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May 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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<http://www.nordstern.org>



Cover Photo
by Mike
Nelson

Just one of
many beautiful
Porsches
(street version
and race
versions
galore) at
last year's
HAWK with
Brian Redman
at Road
America. See
accompanying
article in this
issue!

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The Prez Sez . . .

by Mike Sabers
'79 911 SC



I recently had the opportunity to represent Nord Stern at the Zone 10 Region PCA President's Meeting hosted by none other than our own Zone 10 Representative Kim Fritze. PCA National President Karen Cooper was in attendance and provided a phenomonal overview of the status and structure of PCA as well as its growing numbers.

The meeting was very productive and the knowledge gained will serve our Nord Stern members well. Having the opportunity to listen to the views of nine other presidents also gave me a new found appreciation of the structure and orgnaization of Nord Stern as well as the numbers of volunteers Nord Stern can rely upon to put on great events. When I spoke about Nord Stern, the number of volunteers, and generally the structure there was more than one other president who approached me and indicated "we wish we had that."

I think Nord Stern's recent membership socials reflect the organizationa and enthusiasm of a healty and growing club. I got to thinking (dangerous, I know) on my nine hour drive back from the Zone 10 meeting in Des Moines. Imola Membership Social a success - check. Auto Edge Membership Social a Success - check. The Rochester Porsche Social was still coming up but by all accounts it looked like a success (and it was) - check. First Fling student class full - check. First Fling Friday morning open track offering a numbers success - check. First Fling numbers generally a success - check.

As I sit here here writing this article the weekend before First Fling the only thing thing I cannot place a check by is the weather. I looked at the "Brainerd" weather on my phone (yes, I keep it on my phone all year) and it currently reflects mid fifties for highs and no chance of rain. The weatherman cannot be wrong I figure so we must be good right? Only time will tell. I am very hopeful that I write to you all next month and can state First Fling weather dry and cool - check. By the way, one of my "friends" recently reminded me I promised everyone perfect weather for First Fling. I told him I am as accountable as the weatherman.

Just a reminder for all of you who are looking for a national, but relatively local, Porsche Club of America Event. Escape to Rushmore is in full planning stage and the interest level from the various Regions, and National, is very high. So, set aside October 1-3 to come out to the beautiful Black Hills of South Dakota (I'm biased, of course, I live here) and enjoy some phenomenal drives, people, and an all around great event. You will not find a better, or closer, National event of this caliber any time in the near future.

That's all for this month!

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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

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

2. Next, join Nord Stern

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

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

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

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

Ed Vazquez
18918 Dorenkemper Place
Eden Prairie, MN 55347
email: edmn911@aol.com or
612.720.0760 (cell)

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

Nord Stern membership Options:
\$30 per year
\$80 for three years!

**Check your mailing label
for your expiration date**

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

2015 Nord Stern Officers and Committee Chairs

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Mark Koegler		Michael John	612.386.5255
Club Race	ClubRace@nordstern.org	Tech Sessions	
Doug Anderson	507.273.5346	Keith Fritze	612.275.3123
Driver Education	DE@nordstern.org	Touring	Touring@nordstern.org
Steve Meydell	763.416.1655	Randy Walker	715.441.6084
DE Registrar	Registrar@nordstern.org	Track Relations - BIR and RA	
Dave Anderson	763.479.8231	Trackrelations@nordstern.org	
Driver Training	DT@nordstern.org	Jim Bahner	651.492.9459
Ron Johnson	612.730.2351	Webmaster	webmaster@nordstern.org
Fall Color Tour	FallColor@nordstern.org	Mark Kedrowski	
John Dixon	eyerack@tcq.net	Zone 10 Rep: Kim Fritze	



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612.275.4891
Zone10rep@gmail.com
Zone10rep@nordstern.org

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

WELKOMMEN . . . WELKOMMEN . . . WELKOMMEN

Welcome . . .

New Nord Stern Members

From Jan and Feb:

We hope to see you at upcoming events!



Dennis Anderson

2000 911 4c

James DeCamp

07 Cayman

Folf Figenskau

04 911 GT3

Luis Fraguada Jr

2004 GT3

Bruce Gates

2015 GT3

Ryan Gates

1987 911(930)

David Graham

97 boxster

Vaughn Johnson

87 911 Cab, 15 Macan S

Andrew LeRoy

95 & 06 911 C4

Richard London

95 911

Jeffrey Majkrzak

2015 GT3

Brock Stepan

1985 911

Michael Stewart

03 911 Cab

Mike Sufka

07 911 GT3

Jim Thomas

87 911 Targa

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.

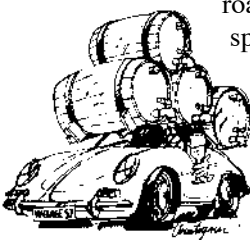
Time Trials: On course timed lap with controlled starts and exiting.

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!



A question was recently sent to me and thought I'd share our Zone Rep 10's answer. It was about the 60th Anniversary 911 and here's the skinny.

60th anniversary car: 60 were made, car number 1 will be given away via a random 'drawing' and the other 59 are going to the 1,300 folks who have put their names in the lottery for purchasing one. They are still in the process of letting those random folks interested in buying one of the limited edition know whose name's were and are 'picked.' The # 1 car owner will be chosen from the 70,000 + primary members on August 1st. You must have a VALID email address in your profile on the PCA site to win. The winner will be brought to Rennsport V for delivery of the car. Now that's pretty cool.

LOTS of stuff in this issue from event notifications (some NEW!) to photos from one of the Membership Meetings (Imola) to a couple fun articles along with the usuals: a look at the past (boy, do I love those old scans), a tech article, a book review, Danielle Badler's monthly column, classifieds, Advertiser's Apex from Porsche of Minneapolis. But let me just stop there and say I hope you as a reader do more than just skim

through the photos (which are cooler online then in b/w of course) and do read the various articles and information. We try for a mix of follow up from recent events, to PR for upcoming activities, to Porsche related stories that all of us can enjoy.

As I finish this up First Fling is this weekend and we sure hope the weather cooperates! But nevertheless I am certain there will be many up at BIR that are just happy to have their cars out after the winter, to gather with the faithful and share the passion for Porsche, for the marquee, the mechanicals, the driving with all it's thrills (I won't say spills!) but more important, for the people. It's just fun and if you are new to the club it's kind of hard to explain - you just have to experience it.

Finally, I need to point out that as a club with a lot of members who like to drive their cars on tracks, the allure of autocross has not been as bright as in the past but it looks as if MAC has at least half dozen events scheduled at Dakota County Technical College and these events are a GREAT way to learn more about car handling and skillful driving techniques at a lower speed. See Andy Golfis initial article and Check it out! Questions, let us know.

From the Editor

by Christie Boeder
'73 911



A vibrant, colorful advertisement for Creative Color graphic & print studio. The background is a collage of various signs and graphics. At the top, the studio's name 'creative color' is written in a stylized, multi-colored font, with 'graphic & print studio' underneath. Below this, a large blue banner reads 'Signs For All Your Needs...'. A text block explains: 'We use many different types of substrates, from plastics, laminates, woods, metals, HDU (High density urethane foam board). There are many options. Just give us a call and we'll work with you to select the best materials for your interior and exterior signage needs.' A list of services includes: Construction Signage, Shaped Signs, Menu Signs, Reception Signs, Channel Letters, Cabinet Signs, LED Illuminated Signs, and Metal Letters & Logos. Various sign examples are shown, including a 'Blue Flame Tattoo' sign, a 'WILD BILL'S SPORTS SALOON' sign, and a 'Thank You CAR WASH TRY ONE TODAY!' sign. At the bottom, the studio's contact information is listed: 'Signs • Graphic Design • Vehicle Wraps • Banners • & More', the phone number '952-746-4164', the website 'creativecolorstudio.com', and the address '11975 Portland Ave. Suite 122 | Burnsville, MN 55337'. Logos for 3M, Avery, and Nexis are also present, along with social media icons for Facebook and Twitter.

MAY 2015

- 3 Auto Fair**
Porsche of St. Paul, Maplewood
Contact: George Andeweg, 651.765.2340
gandeweg@hotmail.com
- 16 NEW: Tech Session at Raymond AutoBody**
Eventmaster: Keith Fritze
Saturday, 10:30 a.m.
How to Restore paint on a car with oxidation, etc!

JUNE 2015

- 15-16 Nord Stern Annual Cheese Fling**
Road America, Elkhart Lake, WI
Eventmaster/Registrar: Dave Anderson
Registration: clubregistration.net
- 20 "Father's Day" Rally**
Eventmaster: Lon Tusler, lon@snsabling.com
10 a.m., Greenfield City Park
located at the intersection of Co. Rd 50/Rebecca Park Trail
and Greenfield Road in Greenfield MN.
- 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

AUGUST 2015

- 8 Vino in the Valley**
Eventmaster: Randy Walker

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.
Ad
- 25-27 Annual North Shore Fall Color Tour**
Headquarters: Tofte, MN
Eventmaster: John Dixon, eyerack@tcq.net

OCTOBER 2015

- 1-3 Escape to Rushmore!**
Drives, tours, hospitality: <http://escape2015.pca.org/>
Eventmasters: Jim and Arylee Lilligaard
See info on page 14
- 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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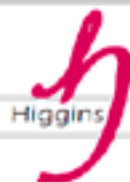
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The HAWK . . . No, it's NOT a bird

Photos and text by Mike Nelson

Looking out the window, I see signs that summer will soon be here which means it's time to wake the cars from their slumber and find a place to go. One great place to visit in the middle of July is The Hawk International Challenge with Brian Redman (a.k.a. The Hawk) event at Road America and nearby Elkhart Lake, Wisconsin.

