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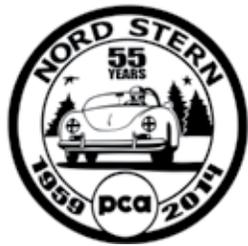
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## PORSCHE

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*Nord Stern* is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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

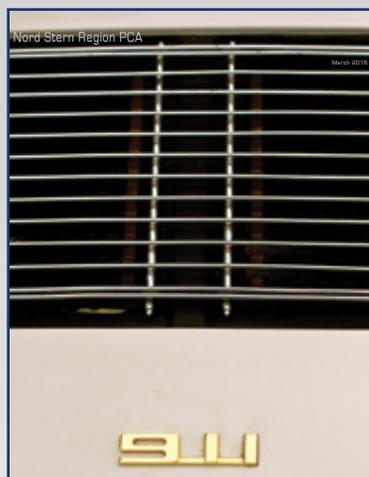
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Ron Faust, Staff Writer/Photog  
218.961.1617

**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

It's all about the  
Details!

by Michael  
Grabner

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# The Prez Sez . . .

by Paul Ingebrigtsen

First, thanks to all who helped with the Holiday Party. It was well-attended, the venue, music, and company were great and the food was delicious! If you missed it, make sure you catch it next year!

A couple of polar vortex cold snaps and a dumping of snow have sent most of the Nord Stern Porsches into hibernation, although I have seen a few brave 911's shod with winter tires trundling about the Metro area. Of course the Cayennes and Macans shrug it all off and just keep rolling! Some of our intrepid Club members have fled for sunny climes and are getting their fixes at Sebring - good luck to our racers!

While winter is a time to catch up on maintenance, upgrades, cleaning and polishing, it is also a time to plan to attend the upcoming Spring Nord Stern events. By the time you read this, it will only be a month or so until all our Porsches are once again safe from the ravages of salt, sand, and potholes. Just in time for orange barrels and road construction!

Fortunately, we have some drives and track events coming up to help you escape the sea of brake lights and let your Porsche stretch its legs. We have a couple New Member/Tech Events coming up at Auto Edge (April 9) and Imola (April 16), as well as a social event in Rochester



(April 17). These are great chances to greet new members, catch up with friends, and expand your knowledge of all things Porsche. Did we mention there is usually free food?

Also, behind the scenes preparations are being made now for our First Fling Driver's Training and Driver's Ed event the last weekend in April. If you are thinking about taking the Driver's Training class this spring to learn how to drive your Porsche safely at speed on a real, live race track, now is the time to sign up on clubregistration.net, as the slots fill up quickly. We also encourage you or a friend with any sports car to sign up - we'll be happy to help them onto the slippery slope.

Meanwhile, stay warm, give your Porsche an affectionate pat and a fresh coat of wax. Maybe sit inside it and make vroom vroom sounds as you row through the gears . . .

- Paul



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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
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2. Next, join Nord Stern

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- 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](http://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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Ed Vazquez  
18918 Dorenkemper Place  
Eden Prairie, MN 55347  
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Lara Dant		Christie Boeder	612.845.4509
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<b>Driver Education</b>	<a href="mailto:DE@nordstern.org">DE@nordstern.org</a>	<b>Track Relations - BIR and RA</b>	<a href="mailto:Trackrelations@nordstern.org">Trackrelations@nordstern.org</a>
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John Dixon	<a href="mailto:eyerack@tcq.net">eyerack@tcq.net</a>		

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!



**Bill Berard**

Edina, MN  
2013 Boxster S

**Stephen Carey**

Plymouth, MN  
2016 Cayman GTS

**Paul Fearnside**

Lakeville, MN  
1985 928S

**Barry Fick**

Lakeville MN  
911 Targa 1985

**Kelley Lorix**

Eagan, MN  
2001 911 Turbo

**Fred Quirsfeld**

Deephaven, MN  
2007 Cayman S

**Damon Schramm**

Minneapolis, MN  
1968 911 T

**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.

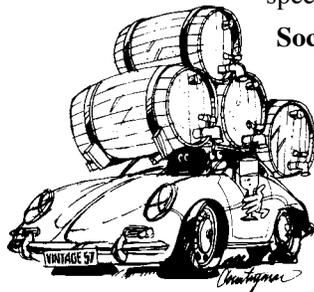
**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver 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!

It's the annual issue with a lot of the yearly Driver Ed and Driver Training info so be sure to take a look. The latest Tech Inspection form is printed here (although available as a pdf download off our website), the schedule of events up at Brainerd and most importantly, at Road America. And car numbers, and the yearly 'how to request a change' option or shall we say, opportunity?!

Got some other fun reading on hand here, too. Our Prez column highlights several the non-track events coming up soon - be sure to take a look as it's great after a winter to have that opportunity to gather and talk shop, or hear about the year - whichever case applies to you. Specifically at the upcoming Membership Socials that have become a yearly fav among many of us. Membership Chair Ed Vazquez does a great job organizing these for us. Thanks, Ed!

We do have winter (even though this one will go down in the books as pretty dang mild - heard on MPR just the other night that we have averaged 6° ABOVE the norm and I doubt that'll change much with the remaining weeks in the calendar before we turn the

corner and can start talking 'Spring'. It'll be here before we know it. And then we can start our driving options for sure. Granted many Porsches are driven year-round, it's NOT the majority.

I'd just like to comment and remind readers that our listserv, Clubtalk, has been updated big-time. Digest options are now available plus the ability to include photos. Better yet, it's easy to subscribe and/or unsubscribe through the web interface so gets that control back into the user's hands. Yahoo. And I can report that the exchanges are usually quite interesting, informative and at times downright funny. Plus not overwhelming, since our membership numbers aren't huge as a club. Besides, no time? That's what the delete button is for!

