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April 2015



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

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Cover Photo by Janet Polucha



Nord Stern's
Corey Johnson's
356 at the 2014
All Porsche Show
in Roseville. A
beautiful day filled
with enthusiastic
members and their
beautiful Porsches
of all makes, sizes,
colors and vintage.
See you there this
coming June!

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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!

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Reminder, Annual Dues are:
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Nord Stern membership Options:
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**Contact Ed with any membership
inquiries or updates**

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The Prez Sez . . .

by Mike Sabers

Welcome to all of our new and renewing Members. I am pleased to announce that it is a significant number of you reading this article!

I hate being an optimist . . . but spring is near, several membership socials are coming up and First Fling is around the corner. Our Club has signed up a considerable number of new members, interest in the Driver's Training school is very strong, and I get e-mails daily from folks interested in the membership socials. So hey, is this a great Club or what?

I've been asked a few times how I fell off the slippery slope of Porsche. I was thinking back to when I was a kid and would stand on the side of the road and gawk at 911's. To date myself, I grew up in love with whale tails and SC's. Had a poster on my wall of a white one. It is now in my shop. The 911 SC that is, unfortunately I do not know what became of the poster. Our family neighbor growing up, a very nice elderly lady who made great cookies, had a nephew who owned a 911 SC. This nephew would store his car in his grandmother's garage in the winter. She also had two dogs, a fence, and a dog door to that garage. I remember the

dogs, Angel and Holly, fondly. I remember even more fondly, however, climbing over the fence, through the dog door and into the garage. I may have even sat in the 911 SC. If I had done so, which I will neither admit or deny, I could tell you I remember the sound the door made when it was shut. It is like no other car I have ever driven or sat in. I could also tell you about the great air-cooled engine noises I made sitting in that seat. I wanted one.

Growing up our family had Volkswagen bugs. These were not quite 911's. My brother taught me how to drive in a bug in parking lots and on back rural roads heading up to our family cabin. Most of those lessons were not disclosed to our parents. I remember the smell of oil, an entirely worthless HVAC system, an air cooled rear engine, and the noise associated with torsion bar suspension. Little did I know that a 911 SC is really, at the end of the day, a very nicely updated Volkswagen bug. Yes, I said it, heresy I know.

High school, college, law school, school debt, marriage, house, mortgage, kids. Somewhere in there I finally convinced my beautiful and very understanding wife (she's

reading this, don't you know) to let me buy a 911. My first 911 had all of the attributes of the Volkswagen bug identified above. In fact, I am quite certain that the HVAC handles and emergency brake between the seats of my 911 SC were taken directly from the Volkswagen bug itself. I know the HVAC system "works" equally as well. The oil smell, suspension, and location of the engine were also all eerily similar. I've owned that 911 SC for a few months longer than I have been a member of this Club. But both have been very good to me in those years.

I expect many of you have similar stories. I know some of you do, because we have sat around a table having either coffee or a beer and shared them. These types of experiences are what bring a very diverse group of folks all under the Nord Stern tent and into the Porsche fold.

The best time of the year to own our cars is coming up. The cars, and the events, give you a chance to meet some great people who have great stories. Do not miss this chance. If you have not been to a membership social, just show up as there is no R.S.V.P. required. If you have always wanted to know what it would be like to drive your Porsche on a

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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

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!

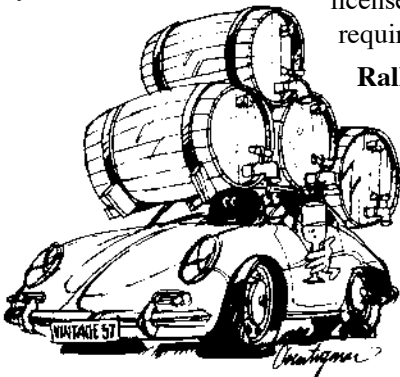


The *Nord Stern Region of the Porsche Club of North America* (PCA) welcomes fellow Porsche enthusiasts from the Minnesota and western Wisconsin areas of the upper Midwest!

Our many members own Porsches models from early 356's to Carrera GT's to factory race cars as well as the latest Cayenne, Boxster, Cayman and 911's. Membership in Nord Stern is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older. While Nord Stern's geographic boundaries are the upper Midwest, we welcome all PCA members.

The club requests \$30 yearly dues with an optional three-year membership at \$80 available.

Dues includes access to ClubTalk, our email message service and a subscription to *Nord Stern*, the club's national award-winning monthly newsletter.



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: Often held during lunch at Driver Training/Driver Ed 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!

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

Prez Sez . . .

continued from page 5

Okay, here it is official start of Spring and it's snowing outside. How ironic after a winter with hardly any of the lovely white stuff to mess up our commutes. And here I am looking at 3 inches or so on a Sunday evening - but at least we can count on it melting sooner than later.

Which would be for the best since First Fling is right around the corner and we all know that means the start of the driving season. Whether it be on a high speed track such as Brainerd International Raceway or the local highways and byways which beckon and draw us out after a long, dreary winter. It's time to hit the road, say our tires, suspensions and growling engines. Ahhhh, the lure of Spring, warmth, budding trees and the tender emerging tips of daffodils, crocus, snowdrops. Just as I see and admire the graceful, soaring eagle living in the

woods nearby here in Minnetonka, so do our souls long to hit the road, soar and move, it's time to venture into the great outdoors. A hopeful time of the year and so appreciated after another long winter. So here's hoping readers are also plotting and planning their ventures and outings - lots to do and be a part of this year. No excuses! Check the calendar and make a commitment to participate in perhaps a driver training opportunity, take to the track for a weekend of DE, join a drive, be social at one of the 3 Membership Socials being hosted soon or one of the Pancakes and Porsche Saturday breakfast outings. Pick one, two, three . . .

There just are no excuses, we are a car club. Join in, participate, volunteer. The club is what YOU make it! See you at the next event!

track - just sign up and do it. And you better hurry, very few spots remain. You will never regret having done it, and the hundreds or Nord Stern members who did it before you had the same apprehension at one point as well. Trust us, it goes away and is almost immediately replaced by a grin the size a whale tail on your face.

Check out the calendar of events in this newsletter. Attend! It will not hurt a bit and you may even slide further down the slippery slope.

— All for this month



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3M AVERY HEXIS Follow Us On:  

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

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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A Track Day . . . at Miller Motorsports Park (think Brainerd International Raceway!)

By Ken Koop, Yellowstone Region PCA, The Old Faithful Newsletter, Courtesy PCA

Editor's Note: With the **2015 Nord Stern Track Season** starting, I am including this fun article about another great track by a very knowledgeable and enthusiastic Porsche owner. Just substitute Brainerd International Raceway aka, BIR and I think all readers will 'get the picture!' Enjoy and if this doesn't get you thinking track time, not sure what will. Yes, I know the high speed track driving isn't for everyone but we all like to drive our cars so just sit back, and take a virtual ride!