The long weekend consists of various levels and tiers of vintage car racing at the glorious and fast Road America race track situated between Elkhart Lake and Plymouth, Wisconsin. It is fantastic to see, hear, smell, and feel all the old machinery going up the

into downtown Elkhart Lake for a concours-level car show. Standing on the side of the road when the cars go by with engines revving (bring ear plugs) is a great way to start the evening. The cars and drivers stay downtown for about 2 hours and then head back to the track just before sundown. I have been told the best place to be for the run back to the track is somewhere along the main road as some of the drivers really put the hammer down. It's so much fun to see, it's hard to believe it's legal so get there and enjoy it before somebody decides to cancel it.



storybook event as the weather was absolutely perfect.

The tribute this summer is the 60th anniversary of the small block Chevy V8 engine. Given the long and varied history of that engine, I'm betting there will be some impressive vehicles on display again this year.



Saturday night, a similar thing happens with many cars, drivers, and people crowding into town but with high-end street cars, minus the run back to the track. All the boys bring out all their toys for display offering the opportunity to get up close to the spectacular

long hill toward turn 1.

I have been twice in the last five years but the 2014 event was spectacular due to the 50th anniversary celebrations of both the Porsche 911 and Ford Mustang. The double-whammy of heritage and history was both fantastic and overwhelming. Everywhere I turned was another "hero car" with famous driver's names painted above the doors.

Besides the racing, what makes The Hawk weekend unique is the event that happens both Friday and Saturday nights: The Nationwide Concours d'Elegance. Friday night, a large group of race cars are driven from the track

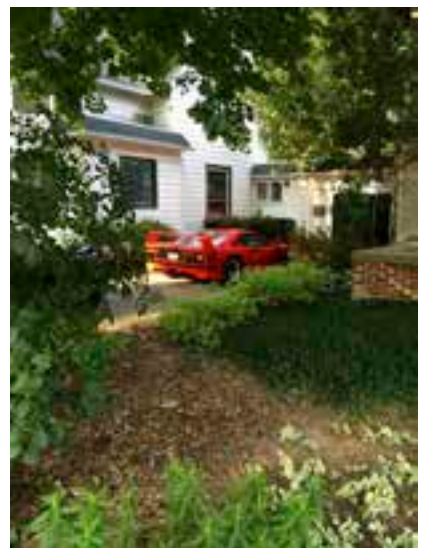
hardware. Either night, it is common to see all types of Ferraris, Lamborghinis, Jaguars, and of course Porsches lining the streets, not counting the race cars.

Last summer, in addition to all the cars filling downtown, they had separate areas for racing 911s and Mustangs on the lawn of the famous Osthoff Resort overlooking the lake. Roughly 15 racing Porsches and the same amount of Mustangs were shown in this special display. It was a



The Scenery around Elkhart Lake

Photos by Mike Nelson



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:

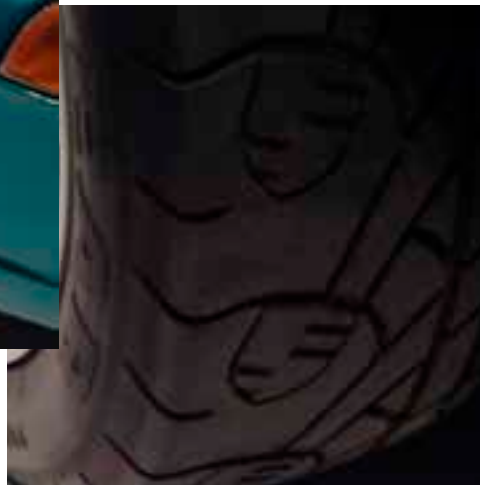
- **May 29, 30 & 31 Carrera GT Club Race and Driver Education** at Motorsports Park Hastings - Hastings, NE (Friday 5/29 is the DE and practice laps)
- **July 18 & 19 Summer DE** at Motorsports Park Hastings - Hastings, NE
- **September 19 & 20 Fall Finale DE** at Mid-America Motorsports - Glenwood,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



*Check
out that
tread!*

Look Close! Yes, That Isn't Normal Tread . . .

photo by Nick Cirillo



Porsche crest molded in the tires of Ferry Porsche's private cars. The one on display at the NC Museum of Art's "Porsche by Design" show in Dec. 2013 was his Panamericana concept car, which was on display courtesy of the Porsche Museum.



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Slowpokes Inc.

Open Track Time

2015 Dates:



Sunday, May 31
Thursday, July 2

Brainerd International Raceway

Competition course - 2.5 Miles, 13 turns

One-Day Events: Open Track - 9 a.m. – 6 p.m.

Cost: \$295 per car

Format: No run groups - Open track all day
Unlimited number of drivers per car
*Lunch 1 – 2 p.m. – Parade laps on track

Requirements: Prior High Speed Track Driving Experience
Vehicle Tech Inspection
Contact us for details

Contacts: Linda Schmid - linda@slowpokes.org 952-943-9567
Fred Jacobberger - fjacobberger@comcast.net 952-948-0600
John Cunico - jcunic0@aol.com 651-726-4814
Andy Schmid - ams@amschmid.com 952-943-9567
Jim Bahner – jim@qualitytapeinc.com 651-492-9459

If your happiness requires more track time
visit www.slowpokes.org and sign up today!

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

October 1-3, 2015

by Arlyce and Jim Lilligaard



Escape is one of the “big” PorscheClub events of the year. It’s often the case that Parade is on one coast or the other, and not everyone has the time or budget for a trip like that, perhaps all the way across the country. Escape provides you with another option.

Escape, like Parade, moves around each year and is typically held on the opposite side of the country from Parade. It is a multi-event weekend, with a national attendance list. While the Parade has a competitive focus, Escape is purely non-competitive. It is a socially oriented weekend focusing on camaraderie and friendship. It is a great opportunity to show off your car, see old friends, make new ones, and enjoy the good will and fellowship of other Porsche owners. All of this without the pressure of: “Did I miss that speck of dirt?” or “Is this the fastest line through the track?” or “Was that a rally landmark?”

Typically a held over a long weekend, such as Thursday through Sunday, Escape usually consists of banquets, driving tours, drives to local area attractions and perhaps a “people’s choice” car show. Other activities may include an “off road” event for our Cayenne enthusiasts. There may also be organized group lunches or free time (either day or evening) to allow you to explore area restaurants and culture on your own. Memorabilia for Escape or the local region may be available for purchase at a goodie store. The primary goals are to provide a fun venue for club members to congregate and show off the highlights of a new part of the country.

This year’s Escape is being co-hosted by Nord Stern and the Dakota Regions and chaired by Nord Stern members Jim & Arlyce Lilligaard (lillescape15@gmail). They have worked tirelessly the last couple of years to put together a wonderful opportunity for drives, touring, hospitality in one of the most beautiful areas of the USA within easy reach of our Nord Stern Region.

The dedicated website is live and full of information, photos, listings and registration information: <http://escape2015.pca.org/>

On the agenda: Enjoy The Ride,

At Escape to Rushmore 2015 you will have several options for both guided and independent tours. You’ll enjoy amazing scenery and choose from many popular tourist options, or discover your own little hidden gems. Tour a jewelry manufacturer, take an 1880 train ride, search through the passageways

of underground caves, or relax and discover your new favorite wine at a local winery.

Find yourself in the middle of a wide variety of wildlife including antelope, burros, bison, turkeys and even occasionally mountain sheep. There are at least eight organized tours every day and many others you can do on your own or with a group of your choice. Your options are limitless!

Watch the Road: Drives center more on watching the road than the roadside. Escape to Rushmore 2015 provides both options in one. You can choose to appreciate the scenery on a tour one day, then drive the same geography concentrating on how you and your Porsche grab and hug the hilly, twisty roads the next day.

Iron Mountain Road Drive: Experience hairpin curves, tunnels and spiraling changes in elevation with wooden pigtail bridges aiding the challenge. Three granite tunnels frame Mount Rushmore in the distance.

Needles Highway Drive: Challenge yourself on this drive with hairpin curves winding through slender granite peaks called Needles and narrow granite tunnels.

Northern Hills Canyons Drive: Here you’ll drive through Spearfish Canyon, a 19-mile gorge with thousand foot limestone palisades in colors of brown, pink and gray. Then you will transition to Vanocker Canyon road with its great twisties and scenic vistas. You will not be disappointed with this entertaining drive.

Hotels: Rapid City is a significant tourist center and has lots of hotels and more than 8000 rooms. Arrangements have been made with several hotels. Below are options that provide many conveniences and pleasures for you including a buffet breakfast, secure parking, bellmen, car washing facilities and local transportation. Holiday Inn Rushmore Plaza is the official Escape host hotel and is located next door to the Rapid City Civic Center.

Reservations: Hotel reservations can be made after Escape to Rushmore 2015 official registration opens in mid-July. Special prices begin September 30. Reservations must be made by phone and require the code you receive during registration. Please make sure to use your code to receive extra services associated with the Escape to Rushmore 2015 event.

You also have a choice between Synthetic and Dino Oils. Generally, synthetic gear oils are used whenever mineral oils have reached their performance limit and can no longer meet the application requirements; for example, at very low or very high temps, extremely high loads, or in extraordinary ambient conditions.

Synthetic lubricants continue to gain market share thanks to their higher performance properties that most often than not trump higher costs.

As in motor oil, the trick to getting the best out of your lubricant is by periodic changes based on time, mileage or continuous track use.

Another one of the neglected fluids in automobiles. It must be that out-of-sight, out-of-mind, because the gear oil in modern Porsches is set to be replaced every 90,000 miles. Most modern Porsches aren't even close to that mileage (with few exceptions).

First, all transmission fluid is not created equally. There is a difference between the Automatic Transmission Fluid (ATF) used in automatic transmissions and Gear Oil used in manual transmissions, because the transmissions themselves are quite different, as you can see.

Manual Transmission (above)

ATF is typically colored red or green to distinguish it from motor oil and other fluids in an automobile. This fluid is a highly specialized oil engineered to perform in automatic and self-shifting transmissions. It is typically a highly-refined hydraulic oil which must be made to conform to multiple tasks. In order to do so, special additives must be added, such as: anti-wear, rust and corrosion

inhibitors, detergents, dispersants, surfactants, kinematic viscosity and viscosity index improvers and modifiers, seal swell additives and agents, anti-foam and anti-oxidation compounds, high-temperature thickeners, cold-flow improvers, gasket conditioners, pour point depressant and petroleum dyes.



