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March 2015





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Michael Grabner

Frosty Boxster,
capture February
10, 2015

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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>). 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
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Eden Prairie, MN 55347
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612.720.0760 (cell)

Reminder, Annual Dues are:
\$30 per year (defrays monthly newsletter costs!)

Nord Stern membership Options:
\$30 per year
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**Check your mailing label
for your expiration date**

**Contact Ed with any membership
inquiries or updates**

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Call Christie Boeder 612.845.4509

The Prez Sez . . .

by Mike Sabers

Can you hear it? If you listen closely you can. It is spring coming. And all of the sounds that are associated with it. The sound of an air cooled open exhaust 911 entering the front straight at BIR is synonymous with spring in my mind. So is the beautiful rap of a 996 GT3 being utilized as intended. And then there is the mechanical whine of the 944's and 968's. I happen to like that sound quite a bit but I am admittedly biased. Don't forget about the intake sound on the turbos. And the blow off valve we all listen to as they pass timing and scoring on the front straight and grab the next gear. I will ask again. Do you hear it? I do. And we all can hear it at Spring Fling.

As you read this article Nord Stern's Spring Fling driver's training and driver's education event will be about seven weeks away. It is scheduled for April 24-26. It is time to start thinking about driving your Porsche and all of the great things that accompany it. So, do Nord Stern a favor, break from long standing tradition, and actually sign up early to give our dedicated Registrar and former President Dave Anderson a welcome break from the last minute push. Registration is open. I promise it will not hurt you to sign up early. To the

contrary, it will give you a warm feeling and may even motivate you to start thinking about springfling. Or am I the only one who gets goose bumps when I see the big white BIR sign each spring when I trailer up to the gates? I expect not.

Nord Stern's holiday party at the University Club was a smashing success. Maybe even literally for a few folks. Over seventy Nord Stern members gathered together for a great night of socializing, enjoying a refreshment or two, and a great dinner. Outgoing President Dave Anderson, contrary to his own opinion, provided a great background and summary for the annual awards and recipients. Gifts were raffled off, a hand off was made to yours truly as President (still not sure about that decision), and everyone as far as I know made it home safe and sound. Again, if you missed it this year, add it to your list next year. You'll enjoy it even if you are like our loyal club member Lon Tusler and have proudly announced he "burned" his suits years ago and will not be found in one again.

Nord Stern has its new member socials coming up. Three events are currently scheduled. On March 29th, Imola Motorsports is hosting an event from 11:00

a.m. to 2:00 p.m. at its shop. On April 11, 2015, from 10:00 a.m. to noon Auto Edge is hosting a social and also providing a tech session from 12:30-1:30. Stick around for the latter and you might actually learn something I am told. Or maybe that was just a remark I misunderstood late in the night at the Holiday Party . . . Honestly I cannot remember. Last, the Annual Rochester social is scheduled for April 19th starting at 1:00 p.m. All of these events would be a good warm up for Spring Fling and the two hosting shops can certainly assist you with any help or work you need and even in sliding down the slippery slope. Trust me on that last fact as I know from experience. Anyway, if you are looking to meet a new club member or two, see some interesting hardware, or are just looking for all sorts of advice, these events are all great opportunities to do obtain just that. Trust me, I'm the president.

All for this month. Looking forward to an early spring, a long summer, and a great series of Nord Stern events.

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2015 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85 plus color charge
Back cover	N/A	N/A	\$83
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high
1/2 page: 7.5" wide by 5.25" high
1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high
1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high
Back Cover: 8.5" by 7"

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

Welkommen . . .

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Check here next month for winter listing!

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

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

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

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

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

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

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

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

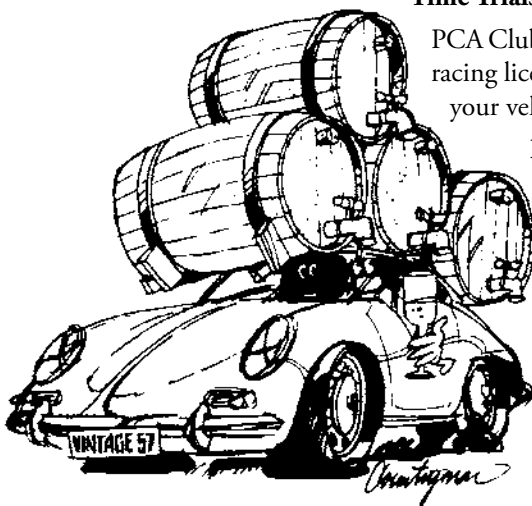
Time Trials: On course timed lap with controlled starts and exiting.

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

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

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

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



From the Editor . . .

by Christie Boeder

So here we are, March, THE month to feature information on track driving opportunities and specifically our home track Brainerd International Raceway along with our other yearly journey over to Elkhart Lake in Wisconsin to another superb track: Road America. First up is First Fling Driver Training. Here's the chance for attendees to learn car control and driving techniques from Nord Stern's crew of very experienced instructors who volunteer their time and expertise to put on these events (one in the Spring and one in the Fall - see our calendar!). More info in this issue - or be sure to attend one of the upcoming **Membership Socials** to *'learn all about our programs and activities'*. This is your opportunity to find out what the club has on the calendar and meet other members who share this crazy 'Porsche passion!' Great time for a bit of Q and A for those

newer to the club and less familiar with the opportunities within the club to learn more about your Porsche - as well as events to participate in that are fun, interesting and rewarding. Check out the calendar and page 11 for details on the where and when of these yearly Socials. Always a good time, especially as we all sense that 'warmer weather and driving chances' are MAYBE just around the corner.

Do note this year there isn't a Swap Meet scheduled as has been the case most years; however, watch for details at this year's All Porsche Show in late June as the discussion underway INCLUDES a Swap Meet! Great idea, in my opinion, lots of Porsches on hand, lots of people coming and going. Always a great 'show!'

So check the calendar and hope to see you at 'the next event!'

Road America. . .

Courtesy Gordon Doering

Recently your editor ran into Gordon Doering at the Kitchen in Wayzata, not that unusual to see fellow Nord Sterns out and about, however Gordy lives way over in Lilydale so that was fun! He handed me a business card and indicated he wanted to share the following information and recommendation:

"In the event any members need the help of a skillful mechanic during participation at Road America in Elkhart Lake, the very best choice is PAUL WEISS Auto Repair. Paul stopped what he was working on and promptly provided the service I needed last year while at that track. He races motorcycles at RA and therefore understood what it means to lose valuable track time. He is capable, pleasant and charges a fair fee."

Info: Paul Weiss Auto Repair, 1324 Eastern Ave. Plymouth, WI 53073, 920.893.1961.

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3M AVERY HEXIS Follow Us On:

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

MARCH

2015

- 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!
- 29 Membership Social! Imola Motorsports**
11 a.m. to 2 p.m. See page 11 for details

APRIL 2015

- 11 Membership Social AND Tech Session! Auto Edge**
10 a.m. to 1:30 p.m. See page 11 for details
- 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!
- 19 Membership Social! Rochester Area**
11 a.m. to 2 p.m. See page 11 for details
- 24 Nord Stern Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Registration: clubregistration.net
- 25-26 Nord Stern First Fling!**
Brainerd International Raceway
Eventmaster: Chuck Porter
Registration: clubregistration.net

MAY 2015

- 3 Auto Fair**
Porsche of St. Paul, Maplewood
Contact: George Andeweg, 651.765.2340
gandeweg@hotmail.com

JUNE

2015

- 15-16 Nord Stern Annual Cheese Fling**
Road America, Elkhart Lake, WI
Eventmaster/Registrar: Dave Anderson
Registration: clubregistration.net
- 28 All Porsche Show**
Central Park, Roseville
Details TBA, Co-Chairs Phil Saari and Mark Koegler

JULY

2015

- 24-26 Nord Stern Annual Club Race and Driver Ed**
Brainerd International Raceway
Eventmaster: Doug Anderson
Registration: clubregistration.net

SEPTEMBER

2015

- 7 Annual Rochester Labor Day BBQ and Picnic**
Details TBA, Questions Jeff Boehm at 507.261.9407
- 19 AutoMotorplex Oktoberfest**
(replaces German Carfest)
Contact: Paul Bergquist 952.937.1822
Time: approximately 9 a.m. to 1 or 2 p.m.
More Info TBA

OCTOBER

2015

- 11 Informal Bark and Beer Drive**
Details TBA, Questions Jeff Boehm at 507.261.9407
- 16 Nord Stern Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Registration: clubregistration.net
- 17-18 Nord Stern Fall Fling Driver Ed**
Brainerd International Raceway
Eventmaster: TBA
Registration: clubregistration.net

NOVEMBER 2015

- 8 Old Log Theater Outing with Mercedes Benz Club**
Details TBA, Questions Paul Bergquist,
952.937.1822

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More Museum Musings . . . Honda

By Mike Nelson

When I think of top-tier automotive engineering, Honda is one of the top three companies that come to mind. Founded by Soichiro Honda right after the end of World War II, the company began making small engine kits for bicycles. Four years later, Honda made their first motorcycle and became the world's largest motorcycle manufacturer in 1959, a title they still hold today. In fact, Honda is the world's largest engine manufacturer, producing engines for everything from pressure washers to fishing boats to lawn mowers to ATVs.

Honda has a special place to exhibit all of their greatness. The Honda Collection Hall is located on the grounds of the Twin Ring Motegi race track, a short drive from the Tochigi technical center. The Twin Ring track is unique in that it has both a 1.5 mile oval and a 3 mile road course built around a central paddock area. I was given a ride (they wouldn't let me drive despite begging) in a race-spec Honda CR-Z on the road course and can attest that turn 11, after the long back straight from turn 10, leading downhill under heavy braking, will separate the men from the boys. When I was there, the track was in use by two local car clubs and I was told it gets utilized every day by both the general public and Honda. How can you NOT love a car company with its own race track in their backyard that they share?