And a big REMINDER. Dues WERE due. They are now OVERDUE. No dues, no newsletter in the mail. You are dropped with the April issue so if you see your name in the list this month, send in your dues and you'll continue to receive the newsletter. So do me a favor, re-up so I can continue to create our newsletter! My yearly rant, reminder . . .

## From the Editor

by Christie Boeder  
73 911



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**MARCH****2016**

- 8 Nord Stern Business Meeting (Tuesday)**  
Location: Grizzly's in Plymouth  
220 Carlson Pkwy N.  
6:30 p.m. Social, 7 p.m. Business Meeting  
Members welcome!
- 12 Porsche Collection Open House - NEW EVENT!**  
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**APRIL****2016**

- 9 Saturday New Members/All Membership Social**  
Auto Edge, 700 Mahtomedia Blvd, Mahtomedia  
10 - Noon - Informational Gathering  
Auto Edge Pizza Lunch/Tech Session: Noon - 2 p.m.
- 12 Nord Stern Business Meeting (Tuesday)**  
Location: Grizzly's in Plymouth  
220 Carlson Pkwy N.  
6:30 p.m. Social, 7 p.m. Business Meeting  
Members welcome!
- 16 Saturday New Members/All Membership Social**  
Imola Motorsports, 2980 Empire Lane, Plymouth  
Jeff, 763.205.2561  
Noon to 2 p.m.
- 17 Sunday New Members/All Membership Social  
Rochester Area!**  
1 p.m.  
Gina and Brian O'Neill's Home, 4400 Rossi Ct. NW  
R.S.V.P. Brian: 507.251.0975 or oneillblo@aol.com
- 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: Steve Meydell  
Registration: clubregistration.net

**JUNE****2016**

- 13-14 It's Back: Nord Stern / Milwaukee DE at Road America!**  
DE at RA, Monday and Tuesday joint venture with  
Milwaukee. Don't miss two BEST days of DE anywhere!  
Eventmaster: TBA
- 19-26 Porsche Parade 2016**  
Jay Peak, Vermont

- 26 The Annual All Porsche Show and Swap Meet**  
10 a.m. to 1 p.m.  
Roseville's Rosefest - Central Park  
Featuring Porsche "Supercar Corral"  
Eventmasters: Phil Saari and Mark Koegler

**JULY****2016**

- 22-24 Nord Stern Club Race and Driver Education**  
Brainerd International Raceway  
Eventmaster: Doug Anderson  
Registration: clubregistration.net
- 31 2016 Auto Lieben Show and Shine**  
10 a.m. to 4 p.m.  
Afton Alps, 6600 Peller Ave. S. Hastings, MN 55033  
Website: www.autolieben.org

**JULY****2016**

- 31 Second Annual Auto Lieben**  
Afton Alps

**SEPTEMBER****2016**

- 7-11 Inaugural Treffen (replaces 'Escapes')**  
Lake Tahoe, in partnership with Sierra Nevada Region  
Resort at Squaw Creek in Olympic Valley, California
- 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: Steve Meydell  
Registration: clubregistration.net
- 17 Annual All German Car Show  
Mark Your Calendars!**  
Location: AutoMotorPlex, with Mercedes Benz Club  
Eventmaster: Paul Bergquist

**30-**

- Oct 2 Nord Stern Annual Fall Color Tour**  
Headquarters: Blue Fin Bay  
Eventmaster: John Dixon, eyerack@tcq.net  
or 952 939 9071

**OCTOBER****2016****NOVEMBER****2016**

- 13 OLD LOG THEATER EVENT**  
Matinee Performance, Details TBA, with Mercedes  
Benz Club, Eventmaster: Paul Bergquist

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### Bucket List: Races

*Courtesy Clubtalk*

Watching Daytona this evening has renewed the urge to attend more races. Up to now, my attendance record is not very impressive. Back in the 80's when living in LA, my favorite event was always Long Beach F1. When it changed to IndyCar, I lost interest. Then there was a NASCAR and IMSA race at Riverside. Only event I saw at Laguna Seca was GP bikes - still pretty awesome (especially getting inside the fence with press credentials to shoot Eddie Lawson and company!). The oddball race, and sad to say my last F1 event, was the street race in Dallas. More recently it's only been a couple trips to Road America.

So it brings up the question - what race (US only) is worth a long road trip? Not crazy about Indy Car or ovals in general. The exception would be something like Darlington purely for the non-stop action. Is Daytona worth it? Not sure I'd want to stay late into the night, though it would be something new. VIR? Mid-Ohio? Really want to see F1 again, but the prices and crowds may be beyond my level of patience these days.

Probably the biggest challenge is being spoiled by the big flat screen, instant replay, close up slo-mo and seeing what's happening at every corner from the comfort of the couch.

Advice and opinions welcome, Jim Destiche

Jim, Long Beach is still a good race. Watch the support races like World Challenge and the Stadium trucks. Both are full of action and fun to watch. The Robbie Gordon Stadium trucks need to be seen once in your race watching career. They have run the Tudor series up until last year on the same weekend.

This year is the 100th running of the Indy 500. The racing has gotten much better and it is enjoyable to watch. If you don't want to do the oval, go two weeks early and watch the Indy Grand Prix.

Darlington is a good track, but the night race at Bristol is a wild race to see. It is north of Charlotte about the same distance as Darlington is south.

The 24 hours at Daytona is a good race, but I watch the start and an hour or two, then jump on a plane, head home and watch the rest on TV. Much more informative and they keep you up to date on what has happened and what is happening.