On the other hand, GEAR OIL is a lubricant made specifically for transmissions, transfer cases and differentials in cars and trucks in other words,



cars with manual transmissions.

Gear Oil is of higher viscosity to better protect the gears and generally has a strong smell of sulphur. Most lubricants for manual gearboxes and differentials are hypoid gear oils. These contain extreme pressure and anti-wear additives to cope with the sliding action of hypoid bevel gears.

You also have a choice between Synthetic and Dino Oils. Generally, synthetic gear oils are used whenever mineral oils have reached their performance limit and can no longer meet the application requirements; for example, at very low or very high temps, extremely high loads, or in extraordinary ambient conditions. Synthetic lubricants continue to gain market share thanks to their higher performance properties that most often than not trump higher costs.

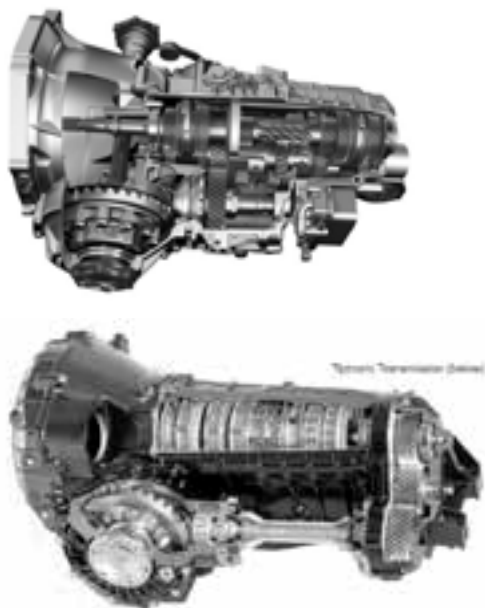
As in motor oil, the trick to getting the best out of your lubricant is by periodic changes based on time, mileage or continuous track use.

To learn more about Gear Oil, ATF and more, please visit my website at: www.PedrosGarage.com

Happy Porscheing, Pedro

Gear Oil and ATF

by Pedro P. Bonilla, published in the February 2013 issue of Die Porsche Kasse



"I think It's Called A Porsche"

by Brian Jobanningmeier
President St. Louis Region PCA,
reprinted by permission
Die Porsche Plauderei, April
2015



Whether day I was thinking about what makes me love Porsches so much, and that took me back to the 80's and when I first became acquainted with the unique shape of a Porsche. I was 10-years-old, and a friend of mine, Matt, came over to play. Now this was way back when Transformers first came out, and Matt's mom had just bought him a new Transformer toy, and he brought it along to show me. When we first met outside my house, he had it in it's robot form, and I told him that I thought it was pretty cool.

But then, he told me to wait and see what it turned into. I told there and watched as his fingers, turned, flipped and tucked in the pieces of this toy to transform it into what I considered the most awesome looking car I'd ever seen: the Porsche 928. He handed it to me, and my eyes ran over every inch of the beautiful lines that made up this car. This wasn't just some Italian wedge with wheels . . . This was something that could have quite possibly come from Cybertron (The Transformers' Home planet) itself. It was something right out of a science fiction movie, and I wanted to know more.

"What's this called?" I asked.

"I think it's called a Porsche," Matt said.

"Wow. This is the neatest car I've ever seen."

And it was. I couldn't believe that out there somewhere, these were streaking down the highways of the world and piloted obviously by someone from the space program.

For the rest of the day, I only wanted to play with that toy while he could have access to all of mine.

When the day came that I saw a real 928, my Dad and I were sitting at a stoplight, and it drove through the intersection. I immediately began jumping up and down pointing at it as the sun danced across it, sparkling like ballerinas.

"What's that, what's that?" I shouted.

"That's a Porsche 928," he answered.

I sat back in the seat after it was gone with a big smile on my face knowing that one day I would own one of those cars. And I did. It was the first Porsche I ever bought, and I'll never forget the look on my Dad's face when he saw it. And while I may no longer own that German rocket ship, I will never forget the memories it gave me . . . And why I love Porsches so much.

Planning Parade 2015? Want to drive with us? Time to Caravan!

by Marsha Drake



The 60th Annual Porsche Parade is being held in the Midwest this year – in French Lick, Indiana from June 21 - 27. We're very fortunate it's this close to our Nord Stern home! And a very special part of this Parade is that it's the PCA's 60th anniversary. The website <http://parade2015.pca.org> provides all the details about the beautiful historic hotels, the special display of 60 year-representative Porsches, the PCA museum, videos of PCA history at evening banquets, contests for the best outfits from the 60s, 70s, and 80s, and great tours including one where we can drive on the Indy 500 track!

Another special Parade celebration element is the limited edition 911 GTS Club Coupe which is pictured on the cover of the March Panorama and featured in the inside article titled "True Blue." Among other features of this special car, its gorgeous color and its ducktail make it very unique. Only 60 of them will be produced, and only one in 2015 – which will be raffled off later in the year to a very lucky PCA member! It will be exciting to see

the car at the Parade (and dream about winning that raffle)!

For those excited about this Parade and planning to attend, you're invited to drive the route with us. There will be a two-day itinerary, leaving Woodbury, MN at 10 a.m. on Friday, June 19, stopping for lunch in Tomah, WI, then driving to Mundelein, IL for dinner and hotels. The next day, we'll drive to Lafayette, IN for a lunch stop, then on to the Parade headquarters at French Lick in plenty of time to check in to our hotels and begin Parade events on Sunday, June 21.

If you're interested in coming along with us, contact Marsha and Mike Drake at 1452mike@frontier.com or 952-898-0408! We're looking forward to a great time with this year's Parade!



President Mike Sabers called the meeting to order at 7 p.m. remotely from Rapid City.

- **Presidents' Report:** The Zone 10 Presidents meeting in Des Moines last weekend was great! Going to the meeting made Mike realize how awesome the Nord Stern board is!!! All but two presidents attended (out of 10) Mike thinks that next year Paul and his VP should both attend the meeting. Mike learned that we need to have displayed or available our certificate of insurance at all events. Ron replied that Michele always gives it to him and he has it in his truck and Dave posts it behind the registrars table at track events PCA carries a global insurance policy and it is 40% of what similar clubs are being charged. Part of that is because we have a low number of claims, and also that we are good with waivers, but we need to do better. We have to make sure that people sign legibly. If they don't we need to make them do it again. Tell the person at the gate at BIR to clamp down on this. Dave will print out a roster for our waiver which will have participants' names on it, like a voter roll does, for example, and people will sign by their name. We are supposed to hold our waivers for four years. Currently Dave scans them in and tosses the originals. We will start to scan and hold originals. Arlyce says PCA will purchase insurance for the Escape because it is a national event. Mike, Michele and Arlyce will discuss any Nord Stern needs. Other clubs are asking for a flyer on the Escape to pass out to their members. Mike would like to start having an introduction section at track events for new members so they can get visibility with current members. Will do it at the Friday awards ceremony and see how it goes. Ron thinks it will take too much time to do it at the driver's meetings, and since time is very structured, doesn't want to do it then. We are doing awesome on social and financial stuff!! Mike had to leave the meeting to go coach soccer

Vice President – Paul Ingebrigtsen

- Paul is in Florida but sent an email with some Safety updates

Treasurer – Jeff Bluhm

- All's good!

Advertising – Jill Daneu

- Two advertisers who had to lapse have decided to renew! Jill will attend the Rochester new member social and will try to woo others to

come back. The new and improved Advertiser's Apex column has new questions. Be sure to check it out!

Autocross – Open position

- Member Andy Golfis attended the new member social at Auto Edge and joined the business meeting to ask about reviving Autocross. He got involved in racing by starting in Autocross and it has since disappeared. Corvette Club event is August 2nd and we are invited to attend. Andy thinks there is a good opportunity for a cheaper speed event to fit in our schedule. The Dakota County facility is a great place to learn and is again available for these events. Andy is willing to try and lead this effort for a year to see where we can get it. He will work with Christie and see what we can get on the schedule.

Board of Directors

Charity – open position

- Erik Erikson will help with the live auction at Club Race.

All Porsche Show – Pill Saari and Mark Koegler

- No report, Christie reported full-page ad will be running in the newsletter starting with May. Make sure we call it the All Porsche Show and Swap Meet. Flyers are available. Will ask for a \$20 donation per table

Club Race – Doug Anderson

- Going to put an ad in Club Racing

Driver Education – Steve Meydell


- No report


April 2015 Nord Stern Business Meeting Minutes


by Betsey Porter, Secretary

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Minutes . . .

continued from page 17

Driver Education Registrar – Dave Anderson

- Dave has all the new flags, as well as wristbands, waivers and stickers. Have 17 registered for advanced lapping on Friday. Have 74-ish registered for Sat/Sun.

Driver's Training – Ron Johnson

- The school is full!. There will be six GT3s!! We have enough instructors.

Drives – open position

- No report

Fall Color Tour – John & Suzanne Dixon

- No report

Historic Archivist – Kim Fritze

- No update

Insurance – Michele Deml Johnson

- No report

Membership – Ed Vazquez

- Ed created new displays for our tri-fold brochure to give to advertisers. There is also a smaller one for the PCA tri-fold. Memberships are way up! Our two events were very well attended, with many new members signing up and many renewing. 40 new members between both events!. Recommended we continue to do a January email blast to PCA members to get them to join NS.

Met Council – Bob Kosky

- No report

Newsletter – Christie Boeder

- May issue is whipping along just fine!. Christie is judging the PCA newsletter contest. As mentioned earlier, a new member has volunteered to help create ads for upcoming events, first one is the All Porsche Show and Swap Meet which will start running in May issue.