Like a child waiting in anticipation for Christmas Eve to arrive, I too have been waiting months for my first day at a world class race track; Miller Motorsports Park! The track is located about 25 miles west of Salt Lake City just off Interstate 80, near the town of Tooele. It is situated in a surprisingly pretty valley, close to the Great Salt Lake. In early May, the mountains still have plenty of snow, with the valley just beginning to show signs of spring. It was a perfect day to be out at the track with the sounds of engines running on song, beautiful scenery and delightful temperature. The track is designed with 3 possible configurations (East, West and Full track). This day we were running on the West track with 12 corners and a length of 2.2 miles. Before the event started, I had a chance to look around the facility. Both the clubhouse and media center give excellent views of the track and are truly first class accommodations. They should provide a great location from which to view the upcoming races. The track itself is one of the finest in the country (*editor's note: we have been there and I would agree with Ken's assessment as do several other Nord Stern members who have driven this track!*)

I signed up for this event on line, approximately one week before the actual track day with "Lapping Days" (www.lappingdays.com).

Lapping Days is the organization responsible for this particular event and they provided all the safety crews (with an ambulance on the premises), corner workers and instructors for the day. They organize about 12 other events per year at tracks across the West. Their desire is to make the track day fun, safe and low key while providing plenty of track time for participants. A detailed schedule was sent to me a few days later, along with a complete list of the participants. Also included were the track maps (lay out of the track), do's and don'ts for the event and a check list for making sure your car is safe for track activity. (Editor's Note: sounds just like a Nord Stern track event!)

The gates for the track opened at 7 a.m. When I arrived, there were already a number of cars being relieved of excess weight (spare tires, floor mats, tool kits and anything else that could be removed to save weight). Also items like tire pumps, torque wrenches, ice chests, helmet bags and other things that would be needed for the day were being stacked in front of their cars. A wide variety of cars were in attendance this day; Porsche's (Boxsters, Turbos, 944's, 356's, 911's-both early and late model years), BMW's, Ferrari's, Mini Cooper's, Lotus's, Corvette's and others. Many of the cars were dedicated race cars, while others were cars licensed for the street, similar to mine. Before putting the cars on the track, everyone checks their oil, radiator fluid, the torque of their lug nuts and sets their tire pressure about 5 lbs lower than desired, since the pressure will increase with the first track outing. After getting the car ready for the day, I headed for the registration table to get my official wrist band (blue for intermediate) and signed the obligatory forms and waivers.

There are 40 participants on this day and everyone is assigned to a specific run group depending on their previous track experience. I was put into the intermediate group since I have had some prior track experience and completed a number of race schools. About 1/3rd of the entire group had never been on a track before, so they were assigned to the beginner group. Another 1/3rd were very experienced racers and they were put into the advanced group. It might surprise you that even though the drivers in the advanced group may have a lot of experience, their cars range from very fast to pretty slow. In other words, they are grouped by experience and not by speed. All of their cars ran together very comfortably. The rest of the participants were assigned to the intermediate group along with myself. Everyone is required to attend the Driver's Meeting at 8 a.m. sharp. Safety, flags and passing areas are all carefully explained, along with any questions that may need answering at the end of the meeting.

At 8:30 a.m. the advanced group hit the track, while the beginners receive a little bit more schooling. Each lapping session lasts about 25 minutes and rotates through advanced, intermediate and beginner groups for the rest of the day. Lunch is the only break for the workers (and drivers) and there is a pretty good grill right at the track where you can purchase food throughout the day. The Pit Marshal then called my group to the pit lane to get the cars, drivers and instructors ready for the next session. I put on my helmet and gloves and then was introduced to my instructor. For the first two sessions, instructors are required to be in the car with you. "Lapping Days" provided 18 instructors on this day so there were plenty to go around. I had the

Continued on page 13

NORD STERN APRIL 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!



2014 Nord Stern Annual Awards & Kudos!

Volunteers of the Year

Jill Daneu . . . For shoring up advertising

Ed Vazquez . . . For raising the membership ratio to the highest it's been in recent memory

Friend of Nord Stern

Rick Polk . . . Contributes a lot as instructor, supports Nord Stern and National Club Race efforts

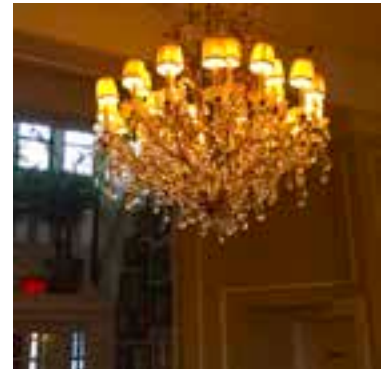
Service Award

Keith Jones . . . For his work with Club's charity activities

Driver of the Year

Bret Bailey . . . Embodying the spirit of Club Racing participation, contributions to the Club, and being competitive in his Class..."

Thanks to Dave Anderson, President and the social committee for a lovely Holiday Dinner at the University Club in St. Paul!





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Track Day

continued from page 10

opportunity to utilize two excellent coaches. The instructors advised us on the correct driving line, braking points, turn in points, apex and run out points for each of the turns (the instructor's help and coaching alone was worth the price of admission). *Editor's note: sounds a lot like our Driver Training events of which we hold one at First Fling and one at Last Fling with attendees echoing Ken's comments!.*

After a few moderate speed laps to sight the corners and warm the tires and vital fluids, everyone's speed and confidence begins to pick up. It took about two complete lapping sessions to really get comfortable with the car's speed and the set up for each of the corners. The instructors were very patient as they want to make sure your experience is as safe, and as fun as possible. After they are confident that you won't injure yourself or others, you are allowed to go it alone. The next few sessions are spent getting to know the track and your car better. You explore the handling limits of the beautiful cars we have the privilege to drive. With the car and myself finally limbered up, I begin to push harder. After exiting a slow left hander, I use all the revs in 2nd and 3rd gears down a long straight directly in front of the pits. It's a new experience to bring my Cayman's engine past 7000rpm. I'm looking for the rev limiter and find it at 7600rpm. Then it's into 4th gear for a bit more speed, before the set up for the left hand sweeper. I stand hard on the brakes (the ABS and stability control working overtime) followed by some quick down shifts and then look for the turn in point. Turning in I try to clip the apex, then give enough throttle to allow the car to drift to the run out point. Yeehaw; then set up for the next corner. What a rush. The session ends with a cool down lap and then it's back into the pits. I park and let the car idle for a few minutes to let the engine cool down, always remembering not to set the parking brake, as that could warp the

brake rotors. After each driving session it is a good idea to re-check the tire pressure and re-adjust accordingly, since the pressure increases considerably with each session. Fuel is available right at the track and since I want to run a light fuel load, re-fueling usually takes place every session or two.

