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Christie Boeder, Editor
11919 Hillway Rd. W.
Minnetonka, MN 55305
612.845.4509 (cell) or
editor@nordstern.org

Adv Mgr - Open

Ron Faust, Staff Writer/Photog
218.961.1617

Please contact staff for any event coverage you may need

e-mail address: editor@nordstern.org

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

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Cover

Captured at this past year's All Porsche Show held in Roseville in conjunction with the Annual Rosefete week.

Photo by Ron Faust

Nord Stern Region PCA

The Prez Sez . . .

by Mike Sabers
'79 911 SC

I have not stopped smiling since Last Fling. I feel like all of the participants, which amazingly ended up over sixty, really got away with one. For once, a “politician’s” promise came true and the weather gods behaved. Although I will always remember the need to turn my car around to have the windshield face into the sun to melt the frost (I forgot my scraper . . .) it warmed up nicely all three days and good and safe fun was had by all. In fact, I think everyone applied the old adage “safe, fun, fast” and not a piece of sheet metal was bent all weekend. At least not on the track. Quite an event. Thanks again to all the volunteers who ran the event and all of the instructors who braved the cold on Friday to be ambassadors for Nord Stern. Some day, my “friend” the chief driving instructor will actually put me in a car with heated seats or honestly something other than a race car on those cold mornings. I suppose that’s dedication huh?

Nord Stern continues to bring in new blood and this is a very good thing. Our student “class” was incredibly well attended and diversified. We had folks returning to the track after a prolonged absence, we had folks who had just bought a first Porsche and were looking forward to driving it as intended, and we even had an eighteen-year-old student who I had the privilege to instruct. Funniest line of the weekend was in our first session out, my student showed that he not only understood the “line” but was also driving it. I asked him if he had any experience on the track and he said “no.” He quickly followed, however, with the statement “*but I play of lot of driving video games.*”

Although certainly not the answer I expected, it was a good one nonetheless and reminds all of us we need to continue to be ambassadors for Nord Stern and continue to work on diversifying its ranks. That includes the next generation . . . you know... the ones who learned to drive the line a little differently than the rest of us.

I have a about two months left in my tenure as the President of Nord Stern. Contrary to some of my “friends” comments (seemed to be a lot of them . . .) at Last Fling I have yet to mess up a good thing. Year in and year out, Nord Stern conducts tech sessions, drives, socials, car shows, driver’s education events, and even a National club race. Pretty impressive for a relatively small club. I’ve enjoyed getting to know a number of new members, and continue to meet new friends at each of the events attended. One last push to prepare for the Holiday Party (stay tuned) and Nord Stern can stamp 2015 a success.

Here’s a little trivia for all of you Minnesota folks out there. What primarily Minnesota Porsche Club is silly enough to have three Presidents . . . in a row . . . that either hale from or live in South Dakota? Answer: Nord Stern! I think all of your brains have frozen stiff.

All for this month, prepare yourself for next month when I get all emotional about the end of my tenure and look forward to returning to my general trackcentric self . . . and yes, that is a word.

Take care, stay warm, and drive em’ every day you can until the snow and salt flies.

– Sabers



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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

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1/8 page: 7.5” wide by 1.3” high; 4” wide by 2.5” high
Back Cover: 8.5” by 7”

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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.

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

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

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Dave and Mary Billingsley

Centerville, MN
1987 911 Turbo

Michael Blum

Wayzata, MN
2016 911 GT3 RS

Robert Boller

Holcombe, WI
2006 Boxster

Chad Chessen

Excelsior, MN
2005 4S Coupe

Kevin Kirvida

Wyoming, MN
1997 Turbo S

William Nord

Buffalo, MN
2006 CaymanS

Perry Parendo

Blaine, MN
1992 968 Coupe

Daniel Peloquin

Woodbury, MN
2000 Boxster S

Thomas Prout

Hopkins, MN
1959 356

Mark Reimler

Colorado Springs, Co
2001 Boxster

Andrew Waters

Maple Grove, MN
1999 911 coupe

Steve Weisbrod

Minnetonka, MN
2012 Carrera S Cab

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!).

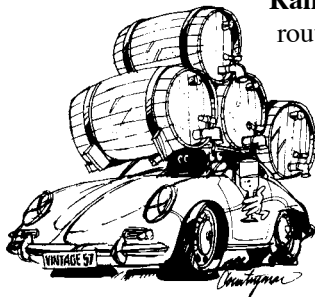
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

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!



Unfortunately I once again will lead off with condolences and this time it's for the Viau family with the loss of father Roland in late September. We were saddened to learn of his passing at age 79 - too young really! Son Bob with his wife Pam, along with various other Viau family members are long-time club members and supporters of many aspects of club life. Whether it's up at the track, as a long-time newsletter advertiser, a club race sponsor or as event participants, Bob and Pam continue to be involved active members - and go back as far as I can remember (not that I go back THAT far, but it does seem like 'forever' and is actually 25 years now, whoa!). In his honor, I am reprinting the Personality Profile of Roland and wife Betsey as was written by Marsha Drake and published in March of 2001. Thank you Marsha, for helping me find this in the archives!

I continue to update content on the website and hope members will think of it as a news source. It's not fancy, but searchable. And as a part of that effort am working on making the older newsletters available as pdf downloads. We go back to 2000 online but not visible. This month I worked on 2004 (not sure why I ended up with that particular year!) so there's a post

with links to all issues from that year. Kind of fun to look through some of them. Part of this effort includes looking for Ken Kamstra's Carmudgeon Chronicles series, both to re-publish for those newer members as well as retrieve them for his two daughters who haven't read them. That also has been interesting, he was actively submitting columns for several years around 2003-06. And, I've stumbled on a couple event promos and follow ups that bring back some fond memories of fun times! Such as the LeMans showing in Edina, the Top Speed film at the Zoo's iMax theater. Which generated some chatter with hubby about looking into once again arranging a theater rental of some sort (Parkway??) for a LeMans event. I gather fans never tire of one of our favorite actors, Steve McQueen, and car racing. While the special effects aren't very special it still speaks (pun intended) volumes of the competitive drive and need for speed.

Do watch for Holiday Party info, planning is underway and date looks to be mid-January. Keep that in mind as we'll all need a gathering around that time of the year!

From the Editor

by Christie Boeder
'73 911



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- 8 Old Log Theater Outing with Mercedes Benz Club**
Details TBA, Questions Paul Bergquist
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- 10 Nord Stern Business Meeting**
Location: New Location! Grizzly's in Plymouth
220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business Meeting
Members welcome!

DECEMBER**2015**

- 8 Nord Stern Business Meeting**
Location: New Location! Grizzly's in Plymouth
220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business Meeting
Members welcome!

JANUARY**2016**

- 12 Nord Stern Business Meeting**
Location: New Location! Grizzly's in Plymouth
220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business Meeting
Members welcome!

FEBRUARY**2016**

- 9 Nord Stern Business Meeting**
Location: New Location! Grizzly's in Plymouth
220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business Meeting
Members welcome!

MARCH**2016**

- 8 Nord Stern Business Meeting**
Location: New Location! Grizzly's in Plymouth
220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business Meeting
Members welcome!

APRIL**2016**

- 12 Nord Stern Business Meeting**
Location: New Location! Grizzly's in Plymouth
220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business Meeting
Members welcome!
- 29 Nord Stern First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Registration: clubregistration.net

30-

- May 1 Nord Stern First Fling Driver Education!**
Brainerd International Raceway
Eventmaster: TBA
Registration: clubregistration.net

JUNE**2016****JULY****2016**

- 22-24 Nord Stern Club Race and Driver Education**
Brainerd International Raceway
Eventmaster: Doug Anderson
Registration: clubregistration.net

SEPTEMBER**2016**

- 16 Nord Stern Last Fling Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Registration: clubregistration.net
- 17-18 Nord Stern's Last Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
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30-

- Oct 2 Nord Stern Annual Fall Color Tour**
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Porsche Leipzig Factory Tour

*by Ken Koop, The Yellowstone Region,
Old Faithful Newsletter, courtesy PCA
National Newsletter Editor*

This past July (editor's note: this would be several years ago), my wife Robin and I were invited to visit the Cayenne and Carrera GT production facility in Leipzig Germany. Porsche offered us an extraordinary look at their beautiful new factory and an opportunity to drive new 911's, Boxster's and Cayenne's on the Porsche Test Track.

We were greeted by our hosts Corryn Zimmerman and Gabriele McFarland of Porsche Cars. Our group of nine people got acquainted in the lobby of a beautiful hotel in the center of Leipzig. Porsche employees picked us up that evening in, Cayenne's, and escorted us to dinner at a stunning 15th century Palace. There was a three-piece ensemble to play music for us while we sampled wine and waited for dinner. Dinner was served in a large beautifully decorated dining room with food from that region of Germany. It was absolutely delicious! We then returned to the hotel with much anticipation of what tomorrow would bring.

After breakfast, consisting of fresh fruit and exquisite German breads, the group met in the lobby precisely at 8:00am. Back into the Cayenne's and off to the plant. The entrance of the plant is stunning with the "Porsche Diamond" being able to be seen from miles away. We were greeted by the Customer Care and Events Management people and given a briefing on what was to follow. We were then brought to a theater where the Director of Marketing gave us a technical slide presentation on the Carrera GT. Following the slide show they played a 10 minute movie on the Carrera GT. Wow, if you weren't ready to buy one before this program, you were now.

Next came the tour of the Carrera GT production line. The line is only about 200 ft long and has 7 different stations for the various building processes. The cars are positioned on hydraulic dollies, able to be raised, lowered or moved down the line as needed. The whole facility is so unbelievably clean, we could have eaten lunch off the floor. Porsche produces 7 cars per week and will complete production in 2006 with 1250 GT's being built. We were allowed to enter the production line and look over, under and inside each uncompleted vehicle. There were 5 cars that had already been completed and were ready to be shipped to some very excited customers. That I can be sure. As we took the tour, we were able to ask any question regarding the GT and received very informative answers.

After our factory tour the real fun began; at least for one of us. We were taken to the test track where corners like the "Corkscrew" at Laguna Seca, the "Bus Stop" at Spa and the "Sunset Bend" at Sebring were waiting. Porsche had a GT-3, GT-2, 911 Turbo and a new 997 for us to drive at our choosing. Of course, I chose all of the above. As I was having a grand time on the track, Robin got a ride in a silver GT. After 8 laps of heavy G loads from constant acceleration, breaking and cornering she was feeling a little queasy. That's when I offered my services in a black GT-2. After 8 more laps her career as a race car passenger/driver was over. She spent the next hour in the garage lounge area with an ice pack on her forehead and bucket by her side. Porsche offered their factory physician to look at her but thankfully she did not embarrass me by saying yes. We spent a few more hours driving the various cars on the track and then I too got my ride in the GT. Mark Lieb was our factory race car driver. Our top speed was 185 MPH on the fastest straight followed by a helmet into the dashboard breaking maneuver at the end of the straight. That was when I realized that speeds like that are best left to professional race car drivers. Of which I ain't one.