Back to the museum: it is split in half with the north wing housing cars, powersports equipment, and racing cars and the south wing housing all things motorcycle related. The first floor has the required gift shop, central display area, and is also where ASIMO the robot lives and works. ASIMO puts on a great show twice per day that shouldn't be missed. Another recommendation: get the guided tour as the signs are mostly in Japanese.

In the lobby sits two vintage race cars, one vintage race bike, an S500 (the first production car from Honda), and a scooter. A lot like Ferrari, Honda's heritage is tightly entwined with the racing of both cars and bikes as exemplified by the ratio of race vs. street on display in the lobby.

The second floor is where serious exhibitions can be found in chronological order from oldest to newest. As bikes take up much less space, the volume of motorcycles included is immense. The display starts with an example of the company's first product: the Honda Cub motorized bicycle unit including the box it came in. Given the condition of Japan's automotive industry and economy after the war, the bicycle was the primary form a transport for millions of people for many years.

Walking through 65 years worth of motorcycle progress is both interesting and intimidating. The innovation is continuous, especially on the racing side. What started out as single cylinder air cooled engines has progressed through V-twins, V-fours, inline fours, water cooling, oval pistons, and turbocharging. Honda does the vast majority of their engine development work with racing motorcycles that quickly moves over to racing car engines which eventually trickles down to bikes and cars we can buy.

On the car side of the museum, everything from their first car to an MGA knockoff to small pickups and the first CVCC can be seen. Absent are the CRV and Pilot. They have Acura

vehicles including a couple of very nice NSX cars too. Also on display are various marine engines and lawn/garden equipment. As Honda is an engine company, they go to great lengths to display and explain the unique advancements with each new engine design which, as an engine guy, I really enjoyed seeing.

There were many highlights but one of the most impactful cars on display is the late Ayrton Senna's F1 car. Actually, there are two of Senna's cars along with Nigel Mansell's Canon car and one example of the legendary "John Player Special" F1 cars. For some reason, during my formative years, these cars really "stuck" in my mind as THE definitive pinnacle of automotive performance so it was really special to see them in the flesh. They also have many more



Continued on page 12

NORD STERN MARCH 2015

Nord Stern Membership Socials!



Auto Edge
Racing

March 29, 2015
Sunday

11 a.m. - 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 - 1:30 p.m.

April 19, 2015
Sunday
(note corrected date)

Meeting in Rochester!

1 p.m.

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

Brian: 507.251.0975
oneillblo@aol.com

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, too. 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 Vazquez, Membership Chair at edmn911@aol.com.

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



Museum

continued from page 10

F1 and Indy cars all the way up to present day hardware.

From the very first product to today, Honda has had a very keen observation and empowerment to hit the target market segment, inventing products just in time, for when the buying public demands them.





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Classic 24-Hours of Daytona, Part 2 . . .

November 13-16, 2014

by Dave Roberts

Continued from February 2015 Nord Stern Newsletter!

As the 1:20 session arrives, the suspension, rotors and pads are replaced and the bodywork is repaired with red racer's tape. The car is ready to go. Austin gets suited up and drives the car to the false grid for his first race at Daytona. He will be gridded in the position of my fastest lap from this morning, so mid-pack. We know that he will be fast, but the brakes are an unknown. All of the brake components are new but we aren't sure if the issue lays somewhere else in the braking system. Nick tells Austin to take it easy the first few laps and as he is driving on the formation lap, he reports that the brakes feel good. The green flag drops and he passes a three cars before turn 1. After a few laps, he comes down the front straight on the bumper of a Porsche Cup car. The next time by, he has put the Cup car and a Porsche Cayman behind him and is running a solid 8th place. The race is only 8 laps or 28.5 miles long. On the last lap, Austin passes another car moving up to 7th place overall and first in class. He has also reduced his lap times nearly three seconds from practice, running a fast lap of 1:52.889 during the race. Only a few 997 Porsche Cup cars and a Ferrari 458 are faster and they are all GT3A cars, which is a class higher than the Vette. He is still having knockback issues, which will plague us the entire weekend, but Austin has a smile from ear to ear. Next up is Group E qualifying for the 24 hour race. Austin is so pumped up that he doesn't even get out of the car as it sits in the garage waiting for the qualifying session to begin.

Group E has a variety of GT cars and Daytona/LeMans Prototypes. These are cars that raced at Daytona sometime over the past decade, some as recently as last

year. Included in the Group is the 2005 LeMans winning R8 Prototype driven by Andy Wallace. There is a Doran JE4 Daytona Prototype driven by JC France and Tim Jenrum. You may recognize the France name. Yes, it is the same France family that owns NASCAR and a number of tracks including Daytona. In the GT class, there is a whole gaggle of Porsche GT3 Cup cars, a Maserati GTA car, our Corvette and two Audi R8 LMS Ultras, one being our car and the second being James Safronas' car. Nearly every driver listed is a current professional driver or has raced professionally. Approximately 30% of the cars are from outside the US. This is the big boy class.

Mike in the Audi and Austin in the Vette lay down very good lap times. Mike qualifies first in class with a 1:49.457, his fastest lap of the weekend, and seventh overall. Austin knocks another second and a half off of his time, qualifying second in class and ninth overall at 1:51.594, his fastest lap of the weekend as well. We are in good position for the race tomorrow. The only concern is

the brake problem we are still having with the Vette.

Saturday morning arrives with a series of sprint races to wrap up the normal HSR race schedule. These are being held prior to the start of the 24 hour race, but we aren't participating to keep the Vette fresh for the Classic 24. The crew is also still trying to diagnose the knockback issue with the brakes. They remove and measure the "run-out" of each of the four rotors with a dial indicator. They disassemble the calipers and rebuild the pistons in each unit. They pump all of the brake fluid out of the system and replace it with new fluid. They leave nothing to chance.

At noon Saturday, Group A rolled onto the track for their 1:00 pm start time. These are the cars that earned their Daytona history in the 60's. George's 911 is among this group. The cars rolled out an hour early so the fans could come out on the track and walk among the legends of Daytona. Everything from a 5.7 liter 1967 Camaro,



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Classic 24

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a 4.7 Liter 1965 Mustang, 1.6 Liter Alfa Romeo, 3.8 liter Jag XKE, 7.0 Liter Ford GT40 and a large number of 2.0 liter Porsches were sitting on the grid. Throw in three Lola T70's and a Ferrari 4.4 liter GTB and you have a very nice mix of significant and expensive early race cars ready to battle for Group A championship over the next 24 hours.

Some of the cars sitting on the grid were cars that sucked me into racing as a teenager. The 60's were the glory years of motorsports. America's youth was infatuated with drag, NASCAR and IndyCar racing. The Big Three – GM, Ford and Chrysler – were all deeply involved and subscribed to the theory: "Win on Sunday, Sell on Monday". America's youth was car crazy. The cars racing each weekend on the tracks across this great country were the same cars you could buy at any dealership, especially in you were drag racing. It was possible to walk into a dealership and buy a car that would be highly competitive that Sunday at a drag strip near you with the addition of an exhaust cutout pipe, traction bars that were fabricated in high school shop classes and sticky rear tires. These were the Chevy 409's, the Ford 427's and of course the 426 Hemi's from Chrysler. Drag racing required brute force to get a 3200 pound car moving off the starting line and down the drag strip in 13 seconds at 100+mph, and a ground pounding American V8 engine was the only way to get it done. Drag racing also was the cheapest form of racing and allowed a teenager to either build or buy a car, drive it to the drag strip on Sunday morning, remove the air cleaner, unscrew the 3-inch pipe cap that capped the pipe welded to the stock exhaust pipes to bypass the mufflers, run time trials, race four or five times, reinstall the air cleaner, re-thread the pipe cap on the exhaust and drive the car home Sunday evening. Your race car was your daily transportation. Drag racing was king. It wasn't until Ford introduced the GT 350 in 1965 and Chevy introduced the

Z28 Camaro in 1967 that the vast majority of young people began to pay attention to road racing. The pro teams, like Penske and Holman & Moody, were the big names in the Trans-Am road racing series. They had the top drivers working for them: Donahue, Follmer, Jones, Posey and Gurney to name a few. Bruce McLaren and Jim Hall had their own teams and focused on the Can-Am series. These were our heroes along with the Kings of the IndyCar ovals, which included the Unser's, Mears, Andretti and of course, Foyt.

While we may have dreamed of road racing, it was just that; a dream because of the cost. Road racing required roll cages, suspension changes, race seats, shoulder harnesses, exhaust headers and a trailer to get the car to the track. Once a car was modified for road racing you could no longer drive it on the street. Only a very few could afford road racing, but nearly everyone could afford drag racing.

American muscle cars ruled the roost. Not many Americans, perhaps other than wealthier Americans living in the northeast and on the west coast, thought of foreign cars as legitimate race cars. Foreign cars had 1.5 to 2.0 liter engines. A large engine was 3.0 liters. In an American youth's mind, bigger was better. A 5.0 liter was considered a small block. For real speed, you needed at least a 6.0+ liter engine in your car.

Some of the cars racing in Group A at the start of the race Sunday had those monster engines and what an amazing group of cars these were. Everything from a 7.0 liter Ford GT-40 to a number of 2.0 Liter Porsche 911's. At the end of the weekend, I knew the 2.0 liters would be running, but I wondered how many of the big blocks would still be on the track.

At 1:00 pm, the inaugural Classic 24 Hours of Daytona began as the 24 Group A cars rolled away on their formation lap behind the pace car. As the cars entered NASCAR turn's 3 and 4 they were lined up two abreast twelve rows deep ready for the green flag to fall. At 0:040.5 the green waved and the first annual Classic 24 Hours of Daytona was underway. I watched the

start to see how George was doing and then walked back to our garage. We had 4 hours before we were on track with Austin in the Vette and Mike in the R8. Alex and I would be in our race suits sitting on the pit wall with the rest of the crew just in case we had to get into the cars. As I sat in the garage, I watched Kelton and Nick go through the Vette's brakes.