In the afternoon, I invite an instructor back into my car to help improve my driving lines. He is a tremendous asset and a great resource to have available on request. By the late afternoon, everyone is feeling much more comfortable with their cars on the track. You are starting to take the corners correctly. Your speed is really picking up. You're passing people. You actually feel like you know what you are doing behind the wheel. You're driving like a pro—then some lower horse power car (with a more experienced driver) is on your rear end and you wave him by. Oh well, maybe not Michael Schumacher's replacement just yet, but it is still a ton of fun.

These events are professionally put together and everyone at the event had an absolute blast. I asked some of the beginners that had never been on the track before if they were intimidated by attending the event. They said they were a little anxious at first, but by their second run, they couldn't wait to have their group back out on the track again. This is a great way to learn more about your car and to improve your driving skills (not only for the track but for every day street driving as well) in a safe, supervised and controlled environment. In the process, you'll have a terrific time and find yourself smiling a lot under your helmet! It is virtually impossible to not meet some enthusiastic and interesting people at these events; all of whom have a passion for their cars--no matter what make it is.

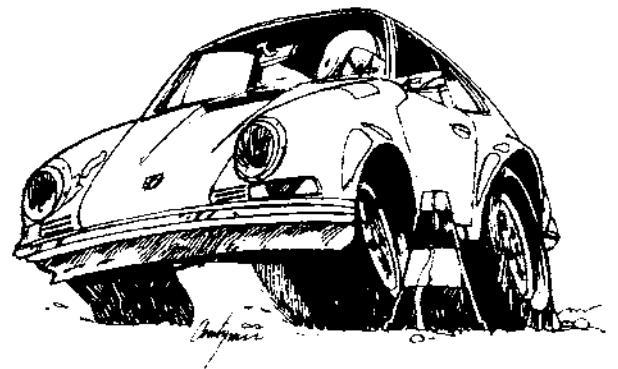
If you have ever entertained the thought of going to a driving school but couldn't afford the cost or time (3-4 days plus travel), then you may want to

consider this type of event. My instructors with "Lapping Days" were every bit as competent as the ones I have had at the professional driving schools.

(Editor's note: Again, I am struck by how the Nord Stern Driver Training events' reputation for excellent classroom and track instruction, instructors and overall quality can be counted on just as this author obviously feels about his participation and experience at Miller. Go BIR!)

Lastly, if you never have participated in a track day; you do not know what fun you are missing. There is no better facility in the country than the new Miller Motorsports Park (and the same goes for Brainerd International Raceway - right in the Twin Cities 'backyard!') for getting your car out onto a track. You should consider giving it a try.

This is what our cars were built to do.



It's Just Around the Corner: Escape to Rushmore!

by Arlyce and Jim Lilligaard

Come to **Escape to Rushmore** and enjoy Rapid City and the Black Hills for awesome sites and drives October 1, 2, 3, 2015!

Escapes are lots of fun and Zone 10 and Nord Stern are very excited to invite Porsches from across the nation to join together at **Escape to Rushmore in the Black Hills of South Dakota**.

Rapid City, South Dakota, is the Escape 2015 headquarters. When you come here, the variety of activities, challenging drives and many things to see and do will delight attendees. There will be excellent places to stay, eat, and shop, too. **Holiday Inn Rushmore Plaza** and the **City Park** adjoin the **Civic Center** and will be the headquarters for most activities.

Mount Rushmore is just 24 miles away; this inspiring patriotic symbol has 60 foot faces of Presidents Washington, Jefferson, Roosevelt and Lincoln. You can walk around the National Memorial alone or take advantage of a guided tour. You'll see impressive views of the sculpture with National and International recognition and reputation, and you can take spectacular pictures.

Crazy Horse Memorial, too, is an internationally-known mountain carving that will be 641 feet long and 563 feet high when finished. You'll visit a representation of Crazy Horse, a strategic tribal leader in the Battle of the Little Big Horn. You can also spend time in a beautiful museum of artwork. This unique memorial is not to be missed!

This Internationally popular tourist area has such a unique geography - you will enjoy an amazing range of touring and driving opportunities. Explore the incredible and significant geography changes from the Badlands in the east, to the Black Hills and Rapid City in the center, to the natural Devil's Tower in the west.

Here are just a few of many things you can choose from when you come to Escape 2015:

- Great tourist attractions, tours, drives and group activities with an almost limitless variety of geography, scenic touring and enthusiastic driving in this ever-changing geography on some very hilly, twisty roads
- Eight or more organized drives and



activities to select from each of the three days

- An informal car show set in a beautiful park where participants will select the winners
- Technical classes with leaders from a variety of Porsche backgrounds

With everything available in the Black Hills area and Rapid City, this Escape offers you lots of opportunities in socialization, tourism and challenging driving.

Find more and ever-changing information on the escape2015.pca.org website. Registration will open in July shortly after the 2015 Parade in French Lick, Indiana concludes.

Plan now on putting **Escape 2015** on your calendar now and come to the Black Hills October 1-3.

– Jim & Arlyce Lilligaard, Co-Chairs,
lillescape15@gmail

The logo for Bill Wolfson Commercial Real Estate, featuring the name 'BILL WOLFSON' in a bold, serif font inside a black rectangular box, with 'COMMERCIAL REAL ESTATE' in a smaller, sans-serif font below it.

Porsche Enthusiast & Commercial Real Estate Expert

A black and white photograph of a classic Porsche 911 racing car, shown from a front-three-quarter view, driving on a track. The car has racing stripes and a number on its side.

The Coldwell Banker Burnet logo, consisting of the words 'COLDWELL BANKER' above 'BURNET' in a stylized font.

Sales Leasing Consulting Development
Wolfson@rmi.net 952.334.4554 BillWolfsonCommercial.com
201 East Lake Street Wayzata, MN 55391

A small logo with the letters 'B' and 'W' inside a square frame.

March Nord Stern Business Meeting

by Betsey Porter, Secretary

Meeting was called to order at 7:00 pm

President – Mike Sabers

Social events have been mailed out on Club Talk. Has been emailing or calling all new members to encourage them to come to the events

Vice President – Paul Ingebrigtsen

In Florida, no report

Treasurer – Jeff Bluhm

Lots of advertising money has come in already! Will be paying our track bills shortly. Most of the holiday party payments have come in too, we will almost break even on the party.

Secretary – Betsey Porter

Thank you to Dave A for taking notes at the last board meeting at the holiday party

Advertising – Jill Daneu

Thanks for the award!! All advertisers have either paid in full, or half (1/2 page or larger have the option of two payments) for 2015! YAHOO! Advertiser's Apex for March is Midwest Clear Bra Advertiser's Apex for April is Dentwerks. Will start over from the beginning of the list with Porsche of Mpls Will update the "Recommended Tech Shops" to include only advertisers; other shops will still be accepted by the registrar at events. Would like to offer PayPal to advertisers in 2016

Autocross – Open position

No report

Board of Directors

No report

Charity – open position

Keith indicated we still need a coordinator to do check-in at the All Porsche Show We will have a swap meet at the APS Keith will run the silent auction at Club Race, need to find a volunteer for the live auction. Discussion ensued and the suggestion was to also ask at new member socials for volunteers. Michele suggested we look at the list of people who indicated on the survey that they would like to volunteer.

