Megan Trueman Cindric. Tim is the President of Team Penske and Megan's family owned Mid-Ohio Sports Car Course. Megan's father, Jim Trueman, was an accomplished racer and IndyCar team owner. To say that

Austin inherited a racing gene would be an understatement. Austin began racing in F2000 for Andretti Racing at age 14. That was all of two years ago. In addition to racing F2000, he races in Global Rally Cross and recently won a bronze medal in this year's X games at COTA. He has also tested an Australian V8 Supercar in Australia, and won last year's Group 3 race at the Savannah Speed Classic in my 944 Turbo Club Sport, all before turning 16. Austin is talented with a steering wheel in his hand. He has a good pedigree, but that is not why we put him in our cars. We put Austin in the driver's seat because he is fast and brings the car back in one piece.

Arriving at garages 48, 49 and 50, we found both the Vette and the R8 being prepped. Gary Penission and Dylan Walker had the R8 on the scales, corner balancing the car while Kelton Kaechle and Darrell Feimster were hard at work going through all of the Corvette's differential cooling fans. They are getting the cars ready for the afternoon test session.

There were two sessions that afternoon

but we had nearly three hours before we took to the track giving us time to look at the hardware filling the garages. Of the cars registered, 36% were foreign-owned. In the stall to our left was a team from France with two Greenwood Corvettes that raced at LeMans and Daytona in the late 70's and early 80's. The number 48 Spirit of America Vette was being driven by Didier Andre, a French pro driver. To our right was a Ford GT-40 from England. It had a storied history as well. Nearly every garage stall was filled



with rare, highly-pedigreed race cars and in this case, rare means expensive. In some garages there were various generations of Ferrari Daytona's, 512's and 458's. In other stalls were Porsche 907 Longdecks, 904's, 906's, with a 910 and 962 thrown in for good measure. As always, there were various generations of 911's representing the Porsche brand. If that wasn't enough exotic hardware, numerous Daytona and LeMans Prototypes were registered, most professionally driven.

There was also a Cinderella story in the paddock. Parked next to our hauler with only the sky as their roof was a 1966 Ginetta G-4 Coupe 1600. It was an English owned car that was loaded into a container in England four weeks earlier and shipped to Jacksonville, Florida. When it arrived, three Brits were waiting for it. They unloaded the Ginetta and one of the group drove it down I-95 to Daytona followed by the other two in a rental minivan. The Ginetta was an unlicensed car, fully equipped for racing including numbers on the doors. Upon arriving in Daytona, they went to Wal-Mart, bought "spanners" or wrenches as they are called here in the colonies, a floor jack, brake fluid, bottled water and other items needed for a weekend of racing at Daytona and headed to the track. A race seat, rollbar padding and a steering wheel (we all wondered how they drove the car from Jacksonville without a steering wheel) had to be installed before the car could pass technical inspection. Arriving in the paddock, they opened their tool box otherwise known as a plastic Walmart bag,

poured the spanners on the ground and went to work. Let's just say you wouldn't have confused their paddock as Penskeesque.

To install the steering wheel, they had to drill six holes in the wheel's hub. A simple task with a battery or electric powered drill, but a formidable one if you are using a hand crank drill like those used by carpenters and cabinet makers. As I watched, the thought that these could possibly be technicians from Jaguar, Range Rover or Bentley entered

my mind. They worked on the car all day and cleared tech late Wednesday night. They were the buzz of the paddock and quickly became the Darlings of Daytona. They proved that you don't need a hauler, pit crew, trailer full of replacement parts plus a number of wheels and tires to compete in Vintage racing. I am certain the other teams had larger tire budgets than the Ginetta crew had for the entire weekend.

After touring the paddock, I went to the hauler to don my race suit as I readied myself to take the Vette out in its first session. Once in the car, with the 6.0 liter V-8 screaming, there is nothing like exiting pit lane at Daytona onto the infield road course at the exit of turn two. I negotiated the turns in the infield and then headed up on the 31 degree banking of NASCAR turn 1 in second gear. The banking is as I remember it, steep. To see what lies in front of me a ways down the track, I look through the upper left hand corner of the windshield because looking directly out of the windshield all I see is the blacktop and white lines of the track no more



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 p.m.

Dinner 7 p.m.

Pianist Steven C will be featured,

Presentations and Awards to follow

Cost: \$70 per person - Menu Options

Wild Mushroom Ravioli Parmesan Cream Sauce, Roasted Mushrooms, Peas, Parmesan, Bread Crumbs,

Grilled Top Sirloin Steak Roasted Red Potatoes, Chevre Creamed Spinach, Crispy Onions

> *Seared Atlantic Salmon Goat Cheese Risotto, Bloody Mary Broth, Scallions*

Dessert Options (1 per person):

Chocolate Mousse - Fresh Seasonal Berries and Mint Classic Creme Brulei - Baked Custard with Madagascar Vanilla New York Style Cheesecake - Orange Zest, Macerated Raspberries, Mint

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 February 2015

January 13 Business Meeting Minutes

submitted by Betsey Porter, Secretary

Meeting Started at 7 p.m. and called to order by **President – Mike Sabers**

• Thank you to Dave and Paul for the logistical help with meetings when the Prez is in SD

• Happy Holidays!

• The holiday party date and price and menu are set! Working on getting the Fargo contingent to represent. Please encourage folks to come.

• Would like to hold the February meeting at the University Club, before the party. Please come at 5 p.m.

• We should start promoting our schools for the year. Registration is open for both.

• Should we put advertisements for our Road America event in other nearby regions' newsletters? What about Pano?

• Dave will send out an email to the past three years' worth of participants

Chistie will put it on the PCA National calendar and send ads to other local clubs
Steve has told two other DE chairs

about the new dates

• Christie will put an ad in Panorama

Vice President – Paul Ingebrigtsen

No update

Treasurer – Jeff Bluhm

• We have cash in the bank. 2014 loss was less than anticipated at \$5,000.

• Advertising invoices went out and we have gotten a lot of positive response. Thanks to Jill for her idea and her diligence.

Advertising – Jill Daneu

• We have only seven outstanding advertising invoices. Due Jan 15

Jill has contacted all of them

• Five advertisers elected not to continue this year. Some are going to upgrade to a larger ad, some indicated they do not receive any benefits from advertising

• The website is now up to date! Thank you Mark and Dave!