Group A finished their first one hour of racing and exited the track. Group B cars from the '70's were next followed by Group C from the 80's and Group D cars from the 90's. Late in the Group C run session, I began to get nervous about our approaching race. The Vette was still sitting in the garage with the wheels off and two of the wheel's brakes in pieces. We were to be on track at 5:00 pm, slightly more than an hour away, and the car wasn't ready. Kelton and Nick were working feverishly and making progress, but down deep inside I was concerned that we wouldn't make the start of the race. At minimum, the car needed to be driven around the paddock to check the brakes before our race started. As we got close to 4:30 pm, I was feeling a bit more relaxed as the brakes and wheels were going back on the car. Once buttoned up, the car was pushed out of the garage and Austin jumped in to test the brakes. As he attempted to shift the car into first gear, he couldn't get the transmission to engage. As we became frustrated with the car, we asked Mike to get in and see if he could determine what was going on. Mike got in, depressed the clutch and tried to shift the car into gear. It wouldn't engage. He announced the clutch's pressure plate and disk were welded together. This is the result of the clutch being slipped creating high heat on both clutch components. Once the pressure plate and disk are welded together, the clutch will not engage or disengaged. Slipping a race clutch is the clutch's worst enemy. Most everyone in a new race car will kill the engine a number of times before getting the hang of how to get the car moving without slipping the clutch. Welding the clutch together happens occasionally until

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NORD STERN MARCH 2015

Car # Assignments . . . And How To Request A Change

by Dave Anderson, Registrar

The 2015 DE track season is fast approaching and it's time to open the car number registration period. Car numbers are used at our Brainerd (BIR) and Road America (RA) track events to help with identification. As your Registrar, I make every attempt to ensure that event car numbers are unique within the Run Group sessions; including those 2nd day late afternoon sessions when we combine groups. You can help by ensuring that you get a number assigned to your car. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

I have again scrubbed the car number database with a hard preference to active Nord Stern members. Any number assignment with a usage conflict was given to the Nord Stern member that has participated in a track event within the last

four years. I did this with an extra year of grace with the idea that I'll make the 3-year participation requirement a hard cut-off next year. Additional conflicts were given precedence to prior participants from other clubs based on the number of active years with Nord Stern and, finally, to our guests. This means that some of the car numbers used in prior years may not actually be assigned to you. That's okay for the individual events where I'll make ad hoc number assignments based on ease of applying numbers with painters tape, but I'll always give priority to registered Nord Stern members when a registration conflict arises.

Please help to keep the car number assignments up to date by reviewing the published list. If you have an existing number that isn't assigned to you, but you've used it at a track event in the past 4 years, let me know. On the other hand,

if you see your name associated with a car number you're no longer using, let me know that as well.

You'll note that a lot of numbers that have previously been assigned have now been released back to the allocation pool. If you'd like to change your assigned car number, all that is needed is to contact the Registrar by e-mail or give me a call at the information listed in the form below. To make the assignment process as efficient as possible, all I need is your current number and three new numbers in preference order. I'll reassign the first one on your list that is available. Conflicting change requests will be given priority based on when I receive the change request.

Note that this year the list (next page!) is alphabetical by last name so finding an available number means some looking!

Car Number Change Request Form

Send Requests To: Dave Anderson, Registrar registrar@nordstern. org	Current Car:	Choice #1:	Choice #2:	Choice #3:
	Driver Name:			
	e-mail:		Phone:	

Addison	Thomas	65	Fahden	Shea	78	Loh	Leonard	714	Smith	Chip	13
Afable	Pedro	306	Faust	Ron	47	Lukens	Greg	55	Smith	Greg	892
Afable	Pedro	713	Fear	Chuck	121	Mahlum	Wally	125	Softing	Jeffrey	105
Allen	Robert	901	Finke	Rodger	43	Martinson	Daniel	95	Sorenson	Dave	311
Anderson	Keith	6	Fitz	Kevin	951	May	Brian	375	Spielman	Cindy	824
Anderson	Eric	034	Fleming	Bob	8	McCarthy, Jr.	John	710	Steingas	Mark	357
Anderson	Clifford	38	Galey	Dave	7	McNeil	Ken	190	Stewart	Michael	113
Anderson	Doug	102	Gawronski	Matt	91	Merriman	Ben	48	Strommen	Mike	475
Anderson	David	104	George	Peter	158	Meydell	Stephan	224,922	Summers	Nick	98
Anderson	Wayne	261	George	Peter	258	Meyer	Rick	101	Tan	Ed	268
Andreasen	Karl	935	Glodowski	David	71	Meyer	Jess	690	Tan	Kevin	775
Arhart	Jim	16	Glodowski	David	72	Meyer	Jess	788	Tanler	Richard	914
Arlslan	Enes	77	Golfis	Andrew	132	Miller	Mathew	274	Termin	Paul	809
Bahner	Jim	25	Greene	Jerry	37	Moe	Rick	10	Thai	Paul	15
Bailey	Bret	82	Groschen	William	300	Moe	Richard	130	Timmers	Bas	61
Barker	Bob	36	Grothe	Rick	051	Monson	Michael	981	Timmers	Bas	611
Beatty	Jon	17	Gustafson	Marcus	52	Muir	John	747	Tobkin	Chris	986
Becker	Isaac	112	Gustafson	Marcus	262	Muldowney	Daniel	511	Tracy	Stuart	150
Bennett	Grant	133	Haaland	Neal	176	Netsch	Mark	92	Tribuno	Peter	918
Bennett	Mark	267	Haider	Naveed	151	Niccum	Thomas	545	Tripet	Edward	44
Benson	Jim	58	Hall	Loran	138	Nompelis	Ioannis	616	Trippler	Dale	26
Benson	Jim	471	Hancock	Phil	356	O'Brien	James	240	Turkbias	Jay	888
Binek	Paul	1	Hanson	Brian	110	Oldenburg	Randy	312	Turner	Jim	308
Bjornson	Bradford	816	Hayman	Randy	174	Olson	Arden	128	Tusler	Lon	996
Blackburn	John	28	Higgins	Joseph	157	Onnen	Karine	33	Unterseher	Reed	762
Blackburn	John	425	Hill	John	41	Peterson	Wade	69	Valone	Randy	442
Boeder	Bruce	3	Hill	John	74	Peterson	Mike	93	Vandekieft	David	20
Boeder	Christie	31	Hoegland	Cory	987	Pfister	Teresa	86	Vasilakes	Lloyd	76
Boyd	John	119	Hoke	Michael	49	Philbrick	Ian	03	Vazquez	Ed	911
Boyd	John	225	Hoke	Mathew	491	Polk	Eric	127	VeLure	John	14
Brown	Arin	29	Holm	Chris	317	Porter	Charles	67	Velure	John	968
Brown	Jason	136	Holton	Jim	66	Porter	Betsey	167	Viau	Robert	46
Bryant	Jim	94	Houghton	William	253	Powless	Steve	756	Viau	Bob, Jr.	146
Burton	David	933	Houston	Bob	143	Powless	Stephen	920	Viau	Pam	219
Carideo	Tony	188	Hudak	James	243	Puffer	Pete	824	Pfister	Teresa	21
Christopherson,	Cary	671	Indivona	Anthony	437	Ramos	Raul	154	Voges	Hal	964
Ciolko	Marek	329	Ingebrigtsen	Paul	140	Reader	Nathan	200	Walgren	Thomas	22
Cirillo	Nick	35	Ingebrigtsen	Paul	295	Redmond	Mischa	701	Warford, Jr	John	814
Cirillo	Susan	135	Ivey	Shannon	303	Reeder	Guy	5	Warford, Sr.	John	214
Clark	Matt	24	Jacobsohn	Lee	51	Rempfer	Tom	945	Weelborg	Richard	331
Cliby	Bill	999	Jodock	Erik	742	Renwick	Eleanor	166	Weernink	Barb	147
Coenen	Thomas	59	John	Michael	217	Rixe	Terry	117	Weiner	Alan	34
Coin	Tasso	774	Johnson	Ron	195	Roberts	David	12	Wen	Jonathan	71
Connors	Tim	111	Johnson	Jeff	267	Roberts	David	23	White	Phil	4
Connors	Tim	191	Jones	Matthew	777	Robertson	Scott	84	Witt	Curtis	717
Corcoran	Bill	32	Kearn	David	148	Robideau	Harvey	277	Wolfson	Bill	07
Cyr	Kevin	944	Kelm	Wayne	510	Robinson	James	118	Wubbe	Hans	18
De Jesus	Byron	242	Kemp	Steve	137	Roth	Neale	303	Yee	Gary	45
DeBruzzi	Phil	30	Klatzky	Howard	192	Sabers	Michael	57	Yerigan	Erik	131
Dekutoski	Mark	202	Klatzky	Andy	194	Sabers	Steve	171	Yerigan	Bruce	134
Dekutoski	Michael	856	Kriesch	Mark	454	Sabers	Michael	215	Young	Chuck	336
Destiche	Jim	629	Lametti	Kyle	232	Sanders	Rich	85	Zachary	Louis	325
Docter	Joseph	333	Langren	Mark	741	Schumacher	Mark	719	Zawadzki	Steven	273
Docter	Joseph	334	Lano	Brad	99	Scovanner	Tim	221			
Dodson	Darryll	259	Larson	Glen	50	Scovanner	Doug	227			
Doering	Gordon	2	Larson	Glen	865	Senn	Fred	120			
Doering	Gordon	711, 771	LaVerdiere	Rick	88	Senn	Fred	122			
Donofrio	JJ	350	Lawrence	Pam	90	Seubert	Jim	11			
Donofrio	John	997	Lawrence	Don	908	Sherf	Steve	42			
Eigenmann	Pius	98	Lee	Vic	129	Sherwin	Daniel	103			
Elsing	Rodney	155	Leslie	Jim	9	Shimek	John	159			
Engler	Jeff	60	Lewis	Brian	241	Shimek	John	912			
Engstrom	Cristopher	75	Lier	Peter	61	Siegler II	Michael	744			
Erickson	Keith	27	Lillegaard	Jim	344	Silver	Craig	106			
Erickson	Don	621	Lillegaard	Jim	368	Skweres	Mark	00			

Editor's Note: As I work on this issue in the middle of February thinking about snow, skiing and staying warm it is of course also true our driving season is not all that far away. One issue that comes up each year has to do with insurance coverage and I'd again like to rerun an article put together by PCA for region newsletters on just this topic. It includes current information and advice for members choosing to take their cars on a track. And with Nord Stern being one of PCA's clubs with a healthy track participation, the info bears repeating.