Octoberfest – Paul Bergquist, Mercedes Benz Club

- No report. Ad is running in newsletter

Rally and Drives – Lon Tusler

- Father's Day weekend rally. Not on Club Registration. Info online.

Safety – Paul Ingebrigtsen

- Paul is in Florida but sent an email with some Safety updates. *"I met with our two First Fling Tower/Control workers today, Abbie Miller and Ginny Bartholomew from*

CRA. We reviewed the NS Safety Rules and general procedures on how we run our events. I think they are going to do a great job for us at FF! They are helping me fill out the corner worker roster and will forward me contact names as they get commitments, which I am keeping on a master contact spreadsheet. At this point, we believe we will have enough workers for our event. We will see some familiar faces and some new faces from the CRA/SCCA ranks. I will plan to meet with the safety workers on the morning of the 24th (FRI) to review our rules and procedures with the whole team. I have also been in contact with Laura Hudson about Tower/Control and a safety crew for the July Club Race/DE event. Laura has committed to our event and I am confident we can fill out the corner safety positions. I am building a pool of contacts for the Tower/Control and Corner Safety positions so we have a "bench" to deal with schedule conflicts, etc." Paul has done an amazing job of organizing the situation with the corner workers and control tower people. Per Dave, flags have been delivered

Social Committee

- No report

Shop relations – Keith Fritze

- No update

Tech Sessions – Keith Fritze

- Raymond Auto Body event in May on detailing, will demonstrate on an older car. Working on setting up a session with Kirby's Paint

Track Relations – Jim Bahner

- No report

Touring – Randy Walker

- Vino in the Valley, tentatively scheduled for Aug 8. Randy confirming with the venue.

Webmaster – Mark Kedrowski

- No report. Jill and Christie are posting

PCA Zone 10 Rep – Kim Fritze

- Had a very good presidents meeting, the National president flew in. All PCA members are entered to with a new car!!. DE Advisory Committee is requiring a tech form for each track event, not just one for the whole year.

Old business

- Arlyce and Jim reported on the Escape. We have magnets, a brochure with a map, a schedule of events. Will have a booth at the Parade, would like to have a PCA and a NS banner. Now we need volunteers. The local corvette club has been very helpful

New Business

- Meeting adjourned 9:13 p.m..

Out and About at a Nord Stern Business Meeting



Upper Right, Dave Anders, center presents Jill Daneu and Keith Jones with their 2014 'Volunteer of the Year' Awards

Above: the post-meeting socializing!

Right: Zone Rep Kim Fritze chats with Nord Stern member Dale Trippler



ALL PORSCHE SHOW AND SWAP MEET

Sunday, June 28
10 a.m. to 1 p.m.

Roseville's Central Park

2525 Dale St. North, Roseville

A featured event: Roseville's Summer Rosefest

Swap Meet

8 a.m. Setup, 9 a.m. Start

Car Show: All years and models 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 your car for sale (Porsche Only)

Food Vendor: Nordic Treats

Suggested Donations:

Car Show Entries: \$20

Nord Stern Vendors: \$20

Cars For Sale: \$20

Swappers: \$10 (Tables are NOT provided)

Phil Saari and Mark Koegler, Co-Chairs

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



Imola Membership Meeting Feature

photos by Josh Hway





Driver Training: Learn Better Car Control, Enhance your Driver Skills

*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 Ed 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 Training Dates for 2015 - one left:

- Last Fling DT ... October, 16, 2015

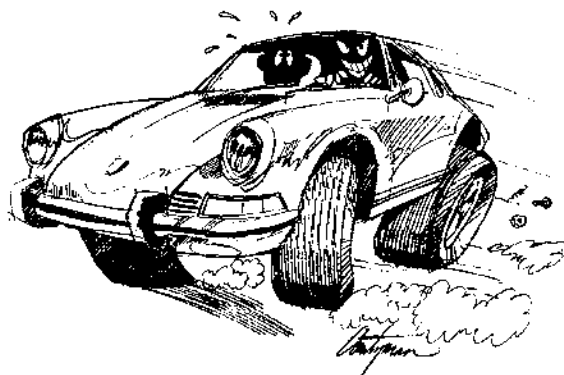
DT Event Fees for 2015:

- \$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.

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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Nord Stern Porsche Club

Member-Wear

	<p>Port & Company 100% Cotton T-Shirt</p> <ul style="list-style-type: none">• Heavyweight 6.1-ounce, 100% (preshrunk)• Shoulder-to-Shoulder Taping• Coverseamed Neck• Double Needle Hem• Black w/Nord Stern Logo <p><i>Small – XLarge - \$20.00 Each</i> <i>2XLarge - \$22.00</i></p>	Men's Size	Quantity	\$ Item Total
	<p>Cutter & Buck Tournament Pique Polo</p> <ul style="list-style-type: none">• Ribbed knit collar & Cuffs• 3-Button Placket• Drop Front Shoulder• Reinforced Side Vents• Pearl Colored Logo Buttons• C&B Pennant at Left Sleeve Hem• White w/Embroidered Nord Stern Logo on Left Chest <p><i>Small – 3XLarge - \$45.00 Each</i></p> 	Men's Size	Quantity	\$ Item Total
		Ladies' Size	Quantity	\$ Item Total
	<p>Eddie Bauer Packable Wind Jacket</p> <p>Wind was the inspiration for this compact layer – and it packs down into a pocket, making it easy to carry wherever you go. Hood with drawcord and toggles for adjustability, contrast reverse coil zipper, underarm vents, packable zippered chest pocket, front unzipped pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon.</p> <p><i>Small – Xlarge - \$50.00 Each</i> <i>2XLarge - \$52.50</i></p>	Men's Size	Quantity	\$ Item Total
		Ladies' Size	Quantity	\$ Item Total
	<p>Port Authority Dry Zone Cap</p> <p>An exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill.</p> <ul style="list-style-type: none">• 55/45 poly/polypropylene double knit• Unstructured• Low Profile• Hook & Loop Closure <p>\$20.00 Each</p>		Quantity	\$ Item Total
Contact Name				\$ Order Total
Contact Phone #				

We are accumulating orders. All orders should be emailed to Ed with the notation NS Memberwear Order. Payment will be upon Delivery.

Please contact Ed Vazquez at edmn911@aol.com with questions or to place an order.



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



Hasn't snowed in a couple of days and the Porsches are rolling out all over the state. The first track weekend is just two weeks away. It's Spring. Since everything else is becoming new and fresh, I picked an old issue with a new format. As noticed from the covers, every issue I've reviewed so far is pre-1989, small format. But down in the Thomas Longfellow archives there's this stack of Nord Sterns dating from 1989, each with a clean white background to each cover subject. The format grew to 8 x 10 1/2 inches with a new font as well.

– Ron Faust

February, 1989

- John and Jodie Mueller are still editing as the new format comes out. **Bob Fleming** gets credit for the new cover layout. **Rick Moe** is Technical Editor and **Bob Cox** is 356 Editor. **Ron Draper** is President for 1989.
- An ad offers car phones for only \$599, antenna and installation included. We used to call it "the brick".
- The Calendar includes a *Ladies Night Out* at the Samurai for Japanese steak and seafood. In March it will be pot lock at Jodie Mueller's home. *"If you don't show up...we'll talk about you!"*
- Rick Moe**, Tech Editor, offers an article on Clean Air and Porsches. Recognized

harmful byproducts of combustion are: hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx). Rick explains with clarity just how engines produce these pollutants and they had already been greatly reduced since the '50's.

- Jim Bryant** is listed as a new member.
- Price Cobb** won the Porsche Cup for the third time driving a 962 in 1988.
- Bob Cox** demonstrates ten badges used by the various coach builders of the early 356's.
- Self titled "Crumb Varmint-Kim (Mr. Gofast to many!)" chronicles his trip to Laguna Seca for the competitive Jim



Russel Racing School's Runoffs. Formula Fords offer the excitement, but Kim's had mechanical trouble and he just missed the finals by one point.

- The Marketplace offers a 1988 930 Turbo with only 5,500 miles for \$65,000.
- Also, **Phil Saari** is selling a 1600 S engine *"Rebuilt, but apart. Missing 1 head."*



Above: February 1989 cover features Bill Groschen's 356A race car on a white background in new format. Photographer: Sue Hartley. Layout: Bob Fleming.

Left: Did this car survive the project?

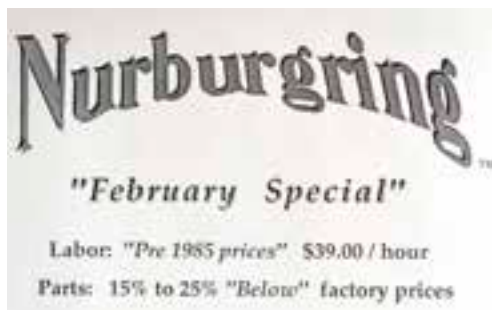
The Scans Continue



Above "The all new" Metropolitan Imported Autos ad shows it's Porsche/Audi dealership in Maplewood



Above: Kim Crumb in his Formula Ford at the Jim Russell race school runoffs.



Left:
Rick Moe's
prices; which
decade was
this?



Right: Bob
Johnson's Autocraft
shop was still
in Altura, MN.
His full page
ad featured Bill
Sigglekow's 1962
356B.



In Search of a 911 . . .

Courtesy PCA National Newsletter Editor

It was all my wife Jan's fault. The only reason I have a Porsche 911 is because she needed a new car.

My poor spouse had been driving my cast off 7 year old Honda Passport with 180,000 miles when she came home from her exercise club one day with an interest in the Lexus RX300. She had parked next to one and thought it was cute. Because she now only drives maybe 7,000 to 8,000 miles a year, we had previously determined that buying a brand new vehicle



was not very cost effective. Purchasing a low mileage 2 to 3 year old vehicle made more sense.