Autocross – Open position

• Wally Mahlum (Corvette Club) and Harvey Robideau were handling the autocrosses. Wally now has a P-car, so discussion insued on asking him to start it up again if there is interest among the club membership

• SCCA is putting on a PDX, scheduled

for October at Dakota County. It will be a road course with run groups. More may be scheduled.

Board of Directors

• Kim asked the Board to approve a budget for the 2015 Escape with an advance and they did unanimously

• Zone 10 will have a President's meeting in April. It is suggested we send our Pres and our VP. All other regions do that.

Charity – open position

• No report

All Porsche Show – Mark Koegler & Phil Saari

• Mark is new co-chair! Welcome!

• Phil will co-chair in 2015 and transition off.

Club Race – Doug Anderson

No report

Driver Education – Steve Meydell

- First Fling eventmaster set
- Road America eventmaster set
- Club Race eventmaster set
- Final Fling eventmaster set

• Paul wants to know if there is any interest in starting a timing points system using Harry's lap timer apps? Per Michele, we can't with our insurance

Driver Education Registrar – Dave Anderson

• DT registration is open on clubregistration.net

• There might be an issue with the crew at RA. He and Paul will work on it

• Holiday party registration is open on clubregistration.net

• Let Dave know if there are any updates to chair email aliases

Driver's Training – Ron Johnson

• Very excited about registration being open this early

• Please promote it widely. We want to fill the schools up.

• We should make a poster to bring to Cars and Coffee events

• Can we work it out to do advanced lapping all day at First Fling?

• Open up the short track for the AM and the long track for PM

o We would need corner workers and

an ambulance

• YES! Do it. Dave will modify the registration

Drives – open position

- Combine with Touring in newsletter
- No report

Fall Color Tour - John & Suzanne Dixon

No report

German Car Fest - Paul Bergquist

• No report, this is now an Oktoberfest event Christie will contact Paul to see if we should update the event name to better reflect the time of year it'll be scheduled.

Historic Archivist – Kim Fritze

No report

Insurance – Michele Deml Johnson

• No update

Membership – Ed Vazquez

• No update

• March New Member Social confirmed and on website, Christie will contact Ed to verify all dates for Socials (3 in the works)

• Tri-fold is at printer, per Christie. Ed will hand out to shops and advertisers when he returns from Mexico

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

- January is on the website, in the mail
- February is 2/3 done
- Will send out a postcard on the holiday party as cost is incorrect in January issue

• Will start to put newsletters uploads in both the Newsletter section and the Posts section for easier access. Will also put events and calendar stuff in the main feed **Rally – Lon Tusler**

No report

Safety – Paul Ingebrigtsen

• Worked on the language for the new window rules

• Will publish before April event **Social**

• Porsches and Pancakes, Steve M.

• Planning to continue in 2015, as attendance has been increasing. Seeing 15-20 people a month. Great turnout. Hoping to get some speakers to come this year.

o Next one will be January 24, Lynde's

in Osseo, 8:30 am. Ron will speak about tires.

 \circ Next month will be a talk on oil.

 Ron would be willing to host an event once Twin City Luxury Autos is open in the summer.

Shop relations – Keith Fritze

- No report
- **Tech Sessions Keith Fritze**
- No report

Track Relations – Jim Bahner

- No update
- **Touring Randy Walker**
- No report

Webmaster – Mark Kedrowski

- No report
- Most items have been updated, per other chairs
- Might look at switching hosts. WordPress is not user-friendly

PCA Zone 10 Rep – Kim Fritze

• No report

Old business

• Betsey will be unable to attend meeting and party on Feb 7. Will hand off table decorations to Christie and a fill-in secretary will be needed for the meeting to take minutes.

New Business

• Escape hired a web developer in Rapid City

• Steve will ask around if there is interest in having a formal Drive up to the Club Race in July

• Ron will find out about a Friday Night event at Club Race and report in Feb

Meeting adjourned 8:34 pm Respectfully submitted, Betsey Porter, Secretary

The All Porsche Show . . . the Next Chapter

by Phil Saari and Mark Koegler, Co-Chairs

The Nord Stern All Porsche Show will be Sunday, June 28, 2015 at Roseville's Central Park. This is the same location as last year and the hours will be 10am to 1pm. The All Porsche Show will include a car show, a vendor display area, a newly added swap meet, and we are looking to add more features as well. Ideas for other features are welcomed and can be sent to Phil at: ps356er@yahoo.com The All Porsche Show is one of the events of the City of Roseville's Rosefest celebration.

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www.raymondautobody.com 1075 Pierce Butler Route - St. Paul, MN 55104 Photo below, a slice of the action at the 2014 All Porsche Show in Roseville, MN!



Classic 24

continued from page 14

than a few feet in front of me. As I said, the banking is steep. I am holding the steering wheel with a firm grip and have my right foot planted on the floor. The car moves ever so slightly up the banking with each gear change. When entering the banking, I accelerate from double digit to triple digit speeds which have to be above 140 mph as I exit NASCAR turn 2. My brain keeps telling my right foot to lift, but I know the car will continue to cling to the pavement. As I speed along the banking, I ask myself how the NASCAR guys go two and three wide through these corners at speeds near 200 mph. The track looks barely wide enough for one car. As I exit NASCAR turn 2, the car continues to gain speed as I accelerate down the back straightaway. Near the end of the back straight, the bus stop is looming. The bus stop is exactly as it sounds. It is a spot where the cars have to slow down, turn off the main track and navigate a series of four turns, a quick left, right, right and left designed to slow the cars before going onto the banking of NASCAR turns 3 and 4. As I blast down the back straight on my way to the bus stop, I touch the brake pedal with the gas pedal still flat on the floor just to see how firm the pedal is. A firm pedal is a good indicator of brakes that work. As I get closer to the bus stop, I see the brake markers attached to the fence on the right side of the track. Brake markers are located just prior to the corners at most tracks to

help the drivers judge the distance to the turn. These markers are usually measured in feet, in some cases starting at 400 feet and counting their way down to 100 feet. The pros like Mike, Alex and Austin look for the later brake markers before slowing for a turn. Me? I usually use the earlier brake markers to start braking. Although I know the car will go deeper into the corner, as I get older an old Chinese proverb keeps popping into my head, "To brake early and make the corner is better than braking late and introducing yourself to the wall". As I approach the bus stop, I see the 3 marker and start to slow the car. I quickly know it is too early to brake because I have to release some of the pressure on the pedal to get to the corner with decent speed.