If you want to go out of the country, go see the Goodwood Festival of Speed in June or the Revival on September. At the Festival you can get close to

every race car and it is during an off weekend for F1 so the teams send their drivers with last year's car. They'll actually talk to the audience and put on a show going up the hill. They stop and do burn-outs in current F1 cars. Amazing. Then watch the time runs in a variety of cars from F1 to current rally cars seeing who can set the fastest time up Lord March's driveway.

Back in the States, attend any NASCAR Road Race. There is a good one at Road America where they race the Xfinity cars. A number of top road racers show up, but the top tier NASCAR guys are getting as good as the road race ringers and they put on a good show.

Go to Pikes Peak and watch the run to the clouds. I think this year is the 100th running and it is interesting to see what wild machinery shows up. **THERE ARE NO RULES OTHER THAN SAFETY.**

The 12 hours of Sebring is mid March. See the Tudor series run on the bumpy but fun runways of the old Sebring air field. They also run vintage cars of all classes together as a warm up race. Terrible to drive in but fun for the spectators. Expect to see a LeMans winning R8 AUDI running with a 1953 Allard and everything else in between.

The Hawk vintage race at Road America is a great vintage race. 450 cars THAT RACE. I am prejudiced, but I think this is the best vintage race in the country if you want to see cars race.

Monterey is a great race to watch but it is primarily a parade. I have raced with the boys and girls from CA and they have an unwritten rule that you drag race down the straights and then fall into line going through the corners. The only time that changes is when pros are in the cars and they race and the owner/operators run in the back away from the action.

How about the Baja 1000? This is an incredible event. Watch the start and then pick a spot about 100 miles down the road and watch the cars go through that section. Actually the easiest race to see much of the action would be the Baja 250. Stay at San Felipe and watch the start and end of the race as it is a loop course coming right back to where it starts. Mid-race take Zoo Road out to the back side of the course and watch the trophy trucks and cars go through the whoops near Dead Cow turn as they near the slit beds.

Do the pro-am race at Indy when the SVRA runs there in June. 33 pros that have raced in the Indy 500 share

*Continued on page 12*

# Time to Renew Your Subscription

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

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## Clubtalk . . .

*continued from page 10*

a car with an amateur. The amateurs start the race and then turn the car over to the pros. The last two years have been exciting with a few very expensive vintage Trans am cars being wrecked. Last year a REAL COBRA was lost when one of the pros got a bit zealous going into turn 1 on the road course. Come Saturday and watch 500+ vintage race cars run the F1 road course, which is FAST by the way.

If you want to leave the country, travel to Bathurst and watch the 12 hours of Bathurst. Big name pros come from across the world to race GT3 spec cars for 12 hours up and down Mount Panorama. I leave next Thursday to see this race. Rent a house on the race course and watch from you rental property.

If you can't make this Bathurst race, go see the V8 Supercars run there. They sound fantastic, the racing is close and the drivers are good. Their warm up races are frequently vintage cars, but not like our vintage cars. They take old Camaro's, Mustangs and other Aussie built cars, put current V8 Supercars engines in them and race. They also have improved on the US' Legend Cars. They put current style car bodies (scaled down Mercedes, BMW, Camaro's, Mustangs, etc carbon fiber scaled down bodies to just fit an adult) and then they race wheel to wheel over a full size road course. They run motorcycle engines with sequential gearboxes generating 200 plus horsepower in a 1000 pound cars. The Aussies love fast cars.

Of course, there is the F1 Grand Prix at Monaco that must be on a bucket list. You don't get to see a lot, but the people watching is worth the trip.

I am sure you will get a number of recommendations from the club, but these are just a few of the races I would make recommend you see. I have raced on most of these tracks and have watched races at those I haven't driven. I enjoy each of these locations and the series that run there. It doesn't matter to me if they are

going in circles or around a road course. ITS RACING. The engines sound great, the burnt fuel smells good and all but F1 welcome spectators with open arms. By a paddock pass if they are for sale. The people working in all of these series are friendly and appreciate people coming to see them.

– David A. Roberts

Great list and have hit a few. Have to add the 24 Hour of LeMans.

– Scott Kuhne

+1 for The Hawk Historics at Road America - I just loved that weekend. Epic.

– Merrill Aldrich

I would definitely recommend the Indy 500 - for the experience more than the racing. I went to the spring race at Bristol a few years ago and enjoyed it, but the regulars all said that the night race is better. Because it's a fully enclosed track in a natural bowl, it seemed much louder than Indy, and you can see the whole track. Also, it's only about an hour drive from Elizabethton so you might be able to catch a rookie league game with some future Twins stars. And you can find some fun roads in the area and on the way. The Tail of the Dragon is only 2 to 3 hours away.

Wow! Great info here! I'll use it as my guide for sure. I'm hoping to see F1 at COTA this year, but we'll see where they decide to hold the US Grand Prix.

– Phil DeBruzzi

Frankly, I can't believe that I forgot the Weather-Tech (old Tudor and AMLS) race at MoSport. Fellows and team have done a great job improving the facilities at the Canadian Tire Motorsports Park and it is a great place to see a race. No assigned seats, just wander from turn to turn and watch the race.

– Dave Roberts

(Editor's note: Yes, this facility is now amazing with almost brand-new buildings, vast paved areas now, lots of great spectating along most of this fabulous track. It's well-worth putting up with going across the border whether by car or air; besides it's near Toronto which is always worth a side trip in my view. Love that town and when the exchange rate is 'right' it's a bargain. as the restaurants, the shops, the museums, the culture, the funky neighborhoods are all world-class. And this track is surrounded by beautiful countryside, historic towns and my most favorite part: Each freeway exit/entrance is graced by at least THREE drive-thru donut/coffee shops to make sure you are well-fueled for your daily commute or vacation get-a-ways. Oh Canada!)