She will send Keith the list

All Porsche Show – Phil Saari and Mark Koegler

See Charity report

Club Race – Doug Anderson

Trying to contact Laura for race control. Dave A will text her. Need a "medical liaison" to check the ambulances on Sat and Sun mornings. Ron will ask Steve Powless or Steve Sabers.

Driver Education – Steve Meydell

We have eventmasters for all events. Chuck Porter/First Fling, Doug Anderson/Club Race DE, Steve Meydell/Last Fling.

DE Registrar – Dave Anderson

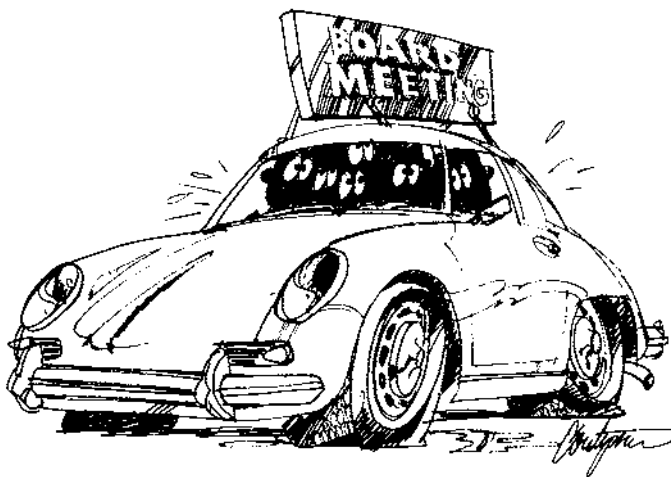
Both Flings are open on Club Registration We have registrants in both already!

Driver's Training – Ron Johnson

We have 20 instructors committed for First Fling. Lots of big cars are coming. Should be really fun. Thinks we might get 30+ people. We have 14 registered already. Thinks advanced lapping will go really well. Asking Jim Bahner to run it on the short track. Will remove the Intermediate School for First Fling since we can't accommodate this year. Ron will update the instructor list to current members. Dave will load the instructors into Club Registration.

Drives – open position

Dale Trippler brought up a suggestion for the club to put on a little retirement party with a mini-drive for George Andeweg at Porsche of St Paul. Dale lives very close to the dealership so would host and we would supply a cake as well. Dave will invite the list on Club Talk and also the Mercedes Club. Dale will coordinate with George's wife and also the dealership to make sure



there's no overlapping with anything at the dealership.

Fall Color Tour – John Dixon

No report

German Car Fest – Paul Bergquist

No report, event has a flyer running starting in the April newsletter.

Historic Archivist – Kim Fritze

No update

Insurance – Michele Deml Johnson

The waivers we have are still good for 2015 Dave will contact Auto Edge to see if they want to sponsor wrist bands again for this year. If so will ask them to order a new batch late summer. Insurance is in place for new member events and First Fling We need to start talking about possible insurance needs for the Escape. Kim and Mike and Michele will discuss.

Membership – Ed Vazquez

Ed asks that all members try to come to a new member social event. It is really helpful for new members to have people to talk to. Kim brought the PCA Membership Social Subsidy request. Dave will sign for Mike. 2014 year-end membership was 707 for Nord Stern per Kim

Met Council – Bob Kosky

No report

Continued on page 16

Minutes

continued from page 15

Newsletter – Christie Boeder

April is in process Putting an ad in Pano for the Flings

Rally – Lon Tusler

No report

Safety – Paul Ingebrigtsen

Per Dave, we have seven sets of flags We need three more corner sets and one more starter set. The group agrees we should fill out all our sets so they are all complete. Dave will also post the new window rules after a final final review

Social Committee

Jill Daneu was awarded the Volunteer of the Year award! Congrats! Keith Jones was awarded a Service Award! Congrats Ed Vazquez was also awarded the Volunteer of the Year award! Congrats!

Shop relations – Keith Fritze

Still working on setting up a session on the 918 at Imola

Tech Sessions – Keith Fritze

Keith is setting up a tech session at Raymond on detailing

Track Relations – Jim Bahner

All dates confirmed

Touring – Randy Walker

No report

Webmaster – Mark Kedrowski

No report

Kim asked if we could create a calendar page. Christie will add events. Dave will put up instructions on how to get added to Club Talk

PCA Zone 10 Rep – Kim Fritze

Escape plans are coming along well. Working on setting up a goody store. Website is live: escape2015.pca.org or escapetorushmore.com. Kim and Dave will talk to Arlyce

about Nord Stern advertisers sponsoring the Escape. Several are interested already. Jill can send out an email to all advertisers after that conversation happens. It's the 60th anniversary of PCA this year! All PCA members can go online and register to win the anniversary-edition car they are giving away (one). PCA President's meeting on April 11 in Des Moines

Old business - no old business.

New Business

Long-time members Mike and Elizabeth Seidel attended the meeting, Welcome!

– Meeting adjourned 8:21 pm



Right: Fred Daneu



Right foreground: Steve and Nancy Meydell



A few folks and fun at the Hagen Collection Open House 'Toy Box' this past December

– photos by Jill Danue

February Nord Stern Business Meeting Minutes

courtesy Betsey Porter, Secretary

Meeting was called to order (at the University Club) at 5:04 pm

President – Mike Sabers

Called the meeting to order at the holiday party!

Vice President – Paul Ingebrigtsen

No report

Treasurer – Jeff Bluhm

No report

Advertising – Jill Daneu

No report

Autocross – Open position

No report

Board of Directors

No report

Charity – open position

No report

All Porsche Show – Phil Saari and Mark Koegler

Co-chair is all set for 2015. Will add a Swap Meet to the APS in exchange for the dealership version

Club Race – Doug Anderson

No report

Driver Education – Steve Meydell

Have eventmasters for all events. Will add social liquor/snack purchasing to eventmaster duties

Imola Tech/Porsches and Pancakes in March?

Feb Pancakes and Porsches still in planning stage

DE Registrar – Dave Anderson

Road America date confirmed, June 15 and 16. 1/3 Nord Sterners, 3/4 other clubs. We don't subsidize other regions. Suggested \$395 for RA DE. Agreed Christie will go ahead with advertising push including 1/4 page in Pano. We will now accept credit

cards at the track!

Driver's Training – Ron Johnson

Planning expanded Friday Advanced Lapping for First Fling for \$200. Corner workers are on board. Ambulance is no problem.

Drives – open position

No report

Fall Color Tour – John Dixon

No report

German Car Fest – Paul Bergquist

No report

Historic Archivist – Kim Fritze

No report

Insurance – Michele Deml Johnson

Working on Escape

insurance planning

Membership – Ed Vazquez

President will send tri-fold to new members. Membership Socials are all set for three sites. Ad will run in the newsletter and posted to Facebook. Also on website as a Post.