Approaching the first left hander, I blimp the throttle pedal with each downshift and push the shift lever from fifth to fourth to third gear and turn in. As I go through the four turns, I use the rumble strips in the apex of the corner to straighten the corner as much as possible. Coming out of the first left and right hand turns, I start feeding in power trying to get as much exit speed as I can while going through the next right and left handers. Very quickly I am out of the bus stop, back on the track and going through NASCAR turns 3 and 4. Within seconds of being out of the bus stop, I shift to fourth gear. I am now on the banking of NASCAR 3 with the throttle flat on the floor. Between NASCAR 3 and 4, I pull the gear lever back into fifth gear and the car moves slightly toward the wall. It is now a long run down the front straightaway to road course turn one and the throttle must be flat on the floor to get all of the available speed out of the car. I come off NASCAR 4 and the banking lessens as I move onto the front straightaway where I see the starter's stand perched high above, midway down the track. It really isn't a straightway in the true sense of the word as it bends to the right, but the banking allows you to keep the throttle planted on the floor. I have to admit that the first few times I go through turns 3, 4 and down the front straight, the imaginary rope tied to my



right foot and connected to my brain keeps trying to pull my foot off the floor. The car is flying through this section of the track.

After 6 or 7 laps the checker flag comes out, ending the session. With the car back in the garage and me in the toter home, I change into street clothes and begin the wait for the 4:30 session. As I walk into the garage, the crew tells me that Mike's straightaway speed in the R8 is 180mph and mine is 167mph. The speed difference between the two cars should only be 2 or 3mph so the imaginary rope is pulling my foot off the floor. They determine my speed from the data that is downloaded from the car's ECM. It is tough to deny that you aren't feathering the throttle when the computer says you are. Caught red-handed. At least the car feels good.

Finally 4:30 arrives and Nick asks if I want to take the R8 out for an afternoon drive. With a huge smile on my face, I get suited up, jump into the Audi and head out to the track. This car is remarkable. The steering is precise and the balance is fabulous. The brakes are unlike anything I have driven. They have a great feel and when you apply them, it is like throwing out an anchor. The first time I go through the kink, which is approximately a 45 degree left turn in the middle of the infield straightaway, I learn just how quick the steering is. I have been driving the Vette which handles great, but nothing like this car. As I turn the steering wheel to go through the kink I realize I used too much steering input and have to quickly correct or lose the car. After running 30 minutes, I pull into the garage with an even bigger smile on my face. Just driving this car in one practice session made this trip worthwhile.

Thursday arrived a beautiful Florida autumn day. The temperatures were perfect and the sky was blue. Austin arrived last night so we left the hotel at 7:00 am to head to the track. He needs to register and I want to register the Vette for the sprint races to give us more track time. We need to register before the 8:30 Group 5 & 10 qualifying session which will be our run group. I sent a text to the crew saying we are going to be on track at 8:30, not 10:00 as originally scheduled. As Austin and I complete registration and arrive in the paddock, the crew is walking into the garage. We will make the 8:30 session.

The Vette is pushed out of the garage and the engine started. Kelton ran it for about 10 minutes, checked for leaks and told me we are ready to go. I got into the car and head to the false grid, where the cars in our group are gathering. I was actually early so I was at the front of the line. Since this is a normal HSR sprint race qualifying session, the groups are different than they are for the 24 hour race. The field includes modern GT cars in Group 10, and 60's Mustangs and Camaro's along with a number of 911 Porsches of all generations in Group 5. We began to roll down pit lane to take the track when I realize that the steering wheel is not "clocked" properly. It is canted 30 degrees to the right. I pulled to the side of pit lane, let the other cars go by and pulled on the steering wheel quick release ring which detaches the wheel from the steering column. Once off the column. I slide the wheel back on the spline in the proper orientation and head down pit lane to catch the back of the field. Since this is a sprint race qualifying session, the green flag is flying as we enter the track which means I can start passing slower cars. Now on the infield road course I pass a few cars and head to the oval. With the straightaway speed of the Vette, I quickly pass a few more cars before the bus stop. I do the same going through NASCAR turns 3 and 4 as well as down the front straightaway. After a few laps, I know I should stop to let Austin drive the car, but I was having too much fun and there is a Panoz I want to pass about a straightaway in front of me. There really isn't any reason to catch the Panoz other than he is there. He has become the "rabbit". It's a game I play to get myself to go faster. After a few laps, I get by the Panoz and pull onto pit lane. The problem was I left little time for Austin for his first time in the car and on the track.

In the qualifying session, I ran a "blistering" 2:01.543. I was tenth fastest of

a forty car field and seventh fastest in Group 10. Fastest overall is James Safronas in his 2009 911 GT2 Porsche. He ran a fast lap of 1:51.460. James, the owner of Global Motorsports Group, is a World Challenge competitor where he campaigns three customer Audi R8's plus one that he drives personally. While standing in the pits, Mike heard the track announcer say the GT2 had a straightaway speed well above 200 mph, so it was easily the fastest car out there in a straight line. Austin didn't get a timed lap because I didn't leave him enough time. What the heck, he just turned 16 and if you transpose his age I am all of that plus a few years. He will have plenty of time over his career to drive fast cars at Daytona starting with next year's Daytona Continental Tire race.

There are two more test sessions on Thursday, one at 10:00 am and a night session at 8:30 pm. In the 10:00 session, I ran the first few minutes, stopped being selfish and turn the car over to Austin. Each time he screamed down the front straightaway and crossed the timing loop, he was faster. It took three laps to beat my "blistering" 2:01 from the morning's earlier qualifying session. His fast lap was 1:54.807. Mike was also on the track and turned lap times consistently in the low 1:50's. As the session ended, Mike's fast lap was 1:50.655. He was the fastest class E-4 car and sixth fastest overall. Austin is the third fastest E-4 car and eleventh fastest overall. I liked our chances in the 24 hour race more at the end of the session than I did when we drove into the track.

I had a business meeting after lunch at our factory in St. Augustine, so I left immediately following the 10:00 am practice session. The flight to St. Augustine was only 20 minutes but I had to watch the time as I wanted to get back for the 3:45 pm Group 5 & 10 sprint race practice session.