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

*by Dave Anderson, Registrar*

The 2016 DE track season is fast approaching and it's time to open the car number registration period. Car numbers are used at our Brainerd (BIR) and Road America (RA) track events to help with identification. As your Registrar, I make every attempt to ensure that event car numbers are unique within the Run Group sessions; including those 2<sup>nd</sup> day late afternoon sessions when we combine groups. You can help by ensuring that you get a number assigned to your car. As long as you participate in at least ONE track event within a moving three-year period of time, your assigned number will be yours to use.

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

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

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

## Procedures to obtain and maintain a car number assigned to a driver

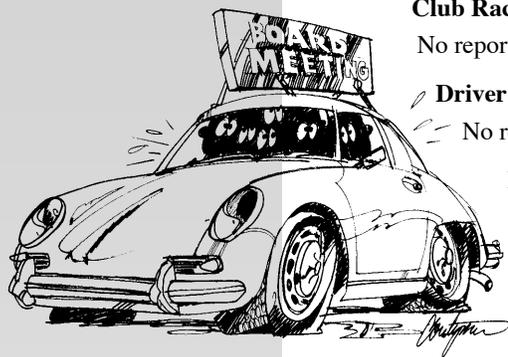
- Drivers must have registered for a DE event in the previous three years. Unused numbers are released for reassignment.
- Active drivers (after their first year) may request a different number if it is available. Requests can be made to the Registrar at any time, but should be received prior to the deadline set by the Registrar each spring.
- Duplicate number requests will be resolved by seniority based upon the number of years each member has been active with Nord Stern.
- Drivers will be notified of their number assignment by email or phone after all requests have been processed.

## Car Number Change Request Form

Send Requests To:  Dave Anderson, Registrar Phone: 612.850.7411 Email: registrar@nordstern.org	Current Car:	Choice #1:	Choice #2:	Choice #3:
	Driver Name:			
	e-mail:		Phone:	

# Nord Stern Business Meeting Minutes March 2016

by Betsey Porter Secretary



Meeting was called to order at 7:02 p.m. by VP Ryan McGee, Paul I was out of town. Welcome to visiting members Mike and Marsha Drake, John Shellhorn and Jim Anderson from Red Light Rescue!

**President – Paul Ingebrigtsen**

No report

**Vice President – Ryan McGee**

No update

**Treasurer – Jeff Bluhm**

Reported via email to Ryan, finances are fine.

**Advertising – Lara Dant**

Lara has received about a quarter of payments that are due from vendors

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

No report, date is set and on the calendar

**Autocross – Andy Golfis**

Andy has coordinated a summer autocross with the Corvette Club at Dakota County. May 14th is the date. Nord Stern will send volunteers and help advertise. Will also promote at new member socials in April.

**Board of Directors**

No update

**Charity – Chris Tobkin**

No report

**Club Race – Doug Anderson**

No report

**Driver Education – Steve Meydell**

No report

**DE Registrar – Dave Anderson**

All events are entered into clubregistration.net. Will be opened to registrants 60 days ahead. Dave will write an article for the newsletter about the updates to Club Talk

**Driver's Training – Ron Johnson**

No report

**Fall Color Tour – John Dixon**

No report

**Historic Archivist – Kim Fritze**

No report

**Insurance – Michele Deml Johnson**

No report

**Membership – Ed Vazquez**

Via email, Ed reports he has set the dates for the new member socials:

- April 9 at Auto Edge in Mahtomedi
- April 16 at Imola in Plymouth
- April 17 in Rochester

Ed would also like to make a new order for member wear. Members should email Ed with their orders.

**Met Council – Bob Kosky**

No report

**Newsletter – Christie Boeder**

Via email to Paul, Christie reports the March issue is nearly complete. Christie also reports there is a member interested in putting together a calendar photo shoot of member cars to auction off for our charity. Still in the preliminary planning stages, but it's an cool idea. Christie will work with the member and see if it will work. More to follow.

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

No report

**Rally and Drives – Lon Tusler**

No report

**Safety – Paul Ingebrigtsen**

No report, Keep on promoting need for 2010 helmets.

**Social Committee**

No report

**Shop and Tech relations – Keith Fritze**

No report

**Touring – Randy Walker**

No report

**Track Relations – Jim Bahner**

Per email, Jim reports that he has the contract for Road America. Have not signed it yet as they are trying to raise the rate significantly.

**Webmaster – Mark Kedrowski**

No report

**Old business**

None

**New Business**

Jim Bahner spoke to a few people at the Holiday Party about reviving timed runs and the points system. Ryan reports that people were interested. Dave Anderson and Betsey Porter commented that timed runs died due to a combination of people complaining they take too much track time away at events and also only one person being able to run the timing equipment. Ryan and Jim

Continued on page 22

NORD STERN MARCH 2016

# Nord Stern Membership Socials!

**Auto Edge  
Racing**



**April 9, 2016**

**SATURDAY**

10 a.m. to Noon  
Auto Edge  
900 Wildwood Rd.  
Mahtomedi

Bob Viau  
651.777.6924

Pizza Lunch  
Followed by  
Tech Session  
12:30 - 1:30 p.m.

**April 16, 2015**

**SATURDAY**

Noon - 2 p.m.  
Imola Motorsports  
2980 Empire Lane  
Plymouth, MN 55418

Jeff, 763.205.2561

**April 17, 2016**

**SUNDAY**

Meeting in Rochester!

1 p.m.

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

Brian: 507.251.0975  
[oneillblo@aol.com](mailto:oneillblo@aol.com)

## 2016 NORD STERN NEW MEMBERS/ALL MEMBERS INFORMATION MEETINGS

Find out What we do, When we do it, and how YOU can do it. . Learn about our: Driving Schools, All Porsche Show, Day trips/tours, Social/Dinner Events, North Shore Fall Color Tour, Low Speed Autocrosses, High Speed Track Driving, National Club Racing Program, Charitable events!