Am I Covered While Driving On-Track?

Each year Porsche Club of America Regions organize many high-performance driver's education events. Over the years PCA has earned a tremendous reputation for putting on

educational, safe, and structured events. These events target what PCA members are most passionate about – appreciating the fine automobiles they own in a way that just can't be recognized in daily street driving.

For many years PCA driving enthusiasts had a sense of comfort knowing that their standard auto policies covered them while participating in PCA Driver's Education events. Most policies had language that only excluded coverage while participating in "timed or competition events." Since PCA DEs are educational in nature and untimed, most insurers would pay for damages incurred at these events. Incidents causing damage to vehicles at PCA DEs are rare, but when they do happen the damage can be significant.

Around the 2003-2004 timeframe, it seems that many insurance underwriters recognized the additional exposure presented by individuals involved in DEs and modified their exclusions section accordingly. At the beginning, a few companies implemented

new language to exclude coverage "on a surface used for racing", "in a performance driving event", or even worse "at a racetrack facility." Since the initial rollout of the exclusions, it seems that the majority of auto insurers have followed suit with these restrictive exclusions for individuals involved in DEs.

Many PCA DE enthusiast members have researched this topic in the past, prior to 2003, and believe that they are still covered while driving in events. Enthusiasts must understand that insurers do have the ability to change policy terms at each policy

renewal. The typical policy holder receives their renewal, looks at the bill, and sends a check to renew their policy. In the pages following that bill, insurers include a coverage update that details any policy changes. Unfortunately these changes often go unnoticed by insurance consumers.

For individuals involved in DEs, it is very important to review your policy before you go to your next track event. Many insurance consumers don't file their current policies, but insurance agents will always send a copy of the current policy upon request. A quick review of the exclusions section of the policy typically reveals any language targeted at eliminating coverage while participating in events held at racetracks. Enthusiasts' vehicles are often the most treasured property they own, so it is important that they do their research and understand whether coverage is included under their standard policy while participating in DE events.

DE Participants that do not have coverage under their standard auto policy and aren't willing to take the financial risk of driving on track without coverage do have options available. PCA has partnered with Lockton Affinity, the administrator of the HPDE Insurance Program. The PCA – HPDE Insurance Program offers single-event physical damage insurance at a very affordable rate. The premiums are based on value, and the average premium for our members is \$205 per event. When applying, PCA members can enter their member number to receive a 10% discount on their premium!

Do not assume that you still have coverage while participating in DEs based off of research or questions asked to your agent years ago. Before your next event, check your policy and go to that event knowing whether you will or will not be covered in the case of an unfortunate incident that causes damage to one of your most prized possessions. If your research shows that you do not have coverage, consider getting supplemental through the PCA – HPDE Insurance Program:

<http://pcahpdeins.locktonaffinity.com>

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Classic 24

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the driver gets the hang of driving the car. I did it my first time in the Cragar Corvette at Road America a few years ago.

With the clutch welded, the only way to replace it is to pull the engine out of the car. We were only 15 minutes from the start of the Group E race. We debated if we should bump start the engine, which means putting the car in first gear and the crew pushing it to start the engine. The clutch wouldn't be used to start the car and isn't required to shift up or down during a race, so bump starting was a possibility. The gears are changed by blipping the throttle to match the speed of the transmission to the engine and pulling the gear lever into the next gear. The car could be raced this way. Mike ran a race at Sonoma a year ago with the clutch welded together. With four hours between the races, we debated running the first segment bump starting the car, then pulling the engine and replacing the clutch between the first and second run sessions. The only issue would be the pit stop. The crew would have to bump start the car when it was ready to exit pit lane following the pit stop and once started, it couldn't stop anywhere by in our pit. After much debate, we decided we would miss the first session and replace the clutch. We knew Austin could drive the car without a clutch but why put him out there and risk injury to him and damage to the car.

As the crew was pulling the Vette's engine, Mike drove the R8 to the false grid as the start of the Group E race was just a few minutes away. In our class, there were Porsche GT3 3800 and 4000 Cup cars, Safronas' Audi R8 and a Camaro GT.R 6.2. In its entirety, Group E included Daytona Prototypes that had run the Rolex 24 and factory prototypes that had run the 24 Hours of LeMans during the past decade. Nearly every car was newer than a 2005 model, and unquestionably this was the fastest group of all of the cars registered. The pole qualifying car was a Pescarolo 01 5500 which qualified at 1:40.024. Just behind the Pescarolo was the 2005 Lemans winning Audi R8

Prototype with Andy Wallace behind the wheel. These were just two of the Prototypes running times in the low 1:40's. Mike in our R8 was the fastest GT car qualifying on pole at 1:49. The cars in Group E may be older but would be highly competitive with the Prototypes and GT cars that will be racing at the 2015 Rolex 24 Hours of Daytona.

As Group E formed up on the track, Alex, Austin and I walked to pit lane to watch the race. As the cars flashed by and took the green flag, Mike was first in class of the GT field. He immediately began to put daylight between him and the Global Motorsports Group Audi R8 which was running second in the class. He was the fastest GT car on the track. While running first in class and sixth overall, the yellow flag came out which allowed the field to bunch up. The 30 second lead that Mike built dissipated as the field closed up on the yellow. As the accident was cleared, the race steward decided to let the session finish under green rather than yellow even though Group E would exceed the 42 minute run limit. With the race back under the green flag, Mike was able to put a few seconds between he and the second place car, but nothing like we had before the yellow. Mike's fast lap during the session was 1:49.133. The second place car in our class was James Safronas and Alex Welch who had turned a fast lap of 1:51.538. The GT cars had finished 20 laps, one less than Andy Wallace in the Group E leading Audi R8 3600T Prototype. Finishing at 6:00 pm meant we started the race in the dusk and finished after nightfall. Group E would run three of its four sessions in the dark.

With the checker flag waving, Group E exited the track and drove back to the garages. Alex, Austin and I walked back and as we reached Garage 48, we found the engine out of the Vette. Kelton and Darrell were removing the clutch assembly and installing a new one. With four hours before the continuation of our race, we should be able to get the car back together and running in the next session.

When 11:00 pm arrived, the Vette and Audi were ready to race. I decided to put Alex in the Vette because he had very little

time on track the days leading up to the race. Mike was gridded 6th and Alex 22nd. Since we were starting from 22nd down 20 laps with no chance of winning the race, the crew asked Alex to come back down pit lane after the first lap so they could check the car. This is commonplace for a car that has just had its engine replaced.

The green flag fell and at the completion of one lap, Alex rolled down pit lane for the crew to check the car. No leaks were found and he headed back out on track. At the 10 minute mark a yellow flag came out and nearly the entire field decided this was the time to make the mandatory five minute pit stop. As Mike and Alex drove down pit lane, Austin was standing ready to take over the Vette. We made the driver change and after the required five minutes had elapsed, both cars were back on track, Mike first in class and Austin last. I felt badly for Alex only getting a couple of laps in the Vette, but I wanted Austin to gain race experience.

With the race back under green flag conditions, Mike once again began to pull away from the GMG Audi, the second place car. Austin was also showing speed as he began to pass the other GT cars in the field. The Vette had no chance of winning but it was now a source of pride to pass the other cars, even though it would have been impossible to improve our finishing position. The only way we could improve our position was to have the 15 cars in front of us withdraw for an entire session with mechanical problems, an unlikely scenario.

Just after the halfway mark, Mike came on the radio reporting that he thought he had a right front tire going flat. He was in NASCAR turn 2 and had to pull down on the apron to make his way back to pit lane. As he came to a stop in the pit box, the crew very quickly found that it wasn't a flat tire, but rather a bolt in the right front upper A arm had worked its way out. For Mike to have this happen in turn 2 going flat out and not hitting the wall was a testament to his driving skill mixed with a bit of luck. The crew worked to get the car temporarily repaired so it could be driven

back to the garage and repaired properly. As the checkered flag dropped on the run session, the crew was just finishing up the temporary repair. We had dropped from 6th to 17th overall and had completed 30 laps overall while the GMG R8 had moved into first place and had completed 42 overall laps. The race results were calculated by the number of overall laps completed and the broken bolt cost us 12 laps. Any chance of winning was now out of the question. Mike did run the fastest lap again, improving his time to 1:48.942, nearly two seconds faster than the now class leading R8.

Austin finished 17 laps in the Vette. He also ran his fastest lap of the weekend, 1:50.719, slightly slower than the class leading R8's 1:50.408. He was the third fastest GT car on the track in an eight year old World Challenge Corvette. It was now after midnight and our next session was at 5:00 am. I decided to go back to the hotel and try to sleep for a few hours. I asked Austin if he wanted to go, but he said that he wanted the full Daytona experience. He would sleep in the toter home until the next run session. Ah, to see the world through the eyes of a 16 year old.

Five o'clock arrived with Alex in the Audi and Austin in the Vette. The Audi was starting from the 17th position and the Vette from 22nd. Through the first 20 minutes, both cars ran well. Just as I was thinking this may be our first uneventful session and was looking for wood to knock on, a full course yellow flag was displayed. Within seconds of the yellow, Austin called in that he had a flat tire. A flat tire on a race car is nothing like a flat tire on a street car. The tire usually shreds a few seconds after it loses pressure and that is exactly what happened. While pit lane became very busy as nearly every car ducked into their pit box for their mandatory five minute pit stop, we waited anxiously for Austin. As we sat there waiting, which seemed like an eternity, I watched the crew attend to the Audi. After a few minutes, Austin entered pit lane and made his way to our pit box. The crew removed the flat

tire and were cleaning out the wheel well of unwanted debris when Kelton pulled a large nail from the area. Apparently, Austin picked up the nail somewhere between the infield road course and NASCAR turn 2. How in the world a nail could have lain on the track for the past four days and no one else have hit it is one of those racing mysteries, but I guess it just wasn't our weekend. This is the first time I ever saw a nail as the source of a flat tire on the race track. With the tire replaced and the passing of the mandatory five minutes, Austin exited pit lane and got back into the race. Obviously, he was well behind the field and as fate would have it, after a few laps he radioed that his brake pedal was getting mushy. He brought the car down pit lane and took it directly to the garage. There was no reason to push the car with a soft brake pedal.