I logged onto AutoTrader.com to see what the used Lexus market looked like. Speed scrolling through the Make listings, I overshot Lexus and landed on Porsche. Having always been interested in Porsches, but thinking they were way out of my price range, I clicked on Porsche to see what their cost looked like. I quickly found that my price preconceptions, at least for previously owned vehicles, were not necessarily accurate. After a couple of hours looking at Porsches all over the internet, I did look at the Lexus so I could report back.

The next day I ordered the Original Porsche 911 book written by Peter Morgan to study up. After establishing a working Porsche 911 vocabulary and basic knowledge of the model history, I determined that I needed to talk to someone with actual Porsche experience. I had previously worked professionally with Tim Grubaugh (former president of the Kansas City Region PCA) and invited him to lunch.

At lunch I laid out my agenda. I had determined that I needed a 911 Turbo, aka 930. Tim's first question after listening to my monologue was "Why a turbo?" I have to admit, it was for the sheer power and push you into the seat performance. Tim proceeded to lay out the pros and cons of turbocharged power and suggested that he introduce me to Eric Bretzel, a PCA club racer, with extensive experience concerning all types and ages of the 911. We went from lunch directly to Eric's near-by office where his first question to me was "Why a turbo?" I was starting to get the drift here, maybe a turbo was not where I should start. Tim and Eric gave me a lot to think about. After some realistic evaluation, based upon many factors, but including my lack of rear engine car driving experience (I did have a 1958 VW in college) and financial commitment, I decided to concentrate on finding a 1987 through 1989 Carrera with 3.2 liter engine ---- non-turbo.

Back to the internet and telephone with now a specific target. I located and drove several years and models of 911s over the next few months, even venturing as far as trying out the early 1990's 964. Local examples I drove ranged from fairly nice, but noticeably used, to shelled. More discussions with my technical consultants encouraged me to be patient, the right one was out there, it just takes time.

The right one appeared on AutoTrader.com about 5 months into the search, in Chicago. This one was a 1988 silver coupe with front and rear spoilers, fairly low miles, the right price, and appeared to be in good condition. It had been consigned to a dealer by the owner and they didn't have much background history information on it (something my consultants stressed was critical). They gave me the owner's phone number, but added that he was on vacation and wouldn't be back for a week.

I spent the week studying the CarFax report and looking at additional pictures the dealer e-mailed.

I called the owner first thing the Monday morning he was due back from vacation. Nice guy, very informative. Yes, he had nearly all the service history from when the car was new, definitely all the critical regular servicing records. Yes, the car had been well taken care of in the 8 years he had owned it. Yes, it had been spared the snows of Chicago winters. No, it was probably sold. I should call the dealer.

A call to the dealer yielded that it was gone. A buyer from Washington D.C. had flown in that past Saturday and driven it home. I had to start the search all over again.

Another month went by until another good prospect presented itself, a 1988 coupe, Anniversary Edition located in Detroit. I had read about the Anniversary Edition in several of the books I had accumulated and was not that overwhelmed. But, this car looked to be in good shape and was in the ballpark price wise. I called the owner, Ken, to get the details. We had a long conversation where I learned that he was only the second owner, he garaged the car in October and got it out in May (he had other toys to play with during the winter weather), had basically all the service records, and had only put about 14,000 miles on it in the 7 years he had owned it. The car was all original, except for the performance chip he had installed. He had, in fact, kept the original chip, however. Sounded good.

It was a Wednesday. If I wanted to look at this car, I felt I needed to do it quickly. Looking at internet airfares on Travelocity and Orbitz, it looked like short notice fares were in the \$500 range, with 30 day fares at around \$200. I called Ken back to see if he would be available to show the car over the weekend. As it turns out, Ken is a corporate pilot for Ford Motor Company and typically did not fly from Friday to Monday, he was available.

I fired up Priceline.com and offered \$125 for a roundtrip to Detroit that weekend. It was

miraculously accepted. I was to depart late Friday afternoon with a return Sunday evening. I called a good friend/past co-worker, Leonard, who had transferred to the Detroit office several years prior, to see if he and his wife, Mary, would be around over the weekend for a visit. Yes they would be. Upon hearing the purpose of the trip, I was invited to stay with them, on the condition that they could go along to look at the car. So, I had air travel, ground transportation, and a place to stay.

Ken and I had agreed to meet on Saturday afternoon at a location in Detroit about half way between his residence and Leonard's as he would be on his way to a company picnic. We got there a little early and Ken drove up right on time. As soon as he drove into the parking lot, you could tell that this car had been cared for. A test drive proved the engine strong, clutch and transmission firm, and brakes fully functional. Other than the normal rock chips and slight interior wear, the car was very clean for its 73,500 miles. Much cleaner than any other 911 of the same vintage that I had looked

at previously.

Ken had recently bought a BMW M3 (to go along with his Mercedes 450SL and Ford Explorer, after all he does work for Ford) and was out of garage space. Anyway, his fiancé wanted to buy a sailboat. The Porsche was odd man out and was the vehicle to go, much to the dismay of his daughter who thought it was to be her car when she was old enough to drive - in another 6 years.

We came to terms easily, with the sale contingent upon an acceptable inspection by Bill Cook Imported Cars, one of the local Porsche/Audi dealerships in the metro Detroit area. Ken would take the car to Cook's the following week when he wasn't flying. I had already made arrangements with the dealership to have them charge the inspection to my credit card and FAX me the report directly.

At the conclusion of our negotiations, with a deposit to hold the car made, Ken asked if Leonard and I were race fans (Mary had by this time retired to the back seat of their car in fear that all of this would rub off on

her husband and they would have a Porsche too). Upon affirmative response, he produced two packets of credentials to the IRL race at Michigan Motor Speedway that coming Sunday afternoon. He said to come early as there was a lot to see. Little did we know what he meant.

We went out to eat that evening to celebrate my apparent purchase. Mary had to call Jan while we were waiting at the restaurant to find out what was in this for her. They determined jewelry. At least I knew what Christmas was going to be that year.

Sunday morning we got up and ate a leisurely breakfast. After a short tour of Leonard's office in Ann Arbor, we headed toward the Speedway. Upon review of our credential packets we found, among other things, a parking pass to hang from the rear view mirror. We got in the traffic line at the Speedway with the parking attendant waving everyone to a parking lot to the left, at least until we reached the front of the line. We were waved to the right. Following additional

Continued on page 33



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The Airport parking lot is no place for your baby. Or your car.

Use Them, Or Lose Them

by Andy Golfis



If you are like me, well you are like me or you wouldn't be reading all the articles in *Nord Stern* to get your auto fix for the week. I say week, because you have at least three more auto magazines coming to your house each month. Now let's get down to why I'm writing this piece . . . I know that there are a lot of Porsche Club members that have older cars they want to keep in perfect shape and there are other members that have cars they spend hours cleaning and polishing every weekend and would NEVER think of getting it dirty. I'm talking to you. I was one those members. I informed my wife I was thinking about getting another car to add to my collection of spotless vehicles when she said 'USE THEM OR LOSE THEM'.

Well, this posed a problem I hadn't anticipated. I really wanted a 911 but I wasn't sure what I could do with a 30-year-old Italian car that I had babied since I bought 30 years ago. I tried taking it out to car shows and that's when I ran into a guy who couldn't believe that there where any Lancia still around. He told me about the Minnesota Autosports Club (MAC) and the Autocross events each summer. I was, however, quite leery of running a thirty-year-old car and having it break and then trying to find parts but, I thought, that at least would put me in good standing with my wife and get me a step closer to getting that 911 I wanted.

So, I signed up for the MAC Novice Autocross School which is offered each Spring. The next thing that I knew, I was running the rubber off those old Pirellis and loving every minute of it and nothing fell off, or broke! When I had completed my last run and was packing to leave, my two sons said to their Mom that they had never seen me smile that much, and to top it off the car after my first event actually ran better than it had ever run. It was a eye opener for me, I always loved having the best-looking car at events, but to have the fastest in my class way just way too much fun.

So here is my sales pitch, if you are tired of looking at your reflection in that beautiful finish of your favorite set of wheels, or you are new to Nord Stern and would like to see what your car feels like sideways in a controlled environment, check out Autocross. It's an inexpensive day of running your car like it was meant to be driven. It will be the best \$35 you will ever spend and a chance to meet other like minded car junkies like yourself. Check out the schedule below for this summer's MAC events and go to their website and register and yes, it worked, I got the 911 and more but that's for another story.

Editor's note: Nord Stern has a history steeped in track action and absolutely NOT all of it has been high-speed! Autocrosses are great fun as Andy says, and let you learn much more about your car's capability and develop individual personal driving skills. Questions, let us know!

Minnesota Autosports Club (MAC) Autocross Events 2015!

Date	Name	Location	Club	Type
2-May	MOWOG #1 Autocross	Valleyfair Amusement Park	MAC	Autocross/Solo
3-May	MOWOG #2 Autocross	Valleyfair Amusement Park	MAC	Autocross/Solo
17-May	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
7-Jun	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
June 13-14	MAC Novice Autocross School	Dunwoody College of Technology	MAC	Autocross/Solo
28-Jun	MAC @ MN State Fairgrounds	MN State Fairgrounds	MAC	Autocross/Solo
18-Jul	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
19-Jul	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
25-Jul	MAC @ Winnebago Industries	Winnebago Industries	MAC	Driver School
26-Jul	MAC @ Winnebago Industries	Winnebago Industries	MAC	Autocross/Solo
9-Aug	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
3-Oct	MAC @ Canterbury Park	Canterbury Park	MAC	Autocross/Solo
4-Oct	MAC @ Canterbury Park	Canterbury Park	MAC	Autocross/Solo
11-Oct	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo

Questions: MAC Contacts: Steve Garnjobst, President steve.garnjobst@msn.com, Phil Ethier, Preregistration pether7@gmail.com

Stu Naber, Treasurer stunaber@comcast.net, Phil Ethier, Reserved Numbers pether7@gmail.com

To register and access calendar with dates and information: www.motosportreg.com

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Porsche of Minneapolis



1. **Company name?**
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2. **Address/phone/email/main contact?**
9191 Wayzata Blvd., Golden Valley MN
763.744.9191
Parts Department Contact:
Matt Lawson 763.744.9171
mlawson@carouselmotor.com
Sales Department Contact:
Eddie Rediske 763.744.9105
erediske@carouselmotor.com
Service Department Contact:
Jon Beyer 763.744.9107
jbeyer@carouselmotor.com
3. **Type of business and years in business?**
Porsche of Minneapolis has been a Porsche dealership since 1969.
4. **Number of years as a Nord Stern member and/or advertiser?**
Porsche of Minneapolis has been a Nord Stern member and advertiser for 20+ years.
5. **What favorite sports car (Porsche or otherwise) have you owned and why?**
Eddie Rediske: My favorite sports car was a 2008 911 4S Coupe. It was my first new Porsche!
Jon Beyer: My favorite sports car was a 1984 Mazda RX7. It was also my first sports car!
6. **What was your most memorable sports car moment and why?**
Matt Lawson: I enjoyed racing at Road America, a legendary four-mile track comprised of 14 turns.