As soon as the plane rolled to a stop on the return flight from St. Augustine, I jumped into my rental car and headed to the track. From the airport, I could hear race cars so I didn't have far to go. Entering the track, I showed my wristband that designates me as a driver and headed to the infield. I arrived just in time to change clothes, get into the car and head out onto the track for the second Group 5 & 10 qualifying session. I ran a lap or two and turned the car over to Austin. He continued to get faster, running a low 1:52. As we neared the end of the session. Mike came on the radio to notify Nick that the rear wing on Austin's Vette was broken. As the Vette rolled down pit lane, we noticed the wing was angled downward on the right side. We didn't have a replacement wing with us so the one on the car would have to be repaired. With the 8:30 pm night practice session only 4 hours and 15 minutes away, the crew got to work.

Since I missed this driver's meeting because of my trip to St. Augustine, Mike and Austin explained the format of the race as we waited for the evening test session. Each group, A through F, will run four 1 hour sessions during the 24 hour race. During each 1 hour race session, 42 minutes will be track time which will include a mandatory 5-minute pit stop to be taken within the first 29 minutes. It is at the driver's discretion as to when to stop, but every car must make a 5 minute stop. A 5 minute pit stop is customary at most club and vintage races. Between each group's run session there will be a 5 hour break where crews are allowed to make any repairs or adjustments to the car.

During each 42 minute run session, the Group preparing to take the track will grid in the false grid area. Once the Group on track reaches its 42 minute race limit and the checkered flag is shown, they will exit the track at pit in as the Group on the false grid prepares to take the track at pit out. Each time the new Group takes the track, they will line up side by side in rows of two as they would for the start of a normal sprint race and the pace car will lead them to the green flag. Once the green flag falls, they will race for 42 minutes. With a total of six run groups, each group will race four times during the 24 hour period.

When the registrants heard how the race will be run, they did what every vintage racer does; complain about the lack of track

Wanna Drive on a Track? Learn Better Car Control? Ehhance your Driver Skills? YES! You CAN do That!

by Your Nord Stern Membership and Event Programming Volunteers

2015 Driver Training (DT) programs and both the First Fling (spring) and Last Fling (fall) registration now are open on registration.net! Despite a slow 2014, Driver Education and Driver Training events fees have NOT been increased for 2015.

Do you have a daughter or son, neighbor, co-worker or friend who has expressed interest in learning some basic car control and the exhilaration of driving like you stole it? Or are you a newer Nord Stern PCA member wondering about how do I check out track involvement or 'test the waters??" Then we have the program for you!

Driver Training is a fabulous opportunity to learn the basics of car control and handling in a safe, controlled environment



organized and run by highly skilled, trained and nationally recognized instructors. Whether one is interested in high speed track action, being more comfortable and knowledgeable in your high performance Porsche or just want to be a better driver in and around home or vacation travel, Nord

Best of all, YOU DO NOT NEED TO DRIVE OR OWN A PORSCHE.

Stern's Driver Training is the answer!

Simply put, driver training is for everyone. Plus, it's especially beneficial for those newer (18 and older) drivers who are so inexperienced. Learn life-long skills and never regret it! Here's the skinny:

Driver Ed Dates for 2015:

- First Fling DT ... April 24, 2015
- Last Fling DT ... October, 16, 2015

DT Event Fees for 2015:

- \$250 ... Novice School (Friday Only)
- \$450 ... Novice School (w/DE Weekend)
- \$250 ... Intermediate (subject to instructor availability)
- \$125 ... Advanced Lapping
- \$60 ... Optional garage stall rental (for the weekend)

NOTE: Track event participants must be 18 years of age at the time of the event.

General questions about the Driver Training program can be directed to Ron Johnson, DriverTraining@NordStern.org.

Don't Delay, Sign Up Today! Spots are limited and offered only twice a year so secure your spot now. And remember, this program is for anyone and everyone who drives any kind of vehicle!



Nord Stern February 2015

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The Porsche Club of America cordially invites you to attend our 60th Annual Porsche Parade Celebration in French Lick Indiana from June 21-27, 2015. Our 60th Parade coincides with the Club's 60th Anniversary Celebration, and we're planning a series of special events at French Lick that will pay tribute to the cars and people who have made us the greatest single marque sports car club in the world. The 60th Parade will rightfully pay homage to the members and events of our past, but will also celebrate the Club's newest enthusiasts who will shape our future.

Parade Registration will open to PCA members on Tuesday, March 17, 2015 at 12 Noon EDT. The best place to read about Parade activities is http://parade2015.pca. org/

For the first time in recent memory, we have not one, but TWO resort properties awaiting your visit, both listed in the National Register of Historic Places. The 3,000 acre compound also features three golf courses and a world class spa at each facility.

The French Lick Springs Hotel, established in 1832 and the larger of the two resorts, will be host to many of our familiar Parade activities. This city and the resort were named for an early French fur trading outpost and nearby salt lick. They recently completed a 600 million dollar restoration, bringing many comfortable present day amenities to surroundings that are authentic to the mid-19th century when the current facility was built. It is perhaps most known for their medicinal springs – "Pluto Mineral Water". The actual spring is still part of their landscape, and the Gardens nearby will host our Welcome Party as well as various activities throughout the week.

Known as the 8th wonder of the world, and just down the street, you'll find the West Baden Springs Hotel. This resort is home to the most breathtaking feature of our combined facilities this year; a freespan dome, the largest in the world until the Houston Astrodome was built in the 1960's. An architectural marvel, this breathtaking Atrium will host our Concours and Victory banquets.