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

Posting membership socials in newsletters. Updating the car number list. Posting the new window rule after its been approved

Rally – Lon Tusler

No report

Safety – Paul Ingebrigtsen

We have seven flag sets, still need three plus checkered flags

Social Committee

No report

Shop relations – Keith Fritze

No report

Tech Sessions – Keith Fritze

No report

Track Relations – Jim Bahner

All set for 2015. Ask for \$100 for closet rental.

Touring – Randy Walker

No report

Webmaster – Mark Kedrowski

No report

PCA Zone 10 Rep – Kim Fritze

No report

Old business

Escape website – will hook into Nord Stern site

New Business, there being none . . .

Meeting adjourned

Minutes taken by Dave Anderson,
compiled by Betsey Porter

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More folks at the Hagen Collection Open House 'Toy Box' this past December

— photos by Jill Danue



Above, Jill Daneu, Russ Hagen and Kim Fritze



Below, middle, Todd Smith, right, Phil Hancock



Below, left, Chris and Rick Moe, left, Michael John





All Porsche Show 2015!

Sunday, June 28

Car Show

- 🚗 All years and models of Porsche are invited and encouraged to display

Vendor Display

- 🚗 All Nord Stern advertisers are invited to display their business.

Swap Meet

- 🚗 Anything Porsche related can be displayed to sell/ swap **NEW FEATURE**

Cars for Sale

- 🚗 Display a car for sale Porsches only

Food vendor

- 🚗 Nordic Treats

Nord Stern's All Porsche Show...

Phil Saari and Mark Koegler, Co-Chairs

This is the largest display of Porsche cars and related in the Upper Midwest bar none!

Sunday, June 28, 2015

10 a.m. to 1 p.m.

Roseville's Central Park

2525 Dale St. North, Roseville

A featured event: Roseville's Summer Rosefest

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

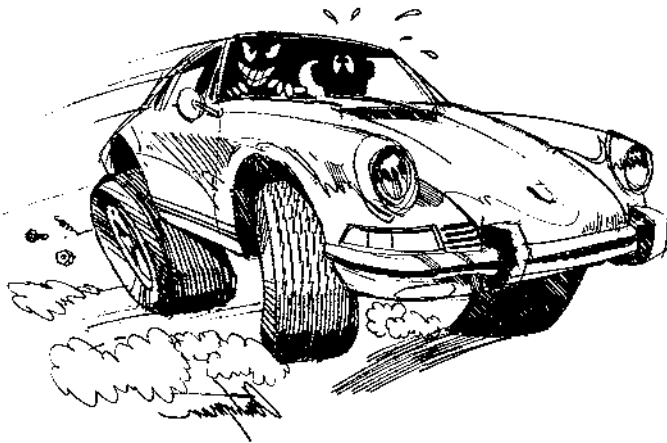
DT Event Fees for 2015:

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



Surely there will be some signs of spring by the time you read this, but the temp is negative 17 (as my grandchildren call it) as I review this issue on a beautiful February 22nd Minnesota morning. So a 28-year-old January issue seems appropriate. It's marked as an "Editor's copy" on the front cover. The cover depicts new President Joann Speidel with her understated 1982 grey 928. The "grey beige" color was said to be a test color in 1982; I don't remember ever seeing that color on a Porsche. It is far lighter than the modern greys which are usually closer to black; it's far darker than the "geyser grey" used on the 2014 50th anniversary edition.

January 1987 is reviewed below, but a second cover in the "scans" features an appropriately dressed Herr Rudy Mueller and his 1987 944 T, said to go like a "bat out of Zuffenhausen". The cover was cool, but the content of that May, 1988 issue was photographically starved, so I'll only share the cover with you.

– Ron Faust

fortunate she wasn't asked to give an acceptance speech at the the banquet because she hadn't held the office of president of anything since 4th grade. Her funny column is then the speech she would have given, interspersed with audience feedback like "Applause and release of balloons". When she gives thanks to the audience for electing her as president, the comments include "Way to go!" and "What choice did we have?" and "Who is she anyway?"



January 1987

- ♦ Advertising rates in Nord Stern were up to \$250 for a full page ad for a whole year in 1987. Now a full page costs at least \$70/ month. Hats off to our advertisers for that level of support for this publication and hats off to our Editor Christie Boeder who, like everyone else in Nord Stern, doesn't get paid a penny.
- ♦ New President Joann Speidel says in her column that Nord Stern was
- ♦ The calendar includes a ladies lunch at the Monte Carlo and an Afton Alps ski event.
- ♦ Jeanne Caldwell questions the wisdom of placing the upcoming July Parade in sweltering Dallas. She says Nord Sterners were asked at a regional event when there would be another parade bid from Minnesota. The '76 Parade put on in Brainerd was wonderful; has the question of another been brought up since?
- ♦ Dan Engel gives part 3 on a concour primer series. Most of the recommended products have been replaced by Griott's.
- ♦ Mary Hill chronicles the journey of four Nord Stern couples to a regional event in Branson, MO. A concour scheduled the morning after arrival was no challenge; they simply washed their cars at night in the dark, and went on to win a first and second in the competition.
- ♦ Some old undated news from Porsche Motorsport: the 962's had already swept the 1986 IMSA Camel GT series while 5 races were still on the calendar. Al Holbert's Lowenbrau team had won 6 races! Back in those days, Porsche racing was so dominant in the IMSA series (going back to 1971) that Porsche had won a total number of races nearly equal to all other competing manufacturers combined.
- ♦ Porsche is said to be the first automobile manufacturer to use fully enclosed carriers to transport it's cars to dealers. George Andeweg says they still do.
- ♦ A Nevada Opera Association's annual fund raising event will raffle a 928 S4, selling 2,500 tickets for \$100. PCA caught onto this idea, as has the North Carolina Museum of Art which raffled three Porsches in 2014 in conjunction with its fabulous "Porsche by Design" exhibit.

Above: January 1987 cover: President Joann Speidel with her "grey beige" 1982 928

The Scans Continue



Above and left, upper: PCNA's car carriers. 55 of these can carry 10 cars each.



Right:
Christmas
party photo



Above: May 1988 cover: Herr Rudy Mueller and his 1987 "flamingo" 1944 T.

Above, below and left: "Flaming Fall Weekend" trip to Branson, Missouri via Eureka Springs, Arkansas. (Mary is believed to be Mary Hill)



The Scans Continue



Photos this page: The annual Christmas Party/ awards dinner



Above, (Was Gordon Doering having a good time or what?)





The Scans Continue

Below and Right, "Flaming Fall Weekend" trip to Branson, Missouri via Eureka Springs, Arkansas



Eureka Springs, Ark. Quaint little town.