Eddie Rediske: I have driven on the Porsche Leipzig racetrack, which combines some of the toughest corners and elevation changes from racetracks across the globe.

7. **As an advertiser, which PCA events (Club Race, tech sessions, new member socials, other) do you most enjoy and why?**

Matt Lawson: I enjoy the Club Race at BIR! It's a well-organized event with wheel-to-wheel racing.

Eddie Rediske: I enjoy Nord Stern's annual swap meet as it provides me the opportunity to reconnect with people that I have not seen for a long time. Interacting with Club members creates a good feeling no matter what the event.

8. **What unique benefits do you provide members?**

Porsche of Minneapolis' highly-trained staff has well over 100 years of combined experience. We also offer a 10% parts discount to Nord Stern members.

9. **When I'm not at the office/shop, you are likely to find us...?**

Spending time with our families and loved ones. In addition, we will be enjoying the same Porsche Passion that brings all of us together.

10. **What would members be surprised to discover about you?**

All of us have owned Porsches at one time or another. Most of us are current Porsche owners who are involved in racing at some level.

Picture L to R: Jon Beyer - service department
Darin Szabo - Sales Department
Eddie Rediske - Manager
Eric Voge - Sales Department
Dave Wilson - Sales Department,
Michael Peters - service department
Not pictured Matt Lawson - Parts department.



News Flash - Porsche of Minneapolis: New Building Update

courtesy Eddie Rediske

The new Porsche of Minneapolis building is scheduled to open this summer. The dealership will host an open house the first week of August. (Date to come.) Here are some exciting highlights about the new building:

- Double the size of the current building
- Usable two levels
- Expanded Parts and Service departments
- Two state-of-the-art fitting lounges in which to build your New Porsche
- In-ground alignment rack
- Custom dyno machine for anyone to use
- Car wash
- Real customer cafés and lounges
- New car delivery area, Three detail bays



911 . . .

continued from page 27

direction from attendants, we arrived at our parking spot near the base of the bleachers. As we merged with the crowd entering the main gate, everyone was being directed to the bleachers, except for us. We were directed to the tunnel under the track to the infield where we were met by a cart that would take us to our destination, the end suite right behind the pit area as the track came out of the last turn.

With some apprehension, not really knowing if we were in fact in the right place, we entered the suite labeled Kelly Racing. There was Ken, and 20 or so other people, watching the last of a modified truck sprint. Ken welcomed us in and introduced us to his fiancé, Karen, a VP at Holland America Cruise Lines, a primary sponsor of one of the IRL cars. A buffet table was laid out, with the main feature being a platter of easily 20 pounds of cold boiled shrimp, along with more than two dozen other equally appetizing items to eat. Anything you cared to drink was available at the open bar.

After we had eaten and chatted with Ken, Karen, and some of the other suite occupants, Ken explained the meaning of the code on the credentials hanging around our necks. The big number 6 on the background indicated that we could go anywhere on the infield where a

number 6 was posted, which was anywhere other than the pit area half an hour before race time. Leonard and I headed out to tour the infield.

By that time, it was about 90 minutes before race start. All of the cars were in the infield barns undergoing final prep for the race. Having never been close to an IRL car before, I was amazed at the amount of computerized systems associated with the cars. Seemingly, everything is digitally controlled, from engine management to final wheel alignment, based upon information relayed by telemetry from the car to base during previous practice runs. Typically, a car was sitting in the barn running through a series of engine revs with 3 to 4 laptop computers plugged into data ports at various locations on the car controlling and setting parameters for nearly every aspect of vehicle performance. While the support crew worked on a car, the crew chief would act as Master of Ceremonies explaining to the observers what was going on and answering questions.

Harrahs had two cars entered, one of which was having the engine pulled, this about 45 minutes before the race. I asked the crew chief why. He indicated that the engine was just not setting up the way they wanted so they were

going to try another one. Turning around we saw them pull another engine out of one of three Harrahs support semi-trailers (this one with a complete spare car on a rack above the engine storage area). I asked how long it took to change an engine. Usually 20 minutes or so; 2 engine mounts, 4 bolts to the transmission, quick disconnect fuel line, and a big wiring plug to computer systems controlling all engine functions including throttle. 30 minutes later, the car had a new engine, had been acceptably set-up, and was being towed to the pit area of the track. We headed back to the suite, amazed.

Ken was heading up the stairs to the roof of the suite to get the open air vantage point for the start of the race. He directed us into the suite to get some hearing protection. We had our choice of 'headphones' with or without radio connection to the pit crew or several styles of ear plugs. We arrived on the roof just in time for engine startup. Shortly the pace car, a vintage Corvette (it was Corvette Day at the track - imagine Detroit on Corvette Day - there were hundreds of all descriptions). Two laps behind the pace car and they were off, some 22 of them. They came around the last turn after the first lap still bunched up at about 180 mph.

Continued on page 37

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Anyone who knows anything about non-NASCAR motorsport has heard of Colin Chapman, the designer/producer of Lotus race cars. This book is about Colin Chapman the (lets say) character and his activities. He is presented as a much different individual than the creator/racer of Lotus cars, with whom American motorsports enthusiasts have become familiar, or at least acquainted.

Though the focus is on Colin and Lotus, other significant players in European motorsport make candid appearances, as do some from Indy. Interesting race reports are included, with focus on the cars as much as the drivers. The story of Colin Chapman and Lotus is the antithesis of the Porsche story – Chapman started out making cars, then became, decades later, an engineering firm.

Colin is initially presented, not so much as a designer (or even a tinkerer) but as a wild man given to diving off the highest diving boards or racing bicycles down hill in the snow. It comes to appear appropriate that his first commercial ventures, while still a school boy, were as a used car salesman well acquainted with such tricks-of-the-trade as sawdust in noisy differentials and extra heavyweight oil in crankcases. He was a man of stories – stories about him and by him, creating a fascinating persona that may well be largely apocryphal.

After his used car days, it appears he perpetrated con after con, fraud after fraud, all the while managing to produce major improvements in sports/racer design and construction, and amass an amazing record of race wins — A master of scam as well as of race car design! Interestingly, his scams were all business oriented, It appears that his race teams were uniquely free from fraud. What Lotus did in the way of creative rule interpretation/skirting was all done openly. Colin was a very charismatic individual, a salesman par excellence, but his leadership skills seem to have been minimal. As for genius, this book makes him look like an incredibly perceptive, fast learner in multiple fields, rather than one who is inherently smart. However it came about, he had an extremely wide and rather unheralded influence on motorsport. As presented in COLIN CHAPMAN, he was a man who ‘could sell iceboxes to Eskimos’, but was reluctant to blow his own personal (as distinct from Lotus) horn.

Interesting asides provide a perspective on the character of Richard von Frankenberg which is different from what one sees in Porsche related publications, as well as an outsider view of USAC’s operation of the Indy 500 races. The story of how John Player sponsorship arrived for Lotus is almost anticlimactic, especially after the years long effort to obtain support from Ford.

It has been said that “no one is easier to con than a con man”, which may bear on why Chapman became involved with individuals such as David Thieme of Essex Petroleum and John Z. Delorean. These individuals, more than his personal dealings, would cause the Chapman name to become associated with criminal activities. And John Z, as presented in this book, was not the automotive genius he has often been portrayed in this country, but a true con man rip-off artist.

This book purports to give the real story behind ‘The Chapman Legend, and the sub-title comes to seem more and more appropriate as one reads. All in all, grab this book and sit down for a very fascinating and most enlightening read.

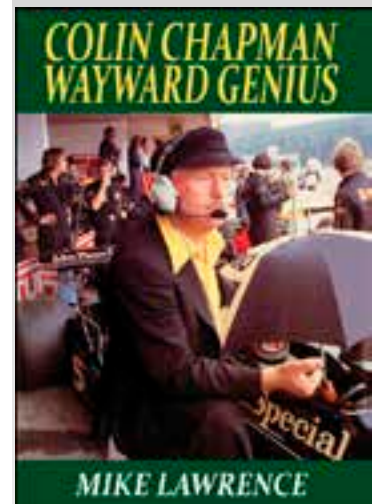
COLIN CHAPMAN is a paperback with 26 topical chapters, a preface, an epilogue and a comprehensive index. It has 276, 6x9 inch matte pages including 38 black and white illustrations with comprehensive captions. It should be available for \$49.95 from your favorite book seller (ask for it) or from <http://www.motorbooks.com>.

Book Reviews for Porsche-philes . . .

Colin Chapman, Wayward Genius

by Mike Lawrence, originally published in 2002 by Breedon Books, Ltd, England

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





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

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

I will be a curator for a private Porsche collection.

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

Rick Moe
nurburgring, inc.
dasring.com

continued from page 31

You could feel the cloths shake on your body from the noise, us being maybe 75 feet from the action.