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

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

# The “P” Car is Ready for the Track— Are You Ready Yet?

by Mark Skweres, updated for 2016

I'm sure everyone is getting anxious to pull the Porsche out of storage and get it out in the sunshine. For those of us who like to participate in the Driver Education events at Brainerd, Road America, and other tracks there are some additional steps to getting ready for the season. Now's the time to go over some of the items that seem to always get forgotten, perhaps because they are about as exciting as doing your taxes. But remember, *“When the paperwork is done . . . We can all go have fun!”*

Here are just a few reminders of some things to take care of as we get ready for the first DE driving event:

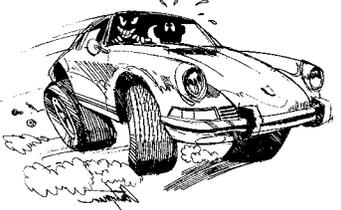
**Technical Inspection forms** - New forms must be on file with the Registrar each season. Most local shops have the form for you to fill out and sign. Bring them to check-in at the track. Please be sure to fill in ALL the information, including your address and PCA number. For more info on Tech Inspections, see this issue of this newsletter. or download the PDF file from our nordstern.org website.

**Registration forms/fees** - Registration is easy, clubregistration.net is the location. If you don't have an account, make it now and that'll gain you access to Nord Stern event registration - just search on the name 'Nord Stern'. This reserves your place in the event and helps the Eventmasters and Registrar do proper planning. Last minute entries make it very difficult to set up appropriate run groups and a schedule. If you need to cancel, just let the Registrar know ahead of time and in most cases the check can be returned.

**New Driver Training** - No one is allowed to participate without first taking the Nord Stern one-day Driver Training course or equivalent. This course is usually only offered on the Fridays before the First and Last Fling events, so sign up early. Again, registration is via clubregistration.net.

**Nord Stern and PCA Membership** - You need to be a member in good standing (all dues paid) with BOTH the PCA and Nord Stern or other region to participate. Non-PCA/Nord Stern members are charged a different rate. So bring your current PCA card to track check-in. If you are an affiliate member, you will also need to present your PCA card at check-in. If a member plans to change their affiliate, it can take time for PCA to process, so take care of this well before the first event. Last minute changes will not be accepted. If you have any questions about your membership please contact Ed Vazquez who contact information is in the front of each newsletter.

**Helmets** - Snell 2010 or later are required. If you've got all the registration paperwork completed then all that is left is the fun stuff like checking the tires and brakes, loading up the supplies and heading out to your favorite track. Well, there may be one more bit of paperwork you have to do: Don't forget to make the hotel reservations . . . Or pack the tent.



## Out and About with Nord Sterners . . .

Darin Szabo (far left), Porsche of Minneapolis, delivers a 2016 Cayman GTS to Susan and Nick Cirillo this January. *“Darin was very helpful in helping us decide between another 911 and the Cayman and between PASM and the X73 suspension. Ultimately, we decided on the Cayman because we never had a mid-engine car before and thought it would be more fun on the street. And I think it is just beautiful.”* said Susan. (editor's note: that alone would convince me!). Photo courtesy Nick Cirillo



2016 Driver Training (DT) programs and both the First Fling (spring) and Last Fling (fall) registrations are open on registration.net! Driver Ed and DT events fees have NOT been increased for 2016.

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

Driver Training is a fabulous opportunity to learn the basics of car control and handling in a safe, controlled environment organized and run by highly skilled, trained and nationally recognized instructors. Whether one is interested in high speed track action, being more comfortable and knowledgeable in your high performance Porsche or just want to be a better driver in and around home or vacation travel, Nord Stern's Driver Training is the answer!

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

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

#### **Driver Ed Dates for 2016**

- First Fling DT . . . April 29, 2016
- Last Fling DT . . . September 16, 2016

#### **DT Event Fees for 2016**

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

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

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

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

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# Buying a Used Porsche?

*by Pedro Bonilla,  
Gold Coast Region PCA*

*Published November 2013  
Die Porsche Kasette*

So, you want to buy a used Porsche. Good for you! Porsches are one of the best cars to purchase used for many reasons, among them:

- Porsches make the best mid-life crisis fulfillment I know, I've had nine . . . cars, not mid-life crises
- Porsches are generally well-cared-for cars by their owners
- Porsches are built to last
- Porsches look great . . . especially the oldies

Someone else took the new car depreciation hit

This is one of the best times to purchase used because it's a buyer's market, but the experience could get overwhelming if you don't have a plan.

There are a bunch of questions you need to ask such as:

- Which car do you want?
- Are you looking for a sporty two-seater (Boxster/Cayman) or do you need the rear seats in the Carrera?
- Maybe you're looking for the comfort of the Panamera or the utility of the Cayenne.
- You should have your wish-list of what you want and which are the must-haves (options, engine/HP, transmission, colors, etc.).
- Where do you find it?

There are several places where you can go look, such as: Cars.com, AutoTrader.com, CraigsList.com, eBay.com, and multiple Internet boards such as PedrosBoard.com, Rennlist.com, PCA.org, etc.

You can look in your geographic area, but if you don't find your dream Porsche, extend the search area. Many buyers have realized that their particular location might be a detriment to their search so they have started looking in the two heaviest-populated Porsche regions in the world: Southern Florida and Southern California. The other advantage of looking in these two areas is that the winters are very mild, thus there are many cabriolets available and there is no salt/slush on the roads making for a cleaner undercarriage with very little metal corrosion and paint damage.

When buying a pre-owned car you can buy from the owner/seller or through a dealer.