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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#.VLPQNLR1C4I>
- **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:

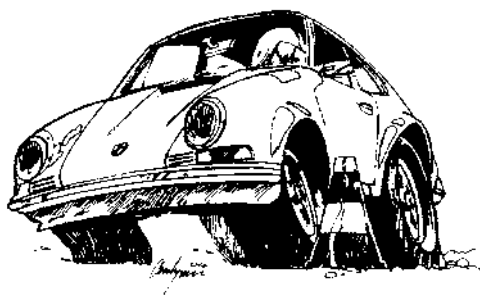
- **April 24 & 25 Spring Fling at Mid-America Motorsports** - Glenwood, IA
- **May 29, 30 & 31 Carrera GT Club Race and Driver Education** at Motorsports Park Hastings - Hastings, NE (Friday 5/29 is the DE and practice laps)
- **July 18 & 19 Summer DE** at Motorsports Park Hastings - Hastings, NE
- **September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

Best Known Road: Pikes Peak

Easily the most famous mountain road in America, Pikes Peak has been home to the Pikes Peak International Hill Climb for generations. It's almost entirely paved now, meaning the steep drops are much less horrifying than they used to be (was once entirely gravel), but this is still about as challenging a road as exists anywhere in the world.

Lesser Known Road: Skyline Drive (shown)

Head further south to a little town by the name of Canon City, and there's a one-lane road called Skyline Drive that runs along the very top of a very steep ridge. That's it in the GIF above. (If you have a fear of heights whatsoever, stock up on anxiety pills now.) This is a must-drive.

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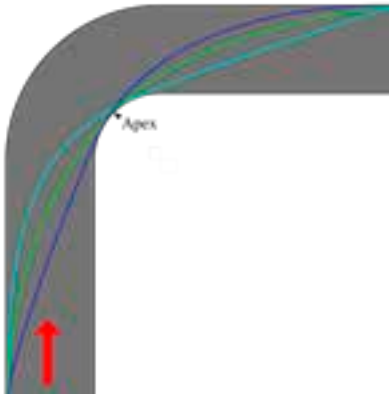
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Advertiser's Apex . . .

Dent Werks PDR



1. Company name?

Dent Werks PDR

2. Address/phone/email/main contact?

13810 24th Ave North Ste 440
Plymouth, MN 55441
jakekelm@dentwerkspdr.com
www.dentwerkspdr.com
612.599.7719

3. Type of business?

We specialize in PDR (paintless dent removal).

4. Years in business?

I have owned Dent Werks for 5 years, but have been in the industry for 16. During that time, I have learned a lot! As years go by and makes and models change, I keep up to date on new vehicle structures and the types of metals that manufacturers use for the outer skin.

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

Dent Werks PDR's has been a Nord Stern advertiser for two years and I am looking forward to many more years to come. Porsche is one of my

favorite sports cars to work on, partially because I love to be challenged! The limited access of Porsches necessitates the proper access and leverage to repair dents properly.

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

When you choose Dent Werks PDR, you can be confident that you are working with the best dent removal business in the industry. Whether your vehicle has a door ding, substantial dent, hail damage or has been involved in an accident, our experienced technicians have the expertise and equipment to get the job done right and in a timely manner. Dent Werks PDR is locally owned and has a state-of-the-art 5200 sq. ft. facility. Utilizing the latest, specialized dent-removal technology and equipment, our capabilities are endless. We work with all types of metals, including aluminum. At Dent Werks PDR, the customer experience is the cornerstone of our business. We have established working relationships with all major insurance companies. If your repair is covered by an insurance claim, we

will deal directly with your provider. After your great experience with Dent Werks PDR, we are confident that you will want to recommend us to your friends and family.

7. My favorite Nord Stern event is ...?
Unfortunately, I have



not yet attended a Nord Stern event but hope to host an event at the shop. I welcome the opportunity to demonstrate our capabilities in PDR, including a live demo of dent removal.

8. My favorite PCA event is ...?

Unfortunately, I have not attended a PCA event but look forward to attending one in the near future.

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

I won first place in the international Dent Olympics in 2012 in Orlando, Fla. which included over 200 contestants from around the world. In five years of competing in the Dent Olympics, I have placed in the Top 10 for four of those five years.

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

On Lake Minnetonka! I love the lake and can often be found cruising it on a nice summer weekend. You might also see me in my fishing boat trying to catch some fish. During the winter, you can also find me in my fish house or on a snowmobile. I am also very close to my nephews and enjoy spending as much time with them as possible.



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 _____

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Book Reviews for Porschephiles . . . High Performance Handling for street or track

by Don Alexander, published by Motorbooks, Minneapolis, MN

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

This book is part of the **Motorbooks Workshop** series of *shop manual* publications. It deals largely with fundamental concepts rather than specific setups for an individual make/ model. Though there is a Porsche on the cover, and a GMG 996 racer appears as early as page 9, most of the pictures and component illustrations relate to Japanese or Detroit cars. The graphics used to illustrate basic principles are, of course, make/model independent. Typical of the **Workshop** books, it conveniently uses color blocks on the edge of the page to designate chapters.

The author is very experienced and has great knowledge of the technologies involved. While expert in the technology of vehicle handling, he seems less proficient in the educational arts. Thus, some parts will need to be re-read several times to really assimilate the comprehensive information.

The discussion of vehicle dynamics is complete and well illustrated, except that the text and associated illustrations are not clearly linked (e.g., illustrations use different colored arrows to show forces described in text, but the text makes no specific reference to the colored arrows). The illustrations pay a lot of attention to tire contact patch, an essential element of vehicle handling, but the illustrations are so authentic, rather than schematic, that the size/shape differences being illustrated are less obvious than they should be for an educational presentation. Some handling parameters are discussed, with a reference to a subsequent section which defines that particular parameter. Some paragraphs are repeated at various places – somewhat grating on the readers nerves perhaps, but arguably helpful in fully digesting the information.

Though the theory sections are replete with graphics, the Easy and Simple Setup Tricks section is totally lacking in illustrations. The narratives are functionally complete, but may well be gobbledygook to anyone not somewhat experienced in using the tricks the author is trying to describe. And, in other sections, many of the graphics used to illustrate various effects, are large, colorful and pretty, but totally incomprehensible to this reviewer. Indeed, the two graphics on page 17 (one to illustrate weight transfer to the front during braking, the other to illustrate weight transfer to the rear during acceleration)



appear to be identical. Actually, since the information in the text is good, maybe the reader should just plan to ignore the graphics (not the photographs) to prevent confusion and frustration.

Despite some negatives with respect to the presentation, **High Performance Handling** contains lots of worthwhile information. If nothing else, it gives the race spectator an appreciation for the tremendous

amount of suspension tuning which a race team must perform in order to be successful on the track.

After a quick read to get a feel for the comprehensiveness of the coverage, it is probably worthwhile to re-read this book (taking notes on the gems of wisdom which you might need from time to time, when considering improvements to the handling performance of your car). Not addressed is the matter of cost effectiveness, both in terms of dollar cost for fractions of seconds cut from a lap time, and in terms of the percentage of drivers who would be able to benefit from a specific incremental change in car set-up. If your lap times vary by a couple of seconds, is it worthwhile to implement a refinement in suspension configuration that will gain you a 0.10 second per lap? Each reader/car owner must make those decisions for themselves, remembering that championship races are often won by a few tenths of a second on final lap.