We were then taken to the "Diamond" for a gourmet lunch. The restaurant, about 80 feet above the track, overlooks the entire circuit. What a gorgeous view. The floor above the restaurant has a museum that holds about 20 famous Porsche race cars, most of which are LeMans class winners. The colors and beauty of the cars are a sight to behold.

The last part of the afternoon was spent in the Cayenne learning what they can do off road. Flip the switch to low range, adjust the air suspension for high ground clearance, put the gear selector into drive and off we went through 2 ft deep mud bogs and up 45 degree sand covered slopes. The car is almost unstoppable. We visited some WW II bunkers in the "Porsche Outback" then returned to the "Diamond" for departure.

We left Porsche about 5:00pm but not before Robin dropped some Euros at the Porsche Selection Store. We had one hour back at the hotel to prepare for the evening festivities. We were taken to a 14th century tavern in downtown Leipzig and treated to another absolutely wonderful dinner. After dinner, two actors dressed in 14th century garb entertained us with

stories of the historic tavern. After the story was told, it is said that if you climb onto the top of their 10 ft tall, 600 gallon wine barrel you will have good luck. Guess what, Robin did (personally, I think she had a little too much of that very same wine). We then departed the tavern. Some of the younger members of the group decided to visit the local pubs; we chose our bed.

It was a thoroughly enjoyable visit to Leipzig and our hosts at Porsche made us feel like part of their family. This is one trip that I will never forget. I have heard it said before that *"until you physically see our cars being made, you can't appreciate the care and passion that Porsche has in building them"*. I can assure you it is true.

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For example, 2015 means it expires 12/31/15)

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edmn911@aol.com

Club Talk

... 'Talk'

Courtesy Clubtalk

Nord Stern Track Dates 2016!

Here they are! Never too early to get the BIR and Road America Track Dates on the calendar for the next year. RA isn't set yet but as soon as it is, it'll be published. The Fridays prior to the First Fling and Last Fling will be Driver Training - now someone interested in learning the dynamics of car control and track activity? This is the place for them! Invite those friends, family, colleagues now. And remember, to attend a Driver Training owning/driving a Porsche is NOT a requirement!

First Fling: April 29 - May 1

Cheese Fling: TBD

Club Race and Driver Ed: July 22 - 24

Last Fling: September 16 - 18

Don't Race With Mother!

Well, I am a little behind in my reading. Just finished the Pano Feb 2014 article about Mama Roo "Little Lead Foot" (aka Ruth Levy). In what sounds like a movie-tale life, Levy was a 356 Speedster and 550 Spyder racer in the '50s. She was part of the sports-car racing scene with Dan Gurney, Carroll Shelby, Ken Miles, William Holden (the actor), Richie Ginther, John von Neumann, et al. What was most interesting to me is she got her start racing in Minnesota. Born in NY, she was adopted by a Minnesota couple when she was three months old. She bought her first Porsche - a new 1500 cc Speedster - from the showroom floor of the iconic Max Hoffman's Manhattan Porsche, drove it back herself to MN, and then caught the racing fever entering Midwest fairground races and road circuits like Road America. She won the 1955 St. Paul Winter Carnival Ice Race and in 1956 she did in-car commentary of the race for NBC's Dave Garroway's Wide Wide World. She was a member of the SCCA Land of Lakes Region. She soon moved out to CA and often drove for Edgar Racing and Sugarman, racing throughout the US and internationally. She was in a lot of prelim ladies' races but also raced against the men (Sterling Moss lapped her once and blew her a kiss). When she blew an engine in her 550 in FL, Shelby loaned her his Ferrari 375 Plus which won Le Mans three years earlier and she promptly rolled it. She seemed to make a habit of that as she also took loan of Sterling Moss' Aston Martin DBR2 in a race in the Bahamas and flipped it too. (John Wyer was the Aston works manager.) With no seat belts, she was thrown from the car and knocked cold with

a concussion. She later called it a "white light crash" (when you die you see a white light leading you to heaven). Moss had to borrow a Ferrari for the main race which he won. Imagine later in life being able to say you rolled Shelby's and Moss' cars. :-)

The Pano article said she was writing a book "Don't Race with Mother." I googled Levy to see if the book was in print yet (thinking I might have found an Xmas gift for Susan) and learned that she, along with Mary Davis, one of her biggest race competitors, both died later in December 2014. (Davis also found the famous Portofino Inn at Redondo Beach which was the finish line for the Cannonball Run.) Levy's last Porsche ride was a 981 Boxster which she drove at PCA's Escape to LA where she gave a talk. I wonder if it had the X73 sport suspension or what she would have thought of PASM? It would have been great to hear her talk at a Nord Stern Holiday Party. If you google Levy there are lots of information and classic pictures from the '50s

I guess Nord Stern wasn't around in the '50s but had anyone heard of Levy and her Minnesota start to racing?

— Nick Cirillo

Escape to Rushmore 2015

The Black Hills Escape is in the books and it was a fantastic experience. Many thanks to Arlyce and Jim Lillegaard for all their hard work on behalf of Nord Stern planning this event. Kudos also go to Mike Sabers, our club president, and to Kim and Keith Fritze, who worked long hours at the registration desk. All were great ambassadors for Nord Stern! We had close to 300 cars from 37 states and 5 Canadian provinces, with visitors from both coasts. I highly recommend you check out the next tour events if you missed this one! The hits keep coming with our Last Fling event at BIR, Oct 16-18 - see you at the track!

— Paul Ingebrigtsen

Super fantastic times were had!

—
Ron and
Michele
Johnson



Continued on page 15

NORD STERN OCTOBER 2015

All below are the accumulated answers to the question: What single corner has brought you the most joy? I had a lot of fun reading them all, Keith Jones

It is corner 6 at Road America (because I finally got it right after many tries).

– Vaughn Johnson

The Kink at Road America! It has such a scary reputation for us 911 drivers that it's exhilarating when I nail it.

– John Blackburn

A fast run through the kink is a rush.

– David Roberts

Mosport, Sterling Moss corner, Setup is over a blind downhill, Tight downshift to 2nd in the S's. Double apex right. Gotta power into oversteer to rotate and get the second apex and up shift for the uphill left sweeper to follow. Broke my clutch in day three, just as I was getting the drift

– Mark Dekutoski

My votes: 1). Turn 1 at BIR; 2).The corkscrew at Laguna Seca.

– Susan Cirillo

Any crucial corner on a Hill Climb. I've done the Virginia City Hill Climb (Nevada) and the only PCA Hill Climb (Boise, Idaho.) Not only do you not get a lot of practice to perfect your "lap," but if you're way off . . . let's just say you're not merely going to "run off on the grass." A lot of the corners don't even have guard rails, and usually it's a long way down . . . what do I call that? Delicious difficulty. If you need a map with an exact corner #, be happy to send it.

– Kim Crumb

Corkscrew, Laguna Seca

– Mark Pladson

Besides going through T2 at BIR I think the best corner is Mosport turn 2. As I've only done a ride along on this track my personal best is turn 12 at Atlanta. Nothing like falling off a cliff at speed and then trying to catch it at the end before you need to make the right turn onto the front straight. It definitely will keep your attention as you fall through the corner and hope

you have enough traction to make the corner at the bottom of the cliff.

Lots of interesting corners in my experience but so few I've actually driven. Thunderhill has a mini corkscrew but again, I was not driving, just a passenger. Then you have to include Colorado's Mile High track with all of its blind corners and severe elevation changes. Unfortunately, I was again just a passenger and not a driver. Therefore, the best corner for me is Turn 12 at Road Atlanta.

– Jon Beatty

Canada Corner. My first time at Road America was this summer. Best part of the track for me was shooting through the Kettle Bottoms . . . standing on the brake into Canada Corner . . . sliding the car through the hard right . . . them stepping on it to get back up the hill. A pure blast.

– Ian Philbrick

Joy in terms of that hard core full-body adrenaline rush that is better than drugs (legal or not hey! I was in Boulder, CO in the 70s. What can I say?): the Corkscrew at Laguna Seca. At turn in there is no road visible ahead. Aim at a point on the horizon, put your foot gently in it, and drop 4 stories as you negotiate the corners. Don't lift, ease on the throttle as you throttle downhill, and hope to heck you make that last apex because here comes the wall. How Alex Zenardi pulled a pass here back in the day I will never know. Search for it on You Tube. (*editor's note: I also vote for this corner, it's hard to describe that rush of the unknown, but Teresa tells it well!*)

Favorite corner because it's just so fun: Turn 1 at BIR. Flat to the floor, wide open, and holy cow! Here comes Turn 2!

Joyful corner because it made me laugh: Turn 6 (I think that's the number) at Daytona. You drive through the goofy little flat turns and get to 6 which shoots you up on the high bank. This is your horizon out the windshield on the flats: -- This is your horizon out the windshield on the bank: | Your view goes from -- to |. Crazy!

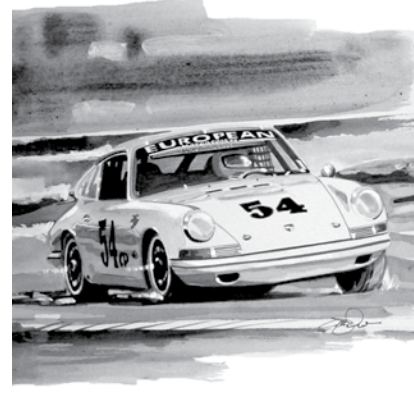
Good question, Keith. Thanks!

– Teresa Pfister

Turns, Turns, Turns

...

courtesy ClubTalk



Nord Stern Business Meeting Minutes

October 2015

by Betsey Porter Secretary

The meeting was called to order at 7:01 pm

- **President** – Mike Sabers (unable to attend)

Per Mike's email, first, a great welcome and thank you to **Ryan McGee** and **Lara Dant** for filling the large and sorely-missed shoes of Jill as our advertising "co-chairs". Ryan says Lara is really going to do everything and he's just in to contribute his "looks". Regardless, thanks to both of you!

Post-Escape accounting: I think it is important to discuss payables, an accounting of expenses, and ultimately the process for addressing the same.