Whatever you do, make sure that you get a PPI (PrePurchase Inspection) from an independent and reputable source. A knowledgeable inspector can save you thousands of dollars and thousands of future headaches for a small investment.

Not every mechanic is a good inspector. Good inspectors specialize in air-cooled, water-cooled, mid-engine, SUVs, etc. Every one of these cars has its own nuances and quirks and it takes a real expert to find them and put them in the PPI report so you have the correct information. For instance an air-cooled specialist may not pick up the fact that a water cooled car is leaking from the IMS bearing instead of from the rear main seal, and that makes a BIG difference.

Also, in the recent past there has been an inordinate amount of water-damaged vehicles due to floods and storms. You need to make sure your next purchase is not one of them. Right now flooded cars are "washing up" all over the country: TX - 30,000, NJ - 28,000, PA - 13,500, KY, IL, LA, and NY - 10,000 each, FL, MS, VA with 8,000 each! These figures are water-damaged cars that were put back on the roads!

A proper PPI will also include multiple photos and a written report which explains, among others, the condition of the exterior (OEM, paint thickness measurement in every body panel, whether it's been resprayed, if it's had any body work/accident), the condition of the interior, of all of the electronics, the powertrain (engine, transmission, suspension), etc.

The PPI will also tell you which factory options came with the car.

You should also get a list of the cost of any repairs required and a fair market value of the vehicle which will help you make an informed decision.

When purchasing a used Porsche, the only time you do not need a PPI is when purchasing a CPO'd (Certified Pre-Owned) Porsche from a Porsche Dealer. A used Porsche will have to be put through a battery of tests to be a CPO'd car, and will need to meet special requirements that Porsche demands plus it will include a very thorough warranty valid at any Porsche Dealer.

Many people rely on just a CarFax to make their used-car buying decision. Although a CarFax is a good resource you need keep in mind that the CarFax will only show the information that has been reported to them and there's a lot of information that never gets reported.

So, what are you waiting for?

Go to your laptop, tablet or smartphone and let the searching begin!!!!

Good luck hunting.

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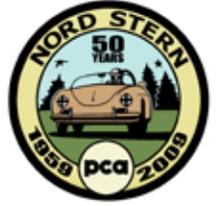
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# Where We Were – Where We Are – Celebrating 55+ Years of Nord Stern



So we're a club of people who have many talents and skills. I'm amazed by how many members contributed to the newsletter 25 years ago when the Club was smaller. Why doesn't that happen more often now? Don't let your brains rot texting and tweeting where you can't even complete a whole sentence. Everybody has a story. Write something up with sentences and paragraphs; practice your language.

– Ron Faust

## March, 1990

- Editor **Dodie Mueller** announces that her husband John has accepted a position in Chicago, so **Sonia Fortier** and **Ann Bennion** will be taking over in June. She again invites submissions and says she'll take anything short of obscenity.
- President **Daryl Fortier** goes philosophical on how every group starts to disagree on things when the group gets large enough (like the Legislature). Then there's somebody who shows up like Rufus T. Firefly: "*Whatever it is, I'm against it.*" This leads him up to a discussion of rallying, which is not about getting from point A to point B. It's about how many disagreements two people can have between points A and B. It's a great way to test either your marriage or your ability to keep cool and keep driving when the stress level outside

your brain is rising. "*Hope to see you at the Winter Beater Rally*" he concludes.

- Then we get some philosophy from **Kim Crumb** at the end of his year racing his 911. "*Racing is so much like life... In fact, all the aspects seem more clearly defined. In a world where perception has begun to be nearly as important as reality, racing still tolerates no excuses... There are no adjustable excuses,*" he writes. It's all measured in fractions of seconds.

- The list of new members includes **Britta Jeanne Moe**, daughter of Rick and Jeanne. Interests: eating, sleeping, etc. Occupation: baby. Congratulations!



Above: Cover: the caption inside says only "Our Little Logo".

- **Jerry Strauss** and **Bob Cox** did a tech session in January on "Know Your Rights; Speeding Tickets and Insurance Rates". 70 people attended this one which went on for 3 hours! The write-up expresses slight paranoia, "If you own a Porsche... the law is after you; they assume you are guilty."

- In the Marketplace, **Bob Cox** has two 356 engines, used and rebuilt for \$1,200 to \$4,800.

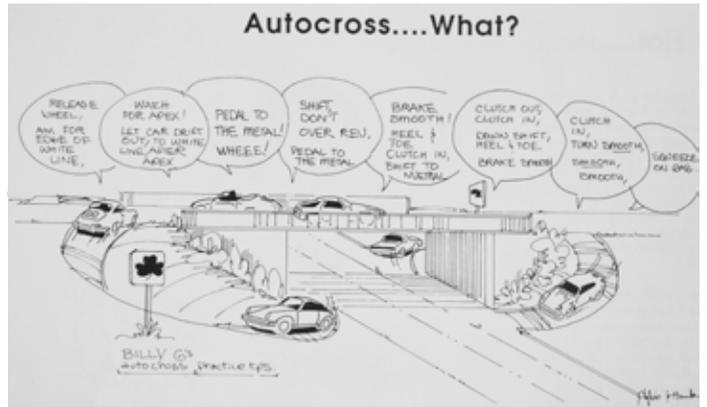
- **Jim Southwell** is again listing his mint 1980 911 Weissach Coupe. Luckily, it didn't sell. I saw it that year but what was I thinking? It took me another year to jump into this 911 that's now been with me for 25 years. Don't get emotionally attached to your cars or you too could wind up caring for one for decades. (Well, Ron, isn't that somewhat the point

with Porsches?!)