The final two (of ten) chapters address how a driver can influence handling characteristics and the requirements of various types of automotive competition.

High Performance Handling is a paperback with 144, 8.25 x 10.625 inch pages and 300 color illustrations, mostly photos. It should be available for \$24.99 from your favorite bookseller (ask for it), or from <http://www.motorbooks.com>





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

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

Rick Moe
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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:

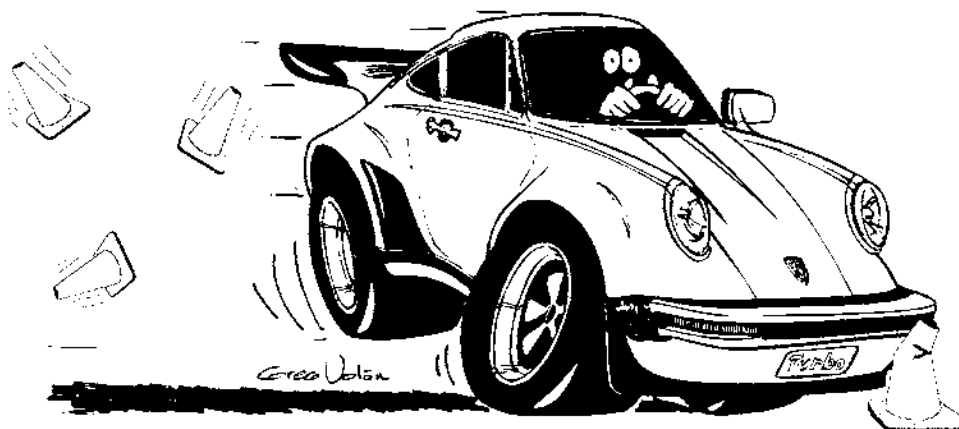
- Advanced Lapping is now a full day of open lapping during the Friday school. Cost for the whole day is \$200.
- Date change for our Road America

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.

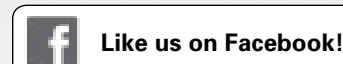
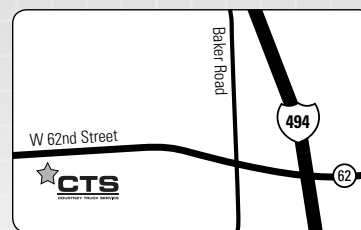


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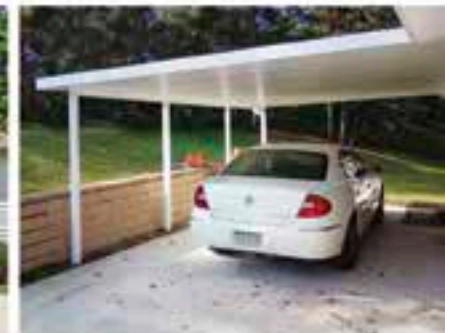
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Tech Quiz Fun: 2013 Parade Q & A

Courtesy PCA Newsletter Editor

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

1. The joint VW – Porsche sales and marketing effort that ultimately led to the 924 was known as the _____.

- a. EA425 program
- b. Zuffenhausen Venture
- c. Volkswagen Viasco
- d. Ludwigsburg Ltd

Porsche Panorama April 2012 pg. 36

2. Three 924 Carrera GTP's were prepared and entered at LeMans in 1980. Each car was emblazoned with the flag of one country. Which of the following countries was not represented?

- a. United States
- b. England
- c. Austria
- d. Germany

*Legendary Porsche – Randy Leffingwell
pg. 174*

3. A 4-speed fully-automatic transmission was available in the 924 for 1977.

- a. True
- b. False

*Porsche 924-928-944 The New
Generation Jerry Sloniger pg. 33*

4. What does the 924 and Audi R8 have in common?

- a. Audi engines
- b. Built at Neckarsulm
- c. Cabriolet option
- d. All of the above

Porsche Panorama April 2012 pg. 41

5. What components below were shared with the Audi 100 and original 924

- a. 4 -speed transmission
- b. 5- cylinder in-line engine
- c. Both a and b
- d. None of the above

Porsche Panorama April 2012 p.37

6. For 1981 Porsche entered two 924 Carrera's at LeMans. They looked virtually identical on the outside but underneath what was the major difference?

- a. Aluminum roll cage.
- b. Air conditioning
- c. 2.0 liter turbocharged and intercooled engine
- d. 944 prototype engine

*Legendary Porsche – Randy Leffingwell
pg. 174*

7. What body shells below were used to conduct 924 drive train tests?

- a. Chevrolet Corvette
- b. BMW 2002
- c. Opel Manta
- d. Both b and c.

*Porsche 924-928-944 The New
Generation Jerry Sloniger pg. 22*

8. The 924 Turbo was fitted with two fuel pumps to maintain fuel pressure at 6.5 bar. The second pump was located _____.

- a. in the left rear wheel well.
- b. under the drivers seat.
- c. submerged in the fuel tank
- d. in the glove box.

*Porsche 924-928-944 The New
Generation Jerry Sloniger pg. 53*

9. In 1978 the 924 became successful in Sports Car Club of America "Showroom Stock A" amateur club racing. A special edition with SCCA approved flared fenders and spoilers was the 924-H. The

H stood for _____.

- a. Hot
- b. High speed
- c. Half a million dollars
- d. Holbert

*Porsche 924-928-944 The New
Generation Jerry Sloniger pg. 79*

10. The 924S was introduced in 1987, with a 924 body and 944 running gear.

- a. True
- b. False

*The Porsche Family Tree - Porsche
Models from 1948 to 1995 PCA pg..25*

11. The windshield frame on a 968 cabriolet was designed to provide roll-over protection.

- a. True
- b. False

Up Fixin der Porsche Vol 11 pg. 255

12. In order to remove 110 lbs from the 968 Club Sport which of the following modifications were made?

- a. Rear seats removed
- b. Electric seat mechanism removed
- c. Lighter wiring loom installed
- d. All of the above

Up Fixin der Porsche Vol X pg. 174

13. For 1989 the 944S became the 944S2 with an engine displacement increase to 3.0 liters.

- a. True
- b. False

*The Porsche Family Tree - Porsche
Models from 1948 to 1995 PCA pg. 29*

14. The 944 Turbo uses the same Bosch fuel-injection system as the normally aspirated 944 engine.

- a. True
- b. False

Porsche Panorama Dec 1985 pg. 132

Continued on page 41

NORD STERN APRIL 2015

Annual Nord Stern Tech Session

After the Nord Stern Membership Social

at **Auto *Edge***

This Year's topic
**Preserving the Value of your
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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.