Holiday Party: Michele will fill the group in with what has happened so far.

- **Vice President** – Paul Ingebrigtsen

Nothing to report

- **Treasurer** – Jeff Bluhm

All is well financially

- **Advertising** – Lara Dant and Ryan McGee

No update

- **All Porsche Show** – Phil Saari & Mark Koegler

No report, Mark is taking over in 2016

- **Autocross** – Andy Golfis

No report, Want to think about reviving Autocross as a cheap way for members to drive their cars at speed without having to dedicate a whole weekend and lots of \$\$ at a racetrack. Ask about how much Dakota County facility costs to rent for an autocross. Jim thinks it's a great idea, it is a really fun event

- **Board of Directors** – Jim Bahner, Ron Johnson, Dave Anderson

Escape was a phenomenal experience. The smaller groups of people were way better. Autoblog will have a video from Escape in the next few days. Ron will post it to Club Talk. Special thanks to **Keith** and **Kim Fritze** for all their hard work.

- Special thanks to **Jim** and **Arlyce Lillegaard** for all of their hard work.
- 285 cars carrying 550 people from 38 states and 5 provinces attended!
- Everyone said they would go back for *Run for the Hills*.
- Kim has instructed Arlyce and Jim to send her all invoices. She is also dealing with a small amount of refunds.

- Dakota Region also worked very hard, **Tim and Lynn Powell** and **Larry and Louise Riddle** especially and Nord Stern would like to express their deep appreciation.

- **Roland Viau** passed away in October.

- Let's think about finding a way to honor those we have lost in 2015 at the holiday party.

- **Charity** – open position

No report, We raised \$10,141 at Club Race

- **Club Race** – Doug Anderson (unable to attend)

Per email: *PCA Club Racing has approved our race dates, July 22-24, 2016. If the club wants me to continue as race chair for 2016, I'm good with that. However, I won't continue past 2017 and suggest the club find someone to take over & work with me in 2017 to learn the ropes.* Put the opportunity on Club Talk, Facebook and in email blast.

- **Driver Education** – Steve Meydell

We had great participation at the October Porsches and Pancakes – 30+ people!! Two even signed up for DE at Final Fling. 49 people registered for DE at FF, 10 for Advanced Lapping. Need a person to do the Observer's Report

- **Driver Education Registrar** – Dave Anderson

Chugging along with registrations for Final Fling. Dave would like to pass the baton to someone new.

Milwaukee sometimes likes to co-sponsor RA events, maybe invite them or another car club like Suburban Corvette Club. They are looking for track time.

- **Driver's Training** – Ron Johnson

16 students registered for DT, plus maybe two more. Only have 18 instructors committed. Jim Bahner will run the short track in the morning for advanced lapping. Will need some people to ride with students who have not driven the short track. Weekend is supposed to be sunny, cold and dry. Dress warmly! Tire help will be available even though Paul will not be there with Trackside Tire.

- **Drives** – open position

Think about doing a Spring drive. Revive Autocross as well?

- **Fall Color Tour** – John & Suzanne Dixon

Reporting for John D was Ed Vazquez: about 5-6 new people were there, for a total of 30+ cars. Numbers were down a little due to Rennsport and the Escape. Maybe discuss a new location for 2016? A

Continued on page 23

NORD STERN OCTOBER 2015

Clubtalk Talk

continued from page 12

What a GREAT TIME! Even with the marginal weather everything was perfect!

– Jeff Boehm & BJ Peterson

First Escape. Sadly last one, too. Thanks to **Jim and Arlyce Lilligaard!**

– Chris Karras

It was our first time at anything larger than a club-level event and we had a blast. Even with the weather being a bit 'meh', the drives



were fun and the people were great. Thanks to all the organizers, it was a ton of fun.

– Ian Philbrick

Agreed, huge thanks to **Arlyce & Jim Lilligaard** for their YEARS of research, planning and preparation, marketing, and fabulous execution. And a big "Thank you!" to all the volunteers from Nord Stern & Dakotas regions (and anywhere else) for helping to make it a great party for almost 600 people.



DeLaine and I greatly enjoyed our first national PCA event with all those fun & interesting folks (and their cars).

– DeLaine and Doug Anderson

We had a fabulous time also!! This was our first Escape, and we look forward to many more. The venue choice was awesome with the best driving roads we have ever experienced. The organization and planning by many volunteers culminated into an amazing experience for all who attended. A special 'shout out' to **Kim and Keith Fritze** who played a huge role in making this event happen and were always available throughout the event to help out many attendees.

– Glen Robertson and Jean Mork Bredeson

It (Escape) was AWESOME!! The scenery, the cars, the people, all were just great. **Kim and Keith Fritze** need to be praised for all their time and efforts. And of course, **Arlyce and Jim Lilligaard** and all the South Dakota guys deserve major praise!!

– Lisa and Klaus Schneegans

Annual Fall Color Tour

Kudos to John, Suzanne, Ed & everyone else that made the Fall Color Tour a huge success. The drive was fantastic and the sunrise hike was the most unique yet! Lots of opportunities to socialize and check out cool cars. The date changed for next year so book your spot now! Thanks again for a great weekend!

– Dan Tolkeim

Next years Fall Color Tour will be September 30 to October 2, 2016. Make your reservations this next week to get a room. There will be a block of rooms under the Porsche club at Bluefin.

– John Dixon

Congratulations to Stephen Bariteau

Good Morning Stephen,
On behalf of Nord Stern I would like to congratulate you on your promotion to President of Courage Kenny Foundation!

Nord Sterners, Stephen is the always cheerful Courage team member who for several years now has taken your credit cards after the live and silent auctions of our Race for Courage events.

Stephen it has been our pleasure to raise money for Courage Center and now Courage Kenny.

Absolute best of luck to you in your new position!

– Keith Jones

Editor's Note: Stephen tells me he plans to be back at BIR in 2016!




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2015 North Shore Fall Color Tour . .. Another wonderful weekend of Adventure, Drives, Socials, Shopping, Good Food and Friendships!

Courtesy Clubtalk

*Photos by John Dixon ,
Stephanie Cree
and Rachelle Cree*

The reports are in and by all accounts it was another great weekend for Nord Stern up on the beautiful, scenic, historic North Shore of Minnesota. While this year's group was not as large as average, it did not disappoint for fun for all the participants. Clubtalk reporting indicated the driving was great, the routes as always enjoyable with time to shop, eat, and wander. What Eventmaster John Dixon envisioned oh so many years ago has become an annual, well-attended event by a huge group of Nord Sterners. While there are many 'regulars' it is one of the outings that new members often find themselves trying out as a way to meet others, see what the club does and check out a region known for some spirited Porsche driving! I'd encourage any member who hasn't joined us 'up north' to get this on their calendar. There truly is a little bit of everything. Next year's dates are already on the calendar and watch your newsletter for details and perhaps a new adventure will be included!

– Christie Boeder (veteran Nord Shore FCT participant!)



Lunch! At Birch Terrace in Grand Marais - always a favorite stop





Nord Stern says Goodbye - Roland Viau

*Original Porsche Personality Profile
by Marsha Drake,
reprinted from Nord Stern
March 2001*

Per Marsha 2015:

In September we lost a Nord Stern member who a lot of new members, and maybe some long-time members, didn't have the pleasure of knowing. But nearly all of us are familiar with the legacy he left - in the way of integrity, wisdom and knowledge of Porsches, fairness, and quality service - to his family (Bob and Pam Viau, Rick Viau, Bob Viau Jr.) and the whole AutoEdge organization. Roland Viau was our "Porsche Personality" in the March 2001 issue of the Nord Stern newsletter, which the Editor is reprinted here in this issue.

This will give the details about the life of this talented man and his wife Betsy, and it's a fitting tribute to him now.

We will miss him.

As Rick Viau finished checking out our Porsche on our first trip to Auto Edge Ltd., I asked, "So who's Roland and Bob?" I had noticed two business cards on the counter inside the shop reception area with their names, and I wanted to know the relationship. He said, "Well, Bob's my brother and Roland is our Dad."

Then I figured out who Roland was. While Rick had been doing an inspection on our car inside the shop, another man had been there with us, quietly smiling at these first-time Porsche owners, and knowledgeably joining with Rick in answering our long list of questions. That must have been Roland, I thought. He was so soft-spoken and humble, but we were impressed that he seemed to possess an immense wealth of information and wisdom about cars, Porsches in particular.

Our first impression of Roland turned out to be right on the mark. We have subsequently become more acquainted with him and deeply appreciate his knowledge, insight, and integrity. He's been involved with cars for a long time, and his wife Betsy has been involved with cars right along with him. So this month's "Porsche Personality" will introduce or reintroduce you to not only Roland Viau, but Betsy as well. Together they shared stories with us about their lives, so here's a snapshot of some of those memories and recollections, (which, by the way, they said they wouldn't change a bit if they had it to do over again).

Roland took a few auto shop courses in high school in Garden Grove, California, and practiced working on his own cars by rebuilding the engine in his '49 Ford coupe to drag race. Replacing the transmission became a weekly event. He met Betsy in Newport Beach, CA when he was a high school junior and she was a sophomore. They had a lot in common at that point and it bonded their relationship. They had both been raised in Michigan, both their families moved to California when they were in grade school, and they ended up in the same high school. (They were two Michigan kids, but they had to go all the way to California to find each other!) Betsy's dad and brothers had Porsches, and her parents belonged to the 4-Cylinder Car Club, which they easily convinced Roland to join also.

Roland and Betsy were married the next year after they met and rented an apartment close to the high school. Roland continued his job as a drill-press operator

for Beckman Instruments, the company that made potentiometers for guided missiles at the time, and Betsy went on to complete her senior year at Garden Grove High. When he had been there just under two years, he started at a Union 76 filling station near Disneyland and picked up the mechanic work easily. Betsy said he had "a natural talent for it."

After a few years there, he became an apprentice at Sports Car Center, a British Motor Car dealer, where the president of the 4-Cylinder club was service manager. He worked on MGs and Austin Healeys. Betsy helped out by coming in on Saturdays and filing warranty claims and service records. An independent shop close by named Foreign Auto Service bought a lot of parts from BMC, and Roland knew the owners. It was a partnership, and when one of the two people bought out the other one, Roland had the opportunity to become a partner. The remaining partner was an excellent teacher for Roland, and the business was a valuable opportunity, working on "everything foreign" including Porsches, Jaguars, Mercedes, and all the British cars. There wasn't anything he couldn't fix. Betsy also worked with him by doing the record keeping and book work.