Our Concours will be held a few steps through the covered bridge from the north end of the French Lick property. Rallies will depart from the grounds of the West Baden, and banquets will be held on both properties. The Parade 60th year museum, Hospitality, Goodie Store, seminars and many meetings

Continued on page 39

Come Join Us for a Week of Fun! June 21-27, 2015

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- Concours
- Rallies
- Tours
- Tech Sessions
- Social Events
- Kids Events
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Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



e go back to 1985, now thirty years ago, when David and Susan Weber were the editors. March is a short issue. It's mostly devoted to tech sessions and car care; the Market Place is the most exciting page. Who among us has never had the fantasy: you bought

this old factory race car in the '80's after it had been passed down from a few pro racing teams who had no use for it any more. The price was too good to pass up. It's got a little racing history but HUGE fender flares. You've slowly restored it and now they want it for the Porsche Museum, but you're too attached to sell it. You roll it out at BIR or Elkhart every year for just a few sessions. Dreamers, your 1974 Carrera RSR is waiting in the Nord Stern Market Place. - Ron Faust

March 1985

- Nord Stern has 250 members. A new member social has been organized; it's called a "look us over" open house.
- President Jim Arhart
 reports on a tech session at the
 Collision Center. A crowd of 50
 attended. By the bottom of the first
 page he's already mentioned four
 Ditzler products and epoxy filler. Two
 more are needed before the top coat.
- A winter tech session will be held at **Rick Moe**'s Nurburgring and

will focus on carburetor theory and trouble shooting. A "Gals Luncheon" will take place at Muffuletta in Wayzata at the same time.

• The Marketplace lists a full two pages of bargains, including:



- ◆Restored 1963 C Coupe read for final painting for \$7,500 OBO.
- ► 1983 944 for \$21,000.
- → 1974 Porsche RSR, original factory car, non IROC racer. Original brakes, suspension, interior, and roll cage. "Very nice and priced reasonably."

1960 356 B Coupe in
 Duluth, partially restored
 but rust repair still needed.
 "Doors are bad."

➤ 1981 911 SC Targa with only 11,759 miles, wine red metallic with tan leather interior. \$29,950.

→ 1971 911 T for \$7,300.
Rick Moe offers four cars listed below:

1968 912 Coupe for \$16,500.

▶ 1971 911 T for \$9,500.

- ▶ Restored 1971 914/6 for \$25,000.
- 1972 911 T Targa for \$12,500.

Left: March, 1985 cover



Above: Nurburgring back in the day, 1985

NORD STERN FEBRUARY 2015

The Scans Continue

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Above: These guys know paint at the molecular level



Left: Nice ad artwork from Twin City Tire



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If you have

Above: Bill Caldwell and his car care collection



Above: Caption left open to reader!



Above: Expensive heads and rocker arms at the tech session

The Scans Continue



Above: Collision Center tech session



Right: Rick Moe; he looks almost that young 30 years later



Above "Keep the faith and keep it clean"



NORD STERN FEBRUARY 2015

Classic 24

continued from page 19

time. But over the course of four days, we found out that this format worked very well.

Nightfall arrives and the schedule calls for each of the six groups to get a 30 minute night practice session. The order assigned is alphabetical with Group A out at 6:00 pm, followed by Group B at 6:30 pm and so on. The track was well lit so the cars' headlights are more helpful in seeing approaching traffic from the rear than seeing the track. Mike and Alex decided to split the time in the R8 with Mike going out first. Austin and I decided to do the same and I headed out on track. Even though the track was lighted, I felt uncomfortable in the car at night. I had the same experience at Virginia International Raceway two years ago while racing in the Gold Cup. It must be age, which is hard to explain as I still don't wear glasses and have good eye sight, for an old guy, which is checked annually at the Mayo Clinic. It never bothered me while racing during the night at Baja but I rationalized that it must be the slower speeds because you sure as heck can't see anything in the desert at night and it is dark in the Baja desert. I completed two laps and pulled onto pit lane. As I got out of the car, I told Austin he was the luckiest guy at the track. Not only will he be starting the race, but he will also be running both night sessions. For some reason, his ever present smile got bigger. As he did in the earlier run sessions, Austin continued to get faster. His fast lap was less than three seconds slower than Mike's in the R8. Mike ran a 1:51.048, second fastest behind a new 2014 Porsche GT3 4.0L 991 GTD from Germany which ran a 1:50.552. There were a number of Porsche factory engineers crawling all over the 991, so I assumed it was a factorysupported effort and they were testing for the Rolex 24 Hours in January which is not uncommon. Pro teams frequently show up at both Sebring and Daytona vintage races to practice for upcoming pro endurance races early the coming year.

Friday arrived a mirror image of

Thursday, blue skies and warm temperatures. Group 5 & 10 sprint race qualifying will take place at 8:30 am, followed by the sprint race at 1:20 pm. The Group E Classic 24 qualifying race will take place at 2:20 pm. We will only have 30 minutes between the afternoon sessions, but that should provide adequate time to do a quick check and fuel the Vette.

Last night I decided that Austin will run all of the sessions in the Vette on Friday. I know he will out-qualify me and he has a good chance of finishing well in the sprint race. While that was my plan, the Vette is so addicting to drive that I just have to run the first few laps in the morning qualifying session. As I complete the first lap and go into the infield road course at the start of the second lap, I notice that the brake pedal is getting long. A long pedal is usually the result of a few issues, with two of those being I have abused the brakes, boiling the brake fluid, which is unlikely since this is the first lap, or we have knockback. Knockback occasionally occurs on a tight race course which Daytona isn't. The rotors on the Vette float and in tight corners they float enough to move the pads away from the rotors causing a long pedal the next time you depress the brake pedal, which simply means it takes longer for the pads to contact the rotor. As I get out of the car, I tell Austin about the brakes. I explain that I tap the pedal before entering a braking zone to get the pads back against the rotor. Within a minute he is rolling down pit lane to enter the track. Two minutes later he comes screaming down the front straight. As Austin turns into

turn one, we lose visual contact with the Vette. About 20 seconds later, he keys the radio mic and tells us he has brushed the tire wall in the International Horseshoe. Since this is a qualifying session for the Group 5 & 10 sprint race, the R8 isn't on track so we can't radio Mike and ask for a visual check of the Vette. The R8 is back in the garage where Gary Penission and Dylan Walker are prepping it for the next practice session. They are also monitoring the radio and hear the call from Austin. Our garage is close to the International Horseshoe so they run to the fence and radio back that the damage doesn't look too bad. They report that the car is running and Austin is rolling back on the track. It is standard operating procedure that if you have had an incident, but the car is still drivable, you drive slowing back to pit lane so the crew can check the car and that is exactly what Austin is doing. Before he can get back to the pits, the checker flag waves to end the session. As we see him turn onto the entrance of pit lane, Nick radios him to tell him to take the car directly to the garage.