The Audi was running well and Alex had passed the GMG Audi to take the lead in the session of the GT class. With Alex leading



the class, I looked at what it would take get us into the lead. We only needed to un-lap ourselves 11 times in the next 58 minutes of racing. A dream or more like a nightmare? We were out putting miles on our cars with no chance of winning the race. Miles on a race car is like throwing \$100 bills out of the driver's window as it crossed the finish line on each lap.

During the run session, Alex continued to pick up speed but he was being held up by a Daytona Prototype that had straightaway speed making it impossible to pass him, but cornering speed that was holding us up. After the race I watched the in-car video

of the two sparring as they circumvented the track and could tell Alex was getting frustrated, but he never lost his cool. He kept pressure on the opposing driver right up until the Prototype spun off track in the second horseshoe turn. Alex could have easily applied the chrome horn to the Prototype's bumper but he pressured him into making a mistake instead. When Alex finally got by the Prototype and into clean air, he was able to run the fastest lap of the GT cars in the session. His fast lap was just a few hundreds off of Mike's fast lap. As the last night time session ended, Alex moved from 17th to 14th place, still a long way from where we wanted to be, but an improvement never-the-less.

As our 11:00 am session approached you could see fatigue on the crew's faces. As Austin said earlier, they were getting the full Daytona experience. The crew had been awake since 6:00 am Saturday morning and as we got close to the final segment, they were approaching their 30th hour without sleep. Despite the lack of sleep, they continued to work on the Audi and Vette, getting them ready for the last session. It is difficult to keep motivated when there is no chance of winning or finishing on the podium, but it never seemed to impact any of the crew members. It is disappointing because Mike and Alex had turned the fastest GT laps in each of the first three sessions and Austin had turned the third fastest lap in the Vette when he was on the track. The cars were fast enough and the Audi had the speed to win, had it not been for the broken suspension bolt. With one segment to go, I was to drive the Vette and Mike the Audi. All I wanted was to finish the session without incident and go home.

Eleven o'clock arrived and Mike and I were strapped in the cars. The green flag fell on the final segment of our 24 hour race. Even though I started at the rear of the field, I had a speed advantage on a number of cars starting in front of me. I got past two cars and went into turn 1 trying to get by another. I must have gone in too fast or

Continued on page 27

Wanna Drive on a Track? Learn Better Car Control? Enhance 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 Stern's Driver Training is the answer!

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

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

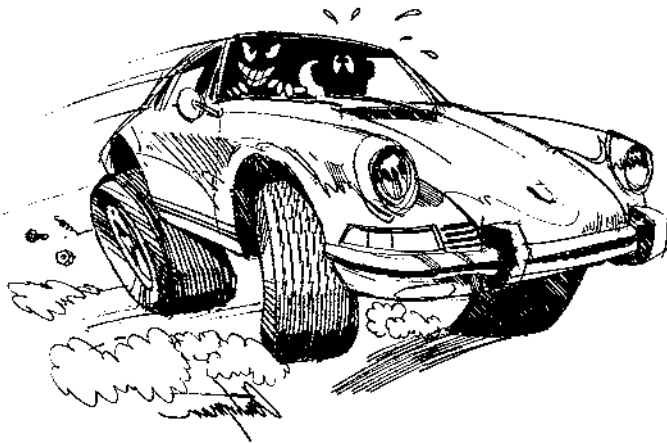
DT Event Fees for 2015:

- \$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!



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*Continued
on page
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Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



We return to the 30 year old issues. From the first page, the enthusiasm for spring is palpable as Nord Sterners roll out their Porsches. I've never had trouble driving a car for only half a year up here, as the cars always seem new in the spring. Many cars get sold because owners get bored with them, and that's not so much a risk for us.

– Ron Faust

- ♦ 24 members participated in a March 23rd (probably winter-beater) rally. Most got lost. New member Jim Anthony won.
- ♦ The 1985 1/2 944 has arrived, probably delayed by a metal-workers' strike. The price is up \$1400 but a long (3/4's of a page) list of changes are documented, including aluminum suspension

parts and 928 type die-cast wheels. George Andeweg is credited with smuggling the information after hacking into the Factory's computers.

- ♦ Roger Johnson reports in his "Race Rambling" column that the 962's had already won three major races: 24 hours of Daytona, Miami Grand Prix, and the 12 hours of

Sebring. The winners' names are familiar: Bob Wollek, A.J. Foyt, Al Holbert, Derek Bell.

- ♦ The Market Place shows not many Nord Stern cars sold in March.

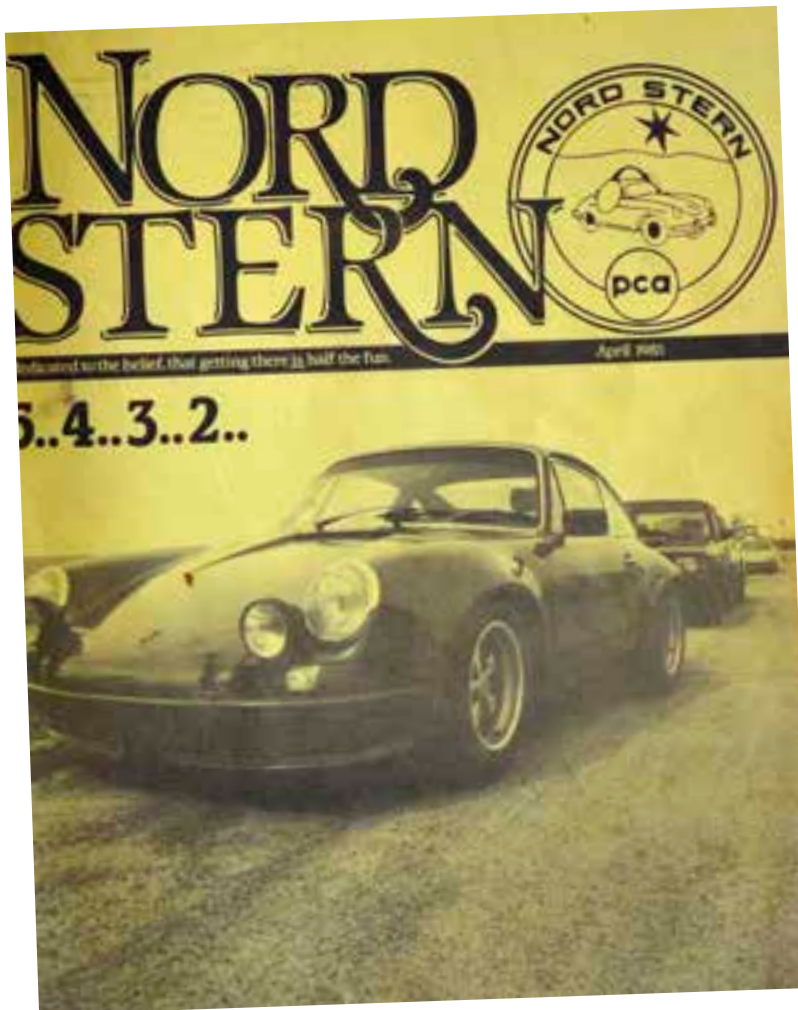
- ♦ It includes 1983 and 1984 994's for \$21,000 and \$22,500, respectively.

- ♦ A Venetian Red 1977 911 S is added to the list for \$15,000.

- ♦ The 1974 Porsche RSR original factory race car is still available.

April, 1985

- ♦ A 944 recall is announced for 1985 models due to a bushing in the cruise control mechanism which may bind due to "unfavorable tolerances". Maybe that's why those cars are so fast at BIR.
- ♦ President Jim Arhart offers Part 2 of his treatise on autobody restoration, this time covering the steps using American paint. A long list of products includes one actually called a "Fisheye Preventer (DX77)". Lemon Pledge makes the product list too.
- ♦ 45 members attended Rick Moe's tech session on carburetor theory. Now we probably don't have 35 cars in the whole club with carburetors.



Above: April, 1985 cover featuring Hank Godfredson's "bright orange rocket; photo by Dave Weber

The Scans Continue



Left and clockwise:

This group is from a short article on the 3/23/1985 rally, "Hey, We're Rally'n". I don't see any Porsche doors.



Next (below) come photos from the well attended Rick Moe Nurburgring tech session on carburetors





The Scans Continue



Above: Back to the rally; at least it wasn't snowing



Left: He's determined; she's having fun



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Classic 24

continued from page 19

Austin had more front brake bias dialed in to compensate for the brakes, because the car spun 180 degrees in the turn. There I sat looking at the on-coming grilles of the two cars I had passed holding my breath until they get by without incident. As they passed I was re-starting the engine. With the engine running, I cranked the steering wheel to the left, popped the clutch and stood on the throttle. I haven't had much experience spinning the car to get it headed in the proper direction, but it looks cool when the pros do it on TV. The rear tires broke loose and the car spun. The problem is it spun 270 degrees and I was facing in almost the same direction as I started. Let's see, in Geometry at Bloom Township High School I was told if you spin 180 degrees, then 270 degrees, you need to spin exactly 270 degrees to get going in the correct direction. I cranked the steering wheel to the left again and stabbed the throttle. Success, I am facing in the right direction. I knew that Geometry class would come in handy sometime. Problem is, I was well behind the field as they are already headed up the banking at NASCAR 1. After two laps, I radioed Kelton and told him I had a small vibration in the front end. Kelton said I may have flat-spotted a tire when I spun and to bring the car down pit lane for him to check it out. I am sure this is just what he wanted to do after spending the last three days going through the brakes at least three times, repairing the bodywork, pulling and re-installing the engine to replace the clutch and replacing a tire that exploded after it picked up a nail. Welcome to endurance racing Double K. I pulled down pit lane, stopped in our pit box and the car was lifted on its pneumatic jacks. Nick and Kelton looked over the car and couldn't find anything amiss. I have been on pit lane for about three minutes so we decide to stay there until five minutes lapse completing my mandatory pit stop. Group E had been racing for approximately 15 minutes and I have lapped Daytona

International Speedway twice. Well, maybe 2.2 laps if you count the number of times I spun the car in turn 1 trying to get it headed in the proper direction. Other than the thrill of driving Daytona, there wasn't much to motivate me to stay out on the track. As I sat on pit lane, I told Kelton that all I wanted to do is finish the race and get back to Charlotte. My mission will be to stay out of the way of anyone running for position and not do any more damage to the car.