In the meantime, Betsy and Roland had foreign cars and ran rallies as a hobby in their spare time. The 4-Cylinder club had lots of time-speed-distance rallies, mostly up in the mountains. One rally went out toward the desert, with an average (repeat average) speed of 95 m.p.h. . . . others were "seat-of-the-pants" rallies where the odometers were blocked from their view . . . another, a 24-hour rally that Roland and Betsy's dad won with only an overall error of two minutes . . . and then there was the ladies' "Cave-Man Rally." This one was organized annually by the "girls," who would plan it, person the checkpoints,

Continued on page 29



Roland with his beautiful black 1989 944. Photo courtesy the Viaus.

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	<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
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Contact Name				\$ Order Total
Contact Phone #				

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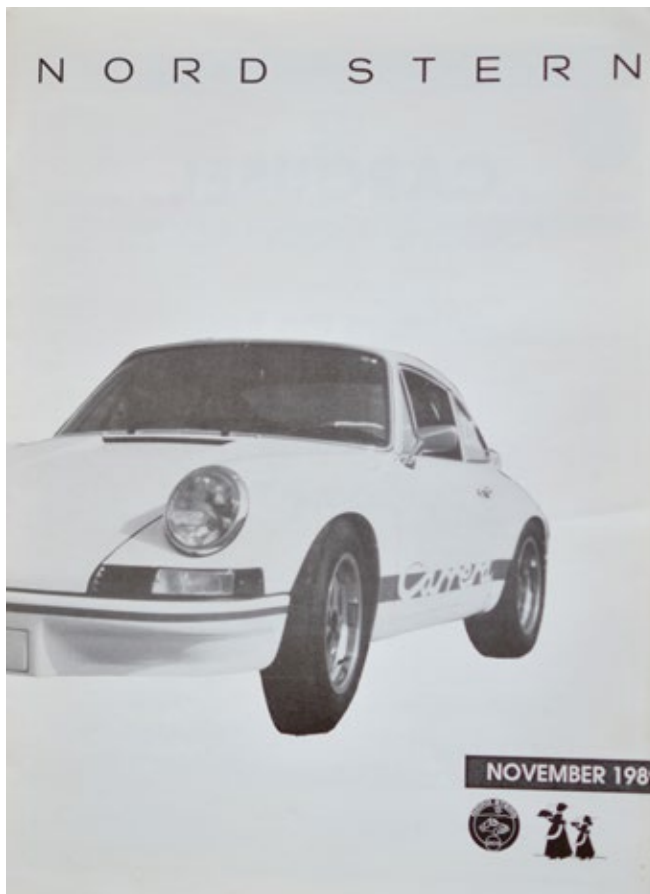
After featuring an extremely rare 356 on the cover a few months ago, this issue features an extremely rare long nose 911—the 1973 911 Carrera RS. **Peter Kitchak** adds an article on the features of this 1980 pound giant killer. Elsewhere in the issue, **Jim Tourtillotte** describes how he found his 1982 911SC with only 2,300 miles on it and how he scouted it out long distance with the help of a few other PCA members. Finding the perfect Porsche long distance can be daunting, but Jim brought this one back and dominated the Afton Concours for years to come with this car. I remember looking at the paint, then looking at the odometer and all I could think of was “No Way”.

– Ron Faust

- Two pages of Last Fling results are printed. The course was still being run with pylon chicanes entering Turns 1 and 2. Thus results for the two lap runs vary from 323.091 seconds to 240.071 (**Kim Crumb**, fastest time of day and fastest time on record for a Nord Sterner). Men’s and women’s classes are listed separately.
- **Jim Tourtillotte** contributes “PCA: Enthusiasts Helping One Another”. The article describes his search for the black 1982 911SC he entered in Nord Stern concours repeatedly over the next 20 years (usually winning his class if not over-all). He worked contacts through the PCA Zone Reps to find local people to look at the car before traveling to see it.

November, 1989

- You can get a NovAtel 380 car phone for only \$599 installed. We used to call our model “the brick”.
- **Bill Caldwell** reports on the “Apple Pie Social” attended by 37 Nord Sterners. First they enjoyed apple pie served by the “good ladies” of an Episcopal Church located somewhere in the western hills of Wisconsin. Then on to Elmwood WI for a horse-pull where they had to eat again.
- **Roger Johnson** contributes #4 in his Expert Driver series, this one on seating position. For proper seat back position, put your arms straight forward and adjust the seat back forward until your wrists touch the steering wheel.



November 1989 Cover: Peter Kitchak’s 1973 Carrera RS

- **Peter Kitchak** writes about his ‘73 Carrera RS, as featured on the cover. A total of 1,580 of these light weight 911’s were sold; they are usually distinguished by their ducktail spoilers, flared fenders, and color keyed Fuchs wheels and matching side lettering. A long list of weight saving measures kept the light weight original versions down to 1,980 lb, enabling a 0 to 60 time of 5.7 seconds.
- The Marketplace includes a 1965 Coupe for only \$9,250. The ad doesn’t say if it’s a 356 coupe or a 911 coupe, but today’s prices would make it a fabulous investment either way. **Bob Cox** is looking for Italian Motorcycles in any condition, new or old.

The Scans Continue



The winning team...now that's horsepower

Horse pull in Elmwood, WI



Roger Johnson showing proper seat position

"Last Fling" Results									
CLASS	CAR	DRIVER	SEKRS	RTNPS	RTNPS	RTNPS	RTNPS	RTNPS	BEST TIME
1	104	Jerry Grosse	914	300.061*	300.236	300.236			
1	41	John Horning	914	310.024*	311.091	311.091			
1	82	Jack Maraska	914	323.091		323.091			
2	85	Daryl Fortier	944	278.685	275.361	275.361			
2	145	Rick Szymanski	944	272.160*	276.796	276.796			
2	36	Scott Meyer	944	276.864	273.805*	276.864			
2	23	Don Lawrence	944	284.692*	282.453	282.453			
2	216	Frank Campagna	944	296.307	291.307	291.307			
2	214	Ben Smith	944	298.382	298.382	298.382			
2	172	Steve Nelson	944	308.672	306.709	306.709			
2	231	Cary Schilling	944	315*	310.444	310.444			
3	5	Guy Bender	911SC	270.988	297.761*	270.988			
3	186	Dave Strick	911SC	279.339	276.979	276.979			
3	215	Rick Peck	911SC	283.134*	281.771	281.771			
3	107	Tom Cherry	911SC Targa	296.446	292.180	292.180			
3	42	Steve Miel	911SC Targa	296.058	297.165	297.165			
3	218	Rod Johnson	911SC	318.292	318.292	318.292			
3	142	Dave Miel	911SC Targa	302.825*	302.825*	302.825*			
4	102	Justin Draper	944 Turbo	265.853	265.853	265.853			
4	109	Mike Allen	944 Turbo	267.472	266.242	266.242			
4	158	Leonard Thorne	944 Turbo	271.111	268.434	268.434			
4	35	Dave Fabbiane	944 Turbo	268.219*	269.056	269.056			
4	395	Mike Sells	944 Turbo	271.807	272.531	272.531			
4	78	John Mueller	944 Turbo	282.909*	274.491	274.491			
4	165	Dave Bergeron	944 Turbo	283.797	281.707	281.707			
4	42	Ben Draper	944 Turbo	285.157*	284.473	284.473			
4	95	Brian Sells	944 Turbo	333.652*	290.040	290.040			
4	190	Ruth Gruebele	944 Turbo	293.947	294.980*	294.980*			
5	229	Jim Baker	911 Turbo	280.178	280.178	280.178			
5	93	Leon Steinberg	911 Turbo	282.302	282.302	282.302			
6	39	Jim Seibert	911 T	281.589	270.429*	281.589			
6	44	Bob Fleming	911	288.761	288.761	288.761			
7	45	Mike Blomberg	911S	272.954*	273.206	273.206			
7	203	Cliff Sawinski	911S	280.794*	282.310	282.310			
8	2	Boger Johnson	911 Carrera	259.673	260.597	260.597			
8	114	Dick Engelbrecht	911 Carrera	274.085	271.381	271.381			
8	84	David Rodin	911 Carrera	274.750	272.045	272.045			
8	91	Phil Mullin	911 Carrera	274.380	273.778	273.778			
8	104	Tom Pickman	911 Carrera	287.831*	276.659	276.659			
8	38	Martin Olson	911 Carrera	277.343	284.003*	277.343			
8	76	Steve Vickers	911 Carrera	283.098	280.241	280.241			
8	178	Robert McElroy	911 Carrera	288.525*	281.805	281.805			
8	68	Cal Townsend	911 Carrera	285.144	285.024	285.024			
8	124	Jerry Bellack	911 Carrera	287.981	287.709	287.709			
8	28	Dick McIntosh	911 Carrera	288.523	288.024*	288.523			
8	108	Brian Dedolph	911 Carrera	283.279*	280.054*	280.054*			
9	182	Ann Maraska	914	320.609*		320.609*			
10	185	Sonia Fortier	944	296.254	288.709	288.709			
10	123	Pam Lawrence	944	288.402	286.049	286.049			
10	126	Kelley Peterson	944	316.439	312.709*	316.439			
11	35	Martha Rieder	911SC	282.537*	284.799	284.799			
11	32	Joann Sprich	928	293.942	288.737	288.737			
12	86	Debbie Gruebele	944 Turbo	297.361	310.781	297.361			
15	225	Matt Anderson	911S	314.111	311.732	311.732			
16	176	Teresa Vickers	911 Carrera	277.986	276.977	276.977			
M2	9	Corey Johnson	916-6	272.607	269.077	269.077			
M2	11	John Belgrade	911 Targa	272.262	270.234	270.234			
M2	17	Randy Coleman	911	270.838	271.083	270.838			
M2	105	Rick Moe	914-6	276.614	274.403	274.403			
M2	71	Paul Buck	911	276.704	276.414	276.704			
M2	16	Jim Arhart	911	274.767	275.242*	274.767			
M2	10	Bill Schneider	914-6	283.835	283.037*	283.835			
M2	200	John Zimmer	914-6	281.181	304.693*	281.181			
M3	189	Harvey Pabing	911 Turbo	264.407	258.164	258.164			
M3	221	Steve Watson	911 Turbo	262.494	262.588	262.588			
M3	30	Steve Glende	911 Turbo	267.549	266.717	266.717			
M3	227	Tim Watson	911 Turbo	266.738	266.987	266.738			
M3	232	Peter Kitchuk	911 Carrera RS	267.694*	269.417	269.417			
M3	130	Dave Glende	911 Turbo	285.496	281.078	281.078			
Open	115	Kim Crumb	911T	242.877	240.071	240.071			
Open	72	Dave Waisel	911 RSR	256.974	264.483	264.483			
N	159	Gary Thorne	Camaro base-Z	265.624	265.034*	265.624			
N	90	Terry Johnson	BMW M3	274.176	273.728	273.728			
N	149	Kathy Johnson	BMW M3	276.503	276.289*	276.503			
N	116	Rita Zaremski	VW Rabbit	294.341	291.477*	294.341			
N	210	Paul White	VW Scirocco	287.427	287.134	287.134			
N	46	Rick Douglas	VW GTI	307.308	303.727	303.727			

* = Nylon hit on run, DNF score

FTD - Kim Crumb: 240.071

Thanks to Paul and Bob for helping Kim set the record fastest time for a Ford Mustang at a BIR event.