Wheels and tires

Champion Motorsport RG5 Forged Monolite Wheels for late model wide body Porsche Fronts 19 inch 9 x 8 1/2 JFH2 53 Michelin Pilot Super Sport 235/35/ZR19 one summers use 19 inch 9 x 9 JFH2 53 Michelin Pilot Super Sport 235/35/ZR19 Both rim and tire new June 2014 thanks for hitting a piece of concrete on the road! Rears 19 inch 9 x 12 JCH 44 Michelin Pilot Super Sport 305/30 ZR19 Both have less than 500 miles of use They are in good shape but not perfect. Center caps included Buyer pays shipping if needed. All four rims come with TPMS sensors! Make me an offer! Marcus Gustafson 612-867-6177 marcus.m.gustafson@gmail.com.

2006 Porsche Carrera S 18" Rims w/Snow tires

Set(4) of factory 2006 Porsche Carrera S Rims with ContiWinterContact snow tires. Staggered sizes: 265/40/18, 235/40/18 Offset: ET 58, ET 57 Rim condition: very very good condition (used for one winter season only) Maybe a few blemishes. Tire condition: Fronts look to be about 80%, Rears are about 50% Asking: \$1275 or best offer. Please call or email Jack @ 651.439.6237 or jjjbn@me.com, Stillwater, MN

1990 944 S2

Nice daily driver/DE/autocross car. 84,600 miles. Guards red, black interior. Maintained by Auto-Edge, all records, no accidents, non-smoker, owned since 2000. Koni adjustable front struts and coil over, Koni adjustable rear shocks, M030 front and rear sway bars, corner balanced, harness bar and belts. Original Design 90 wheels and HRE forged 340 8.5"X17 and 9.5"X17 wheels with Kumho tires. Original suspension parts, manual, tools, and Porsche car cover. Might sell wheels separately. \$14,000. Jeff Johnson at 651-357-6843 and jcjohn@frontiernet.net.

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@morrisonsund.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 gtgreiner@gmail.com

Bell Sport Helmet – used in 2 DE events.

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

1992 Guard Red Porsche 968

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

1991 944S2 Cabriolet

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

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.

Quiz

continued from page 38

15. With its introduction in 1982 the 944 had a new (TOP) aluminum-alloy four-cylinder engine. TOP was an abbreviation for Turbocharged Optimized Porsche.

- a. True
- lb. False

The Porsche Family Tree - Porsche Models from 1948 to 1995 PCA pg. 28

- | | |
|-------|-------|
| 15. b | c . 8 |
| 14. a | p . 7 |
| 13. a | d . 6 |
| 12. d | a . 5 |
| 11. a | b . 4 |
| 10. a | 3. b |
| 9. d | 2. c |
| | 1. a |

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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: I have Good News . . .

by Danielle Badler, Courtesy PCA National Newsletter Editor

Hey, calling all Porsche owners. I have very good news. The Western World has turned its back on car culture.

That was the headline for a piece that appeared in early February on Quartz, a digital news outlet for the “new global economy” that originates in the UK.

The writer, Leo Mirani, makes a very compelling case. He cites data compiled by Schroders, an asset management firm, which show that car sales may never recover to their pre-recession peak.

Why? Two things; urbanization and smart phones.

Young Americans are getting their driver’s licenses later than ever. And many, on both sides of the Atlantic, are not getting their licenses at all.

What they are doing is living in urban meccas; some two-thirds of American “milenials,” those born after 1984, for example, live in cities today. And 40 percent of them say they have no plans to migrate to the suburbs like their parents did, a generation ago.

For them, cars are simply not relevant as a status symbol. And getting a driver’s license is no longer a right of passage.

What is important to them is the smartphone . . . and apps . . . apps that enable real-time access to public transport and private services like Uber and Lyft. Owning a car, then, becomes an unnecessary expense.

According to the research, smartphones also cut car use by allowing people to stay in contact, virtually. And that, in turn, then reduces the number of trips people take. The author cites a researcher at Microsoft who notes that what the drive-in was to teens in the 1950s, and the mall was to teens in the 1980s, social media are to

teens today. And you don’t have to go anywhere to play.

Then there’s e-commerce. If your supermarket delivers for a nominal fee, or Amazon brings your on-line purchases to your door, still more trips are obviated.

And the story’s similar in emerging markets. In developing economies, increases in car sales have led to gridlocked cities. And that’s often due to minimal or a complete lack of urban planning. Take Beijing, please. Or take Delhi, which was recently cited for the worst urban pollution on earth.

In response, governments are pouring vast amounts of money into urban transit.

Where that leaves market growth for the automobile is anyone’s guess. In point of fact, signs are emerging that these economies will follow Western examples and adopt new technology . . . app technology.

And that will, quite possibly, lead to what’s called “structural stagnation” in the developed world’s auto industry . . . with the preponderance of vehicle sales driven by replacement demand.

What to do?

Stop! No, go! This is good news! Here are the implications the researchers failed to acknowledge.

You won’t have to teach your teen how to drive. Which should add 10 years to your life, minimum, if only as a result of decreased blood pressure.

And, if they don’t have a license, you won’t have to endure the scene of watching them pull up to your house, with the radio blaring, and your child engaging in multiple conversations with friends, by text and voice, simultaneously. Or wonder where they really are, when it’s prom

night and they’ve called in to say they’re alive and well.

Add another 10 years, minimum.

You won’t have to lay out the cash for your kids’ first wheels. I remember doing the down payment for the first vehicle that both of my daughters bought. Will they do the same for their children? Hardly likely.

You’ll have more room on the road. When the bulk of transportation is provided by app-based services, along with Smartcars, rapid transit and, let’s face it, it’s inevitable, self-drive vehicles, lanes will open up before your eyes, traffic will melt away and it will be smooth sailing, up to and through that favorite sports car loop.

You’ll be able to pick up that dream ride for a song. Because demand will drop through the floorboards.

And those lightly used resales will proliferate. Because great gobs of baby boomers will soon be moving into assisted living facilities, where transportation will be taken care of . . . by livery services. And all of their used toys will flood the market . . . making the cost of entry lower than ever before.

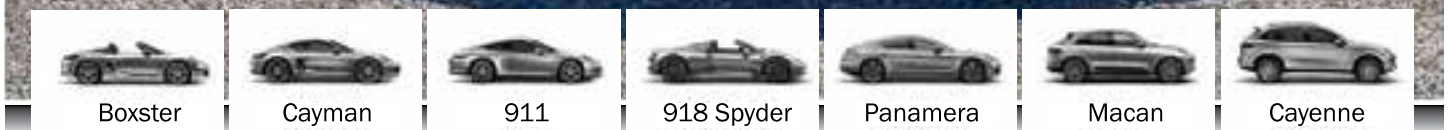
And what of the social stigma of driving a machine that’s, out and out, made for performance? Let them eat their hearts out. In the greater scheme of things, we’ll be a drop in the bucket, a rounding error in a vast sea of automated mechanization. Hardly anyone will notice. And those that do won’t care.

Oh yes, the dream Porsche of your life. For less than you ever dreamed possible. On roads that are clear of congestion. It’s a whole new era for us lucky few, the automotive enthusiasts of the planet.

We’re trending to very good news, indeed.



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