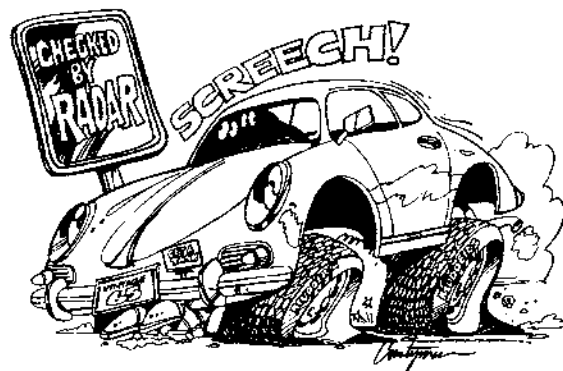
Back on track, I am doing everything I can to stay out of the way of the cars racing for position. As the race is drawing to a close, I see our Audi coming up from the rear and Mike catches me at the finish line with the checkered flag waving. Finally, the race is over and I let Mike by in turn 1, not that Mike would ever need me to move over for him to get by. He waves as he passes me. I fall in behind him, follow the Audi through the infield road course and up on the banking in turns 1 and 2. He continues to wave and motions me by. Hey, it seems a bit odd but anytime Mike Skeen waves me by, I'm passing him even if it is on a cool down lap. As I get to pit box Kelton tells me I had one more lap to run to complete the race. The checkered flag was for Mike who won the last session. So, that was why Mike was waving me by. Missing the last lap didn't have any impact of the results of the race, but it would have been the thrill of taking one more lap around Daytona. With that, the 2014 Classic 24 Hours of Daytona was in the books.

Mike was again the fastest GT car in the fourth segment and finished first in class, but that didn't mean a thing. In the three segments we ran trouble-free, Mike and Alex finished first in the GT category and ran the fastest laps of the session. Overall, we finished 14th but that just didn't feel very good. We came to Daytona with a first class car, drivers and team. We were here to win. I guess woulda', shoulda', coulda'

has been spoken by many teams at Daytona over the years.

The R8 completed 74 laps, or 264 miles while the Vette covered 182 miles in 51 laps. The Vette was able to turn lap times within 2 seconds of the Audi. The Vette has a long and distinguished history with a number of wins to its credit. It has been driven by Mike Skeen, Ron Fellows, Juan Pablo Montoya, Alex Lloyd, Austin Cindric and a number of other experienced race car drivers. It won races at some of the most storied race tracks in the US and Canada. It is still fast, but not as fast as current GT3 spec cars running in World Challenge. If it were a race horse, it would be time to put it out to pasture and allow it to spend the rest of its life siring young colts that would grow up to be contenders for the triple crown. Since it isn't a horse, it will spend its remaining days as a vintage racer and unlike a race horse, it will cost money rather than earn money, just like every other race car. It has been a good mount, however.

If someone were to ask if racing in the Classic 24 Hours was worth it, I would have to say; while it wasn't Nirvana it was one of those lifetime experiences that you don't want to let pass you by. As a famous or maybe infamous actor turned politician turned actor again once said "I'll be back".



Other PCA Region Driver Ed Schedules

Milwaukee Region DE events 2015

- **May 29--Blackhawk Farms** (South Beloit, Ill.)—DE event for Intermediate and Advanced drivers (RG 2 and 3) PCA National-Led Instructor Training Course. This event will be dual-purpose: 1) DE--offering lots of track time for experienced DE drivers (no Novices will be able to attend as instructors will be involved with the PCA Instructor program) and 2) PCA Instructor program. Scott Mann, from PCA National, will be conducting a PCA-approved instructor training program. Registration: <http://www.motorsportreg.com/events/pca-national-instructor-training-event-de-blackhawk-farms-raceway-milwaukee-333684#.VLPQNL1C4I>
- **Aug. 14—Road America (Elkhart Lake, Wis.)**—All skill levels welcome! This annual event brings together a road course, ranked as one of the top in the world, and you/your car. As always, if you have questions please email us at MilwaukeeDE@aol.com.

Great Plains Region Driver Ed 2015 Schedules:

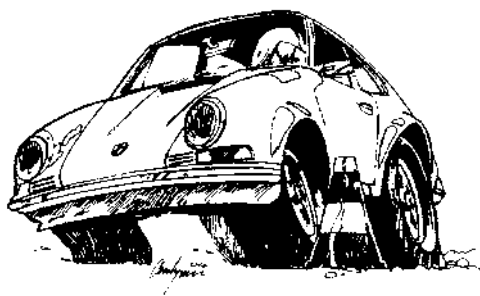
- **April 24 & 25 Spring Fling at Mid-America Motorsports** - Glenwood, IA
- **May 29, 30 & 31 Carrera GT Club Race and Driver Education** at Motorsports Park Hastings - Hastings, NE (Friday 5/29 is the DE and practice laps)
- **July 18 & 19 Summer DE** at Motorsports Park Hastings - Hastings, NE
- **September 19 & 20 Fall Finally DE** at Mid-America Motorsports - Glenwood, IA

18 America Roads You Need To Drive

submitted by Steve Flatten

Editor's note: Steve recently sent this website to me for possible inclusion in the newsletter when space permits. Thought it was a fun site and I'll try to feature one or two of the roads profiled and will start off this month with something out East! The Url is: <http://www.supercompressor.com/rides/america-s-best-roads-you-should-be-driving-right-now>. After all, we are a car club! Thanks, Steve, fun website with some great video. Ah, makes me think 'summer!' After all, it will come one of these days.

There are plenty of beautiful driving roads in America (hi, Colorado!). But most involve driving so far out into the middle of nowhere that you need to take a vacation to enjoy them. So, we've put together this guide of great driving roads that don't require packing sleeping bags or checking into a seedy motel. Some are well-known, others are so under the radar not even the locals know of them. As usual, you're welcome.



Near New York City

Best Known Road: Bear Mountain

There's no shortage of fine roads around Bear Mountain, but Seven Lakes Drive is a seemingly endless series of sweepers and bends around the mountain that'll make you sad when you reach the end.

Lesser Known Road: Hawk's Nest

New York's Route 97 out of Port Jervis—also called Hawk's Nest—is more than just a fantastic, winding piece of asphalt that'll keep you entertained for about 90 minutes. It's a road for connoisseurs, and history buffs know that it once served as the fun route for the cognoscenti en route to the United States Grand Prix at Watkins Glen.

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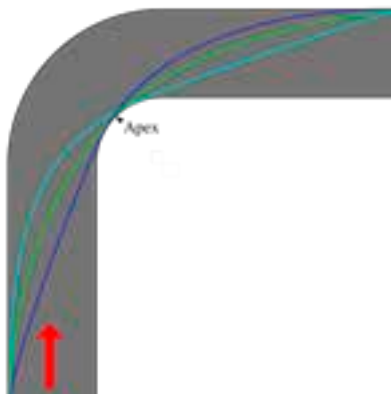
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Paint Protection Film and Window Tint.
4. **Years in business?**
We have been in business for 12 years.
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6. **Why will Nord Stern members be excited to do business with you?**
Nord Stern members will receive the latest in Paint Protection Film (PPF) and Window Tint for a very competitive price. Midwest Clear Bra offers exceptional service

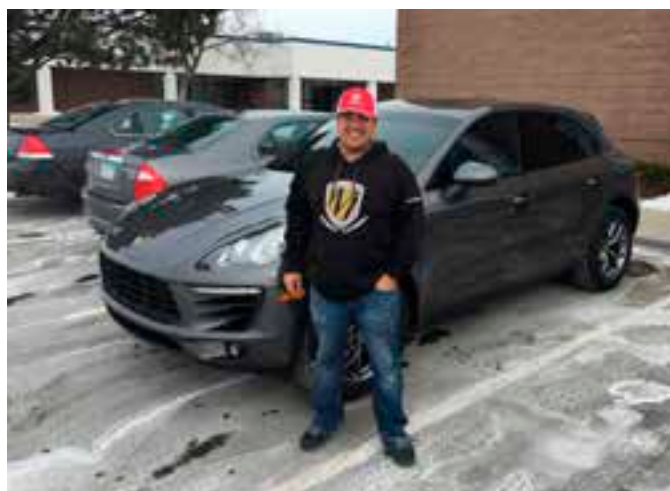
and a combined installation experience of over 50 years. We sell both the Xpel and 3M Paint Protection Film and 3M window tint. The 3M Crystalline and FX Premium window tint works as UV (Ultraviolet) protection, blocking 99.9% of the

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7. **My favorite Nord Stern event is ...?**
We haven't attended any PCA events yet but plan to do so.
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We haven't attended any Nord Stern events yet but plan to do so.

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

Most of the window tint and PPF we install are precision cut using a plotter. This negates or minimizes the need to trim either film after installation. There is a tremendous benefit to members who not only daily drive their vehicles, but also take them to the track. The PPF, where installed, prevents chips and



Above: Chris Mizuhata

prevents the need to tape the vehicle as is common practice for track events.

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

Fishing...either casually or in tournaments. I also enjoy boating, hunting, spending time with my family, and watching the NHL hockey.