Once in the garage, Austin tells us the brake pedal was very soft as he went into the horseshoe. Looking at the car, we find cosmetic body damage, but nothing that can't be repaired before the next session. The crew replaces the right front suspension components and hub as a precaution, replaces the brake rotors and pads and repairs the body to get the car ready for the sprint race. We have four hours until the green flag drops.

> ... To Be Continued Next Month!!



A Nugget of Truth . . .

by Ron Faust

Greed and credibility determine value.' If I hadn't already been stopped cold by this huge new Porsche book focused on (merely!) collecting Porsches, that one line did the job."

S o writes Nord Stern Porsche guru Mark Bouljon in the January 2015 issue of the 356 Registry. It was exciting for me to see what Mark is up to since his retirement from Porsche of Minneapolis. Mark was always the go-to man on parts at that dealership. Even if you only needed an oil filter, you always got to learn from his vast knowledge on Porsche history, racing history, inner workings of the Factory in Stuttgart, and his large collection of Porsche factory racing posters.

Anyway, book reviews are usually not the first thing I go to when any of our Porsche magazines arrive, but this massive



AMACH CERTINGUELL CAMEREN HISSAM MICHAEL PURMAR

coffee table book caught my eye. Then as I read, I thought "Wow, this book review is actually interesting--well written." Mark loved the first 71 pages of the actual book

where author Randy Leffingwell explores how the internet, televised auctions, and rich people have fueled what Mark calls the the "industrial-level acquisitions" of our beloved cars. Of course the Michael Furman photography is great; it looks like your coffee table will have to be well constructed to handle this 412 page, large format book. Look for "Porsche Unexpected: Discoveries in Collecting" by Randy Leffingwell, Cameron Ingram, and Michael Furman; Coachbuilt Press, \$100.

And by the way, Nord Sterner Gordon Maltby publishes the 356 Registry out of Stillwater, MN (P.O. Box 356 of course). The Registry's content, photography, and format are wonderful and you don't even have to own a 356 to join the 356 Registry



Letters to the Editor . . .

would like to thank everyone who attended Russ Hagen's open house. Turned out to be a fantastic event and I do not think anyone left disappointed! I would personally like to thank all of those who bought raffle tickets. Your generosity will help support The Blues Team/Special Olympics Minnesota. The Blues are managed entirely by a group of dedicated volunteers and our only source of financial support comes from events like Russ's open house. 100% of your donation goes directly to support our athletes. You can check us out at www.thebluesteam.org

Thank you all again . . . maybe we can make this an annual event?

- Rick Moe

or those of you who missed Russ Hagen's Toy Box today, you missed a wonderful collection of 356 Porsches plus some great wooden boats. I'm not sure which I enjoyed more.

A huge thank you to Russ and his wife for hosting the event and a big thank you to Rick Moe, Russ' car collection curatorand long time NS member forsetting this up. Wow!

- Bruce Boeder

greed. It was nothing short of amazing and wonderful. Thanks to Russ Hagen and his wife and to Rick. It is great that those cars (OK, yes, and those amazing boats) are obviously appreciated, enjoyed, and being so well cared for. And what a generous thing to share them with us all today. DeLaine and I were boggled, delighted, and amazed.

- Doug Anderson

- Todd F Smith

agree completely.

Photo below by Josh Hway, Information on this website: dynamicphotowerks.com



oly smokes, what an amazing and beautiful collection.

- Rich Iwen

ery impressive! I never knew there were so many 356's in Minnesota, let alone in one building. Thanks for the invite.

- Michael Grabner

es it was quite an impressive array of cars and boats! Fred and I took a few photos for Nord Stern. Thanks again to Russ Hagen and his wife and to Russ' curator and longtime Nord Stern member and advertiser, Rick Moe!

- Jill & Fred Daneu



Out and About at Hagen 'Toy Box' Open House

All photos by Josh Hway, dynamicphotowerks.com



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This Article is Shocking

car's suspension is the link between the road and the car. Its job is to reduce the vibrations from the wheel and the car body caused by the road surface and steering. The suspension encompasses many different parts such as strut support, bearings, springs, shock absorbers, connecting rods, stabilizers, axle and wheel supports, wheel bearings, suspension arms, brakes, rims, tires final drives and steering.

First, the springs connect the unsprung masses to the sprung mass of the vehicle. They cushion the effects of the road surface but left to themselves the car's body would just bounce up and down every time we drive over an uneven surface. In order to reduce the "springiness" shocks are introduced to the equation.

Your car's shocks, or more correctly, shock absorbers, limit excessive suspension movement but their main purpose is to



dampen the suspension's spring oscillations.

And then there are also struts. The difference between them is that shocks merely dampen motion, while struts also act as a piece of the suspension. Struts are generally heavier and stronger than shocks, but today the two words are almost interchangeable. Shock absorbers are basically hollow tubes (cylinders) with pistons which use valving of oil and/or gases to absorb excess rebound energy from the springs.



Some also have pressurized gas to keep the oil under pressure which helps eliminate the "shock dissolve" caused by the oil overheating and changing its dampening characteristics.

When the suspension "BUMPS", the piston moves down in the tube. This forces the hydraulic oil through the bump-valve. The smaller the diameter of the valve, the more the shock resists the bump. On a "REBOUND", the piston moves up and hydraulic oil is forced through the rebound-valve.

These diagrams are an oversimplification of what is included in our Porsches. The struts and shocks in modern Porsches are true engineering marvels.

The Porsche Active Suspension Management (PASM) Option, for example, uses sensors which record the body movements that accompany powerful acceleration, braking or uneven road surfaces and actively and continuously regulates the damping force for each individual wheel according to road conditions and driving style.

The driver can select between two different modes: Normal and Sport.

In the Sport Mode, the suspension is set to a harder damping rate. If the road surface is uneven or rough, PASM automatically switches to a softer setting thereby improving contact between the tires and the road. When the road surface improves, it hardens the setting one more.

We always get the question: "When do I have to replace my shocks?"