Jerry Strauss

Left: From the tech session on speeding tickets



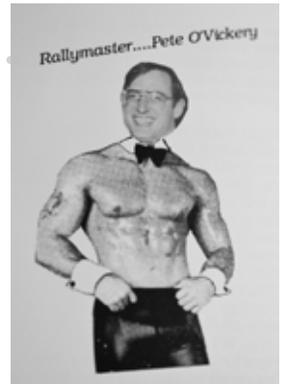
Above: Billy Groschen's Autocross Practice Tips: Figure by Nord Stern's own Phyllis and Hank Godfredson



Above: This figure was one the same page as the President's message.



Above: Random cartoon

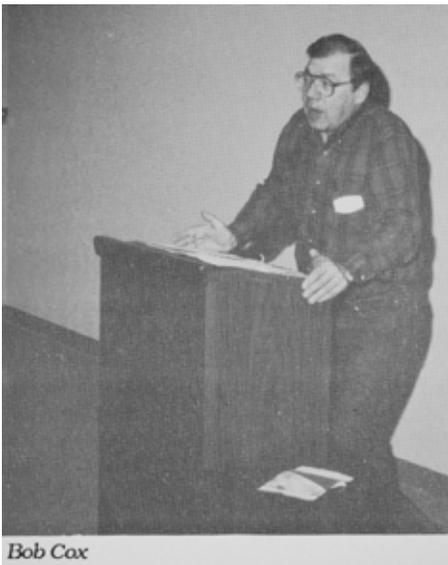


Above: Editor Dodie gets Peter Vickery this month



Left: Random cartoon, unexplained, but half the faces look like Peter Vickery or Dodie Mueller

Right: From the tech session on speeding tickets



Bob Cox

Right: Editor Dodie Mueller?! Yup . . .

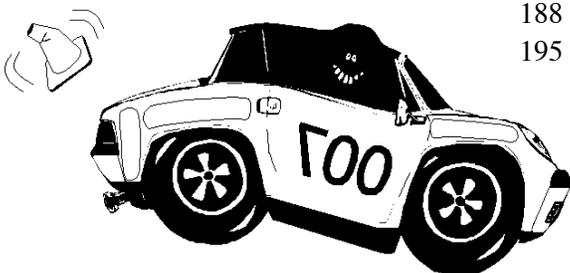


# Current Car Number Assignments 2016

Car #	FName	Last Name
00	Mark	Skweres
1	P.Binek	Retired
2	Gordon	Doering
3	Bruce	Boeder
8	Bob	Fleming
10	Rick	Moe
13	Chip	Smith
14	John	VeLure
15	Paul	Thai
16	Jim	Arhart
17	Ryan	McGee
18	Hans	Wubbe
19	Jackie	Gates
20	David	Vandekieft
21	Teresa	Pfister
22	Tom	Walgren
24	Matt	Clark
27	Keith	Erickson
28	John	Blackburn
32	Bill	Corcoran
33	Karine	Onnen
35	Nick	Cirillo
40	Aaron	Gates
41	John	Hill
43	Rodger	Finke
45	Gary	Yee
49	Michael	Hoke
50	Glen	Larson
52	Marcus	Gustafson
55	Greg	Lukens
56	R.Henneberger	Retired
57	Michael	Sabers

58	Jim	Benson
59	Thomas	Coenen
60	Jeff	Engler
61	Peter	Lier
65	Thomas	Addison
66	Jim	Holton
67	Charles	Porter
71	Jonathan	Wen
73	Charles	Shannon
76	Lloyd	Vasilakes
82	Bret	Bailey
86	Tom	Russell
88	Rick	LaVerdiere
92	Mark	Netsch
93	Mike	Peterson
97	Chris	Tobkin
98	Pius	Eigenmann
100	Luis	Fraguada, Jr.
102	Doug	Anderson
103	Daniel	Sherwin
104	David	Anderson
110	Brian	Hanson
111	Tim	Connors
112	Isaac	Becker
113	Michael	Stewart
114	Mike	Nelson
119	John	Boyd
125	Wally	Mahlum
130	Richard	Moe
131	Erik	Yerigan
133	Grant	Bennett
134	Bruce	Yerigan
135	Susan	Cirillo
136	Jason	Brown
137	Steve	Kemp
138	Cory	Hoegland
140	Paul	Ingebrigtsen
143	Bob	Houston
151	Naveed	Haider
167	Betsey	Porter
168	Tim	Oudin
171	Steve	Sabers
176	Neal	Haaland
186	Bill	Russell
188	Tony	Carideo
195	Ron	Johnson

200	Nathan	Reader
211	Jeff	Majkrzak
215	Michael	Sabers
217	Michael	John
243	James	Hudak
253	William	Houghton
262	Marcus	Gustafson
263	John	Schellhorn
268	Ed	Tan
277	Harvey	Robideau
295	Paul	Ingebrigtsen
300	William	Groschen
308	Jim	Turner
311	Dave	Sorenson
344	Jim	Lillegaard
356	Phil	Hancock
491	Mike	Hoke
510	Wayne	Kelm
511	Daniel	Muldowney
660	Keith	Fritze
701	Mischa	Redmond
711	Gordon	Doering
719	Mark	Schumacher
762	Reed	Unterseher
771	Gordon	Doering
775	Kevin	Tan
777	Matthew	Jones
809	Paul	Termin
814	John	Warford, Jr
816	Bradford	Bjornson
824	Pete	Puffer
824	Cindy	Spielman
865	Glen	Larson
888	Jay	Turkbass
920	Stephen	Powless
935	Karl	Andreasen
945	Tom	Rempfer
951	Kevin	Fitz
964	Hal	Voges
968	John	Velure
981	Michael	Monson
991	Bruce	Gates
996	Lon	Tusler
999	Bill	Cliby
03	Ian	Philbrick
034	Eric	Anderson
07	Bill	Wolfson



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## Minutes . . .