Going home after record setting run....



Judy Fleming, Kelley Peterson & Ann Bennion

From the Last Fling



A Victoria's Secret shows up at BIR!

Above: Fastest time of day racer; thanks to Paul and Bob for helping Kim set the record

The Scans Continue . . .

The Carrera RS



includes the Carrera RS title

Photo: John Mueller



Peter Vickery, Roger Johnson & Michael Jay from Viking Tire

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911 (66-71) \$ 1000 labor

911 (72-85) \$ 1200 labor

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915,930 \$ 250 labor

356 Trans. \$ 300 labor

Carburetor overhaul

356-912 \$ 70 labor

911 Webers \$ 120 labor

Langren Motorsports

935-4259



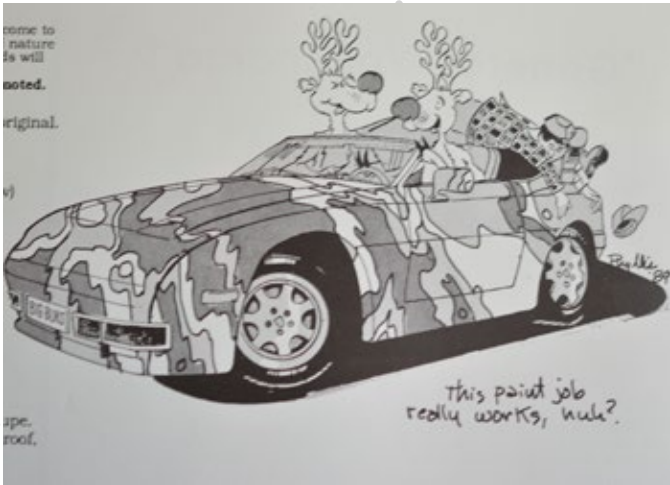
Jean Engrebretson, Scott Mayer & Brad Krohn checking the "G's"

From the Last Fling

Vehicle Storage



November is always a good time for a winter storage article.



Left: Viking Tire in Brainerd was there for us before Paul and Lynn Beyl gave us Trakside Tire.
and Below: Deer season follows Last Fling season.- Full Color Photo!



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Minutes . . .

continued from page 15

run from Duluth, along the south shore to Bayfield? Maybe also think about a Spring event

- **Historic Archivist** – Kim Fritze

No update

- **Insurance** – Michele Deml Johnson

Insurance is in place for Final Fling. Kim said a big thanks due to Michele for her work on insurance for the Escape. Michele would like to bow out by 2017; put a call out now for a new person

- **Membership** – Ed Vazquez

25 new PCA members have joined. Need Membership volunteers for Cars & Coffee events for 2016. PCA membership forms are now sent home with all new Porsche owners by the dealerships. 730 members of Nord Stern in August. We are the largest club in the region, per Kim!!

- **Met Council** – Bob Kosky

No report

- **Newsletter** – Christie Boeder (unable to attend)

Per email, October is in the mail! Christie reported she is continuing to upload event notifications and details on the website so content is more timely. She's tagging

the heck out of posts so the site is quite searchable. Ditto for classified ads. Am excited to welcome new advertising managers! Thank you both for stepping up. I'm thrilled.

- **Octoberfest** – Paul Bergquist, Mercedes Benz Club

No report

- **Rally** – Lon Tusler

No report

- **Safety** – Paul Ingebrigtsen

Crew in place for Final Fling

- **Social Committee**

No report

- **Shop and Tech relations** – Keith Fritze

Per Kim, Keith would like to do another tech session after a new member social. Ron suggests maybe a tech session on winterizing at his/Morrie's new shop in SLP

- **Touring** – Randy Walker

Reports are that *Vino in the Valley* went well despite a chef issue at the restaurant

- **Track Relations** – Jim Bahner

2016 dates are set

First Fling – April 29 – May 1

Club Race – July 22-24

Final Fling – Sept 16-18

Road America up in the air. We lost people and money by moving it to June.

- **Webmaster** – Mark Kedrowski

No report, Mark in the hospital after another surgery. Send good thoughts.

- **PCA Zone 10 Rep** – Kim Fritze

There is a new Caymen Spec series for 2016! \$107,000 gets you a ticket to the raffle for a race car drive in a GT4

- **Old business**

Monthly meeting venue – stick with Grizzly's in Plymouth, Private room worked well. Reserve through May; December's will be on Wednesday the 9th.

- **New Business**

Dave wants to rent a spot in a BIR garage to hold our stuff instead of a storage locker. Motion approved. Holiday Party update from Michele. We need to know how our financials are doing before we make any decisions. Michele has put a hold on four venues for two of our preferred dates in January for the party. Michele, Christie, Ed will be a subcommittee and discuss and report.

Meeting adjourned 8:54 pm

Respectfully submitted,
Betsey Porter, Secretary



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by Chris Welty, Hudson-Champlain
Region

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originally appeared in Nord Stern,
December 1994

What follows is a recent interview I did with Santa Claus:

CW: First of all Santa, thank you for granting me this interview instead of Barbara Walters.

SC: You're welcome, you've been a good boy this year and Barbara hasn't.

CW: I see. Of course that could be because she's not a boy.

SC: ho ho ho. Hurry up because I've got Larry King at 11.

CW: Right, well, my first question concerns your name. It has always been a source of confusion for me. "Santa Claus" sounds Spanish, but I happen to know you are German.

SC: Ho ho ho. Don't feel bad, many people are confused by my name. I am actually Saint Nicholas, and I am from a region of western Turkey called Lycia. I became famous during the height of the Roman Empire. I was known for my generosity, and most particularly for saving young girls from lives of prostitution. My fame spread quickly through the Empire (which is most of modern day Europe) when I was canonized, and was made the patron saint of children.

CW: But I thought you were German.

SC: Ho ho ho. Many Americans associate me with Germanic cultures because I was brought into this country by the Dutch, in whose language my name is pronounced, "Sint Niklaas". The Dutch language has a very rhythmic quality, and the English speaking Americans thought they were hearing "Santa Claus." That is where my name comes from in your country.

CW: If I understand you correctly, you're trying to tell me you're not German.

SC: Not in the least, no ho ho. In fact, my association with Christmas is equally accidental. Saint Nicholas Day is actually December 6th, and the tradition on that day was for someone to dress up as me (I used to wear a red robe lined with white fur due to my station as a bishop of the Catholic Church) and give gifts to children. After the protestant reformation, most Europeans decided they didn't want to give up this holiday, so it was merged with the pagan winter festival which had already become Christmas.

CW: This is going to cause a bit of confusion. Why would I interview you for a magazine dedicated to German cars if you're not German?

SC: Well I ho ho hown a Porsche, if that helps. In fact, the designation "SC" on the 78 through 83 911 stands for "Santa Claus." I have a white '78 SC coupe, and I'm having the elves prepare a '73 RS for Club Racing.

CW: That's a bit of a stretch - what about Kris Kringle? Is he German?

SC: Ho ho ho. I suppose he is, in a way. You see, Kris Kringle is another Anglicized Dutch word. The Christmas celebration revolves around the "little Christ Child," which in Dutch is, "Christkindle." Americans heard this as, "Kris Kringle." By that time I was already associated with Christmas and so the name became associated with me.

CW: Well that's just great. Isn't there anything German about you?

SC: I have a summer cottage in Heidelberg. Ho ho ho.

CW: Bingo! That's the connection we'll use. By the way, a few more sessions on the "stairmaster" wouldn't hurt there Nick.

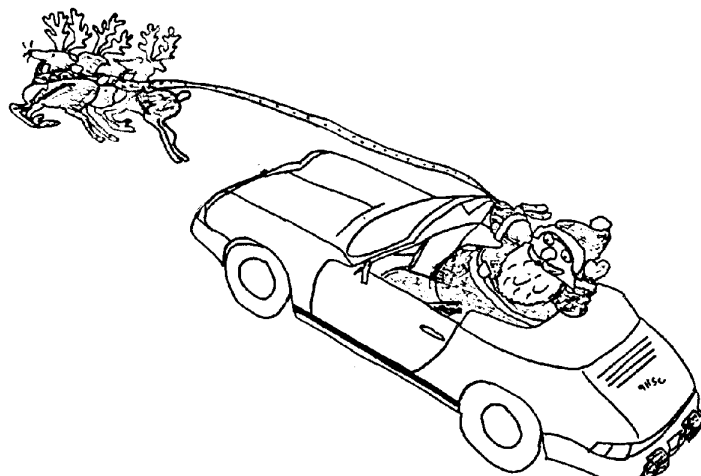
SC: Ho ho ho. Tell me how to keep fit after you've lived two thousand years.

CW: Two thousand...wow. That first thousand must have gone pretty slow without Porsches.

SC: Ho ho huh?

CW: OK, that's a wrap. Thanks again Santa, and don't forget those "S" piston/cylinders I ordered for Christmas.

SC: Ho ho ho. If we're done then please get off my lap.



Roland . . .

continued from page 18

and dress up in Fred Flintstone costumes for the complete effect. On the Friday-night rallies, when the young couples couldn't afford babysitters, one parent would stay with the kids while his spouse navigated, and another parent would stay with his kids while her spouse drove. That way the kids were always with one of their parents, and (most importantly) "it saved a lot of arguments on the rallies!" The next month they'd switch off and the other parents would be the babysitters.

In 1972 Betsy and Roland moved to Minnesota, with Roland driving the moving truck with Betsy's lime yellow Karman Ghia in tow. She drove the family station wagon, towing the boat. Roland became a service writer for Countryside Volkswagen in Maplewood. He then went into the unit repair room and rebuilt engines and transmissions on VWs. When the organization took on SAAB dealership, Roland set up the parts and service and ran that side of the business. In two years they merged the VW and SAAB service area, and Roland took over as shop foreman for both areas. Later on he became Service Manager.