My answer is when the oil leaks out of the tubes, then you replace them. A little seepage is normal for older shocks and struts, and that doesn't indicate a need to replace, unless there are other symptoms, but if the entire unit is wet or dripping with



Book Reviews for Porschephiles . . . Penske Racing Team: 40 Years of Excellence

by Alan Hummel, Foreword by Tom Sneva, published in 2007 by Iconografi x, Hudson, WI Reviewed by Bruce Herrington, Orange Coast Region, Courtsey Grand Prix Region PCA, The Circuit

R oger Penske is a very focused individual. That is how he achieved his successes as a driver, business man and race team owner. Participating in the writing of a book about his racing

would detract from that focus, so he has never done it. This book is written from the outside looking in because Alan Hummel had been a Penske fan since his own youth. Its publication date means that recent events significant to Team Penske are not covered. It is, however, a fascinating and comprehensive presentation of the past which is a prologue to the future achievements by Penske Racing.

The book consists of 14 chapters, basically chronological eras describing cars, drivers and events in which the Penske team(s) participated. The chronology is, of course, somewhat confused by the fact that Penske was participating in as many as four different race series at once!

An essential element in the establishment of Team Penske as a successful endeavor was Mark Donohue. In the early chapters, almost as much of the text deals with Mark as driver/engineer/designer, as with the rest of the team. *Penske Racing Team* documents, in detail, the ups and many downs of Penske Racing. There are few references to Penske's business ventures or the finances of the racing team but, the quotation that Penske's decision to enter NASCAR in 1991 was influenced by the fact that Penske had 15,000 trucks under lease in the NASCAR market area, is impressive. Each chapter reads like a series of race reports on the efforts of the Penske team(s) — detailed, well written narratives that make for captivating reading. One becomes



fascinated by the driver points races and the team championship standings and eagerly devours the next paragraph to see who will be the new leader.

There are pictures with comprehensive captions, but they are mostly black and white incidental clips, not full page shots, and many pages are all text. Though borderline coffee table size, *Penske Racing Team* is not a book to casually flip through, You do have to read it to get the full comprehensive story of the first 40 years of Team Penske. There is even a new-to-this reviewer description of the intimate details of how CART came to be, and the subsequent creation of the Indy Racing League and its interfacing with CART. It is somewhat surprising to really come to understand how Penske virtually created CART, in opposition to Indy Racing

League practices, then came to boost IRL into supremacy over CART's successor Champ Car. It seems that politics is everywhere and always with us.

All in all, *Penske Racing Team* presents an interesting and captivating narrative of the evolution of Penske racing, from crew-cut, college boy challengers dabbling in multiple forms of racing at once, to the dominant force in CART, then IRL

Penske Racing Team consists of 270, 8x9 inch pages with 75 color and 75 B&W pictures. Two appendices tabulate Penske Team race victories in the various race series, and the 20 Series Championships won by them from 1967

to 2006. It should be available from your favorite bookseller (ask for it), and as this is being written, it is on special at http://www. motorbooks.com for \$19.96.





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

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

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

Rick Moe nurburgring, inc. dasring.com



oil, replacement is indicated.

If you notice excessive bouncing this is an indication that the shock is not damping the springs' movements and is generally an indication of bad shocks.

But note that:

- 1. Neither shocks nor struts will make a car lean. Leaning is generally caused by a broken spring or another suspension problem.
- 2. Neither shocks nor struts cause vibration when driving at speed. Vibrations are caused by tires/rims that are not round or by out-ofbalance rotating components.
- 3. Scalloped tires are rarely caused by worn shocks or struts. Scalloped or chopped tires generally result from

continued from page 32

a bad wheel alignment or out-ofround tires/rims, but keep in mind that out of round tires or rims can damage the struts or shocks.

> Happy Porscheing, Pedro!



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Courtesy PCA Newsletter Editor

ditor'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!

Introduced at 1965 Frankfurt 61.
 Which of the following is not one of the conditions when the convertible top on a 2008 Boxster should not be operated.

a. In close proximity to migratory birdsb. When one side of the car is on a

curb

c. Temperatures below 30 degrees

d. With strong cross winds (over 50mph)

Boxster, Boxster S Owner's Manual pg. 176

2. The 2008 Boxster has (2) 12V sockets for electrical accessories. What is the maximum power for both of these sockets together?

- a. 80 W
- b. 200W
- c. 120W
- d. 70 W

Boxster, Boxster S Owner's Manual pg.147

3. On a 2007 Cayman and Cayman S the rear tire pressure is 36 psi regardless if 17", 18" or 19" wheels are fitted.

- a. True
- b. False

Cayman, Cayman S Owner's Manual pg. 299

4. The carbon-fiber and fabric top on a

- Boxster Spyder weighs 12 lbs.
- a. True
- b. False

Excellence Nov 2011 pg. 74

5. The original 2.5 liter engine in the Boxster had the engine code M 96.20. When the displacement was increased to 2.7 liters what was the new engine code?

a. M 96.21

- b. M96.22
- c. M97.20
- d. M97.24

Porsche Boxster Service Manual Bentley Publishers pg. 02-3

6. Which of the following statements about the 2.5 liter Boxster motor is not true?

a. It used Nikasil cylinder sleeves

b. It used LOKASIL cylinder sleeves

c. It incorporated three piece cylinder heads

d. It was equipped with hydraulic valve lifters

Porsche Boxster Service Manual Bentley Publishers pg 02-3

 In 2004 Porsche released the Boxster 550 Spyder to celebrate the 50-year anniversary of the 550 Spyder

race cars. These cars were finished in GT Silver over a leather interior.

- a. Terracota
- b. Carrera Red
- c. Cocoa
- d. Dark Grey

Excellence Nov 2011 pg. 118

8. The engine oil consumption for a M 97/20 Boxster engine is up to 1.6 quarts per 622 miles but the M97/21 Boxster S engine is 1.8 quarts per 622 miles

- a. True
- b. False

Boxster, Boxster S Owner's Manual pg. 274

9. In late 1997 Porsche contracted some Boxster production to Valmet in Finland. The cars built in Finland can be differentiated from the cars made in Germany via a "V" in the 11 digit of the VIN.

- a. True
- b. False

Christophorus "60 Years in America" Vol 347 pg. 117

10. If the central locking system on your 2007 Cayman is operated more than twenty times within a minute, further operation is blocked for 30 seconds.

- a. True
- b. False

Cayman, Cayman S Owner's Manual pg. 259

11. On a Cayman or Cayman S the VIN is located at the bottom left behind the windshield and ______.

a. in the left-hand door aperture

b. in the rear luggage compartment under the carpet

c. in the front luggage compartment under the battery cover

d. There is only one VIN location.