2015 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____

Phone _____

PCA #/Exp. Date _____ Drivers License # _____
(Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights _____		Tires/Wear _____		Steering/Play _____	
Front Signals _____		Wheel Bearings _____		Brake Pedal/Firm _____	
Rear Signals _____		Rotors/Scored/Cracked _____		Seat Belts/Anchors _____	
Tail Lights _____		Brake Fluid/Full/Clean _____		Helmet Snell 2005/Better _____	
Brake Lights _____		Brake Lines _____			

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks _____		Fan Belts/Cracks/Tight _____		Spare Tire/Secure _____	
Susp. Travel/Noise _____		Fuel or Oil Leak _____		Battery/Secure _____	
Susp. Mounts/Rust _____		Hoses, Wiring/Secure _____		Windshield Wipers _____	
Tie Rods/Tight _____		Transmission/Leaks _____		Roll Bar 1" above occpts. _____	
Ball Joints/Tight _____		Throttle Return _____		head/s for Open cars _____	
Engine Mounts/Cracks _____		CV Joints/Tight/Dry _____		Equivalent Restraints _____	

Condition of: _____

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required: Yes No

Items to be correct: _____

(Continue on back) Approved shops can be located at: <http://www.nordstern.org/TechShops.asp>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____

Approved Nord Stern Tech Inspection Shops

Call the safety Chair (Keith Erickson, see Officer page for contact info) if the shop you frequent is not on this list. . .

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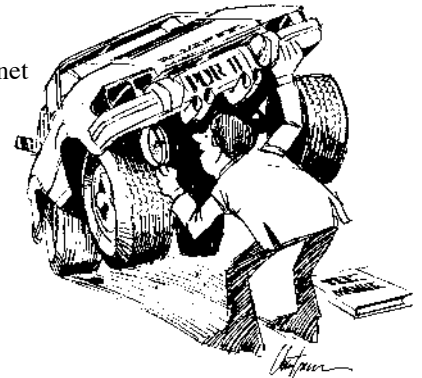
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A Few Suggestions for Track Attendees

What to bring to the track:

Plastic storage box, bags, or tarp to protect your belongings from the weather

- Hat/sunscreen for sunny days
- Brake fluid
- Spare brake pads
- Air pressure gauge
- Paper towels
- Rags
- Car number/tape/shoe polish
- Gloves (for changing tires/brake pads)
- Gloves (for driving)
- Jack and stands
- Tools, including torque wrench
- Jack Plate (if needed for your car)
- Oil
- Hand and Glass cleaner
- PCA Membership card
- Driver's License
- Appropriate clothing: pants, socks, closed toe shoes, qualified helmet

These are only suggestions. There is plenty of assistance available for the 'not-yet-fully-equipped' newcomer!

Book Reviews for Porschephiles . . . The Book of the Porsche 356

by Brian Long, 2nd edition, published in 2008 by Veloce Publishing, United Kingdom

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

This is a classic book about a classic vehicle. The fact that this is a roughly ten year old edition of a 20 year old book only enhances its value. It is closer to the reality of the subject matter - vehicles that will soon be at least 50 years old. The 356 began as an exotic, rare vehicle. With time it became an old, furrin car. Now it has become a collector car. How appropriate it is that Porsche 356 is virtually a collector book – comprehensive, but old, and virtually out of print.

Despite the title, it is more of a book about the company, Porsche AG, as it developed, manufactured and marketed the various versions of the 356 than about the cars themselves. None the less, blow by blow description of the subtle changes made to the vehicles provides a unifying thread to the narration. The text mentions U.S. races and race drivers, as well as the European events in which Porsches (356s and derivatives (including the 904)) performed so well.

Like most Porsche books, *Porsche 356* begins with a description of Porsche's early history, Ferdinand Porsche's imprisonment, the Cisitalia project, the sawmill in Gmund and the traditional reference to the Katchberg pass as a testing ground. In the '80s this reviewer had a chance to play Porsche test driver on that road, driving from Gmund (roughly 1550' elev) to the pass (listed as 5,384' elev), in a rented VW-Golf. With roughly twice the horsepower but less than 20% more weight than a 356, the Golf struggled with the twisty, paved grades posted as 15%. I believe that the early 356s had to run on a gravel surface, which would have increased the challenge on the way

up and the pucker factor on the way down.

Porsche 356 is virtually a time capsule; the pictures are all from the '50s and '60s, and much of the text consists of quotations from contemporary motor sports publications. Included are interesting tidbits on the origin



of the European name and a discussion attributing the Speedster to Johnny von Neumann (vice Max Hoffman). Max is given credit for assigning name Spyder to the early race cars. Contemporary quotes are sprinkled throughout the book as well as excerpts from automotive publications of the time, including the following from a review of a 1956 Super in the 31 August 1956 Autosport: "That tail-heavy feeling has gone, and the average driver would not be conscious that this is a rear-engined car..." I guess drivers of later cars must have been above average, because concern about the tail heavy handling characteristics continued at least through the '80s.

There are roughly as many square inches of photographs as there are of text. The pictures have a way of looking old, as well

they should – almost all are factory pictures from the time. Porsche 356 consists of five chapters from The First Porsche to Last of the Line. Informational appendices provide information on buying a 356, coverage of 356 replicas most (all ?) of which are no longer in production, technical specs on engines (including engine code), year-by-year vehicle characteristics (not including weight), production figures by year and body type. Not structured to be a reference book, it does provide lots of configuration details and dates at the appropriate point in the text, which might be meaningful to restorers, or even Concours judges. The text includes English and American factory prices for the various year-models, with Corvette and T-Bird prices thrown in occasionally for comparison.

Porsche 356 is a hardcover book of 192, 10" x 10" heavyweight glossy pages, including 252 photos. It might be available from your favorite bookseller (ask for it) or for \$69.95 from <http://www.motorbooks.com>. Wherever it comes from, no 356 owner, or student of early Porsche history, should be without this book.





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

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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.
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2015 Driving Season Just Around the Corner!

by Dave Anderson

I've completed ClubRegistration.net setup for each of the Nord Stern 2015 track events. Both the First and Last Fling Driver Training (DT) schools are open for registration right now. So let family and friends know it's not too early to reserve their spot for one of only two times a year Nord Stern runs Driver Training. The Driver Education events will open about 10 weeks prior to the event for Nord Stern and PCA members and about 8 weeks prior for everyone else.

Some notable track highlights for 2015:

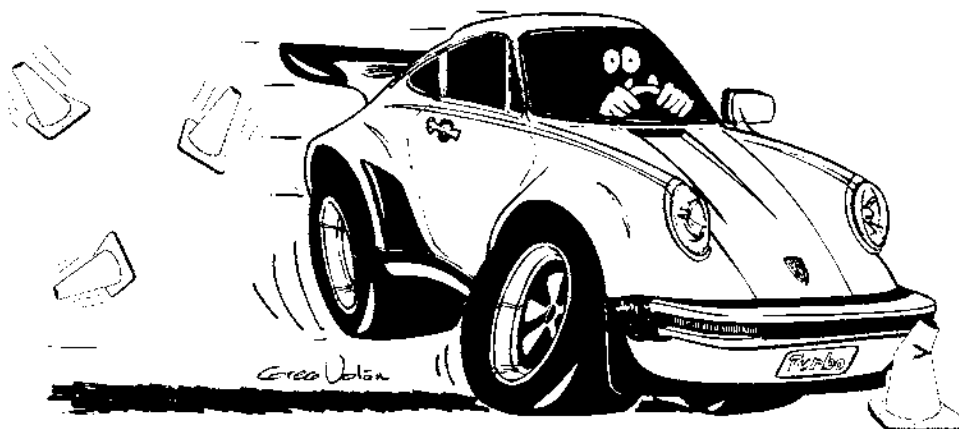
- Advanced Lapping is now a full day of open lapping during the Friday school. Cost for the whole day is \$200.
- Date change for our Road America Cheese Fling. This year's track

event is Monday and Tuesday, June 15th & 16th. Spread the word and take partake in one of the best track events in the area with more track time than most DE's.

- Our last, or Fall Fling, will be held in mid-October this year. Dates are all on the calendar.

Stay tuned for details.

ClubRegistration.net also now has the ability to notify you when registration opens. Log into your CR account, find and view the event of interest, and click on "Set Reminder" to get a text message on your cell phone. Nice feature.