In June 1977 Roland took the position of Service Manager at Metropolitan Imports, (the dealership handled Audis and Porsches), which became Johnson Autohaus in 1992 and the Mercedes line was brought in—it then became Maplewood Imports in 1993. During a 10-year period when Audi conducted a "We Care" service award program for its 86 dealerships in the central region, Roland won the top prize of "Grand Award" four times and won the honor place six times. The Grand Award was a week-long trip to places such as Germany, Cancun, Spain, and the Caribbean. Honor prizes were extended weekend trips within the United States. Roland was also the first Audi dealership to have all Master Technicians working in the shop.

From 1978 to 1983 while at this Audi/Porsche dealership, Roland was among 63 US monitoring dealers for Audi. He drove

test cars from the factory such as a 5000 Turbo (two years before it became available to the public) and a 4000 Turbo Diesel (that performed like a gasoline car but got 52 miles to the gallon). His responsibility was to analyze the car, fill out weekly reports, make recommendations for changes or upgrades, and then install the upgrades when the factory shipped them. Since Roland and Betsy were living just outside of Osceola, Wisconsin at the time and Roland had 105 miles round-trip to work, he had plenty of time to analyze those cars. For Porsche he was also on the parts and service subcommittee to the dealer counsel. He analyzed the cars, attended annual dealer counsel meetings, and reported on changes the dealership would like to see in parts and in service.

Until the point when ownership of Maplewood changed in 1993, the dealership was doing a lot of track setup and off-road work, (i.e., race cars), and a lot of work on club members' cars. Bob and Rick both worked there at the time, and both were Porsche Master Technicians as well as Audi Master Technicians. With the change in 1993, however, this business focus concluded, and Roland took advantage of another opportunity that arose. When Bob left Maplewood to begin a new business, he asked Roland to come work for him. Bob purchased Greg's Foreign and Domestic shop in Mahtomedi, named it Auto Edge, Ltd., and continued with their expertise in track and race cars, as well as foreign and American cars. Rick then joined them in about 1997.

The business is doing very well, and there are many of us Porsche owners who are very glad they're there. Roland, Bob, Rick, and all their other staff provide excellent service and really care about their customers. Roland and Betsy reflected that now at Auto Edge Roland is actually working for Bob, since Bob is the owner. A few years ago it was reversed, when Roland was Service Manager and Bob was working for him. Not all families can do that,

and it is certainly great that the Vias can!

Aside from the cars in their business world, Roland and Betsy still keep cars in their fun world. They've done many of the Nord Stern tours, look forward to doing some rallies, and always enjoy visiting the track for club races or Driver Education. Betsy especially loves watching Bob Jr. race his '88 924 S and is his loyal, number one cheerleader.

Vias have eight other grandchildren, and though they're all not into cars and racing, Roland and Betsy love what they are interested in. They also have their own hobbies that they share with their family.



Left, Betsy and Roland Viau, about a month before they were married, standing in front of Roland's 1956 Ford.
Photo courtesy of Roland & Betsy Viau.

Roland builds furniture, mostly as gifts, and Betsy needle points, oil paints, crossstitches, and does ceramics. She's entered her own creative Barbie Doll outfits in the State Fair and has won placings in the competition. They also have two cats and a Samoyed. We suggested the Samoyed could begin a racing career by pulling a wagon of kids around the neighborhood in the winter for fun.

Betsy worked in the Controller's Department, Automotive Division of 3M for 22 years and just retired in the fall of 1999. So even her work involved cars to some degree! Once while working there she had an opportunity to go with Roland to Chicago for a three-day service manager meeting. Having no vacation time left, however, she didn't make plans to go with him until her co-workers urged her to ask for an extra day off. She went to her boss, who granted her

Continued on page 30

Roland . . .

continued from page 29

the day, and she called Roland at 10 a.m. to tell him she could go with him. The only problem was that his plane left at 1 p.m. the same day, and she had no ticket and no time to pack. No problem for Betsy! Roland quickly made a reservation for her through his travel agent, picked her up from work at 3M, and they went to the airport. When she arrived in Chicago she only had the clothes on her back, so Roland took her shopping for shoes, an evening dress, casual clothes, and other necessities. For all the future service manager meetings Betsy was a hit, with everyone wanting to know if she brought her "sugar daddy" along with her again on the trip!

Going back to the introduction, is it now clear why the conclusion was correct about Roland being experienced and

knowledgeable about cars? After hearing this story and realizing Roland and Betsy didn't actually have a Porsche until 1995, I asked why they waited so long to buy a Porsche. Roland said, "Well, I always had the opportunity to drive them, so I didn't have to buy one!" In 1995 Tousley Ford had a 1983 944 that it had as a trade-in on a minivan, and he got it for a good price. That was his first official Porsche, and he subsequently bought the 1989 944 that they currently own.

As part of the interview I also asked, "So, how long have you been a member of Nord Stern?" and he replied, "since 1998." Somehow, that just didn't seem right. After all this experience with Porsches from when he was in high school, and all this time spent in his career with Porsches, and all his rallies, and all his involvement - it amazed me that he and Betsy would only be two-year members.

I, for one, vote that somehow these avid Porsche enthusiasts be considered grandfathered in as long-standing members instead of just recent members. All in favor, say, "Aye!"



Roland in his furniture workshop with one of his works of art - a clock-and-shelf glass case.
Photo courtesy the Viaus.



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Lots of car clubs are worried about their future. Cars are becoming obsolete as a hobby. Many of the old, easy to work on cars are becoming collector cars, priced out of the range of the guy who wants a car to tinker with. The modern generation has become all thumbs when it comes to recreational activities. Getting one's hands dirty is not a way of life for the urban dweller who increasingly dominates our population. It has even been argued that government policies have de-motivated people from doing things for themselves. And indeed, the modern automobile with computer controlled ignition and fuel injection does not allow the timing tweaks and mixture adjustments that drew former generations into the car hobby.

If nobody becomes newly-indoctrinated into the car hobby, car clubs will literally die off. Some car club leaders see this as a bad thing. Others opine at length about the loss of the character (or vocabulary!)-building experiences of working on cars. Those who always looked askance at hot rodders have quieted down, seeming to assume, perhaps correctly, that they've won the war.

The **356 Registry** has even established a Young Member Advisory Committee to help ensure a future for the organization. Arguably, the best way to build dedicated car nuts is to indoctrinate them early, before they get hooked on, shall we say, electronic devices. To that end, this book is a gem.

HOW TO BUILD A CAR is almost 3 books: 1) It is a picture book with youth oriented illustrations as exemplified by the cover, telling how the characters Eli the mouse, Phoebe the bird and Hank the frog, build their car; 2) it is also a juvenile introduction to all the components of a car and of an engine; 3) it provides an almost encyclopedic listing of vehicle components down to the detail of cylinder liners, distributor rotor and oil pump suction strainer.

Not having had kids in the house for some decades, it is hard for me to ascribe age groups to these three books, but I would tend to say they cover pre-school, early elementary and late elementary-middle school comprehensions.

The pre-school book presents a fascinating story of how Eli, Phoebe and Hank, conceive of a vehicle, accept/reject design considerations, obtain parts, put together components and have a vehicle in which to hit the road. The early elementary book discusses components in what would be called "dialog boxes" if they appeared on a computer screen. The intellectual level is less than college: "The engine . . . controls how fast the car moves . . . Carburetor uses electricity to ignite the fuel."

The *middle school level* is presented as the technical labels provided for the drawings. The cutaway of the four-stroke engine has 34

components specifically labeled. The steering box cutaway has four components labeled, not including the steering shaft or steering wheel, which are self-evident. There are no cutaways of transmission or differential, though these components are labeled in the chassis drawing. Brake detail is shown for drum brakes only.

I think the story of the three scrap pack members successfully accomplishing something by themselves would appeal to any youngster. The component drawings, and especially the detailed labels, could be educational for many adults, though perhaps not for PCA members.

HOW TO BUILD A CAR is a hard bound book with illustrated cover, containing 64, 9x9 inch pages including 100 hand drawn illustrations. It should be available for \$14.95 from your favorite bookseller (ask for it) or from <http://www.quartoknows.com>. If every 12-year-old and younger descendant of every PCA member received a copy of this book for Christmas, we might start a movement!



How to Build a Car: A high-speed adventure of mechanics, teamwork and friendship

by Saskia Lacey, illustrated by Martin Sodomka, published by Quatro Publishing Group, USA

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



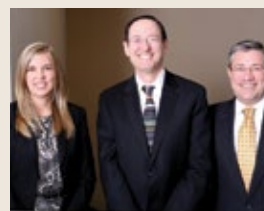
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..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

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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
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...

When Metro Phobia gets you down . . . It may be time to get away way away from city life. Cleanse your soul of bumper-to-bumper traffic and steeroid drivers; dimbulbs who see the freeways as a kind of swoop and dart video game. Escape the land of auto immunes who can't understand why you are so damned paranoid about your fancy car. You and your machine just need some space; space to run.

Try South Dakota's Black Hills, History laden, fun driving lands where General Custer made his famous last stand. Final resting place of Deadwood's Wild Bill Hickock, Calamity Jane and Chief Crazy Horse. They re carving out a whole mountain just for the chief. Washington, Lincoln, Jefferson and Roosevelt had to share one: Mount Rushmore.

But avoid the tourist season. You're here to exercise those horses under the hood, not get stuck behind campers and trailer homes. The 300-plus horses in my big 745 Bimmer only let out a sophisticated snarl, but I knew they were having as much fun as I was. As we took on curves and sweeps and mountain climbs, it was easy to see why 200,000 Harley Hogs invade this country every August. It's the roads. It's the country.

Heading north and west from Pierre avoiding the freeway it was downright desolate. It was tree-less. It was devoid of people. It was just as I remembered it from my youth. It was beautiful. Decades ago, the Huron (SD) Daily Plainsman paid me, more or less, to roam this countryside and find stories; stories about anything. Once, I did a stint living with a Smithsonian

crew just north of Pierre where the recently built, giant Oahe Dam was about to flood Arikara Indian Villages dating back more than 1,000 years. That's a story for another time. Right now, I wondered: did I give up a car lover's dream job just to seek my fortunate in the big city?

Just outside Deadwood on a mountainside, my late brother built his escape place, a home with decks all around to enjoy the view. We didn't stop. Seems some fun-loving teenagers got their hands on a bulldozer one night and leveled the place. I wanted to remember it as it was.

His daughter trained in some of Denver's finest restaurants has established her own restaurant, Roma's. Italian food and white tablecloth class you don't expect in Spearfish. The Roma's dining experience alone is worth the trip.