About 20 laps into the race, when a group of cars would go past, 5 or so seconds later it felt like thousands of gnats attacking. I looked down at my arms and they were peppered with small black flecks. 'Tires' mouthed Ken who was standing next to me. As racing tires heat up, small balls of rubber migrate to the outside edge and fly off, especially when exiting curves. We were in the prime spot to receive the barrage of tire balls (there is actually a term for this, but I can't remember it).

Shortly, drivers began making their first pit stop for tires and fuel. 4 tires, 15 gallons of fuel, and a drink for the driver - 20 seconds +/- they were headed back to the track in a cloud of burning rubber. A caravan of used tires started down pit row to the Firestone tent at our end. A set of 4 tires could be changed in less than 5 minutes by the Firestone guys. Watching the

ballet of used tires onto the changer, off with the old - on with the new, new tires feeding in, old tires flying out, fresh tire sets caravanning back to the pit area was intriguing. After awhile we returned to the relative quiet of the suite to refuel at the buffet table, now stocked with a whole new array of goodies. I had become 'the guy buying Ken's Porsche' to nearly everyone in the suite. I stuck up a conversation with an older man and commented that this was a rather civilized way to watch a race. He agreed and asked if I had an idea of what this experience was worth. I did not. Around \$600 apiece I was told. The price of the Porsche was coming down if this value added was considered.

About 3/4 of the way through the race, we needed to depart for Detroit to get back in time for my flight home. Ken and Karen sent us off like members of the family, giving each of us a Holland America tote bag as a departing gift. Not a cheap bag either. Later we found the bag to be filled with all kinds of goodies - Kelly Racing and Holland America clothing, hats, a sealed program for the race, and many other odds and ends.

really wanted to get the feel of the car over a long drive.

When I arrived in Detroit the following Saturday, the car was waiting, all in order, clean, and with a clear executed title. Ken told me that it was fortunate for me to have tied up the car when I was first there. He had received a phone call the Sunday night after the IRL race from a person willing to meet his asking price, sight unseen. I would have lost another one. Ken proved himself to be a man of integrity by completing the deal with me at a lower price.

The drive home was exhilarating, although under control. Kansas would not issue a temporary tag without the title, something I would pick up in Detroit with the car, and Michigan DMV was closed on Saturday. So, I had borrowed the Kansas tag off of our 1988 Toyota Camry and used it as a temporary for the Porsche while in route. 1988 Camry, 1988 911? No real difference, is there?

I intended to make the trip back over 2 days, stopping somewhere in eastern Iowa for the night. But, as I drove, my fatigue level never exceeded the pleasure of driving. I made it home in one shift, very early in the morning, but not really all that tired.

The flight home was uneventful. I received a FAX from the Porsche dealer the following Wednesday. Nothing serious was found, some routine age related maintenance items, a missing spare tire air pump, air conditioning needing a charge, and an inoperable defroster switch was about it. No deal killers. I called Ken to let him know the inspection turned up nothing of note. I would be FedEx-ing him a certified check for the outstanding balance the next day. We arranged for pick-up the following weekend when I could fly up to Detroit and drive the car home, I

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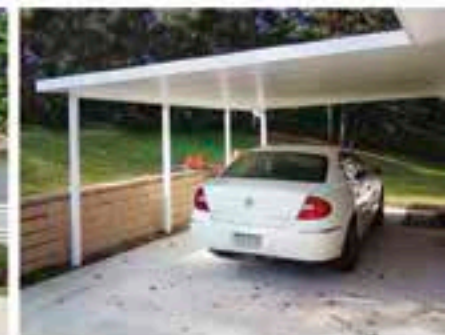
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Tech Quiz Fun: 2013 Parade Q & A

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. In 2011 the PCA National Office moved from Springfield, Virginia to a new facility in _____.

- a. Columbia, Missouri
- b. Columbia, Maryland
- c. Columbus, Ohio
- d. Manny Alban's garage

Porsche Panorama March 2012. "Any Questions" Section

2. Porsche Parade is not trademarked in the US Patent Office?

- a. True
- b. False

Porsche Panorama March 2012 pg. 4

3. The name for Porsche's new compact SUV is Macan which in Indonesian means tiger.

- a. True
- b. False

Porsche Panorama March 2012 pg. 72

4. Which PCA Region has hosted or co-hosted the most Parades at 5?

- a. Potomac
- b. Rocky Mountain
- c. San Diego
- d. Gold Coast

2012 Region Procedures Manual pgs. 13&14.

5. Hospitality Tents also known as Porschecorral's are a member benefit provided by PCNA, IMSA and PCA at American LeMans Series and GRAND AM races.

- a. True
- b. False

2012 Region Procedures Manual pg. 8

6. Special Interest Groups also known as Registers allow members with specific model Porsches to focus on the special aspects of these cars. Which of the following is not a Register.

- a. GT2/3/Cup
- b. 912/912E
- c. 911S 1969 – 1973
- d. 911 Speedster

Porsche Panorama March 2012 "Any Questions" Section

7. The hybrid concept was not new to Porsche in 2010. In what year did Ferdinand Porsche develop the Lohner-Porsche "Mixte" with wheelhub electric motors and a spark-ignition engine?

- a. 1960
- b. 1949
- c. 1902
- d. 1900

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

8. The first Porsche advertisement appeared in 1950

- a. True
- b. False

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

9. In 1997 Porsche continued the supercar lineage of the 959 with the 544hp carbon fiber, DM 1.5M, 911 GT1. How many units did Porsche produce?

- a. 1000
- b. 100
- c. 20
- d. 5

Christophorus "60 Years in America" Vol. 347 pg. 72

10. Porsche's customer magazine, Christophorus, is named for the patron saint of travelers.

- a. True
- b. False

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

11. The unique 935/78 better known as "Moby Dick" the final expression of the factory 935's was in effect a tubeframe racer only retaining the upper portion of the 911 body shell. "Moby Dick" was also unique in that it was the virtually the only factory production based race car with right hand drive.

- a. True
- b. False

Evolution of the Porsche 911 in Competition – Michael Keyser pg. 80

12. Virginia International Raceway (VIR) was the venue of the first International Motor Sports (IMSA) GT series race in April 1971. The overall victory went to _____.

- a. Peter Gregg/Hurley Haywood 911ST
- b. Bruce Jennings/Bob Tullius 911
- c. Peter Gregg/Hurley Haywood 914/6 GT
- d. Steve Behr/Ralph Meaney 914/6 GT

Evolution of the Porsche 911 in Competition - Michael Keyser pg. 33

13. 904 bodies were made from BASF Palatal plastic by an injection process at:

- a. the Heinkel aircraft factory
- b. Weidenhausen in Frankfurt
- c. Monogram
- d. Draz

Moments The Official Porsche Anniversary Book pg. 73

14. Roger Penske ordered 15 Carrera RS's in 1973 for his made for TV International Race of Champions?

- a. True
- b. False

Evolution of the Porsche 911 in Competition – Michael Keyser pg 45

- True
- False



May Quiz Answers



One Last Scan:

Above: Bob Cox describes coachbuilder badges used on early 356's. Illustrations were from the Stoddard Catalog.

1.	b
2.	a
3.	a
4.	b
5.	b
6.	c
7.	d
8.	b

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18 America Roads You Need To Drive

submitted by Steve Flaten

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.

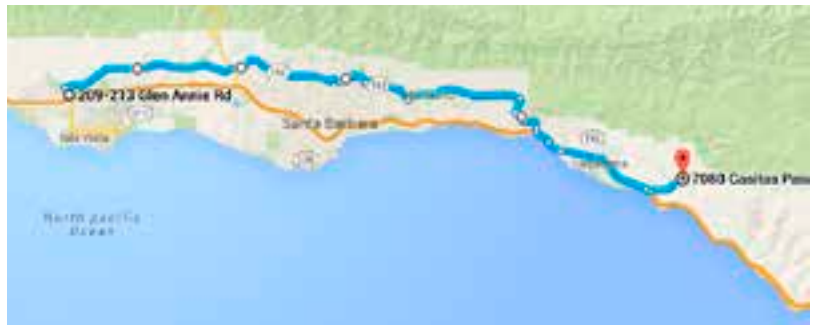
There are plenty of beautiful driving roads in America (hi, Colorado!). But most involve driving so far out into the middle

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, Los Angeles, CA

Best Known Road: The Pacific Coast Highway

Anywhere along the famed Pacific Coast Highway is good, but it's really worth it to spend the time to head north to Big Sur, where those extra miles will pay off in a major way, thanks to the kind of scenery that can't be bought and some truly demanding curves.



Lesser Known Road: Highway 192

The hills overlooking Santa Barbara contain some of the best driving roads in all of California. Along the hour it takes to traverse Highway 192, there's an overabundance of elevation changes, plenty of switchbacks, and very little time to get bored on straight stretches. Pro-tip: take a turn and get lost in one of the semi-rural neighborhoods. Fun can be had even at 15 mph.

DE at RA!

ROAD AMERICA!

Join Nord Stern Region of PCA for
2 Days of DE - LOTS of track time

DATE: JUNE 15 & 16, 2015 (Mon/Tues)

WHERE: Road America! Elkhart Lake, WI

TIME: Two full days of Track Time
More sessions = More track time

Cost: \$395 - Register: clubregistration.net

Driver Ed at Road America!

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

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



The Minnesota Austin-Healey Club Invites You

September 25-27, 2015

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1985 and older

New for 2015:

Car Show by the Finish Line!