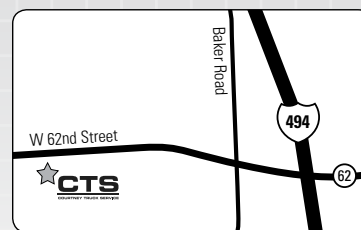


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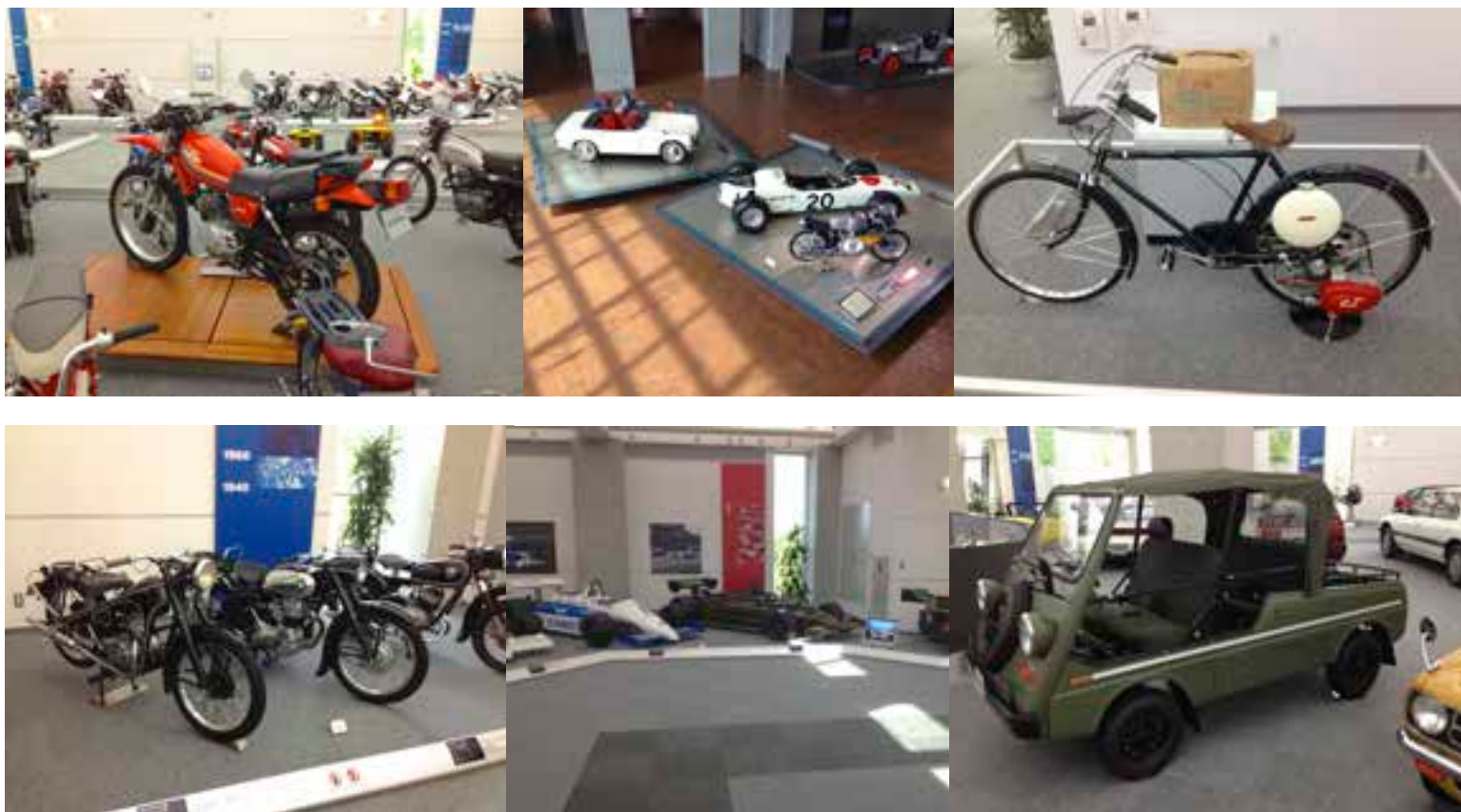
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More Photos from Honda Museum

by Mike Nelson



Escape to Rushmore 2015 - It's Almost Here!

Courtesy PCA and Nord Stern Region Eventmaster Jim and Arlyce Lillegaard



Come to Escape to Rushmore 2015 in the Black Hills of South Dakota and enjoy awesome sites and drives October 1, 2, and 3.

The Escape website is now available at: escape2015.pca.org. Experience the exhilaration of driving your Porsche through history. Roam the hills with free-ranging buffalo, mine for gold at an old miner's camp, explore some of the world's largest caves, dine where Calamity Jane and Wild Bill Hickok once called home, tour monuments like Mount Rushmore and Crazy Horse. Escape to Rushmore 2015 is an event that you will not want to miss!

This internationally popular tourist area provides an amazing range of touring and driving options. Geography is variable and wonderful. It changes in all directions with Mount Rushmore, Crazy Horse, and Custer State Park in the southern Black Hills. To the north you can drive great canyons and twisty roads and go to well-known places like Sturgis and Deadwood.

Drive west to the natural Devil's Tower in Wyoming. Head east to the Badlands National Park and stop at nationally promoted Wall Drug for a 5 cent cup of coffee. You can experience beautiful scenery, internationally known monuments and tourist locations. You can enjoy pleasurable touring and challenging driving opportunities in your Porsche with great scenic variety and some very hilly, twisty roads.

This is just the beginning. With everything available, this Escape offers you enjoyable options and opportunities to socialize, tour and drive with excitement. Zone 10 and the Nord Stern Region would love to see everyone enjoy each other and the activities, sites, and drives that headquarter out of Rapid City, South Dakota.

Throughout the upcoming months, you will see expanded descriptions on the website of many great options available at Escape to Rushmore 2015 so check back often.

Mark your calendar now for October 1-3 and regularly visit the Escape website to see more about what you can do.

Annual Nord Stern Tech Session

After the Nord Stern Membership Social

at **Auto *Edge***

This Year's topic
**Preserving the Value of your
Air Cooled Porsche**

April 11th 2015

from 12:30pm to 2:30pm

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Classifieds

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

Covercraft "Noah" car cover

For 2007 Cayman, never used. Fabric is breathable with all-weather protection, resistant to water, dust, and UV. A Noah cover for our other Porsche has been a great rain shield when we're traveling and a storm is forecast. Asking \$115 for the cover and bag. Mike and Marsha, 952-898-0408.

2004 Porsche 911 C4S

56,800 Miles, unique slate blue exterior with black leather interior. All the usual extras: sunroof, 6 speed manual, heated seats, halogen lights, etc. New Michelin Pilot Sports installed at 55,000 miles. Stored and not driven in winter. Price: \$34,500. Photos available. Located in the western suburbs. Contact Tom Judd 612-554-6381 or email to tjudd@morrisonssund.com.

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 gtreiner@gmail.com

Bell Sport Helmet – used in 2 DE events.

SA2010 Approved. White. Clear visor. Nearly new condition. \$190. Tom Niccum, tnccum@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 bars, the rest is stock. Comes with the original 15" phone dials with Toyo R888's, and a set of 17x7 and 17x9 C2 Turbo replicas with street tires. \$4900. Arden Olson 612-803-5550.

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.

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

2001 Porsche Boxster

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

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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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.

The Column: What Will Be Will Be . . .

by Danielle Badler, Courtesy PCA National Newsletter Editor

A short while ago, Jim Fusili, a music critic for The Wall Street Journal, mused in a column over the fact that Bing Crosby is largely forgotten today . . . save as the crooner of “White Christmas.”

Jim noted that, at his peak, Bing had 50 million listeners a week for his radio program. Overall, he had 41 No. 1 records — more than the Beatles or Elvis. He “invented the concept of the pop singer, and elevated it to high art.”

Jim went on to wonder if the giants of the ‘60s and ‘70s, people like Bob Dylan, Stevie Wonder, the Stones, even the Beatles will have staying power for future generations.

It got me to thinking about my first grandchild, Hugo, born on Aug. 23, 2014. I was going to give him a gift, a deposit that he would not be able to use until he turned 17, or whenever he was able to get a driver’s license, and then only on a vehicle of choice.

Wow, would I have liked a gift like that. I could see myself scouring road test data and car reviews for what the wonders of compound interest would enable me to acquire on my golden day.

And then I shelved the idea. I thought about the fact that, 17 years from now, chances are nobody will drive themselves. Certainly, if current trends continue, his generation will look at the concept of driving, especially driving for sport, as a quaint embodiment of a generation rapidly devolving into the sands of time.

Oh well, I thought the gift was a great idea. But it came from me, from my perception of what will be. And that’s almost surely not the reality of the world Hugo will grow into.

And what of the automotive icons of today? What will Hugo think of the Porsche 919,

the McLaren P1, the LaFerrari, the Bugatti Veyron? Relegated to toys that rich guys store at private tracks, and take their self-driving conveyances out to visit and dust off on alternate weekends?

You know, I think so.

But, if history is any guide, they’ll also be appreciated as perhaps the ultimate embodiment of an art and science that’s no longer relevant.

That’s the way it is. Just look at what people today do with the automotive icons of the Beatles Invasion, their early 911s, their E-Types, their split-window Vettes, their Ferraris . . . any Ferrari from that era. They dust them off on sunny summer days and take them to car shows, after informing their insurance companies that their toys are going to move on asphalt.

And it’s okay. Because the vehicles are already standing the greatest test of all, the test of time.

Sure, future generations, who didn’t experience hearing *Satisfaction* or *Yesterday* or *Like a Rolling Stone* or *Sunshine of My Life* for the first time, who never saw a 904 or a 365 GTB when it was brand new, will never understand what it was like, like those of us who did.

But the purity, the genius, will last.

And there’s so much archival material out there that anyone who’s curious will find a treasure trove. Watch file footage of the Beatles on Ed Sullivan. Or read Keith Richards’ autobiography. Or screen one of the recent music documentaries, like “Muscle Shoals” or “20 Feet from Stardom.” And then watch “Grand Prix” or “Le Mans” or even “Drive.”

It’s the same as watching “Casablanca,” viewing a Monet painting of water lilies, listening to a Brandenburg Concerto.

Of course, we can only imagine being in the audience for the first ever performance of Beethoven’s Ninth Symphony . . . with Ludwig off to the side, deaf, unable to hear his genius.

The fact is that the best music lasts. Just like a Gullwing, a 917, a Miura, a Bugatti Atlantic, a Mercer Raceabout.

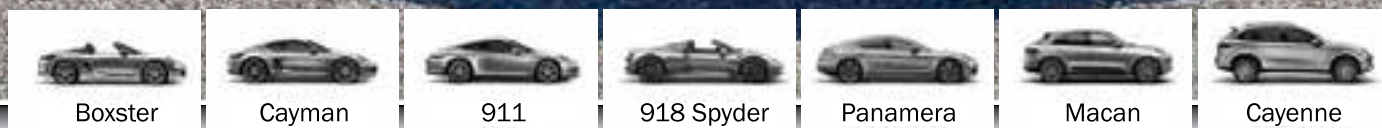
Over time, the icons earn their place in the pantheon. Who remembers the contemporaries of Shakespeare, except maybe Marlowe? Of course there were many, all lost to history.

So, Jim, I wouldn’t worry about Bing Crosby’s place in the music continuum. It’s time that will take care of that. And there’s nothing we can do. My grandson Hugo’s generation will shock and awe its parents’ and grandparents’ generations by coming up with its own icons, in shapes and forms that we, here, today, cannot imagine. And that’s okay.

What will be will be . . .



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