Going home, we tried different roads; tried also to avoid a speeding ticket. I'll never enjoy waiting for Spring but a late Fall escape does ease the pain.

And the Metro Phobia symptoms are gone for now . . .


Editor's Note: Having traveled a number of times in and through SD, we love that wide, open, wind-swept landscape. The Crazy Horse monument is amazing as many who recently went on the Escape can attest. The Boeders first stumbled upon it a LONG time ago and viewed it a number of years later and could see progress. And from the pictures

I'm receiving from this recent Escape, ever more sculpting is visible.


Even though Ken originally wrote this article for the Mercedes-Benz Club newsletter, he did of course own several Porsches!


by Ken Kamstra, Reprinted from
February 2004, Nord Stern,

Editor's note: it's been more than a decade since Ken's columns ran and many Nord Stern members aren't familiar with his writings so 'time to reprint some!' And this particular column is pertinent in light of the recent Escape held in South Dakota.




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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 15 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. So called "crash bumpers" were introduced in 1975 on 914's to comply with US regulations. Those were compliant in all but two states that required additional guards...California and Maryland.

- a. True
- b. False

Porsche 914 914-6 Brian Long pg. 86

2. The slang term "poser" refers to a look-a-like of the real thing. The M471 body/wheel package creates a "poser" of a _____.

- a. 914ST
- b. 916
- c. 914/6 GT
- d. 914 2.0

Porsche 914 914-6 Brian Long pg. 101

3. On a 914 1.8 there are two electric boxes attached to the underside of the battery tray. One is the J40 double relay and the other is a resistor package that provides reduced voltage from the battery to the _____.

- a. interior light
- b. fuel injectors
- c. brake lights
- d. tachometer

Up Fixin der Porsche Vol IX pg.74

4. The headlights surrounds on a 1974 914 are white in color.

- a. True
- b. False

Porsche 914 914-6 Brian Long pg. 104

5. Which of the following was not a 1973 US 914 advertisement slogan?

- a. Action Porsche
- b. If you can't afford a 911 Porsche
- c. City Porsche
- d. Weather Porsche

Porsche 914 914-6 Brian Long pg. 77

6. 914 bodies were built by _____, a frequent supplier of 356 and early 911/912 bodies to Porsche.

- a. Fisher
- b. Drauz
- c. Karmann
- d. Reuter

The Porsche Family Tree - Porsche Models from 1948 to 1995 PCA pg.23

7. The first 914/4's were offered in "standard" or "appearance" group options. The "appearance" group included which of the following?

- a. Porsche hood badge
- b. Rear spoiler
- c. Chrome front and rear bumpers
- d. Both a and b.

The Porsche Family Tree - Porsche Models from 1948 to 1995 PCA pg. 23

8. The engine-grill lettering (Porsche) only officially appeared on production cars destined for the US.

- a. True
- b. False

Porsche 914 914-6 Brian Long pg. 109

9. The 1970 914 has 5 gallons of gas remaining in the tank when the low-level fuel light comes on.

- a. True
- b. False

Porsche 914 914-6 Brian Long pg. 65

10. The 914/6 was available as a special order in 1972

- a. True

- b. False

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

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

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

12. The 1980 Type 935/72 engine designed for the withdrawn Indy 500 program was converted to run on gasoline and put to good use in the _____ chassis to win LeMans in 1981.

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

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

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

- a. True
- b. False

Panamera Owners Manual pg. 239

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

- a. True
- b. False

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

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

- a. True
- b. False

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

Website's 'Did You Know?!'

by Christie Boeder

Believe it or not but there actually is real and current information on the Nord Stern website. One of my goals starting earlier this year was to work on uploading content as I receive it for our newsletter. While not the most convenient, snazzy or jazzy of websites I am utilizing the posting function to note upcoming events, including the 'details' as well as uploading a downloadable pdf file of each newsletter prior to publication.

Classifieds are being updated, too, plus I've been including the Porsche e-blasts from our president - when appropriate. Obviously the user has to scroll through posts BUT do know that I am tagging the heck out of all posts so everything is really super searchable! Try it out, let me know what other things I might be able to add to make the site more useful. Absolutely a 'work in progress!'

November Quiz Answers

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

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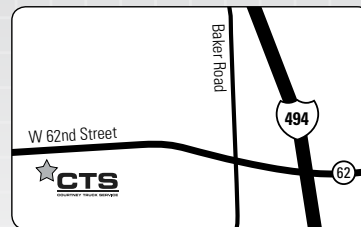
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18 America Roads You Need To Drive

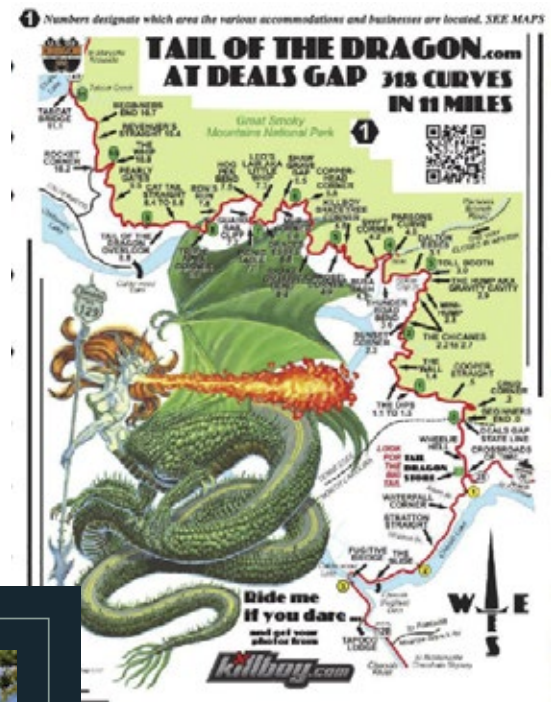
<http://www.supercompressor.com/rides/america-s-best-roads-you-should-be-driving-right-now>

submitted by Steve Flaten

ditor's note: Steve 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 each month!

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 Atlanta

Best Known Road: Tail of the Dragon

With over 300 turns in fewer than 10 miles, no turn offs between the start and the finish, Deals Gap, otherwise known as Tail of the Dragon, is a mecca for any proper gearhead. It does get somewhat full of like-minded individuals, though, so you've got to know the right times to go to avoid traffic, but it's worth the research.

Lesser Known Road: Chattahoochee-Oconee National Forest's Route 197

There are some truly great drives in the Chattahoochee Forest, like Georgia State Route 197, which is essentially one long string of corners. The roads to and from there aren't so bad either.



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Avid Porsche enthusiast & Nord Stern PCA member for over 25 years

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The tools and materials needed are:

- 1 Liter can of ATE Gold or Super Racing Blue Brake Fluid
- Power Bleeder (we do not recommend vacuum bleeders)
- Overflow collection bottle and clear tubes;
- 11 mm open-end wrench
- Car lift, or hydraulic jack and set of sturdy stands
- Wheel Lug Wrench (and security socket if used)
- Flexible light source to work in wheel wells
- Paper towels or rags for quick pick up of spills
- Piece of 2"x 4" lumber or an assistant for clutch bleeding



There are two terms that sometimes are used synonymously, but which are not: Bleeding and Flushing the Brakes.

Bleeding the brakes is a quick procedure to remove any unwanted air bubbles from the calipers and lines.

Flushing the Brakes refers to replacing the entire fluids.

The factory recommends Flushing every two years regardless of use. Why you ask? Brake fluid is very hygroscopic, meaning that it absorbs water. It will absorb water from the ambient through the flexible brake lines and through the plastic walls of the fluid reservoir. Brake fluid boils at around 400°F while water boils at 212°F, so once water gets to the calipers it will boil and release water vapor bubbles, which contrary to liquid will now allow for compression, altering the effectiveness of the brakes.

A quick bleed is fine at the track, between sessions, but I personally flush my brakes right before each and every track day. Also, once you open a new can of brake fluid you need to use it or it will go bad.

I like alternating the brake fluid color every time I flush the system. This makes it very apparent to see when the old fluid has been replaced with the new fluid, as the color changes from blue to gold or vice

versa. Note: The photos and instructions shown below are for early 986 but all of the water-cooled Porsches are very similar in this regard.

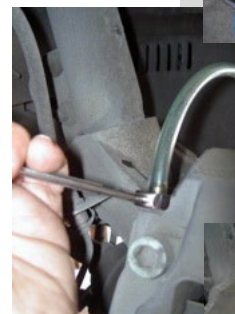
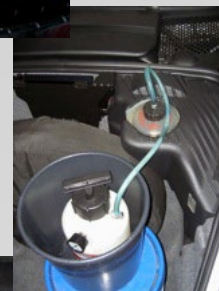
The Brake Fluid Reservoir is located in the front trunk, on the driver's side. Locate it and see what color brake fluid is in there now. If this procedure has never been done before, most likely gold color fluid will be present as that is the OEM.



You can lift the four wheels off the ground and remove them (my preference) or you can remove them one at a time (more time consuming).

Start with the furthest wheel from the reservoir first and then work towards the closest. the recommended sequence is: 1.- Right rear, 2.- Left Rear, 3- Right Front, 4.- Left Front and 5.- Clutch Master Cylinder (for manual transmission cars). The procedure is the same for each wheel.

- Choose the Brake Fluid to use and empty a newly opened can into Power Bleeder.
- I like to place the Power Bleeder inside a bucket. In case of any leaks or spills, the bucket will serve as a secondary containment vessel, which can avoid possible damage to your car as Brake Fluid can strip paint.
- Pump up the pressure in the Power Bleeder to 20 lbs / sq.in. Starting with the right rear:
- Uncap both caliper nipples
- Connect a clear hose to the inside nipple and route the other end to a clear plastic bottle for collection.
- Using the 11 mm wrench slowly turn the nipple (CCW)
- Observe the fluid coming out
- Once you notice the change in color, close nipple by turning clockwise. This does not have to be too tight.
- Move the tube to the outer nipple and repeat the procedure. Note that the time for new fluid to flow is greatly reduced, as it only has to flow



Do-it-Yourself: Bleeding The Brakes and Clutch

by Pedro Bonilla,
www.pedrosgarage.com

Continued on page 41

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.

For Sale:

Dunlop 255/50 R19 winter tire set mounted on Porsche Cayenne 19" wheels with TPMS in excellent condition for my 2009 Porsche



Cayenne S. Less than 2,000 miles during two winter seasons. Porsche now in California since 2014-15 winter with no need for spare winter tires and wheels. Paid \$2859.24 at Maplewood Porsche in December 2012.