Agenda for the weekend in Alma and Waumandee:

- Friday evening: Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and **free beer!**
- Saturday all day: Hillclimb with mandatory drivers meeting at 8:30AM (rain date Sunday)
- Saturday evening: Awards banquet dinner set in beautiful downtown Waumandee
- Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

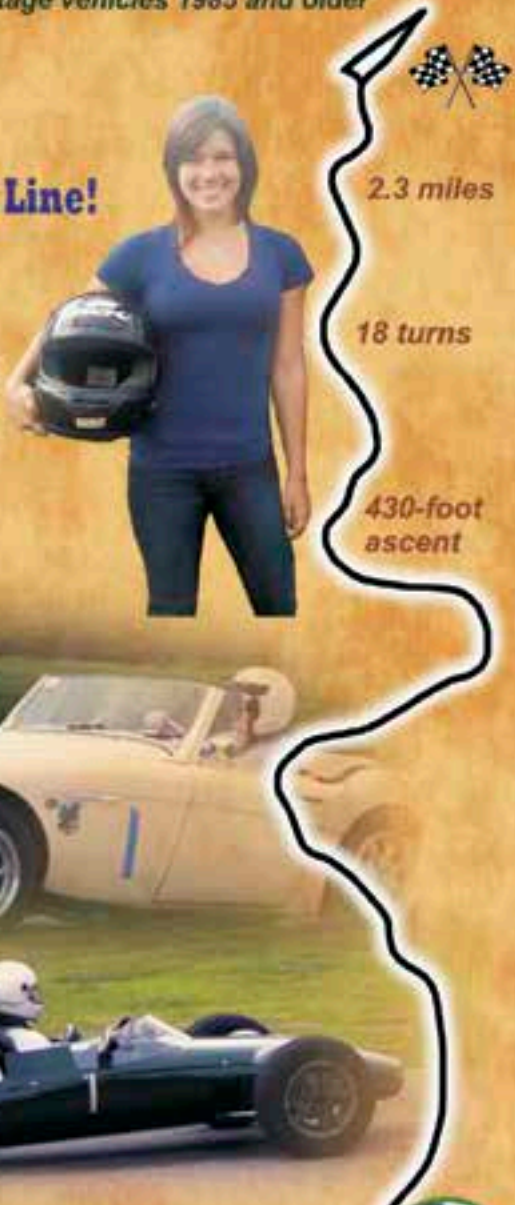
Corner workers needed: Want to get close to the action but not drive?

Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

Advance registration required: Deadline Sept 23 or sellout. \$75 per driver. \$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106. Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver	Waumandee 2015
	\$75 / \$60
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
Award banquet dinner(s) at \$20 each = _____	
Staying overnight in hillclimb paddock \$20 _____	
Total payment \$ _____	

Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.



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Questions? Call Tom Hazen at 612-237-1883 or email myliberty@comcast.net

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.



1990 Porsche 944 S2 Cabriolet

5-speed, black, black interior, black top. All original, pristine condition, 60,000 miles, runs as new. Summer driven only, always garaged and covered. Recently, and always, serviced by same German auto mechanic for 15+ years. \$14,500, Jeff 651.738.8643.

2001 Porsche Boxster

76,000 Miles, black exterior with black leather interior, 5 speed manual, RMS update has been completed, LN Engineering IMS bearing installed by Imola motorsport. Recent service within 5000mi; new clutch, new water pump, new front rotors & pads, new tires, secondary cat delete pipes, original 2nd cats will come with car. Price: \$11,000. Photos available on request. Located in SW suburbs. Contact Jeremy Peterson jpeterston4@gmail.com

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.

Letter to the Editor

Courtesy ClubTalk

Carolyn and I were near home, approaching the stop light at Pioneer Trail on Dell Road in Eden Prairie this late March afternoon. I see a silver 911 in the right lane ahead at the light. Cool, I think someone has their pre '74 out for drive. It is waiting for the light to change, so it appears.

A minivan is between us and the 911. The 911 driver gets out of the car and walks to the minivan. Uh oh, back up lights on minivan. We reverse to give them room and pull up next to the 911.

Now the driver is back in the car. Of course we stop to help. He asks for a jump. Neither of us have jumper cables. He admits to stalling the car when his slippery biking shoes slipped off of the clutch and that he just got the 911 out of storage. He is in road bike riding gear.

The negative battery cable is pretty loose, twisting and pushing it down onto the terminal doesn't help. So, we push-started it!

I am sure that was the first time he'd been push-started, but he executed it perfectly. It popped right off and away he went honking a thank you. It was a silver '73 Targa with a PCA sticker. I should have offered to buy it instead push starting it. What is a stalled '73 Targa worth these days?!

— Jay Luehmann



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Not on Father's Day, Father's Day Rallye! **Saturday, June 20**

Grab your Dad, put him in the driver's seat and tell him where to go. Please join us for a fun, time, speed, distance rallye in the greater North Western quadrant.

Cost: \$40 per car Registration at 10 a.m., Drivers Meeting at 10:30 a.m.

First car on course at 10:45 a.m.

**Lunch and Awards at the conclusion of the rallye,
Please RSVP to lon@snsclubbing.com**

The starting point is the Greenfield City Park located at the intersection of Co. Rd. 50/Rebecca Park Trail and Greenfield Road in Greenfield MN



The Column: The Eyes Have It . . .

*by Danielle Badler,
Rocky Mountain Region
Courtesy PCA National
Newsletter Editor Wendy Shoffitt*

If you're reading this, you may or may not know the name. But you certainly know the work. Giorgetto Giugiaro. He was named Car Designer of the Century in 1999, and inducted into the Automotive Hall of Fame in 2002.

The founder of Italdesign, Giugiaro is credited with, among others, the original VW Golf, Passat and Scirocco, the DeLorean DMC-12, the Lotus Esprit, the Iso Rivolta and Grifo, the BMW M1, the Bugatti EB 118, the De Tomaso Mangusta, the Maserati Ghibli, Bora and Merak, and the Fiat 850 Spider.

Along the way, he's also sketched numerous Nikon cameras, Beretta firearms, Ducati motorcycles, and Seiko watches, as well as aircraft interiors, tractors, skis, golf clubs, telephones and a dentist chair that's supposed to actually be inviting.

Why should we care? Because, aside from the fact that the man's an acknowledged genius, the Volkswagen Group bought a 90.1% interest in his firm in 2012. The purchase was made through VW's Lamborghini sports car unit.

I think it's a safe bet that Giugiaro is having an impact across the VW product roster. And, with lead times what they are, we should see his influence, more and more, in the coming years.

Which is why I read with great interest a story on Giugiaro that appeared recently in *The Wall Street Journal*.

It was a profile and interview with the man, now 77. The headline reads "Car Designer Giorgetto Giugiaro on Comfort, Curves and Drawing Tools." And the subhead reads "The prolific designer discusses the best place to test drive a car and why the horse is the perfect animal." Yes indeed, there it is, in the second paragraph . . . he's now working exclusively with the Volkswagen Audi Group. In fact, at the recent Geneva Car Show, he unveiled the Gea concept car, which allows passengers to work, sleep and even exercise.

Some highlights from the interview:

The best place to test drive a car is "Sardinia. It offers gorgeous scenery, few people and little traffic . . ."

The car he drives today is "a 2014 Audi A7 TDI. It is a very elegant car, precious and prestigious, a performance car . . . for rich people."

The designs that most impress him are "certain very common and anonymously designed objects - corkscrews, needles, scissors, forks, knives."

A common design pitfall is "to design something that has no other value than being something 'new.' It has no function, it is not design." The most beautifully designed cities in the world are "Athens and Rome — real capitals of our Western civility. I think of the Acropolis in Athens, and the Colosseum in Rome."

The one thing you will not find in his home is "a single drawing or anything related to cars. Everybody is quite surprised at this. But I like to simply have art and rare objects around me at home. I work with cars all day long, every single day of my life."

A trend he doesn't subscribe to is "cars with rounded lines. You lose a remarkable amount of space. Square lines and flat surfaces allow designers to use inner room the best, both for passengers, mechanics and luggage."

When buying a car, it's important to consider "its interior, apart from any pleasure you might get from the external shape and architecture of it. Important features of an interior are comfort, functionality, visibility and having enough space to move around."

The animal he most admires is "the horse. It is the most perfectly designed animal in terms of form, motion and function. I also admire the design of the shark and cheetah. They transform the concept of aggressiveness into harmony and speed."

O, to participate in the interview with this great man. Here are a few of the questions I would have posed:

How do you feel about all the add-on scoops, ducts, intakes, exhausts, spoilers and what-not that seem to clutter up a design that you may have spent forever to come up with?

If an interior should be one of harmony and simplicity, how do you reconcile that with automotive touch screens, track pads, paddles and joy sticks?

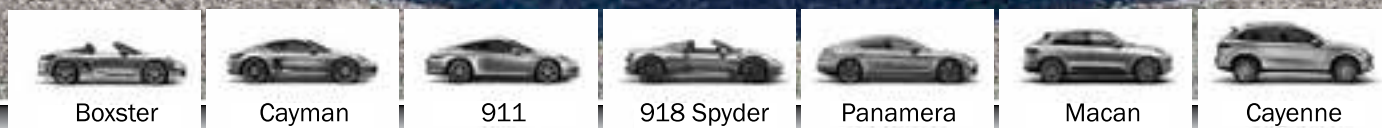
And I would slip one in, just for grins; how do you feel about Hollywood taking one of your iconic designs and twisting it into the centerpiece of a feature film?

I like to think he'd probably chuckle, sip his espresso and note that the film made his design a worldwide icon. And it grossed millions. There's no accounting for taste.





Porsche 911 Carrera S



Set your sights on driving fun, where there's something great for everyone.

A Porsche is no ordinary sports car, but a sports car for everyday driving, whatever the weather. It's more than just a vehicle. It is an expression of freedom and provides a little bit of fun and the sense of living the dream in an otherwise serious world. Driving a Porsche makes that dream attainable.

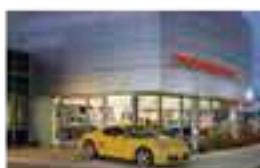
And because details matter to Porsche drivers, you can refine your car to your unique taste after you take delivery with Porsche Tequipment products. They're made to make your vehicle even more unmistakable and charismatic.

Two-thirds of all Porsche cars ever built are still being driven today. That's not by chance - it's because they are cherished, well cared for by their drivers and come with a 4 Year/50,000 mile warranty. So, if you are ready to drive the one vehicle that can really represent the real you, Porsche is the car for you.

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