Cayman, Cayman S Owner's Manual pg. 292

12. With the Boxster, Porsche took the Weissach axle principle one step further. As lateral acceleration increases it deliberately increases the car's

______ allowing the brakes to be applied in a corner without the paying the usual price.

- a. positive camber
- b. oversteer
- c. understeer
- d. negative camber

Up-Fixin der Porsche Vol 11 pg 202

13. If the ignition key is removed and the luggage compartment is open the light will automatically switch off after approximately 2 hours.

a. Trueb. False

Cayman, Cayman S Owner's Manual pg. 259

74. The gear ratios on a 2007 Cayman 5-speed manual transmission are the same as on a 2007 Cayman S 5-speed

- manual transmission.
- a. True
- b. False

Cayman, Cayman S Owner's Manual pg. 296

15. On a 2008 Boxster/Boxster S engine oil level is automatically measured during refueling if the refueling is completed within 15 minutes

- a. True
- b. False

Boxster, Boxster S Owner's Manual pg. 120

16. Tire pressure increases or decreases by around 1.5 psi for every ____F change in temperature.

- a. 21 degrees
- b. 18 degrees
- c. 16 degrees
- d. 15 degress

2007 Cayman S Owners Manual pg. 130

17. What is the measured time saving during a LeMans start if the ignition switch is on the left?

- a. 1/20sec
- b. 1/5 sec
- c. 1/10 sec
- d. 1/100 sec

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

18. When it is said that the volumetric efficiency of a 911 engine is greater than one it means that the engine generates more that one hp per liter

- a. True
- b. False

Porsche 911 Performance Handbook -Bruce Anderson 3rd Edition pg. 125

19. A 5W-40 and a 5W-50 oil have the same viscosity when cold; when hot the 5W-40 oil is thicker than the 5W-50 oil.

- a. True
- b. False

911 Turbo Owners Manual 2002 pg.139

- 20. Kuhnle, Kopp & Kausch AG supply to Porsche.
- a. Superchargers
- b. Turbochargers
- c. Radios
- d. Shock absorbers

Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg.1565

21. The "Mary Stuart collar" refers to what Porsche component.

- a. Wrap-around rear spoiler
- b. Shoulder-belt system
- c. Front splitter
- d. Cup holder

Excellence was Expected Karl Ludvigsen 2008 Edition Vol 2 pg. 932

22. The 1980 Type 935/72 engine designed for the withdrawn Indy 500 program was converted to run on gasoline and put to good use in the _____

chassis to win LeMans in 1981.

- a. 935
- b. 934
- c. 936
- d. 917

Porsche 911 Performance Handbook -Bruce Anderson 3rd Edition pg 105 & 107

23. The CLC or AKI octane ratings displayed on US fuel pumps is usually lower than the RON octane rating.

- a. Trueb. False
- D. Faise

Panamera Owners Manual pg. 239

24. Porsche oversaw the design and development of a new Soviet Lada, the Samara, introduced in 1986.

- a. True
- b. False

Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg. 1212

25. The debut of the Porsche Indy car was at Laguna Seca in 1987. The car lasted only 6 laps before retiring.

- a. True
- b. False

Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg. 1189

Parade 2015

continued from page 22

will be at French Lick. Both resorts have lots of parking and car wash stations.

For those of you who are new to Parade, you need to register for Parade on the PCA or Parade website before getting access to the codes necessary to hold your room. Therefore, we recommend browsing all necessary information prior to opening day so you're ready to go. You'll need to know what events you want to enter, as well as which hotel is your preference. The registration guide will be on the Parade website by March 1st.

We will have our full complement of competitive events: Concours, TSD Rally, Autocross (at the nearby French Lick airport), and Tech Quiz. Add to that the Tours, Gimmick Rally, Golf Tournament, Art Show, Michelin Drive and Compare, Kids' events, Tech Academy, cooking school, 5K run/walk, Parade of Porsches and more – you'll be kept busy!



February Quiz Answers

		q	.81	q	.6
		э	.71	q	.8
g	.25.	q	.91	э	.Γ
g	54.	g	.21	B	.9
g	.53.	q	14.	q	5.
э	52.	B	.61	B	.4
g	.12	э	15.	g	.ε
q	.02	э	.11	р	.2
q	.ei	q	.01	B	.1

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. 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, bkasbohm@c4kaz.com

1999 996 Carrera

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

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.

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.



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id you know?? Each year Nord Stern organizes a fabulous twoday DE at the world-famous Road America track over in Elkhart Lake, WI. It is a **premier** event offering participants an unbelieveable amount of track time on one of the best tracks in the US - AND it is not that far from us here in the Twin Cities or outlying areas. We are lucky. Lucky as members of a club willing to put together this each year and offer, at a very reasonable price, track time on a gorgeous, challenging, historic track. Plus it sits in the Kettle Moraine area of eastern Wisconsin and offers plenty of summer time fun for family and friends.

Our dates this year are June 15 and 16 perfect for a bit of summer vacation for one and all! Don't delay, register today.

Nord Stern Membership Socials!



March 22, 2015 Sunday

Meeting in Rochester!

1 p.m.

Brian & Gina O'Neill 4400 Rossi Court NW Rochester, MN

Brian: 507.251.0975 oneillblo@aol.com



March 29, 2015 Sunday

11 a.m. to 2 p.m.

Imola Motorsports

2980 Empire Lane Plymouth, MN 55418

Jeff, 763.205.2561



April 11, 2015 Saturday

10 a.m. to Noon

Auto Edge 900 Wildwood Rd. Mahtomedi

Bob Viau 651.777.6924

Pizza Lunch Followed by: TECH SESSION: 12:30 to 1:30 p.m.

So, What DO we do as Nord Sterners?

Learn What we DO, When we DO it, How we DO it and How you can DO it

Learn about our: Driving Schools, All Porsche Show, Day trips/ tours, Social/Dinner Events, North Shore Fall Color Tour, Low Speed Autocrosses, High Speed Track Driving, National Club Racing Program, Charitable events!



These Socials are your chance to find out more about Nord Stern's upcoming activities and meet other club members! New members please contact Ed Vazguez, Membership Chair at edmn911@aol.com.

All Nord Sterners Welcome: new, old, young or just curious this is for you!



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