\$2,000/OBO. Marty Noonan, 715.268.5640

H, 715.502.2363 M or, martynoonan@me.com

Wanted

Looking for a lower mileage 87-89 G-50 coupe. Prefer good documentation, no accidents or body/paintwork. Stock with performance upgrades are ok. Any color but black. Doesn't have to be perfect as it will be driven! Thanks! Mark 612.251.5710 or mark.read03@gmail.com.

2002 911 C2 4.0L

86000 miles. 4.0L engine conversion. Machining performed by LN Engineering. Assembled at Broadway Auto Tech. IMS Solution oil-fed IMS bearing. Any wearing parts are new. All fluids and maintenance items new. Recent full detail at Carsmotology. \$27,000 firm to nord stern members. bjorn@broadwayautotech.com

Scale Race Model Porsches for sale

My "new in the box" collection of 102 1:43 scale race model Porsches. This collection is only being sold as a complete package. The collection has never been out of their boxes and consists of the following cars: 904, 908, 917, 956, 962 and a few 911-based models. The manufactures are the following: 25 Minichamps, 10 Brumm, 6 Vitesse, 7 Omz, 22 Quartzo, 25 Best, 1 Uan, 2 Starter, 3 Solido and 1 Sachs Sporting. The entire collection is being sold for \$3000. Serious bidders can reach me at 612.281.3943 or email: gklitz@comcast.net. Since there are so many models photos are a challenge, I do have a pdf file that lists the cars which I will be happy to send, if interested I can arrange to show the entire collection.

For sale

A complete set of Porsche 944 factory shop manuals in excellent condition. I can be reached at 612-281-3943 or gklitz@comcast.net. Price for the set is \$400 or best offer, please see the photo.



Wanted

18" Snow Tires. Car currently has 235 40R 18 summer tires. Must be in very good condition. Contact Chas. 612.508.0777 or email: chersch62@gmail.com

Wanted to Buy

Boxster hardtop, 987 (2005-08), any color. Steve Kemp, stvkemp@comcast.net or 763.218.3435.

2012 Boxster Spyder

4700 miles. Original owner. Stored winters. Triple black with black factory rims. Six speed manual, sport exhaust, xenons, sport chrono, full leather sport seats, A/C, radio/CD, Michelin Pilots. Also factory car cover and factory battery trickle charger. Immaculate, no accidents, all records, no disappointments. Only selling to get Cayman GT4. One of three or four Spyders in Minnesota; only 125 2012 models came to US. \$62K OBO. Call Warren and leave message @ 763.270.1242.

1987 944 Turbo

Great for street but also totally set up for the track. Redline oil used; changed annually. Conditioned storage since new. Bolt in roll bar. 5 pt harnesses. Corbeau custom seats. Some spares. Will outrun 911 Carrera 4s and Corvette Z06 @ Hallett. Great condition. Located in western Wisconsin. \$14,900. Go to www.944porscheturboforsale.com for photos, modifications, contact information, etc. Email rph@rainbowconst.com or 715.635.8855.

1993 968

79,XXX miles, Midnight Blue, Full OG roll cage, Sparco seats, Simpson 6 point belts, Momo steering wheel, Koni coil overs and camber plates, M030 brakes with Performance Friction pads, Lightweight flywheel, 6 speed trans, limited slip differential, Adjustable fuel pressure regulator & gage, Dyno chart by AutoEdge, Corner balanced, lower strut brace, Lindsey under drive pulleys, 3 sets tires and wheels; BBS 18" with Nitto NT-01, OEM 17" with Dunlop, Direzza ZII, Miglia Mille 17 with storage tires, Cat delete, AC delete, radio delete, rear seat delete, Recent timing and balance belts, Braille battery, complete records. \$16,000 to Nord Stern. Contact Lloyd Vasilakes, lsv327@comcast.net.

Porsche 911 factory 930

performance body/chassis (m-491 option) turbo look. All original with 72,000 miles. Ruby red metallic with beige leather with Porsche cloth trim. Less than 500 of these manufactured with the 491 option! I purchased the car in 1993 with only 23,000 miles. The car is in excellent condition. Asking \$35,000. Call Don at 507.951.0465.

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

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

For Sale

955 Cayenne Genuine Porsche Part OEM Black Cargo Box Locking Carrier, Roof Mounted, Porsche logo. New. Never used. Porsche Roof Transport System 955 2003-2010 Genuine Porsche Part OEM Aluminum Silver Finish Roof Rails New. Never used. Sold together \$700, Contact Mary Longfellow. 651.238.8811.

Bleeding

continued from page 39

from the inner part of the caliper to the outer part.

- Now you can repeat the same procedure on the other three calipers. Periodically, check the Power Bleeder's pressure and pump back to 20 lb when necessary.
- Before you start bleeding the clutch, you need to completely depress the clutch pedal, to open the master cylinder. The pedal needs to be depressed for the entire clutch



bleeding operation. Either have an assistant depress the pedal, or cut a piece of two-by-four (2" x 4") lumber so that it can be wedged between the depressed clutch pedal and the seat rail, as shown. When finished bleeding the clutch you will need to manually pull back the clutch pedal, as it will not initially return on its own, when you remove the lumber or the assistant's foot.



- Bleeding the Clutch is the toughest part of the procedure because the bleed nipple is difficult to get to comfortably. It is located on top of the transmission, on the driver's side and has a black plastic cap to protect the nipple from dirt.
- Once you locate it, you'll have to place the 11 mm wrench on the nipple (here the closed end works better) then insert one end of a (longer) clear drain hose onto the nipple and the other end into a collection bottle.
- Slowly open (CCW) the nipple and let the system flush until you see new fluid.
- Tighten the nipple, remove the drain hose and recap.
- Slowly let off the pressure on the Power Bleeder by unscrewing the pump.
- Check to make sure that the Brake Fluid level in the reservoir is at the MAX indicator, with the car level.
- Make sure you clean up any Brake Fluid spills because it can strip paint from painted surfaces and is corrosive. Brake Fluid will wash off with water from hands, tools or clothes.

Don't forget to do this every two (2) years or before every DE or track day.

Happy Boxstering, Pedro



Yes: New Helmets Needed in 2016!

With the NS 2015 Track season finished, it's time to note reminding that Snell 2005 helmets will no longer be accepted in 2016 events.



All helmets must be Snell 2010 or newer. The 2015 helmets are still straggling in to suppliers, but there are HOT deals on 2010 helmets out there.

Great idea for Holiday gifts!

Thanks! Paul Ingebrigtsen, Safety Chair



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I Found a Modern Racing Hero!

by Danielle Badler,
Rocky Mountain Region

Courtesy PCA National
Newsletter Editor Wendy
Shoffitt

Periodically, people chastise me for being an inveterate reader of The Wall Street Journal.

It's owned by that evil manipulator of the night and the right, Rupert Murdoch, they say. It's biased, it's dull, it's out of touch. It has nothing whatsoever, today, to do with what made the paper great.

And then I open it up to a profile titled "The Throwback Star of Formula One."

What? I mean, ok, but a profile of Lewis Hamilton? I didn't even think the Journal knew that he actually walks on this planet. What do I know.

This is what I know. It was a great read. And it made me rethink my view of Formula 1 "pilots" today. Or at least one of them.

You have to understand. Growing up, I was a big fan of Jim Clark. I have a framed photo of him, taken by Jesse Alexander. You know the one, where he's looking out into space, head slightly cocked.

As a kid, I read his bio. He took the author for a ride in his "daily driver," a Euro Ford Falcon, probably a "company" car. He screeched and scrawled all over the Scottish moors. Then he suddenly stopped the car, to say that one tire was down a few pounds of pressure. Which it was.

Clark seemed to be completely bewildered by his talent. Talent that led to abject disbelief when he bought the ranch in 1968. In a meaningless Formula 2 race. It just couldn't happen.

An example; he was asked how he can be so consistently faster than everyone else. And Clark simply answered, "I just brake a little later."

Yeah, and Babe Ruth just hit it a little farther. Sandy Koufax just threw it a little faster. Chuck Yeager just flew a little better.

Contrast to today. Driver coverage is so sanitary, they have a hard time fitting in the names of all their sponsors, when they go through the post-race "thank you" drill. You have no idea, as Chris Economaki would ask, what it's like out there.

So imagine my surprise when I read that, as a young cart racer, Hamilton's father found the spot where the fast kids braked, and urged his son to brake five yards farther.

He did... and he spun, and spun, and spun. But, eventually, "I became the latest braker."

Get this. He's quoted in the article saying "I don't like tiptronic, even though I race with tiptronic . . . I like having a gear stick. I like three pedals. I like the heal-and-toe effect . . . you just have a little bit more control."

I know!

Apparently Hamilton is infatuated with Senna. It makes sense. At his death, Hamilton was nine. Clark, on the other hand, died 17 years before he was born.

At this writing, he has 40 wins in 160 starts, to Senna's 41 wins in 161 starts. Any bets on whether he eclipses his idol?

Damon Hill, who raced alongside Senna at Williams, is quoted as saying, "Any era you like, he would thrive.... I think it's more difficult for him now because of the over-engineering of the competition."

The article, however, points out that, sure, it's clear he has the fastest car out there . . . but so does Nico Rosberg. And Hamilton has out-qualified him in 11 of 12 races so far this season.

A few years ago, Hamilton test-drove Senna's world championship-winning McLaren MP4/4 from 1988. He matched Senna's pace almost exactly.

How? This is a great quote. "People come up to me and say, 'Oh, the way you took Turn 7, it's so much better than others.' I don't know if they really can see that. Because when I'm watching, I can't see the difference."

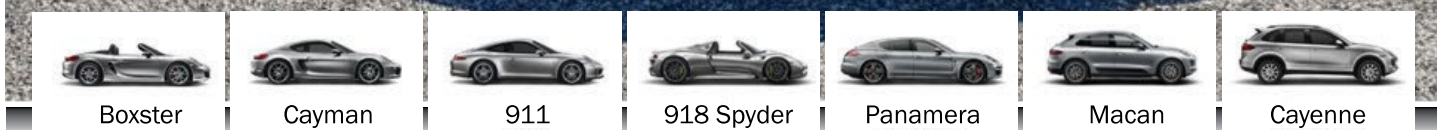
It is indeed that little bit later/faster/better. And it can't just be explained.

"I'm a real basic driver," Hamilton says. "There's drivers over time that close their eyes and envisage a lap and all that stuff. Maybe that works for them. For me it doesn't. Me, I drive. I drive the seat of the car."

Hooray. A real honest-to-goodness racing hero, in today's age. He exists!



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