*continued from page 15*

will discuss more.

Jim Anderson of Red Light Rescue brought a proposal to the board about accomplishing the switch over from the long track to the short track during Club Race weekends in case of rain.

The Club Racers cannot use the short track because of PCA rules, but the Driver Ed groups probably should not drive at speed on the long track straight.

The chairs present at the meeting liked the idea. We will discuss it further in the future, but we agreed that we should practice this plan at First Fling with a few run groups.

Meeting adjourned 8:08 p.m.

Respectfully submitted,

Betsey Porter

## 'Members' in Membership . . .

*by Ed Vazquez, Membership Chair*

By the time you read this article, written from my balcony overlooking the Bay of Banderas in Puerto Vallarta, Mexico (75 degrees, sunny with the roar of the surf in my ears), I will undoubtedly be winging back to the colder northern climate ahead of the Monarch Butterflies to set up the Spring New Members/All Members meetings. I fly Delta and they do it one flap at a time. Amazing!

I have just finish reading #373

**Christophorus** about the latest and newest Porsche models and thoughts of driving any of these models, let alone my own personal model, definitely is getting me excited for Spring and the upcoming 2016 Nord Stern driving season.

In this Christophorus, the authors write about driving new models in such exotic locations as Paris, Dubai, and Shanghai. We, the Nord Stern Club, also have GREAT places to drive. We are fortunate having world-famous tracks such as BIR and Road America, the annual Fall Color Tour along Minnesota's spectacular North Shore, the Bark and Beer tour, the Vino in the Valley drive/arrive/eat plus a number of, as yet, unnamed future club outings.

Plus, some of us will drive to Vermont to the annual Porsche Parade and the Black Hills for the Annual Run to the Hills weekend joining other PCA members. How about that, Christophorus!

A famous groundhog comes out of his hibernating hole in Pennsylvania in February to see how long winter will last. Whereas, most of our Porsches will emerge in March

from their various winter garages, along with their drivers eager to be on salt and sand-free roads with hoping Winter has passed.

So with that in mind, let's talk about "Spring Time, Porsche's and Meetings".

The New Members/All Members Meetings - Come One and Come All

So wake up from winter hibernation, get that P-car out and come to one, or all, of our annual New Members/All Members meetings. A great time to just Meet and Mingle, Listen to Club Activity Presentations and learn how to sign up and participate in upcoming events.

I'd like our New Members/All Members Meeting to be like a wedding where the members of one family (new members) meet the members of the other family (existing members) to join into one big, happy and active family. We have accomplished this in the past meetings and I am sure, we will again at our meetings this spring.

The theme will continue to be "**What We Do, Where and When we do it, and How YOU Can Do It.**"

In particular, let's all consider taking advantage of our iconic BIR and Road America track events. "If you don't use it, we may lose it." Participation has been down and we all need to attend a DE/DT at least once this year. Just like our bodies, our Porsches need to be exercised! Our registrar and driving chairs should be there to answer questions. And we have great advertisers to help maintain, modify, inspect and repair your Porsches as well as any "other" car. We may even have a source for helmet and race suit rental, or purchase, attending the meetings. One Stop Shop !

Thanks to Porsches and Pancakes organizers Steve Meydell and Dave Anderson have helped increase Nord Stern awareness. In addition, Cars and Coffee (thanks Luis Fraguada, Jr!) and the annual fall German Car Festival (thanks Bruno and Paul Bergquist) have invited and featured Nord Stern. Thanks to ALL of you that have spread the word about how great a club this is and brought in members. I continue to see new PCA members joining our local Nord Stern Club.

And last but not least, do consider volunteer. We have been blessed with

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*Continued on page 37*

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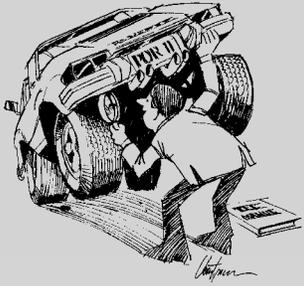
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**C**all the safety Chair (see Officer page for contact info) with questions, if any . . .

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A Few  
Suggestions  
for Track  
Attendees

**W**hat to bring to the track:  
Plastic storage box, bags, or tarp to protect your belongings from the weather

- Hat/sunscreen for sunny days
- Brake fluid
- Spare brake pads
- Air pressure gauge
- Paper towels
- Rags
- Car number/tape/shoe polish
- Gloves (for changing tires/brake pads)
- Gloves (for driving)
- Jack and stands
- Tools, including torque wrench

- Jack Plate (if needed for your car)
- Oil
- Hand and Glass cleaner
- PCA Membership card
- Driver's License
- Appropriate clothing: pants, socks, closed toe shoes, qualified helmet

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

March Quiz Answers

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

# 2016 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_ Email address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

PCA #/Exp. Date \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ BIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

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

## Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

<b>Lights</b> <b>Pass</b>	<b>Brakes/Wheels/Tires</b> <b>Pass</b>	<b>Interior</b> <b>Pass</b>
Headlights _____	Tires/Wear _____	Steering/Play _____
Front Signals _____	Wheel Bearings _____	Brake Pedal/Firm _____
Rear Signals _____	Rotors/Scored/Cracked _____	Seat Belts/Anchors _____
Tail Lights _____	Brake Fluid/Full/Clean _____	Helmet Snell 2010/Better _____
Brake Lights _____	Brake Lines _____	

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

Condition of: \_\_\_\_\_

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required: Yes No

Items to be correct: \_\_\_\_\_

(Continue on back) Approved shops can be located at: <http://nordstern.org/porsche-mn-sponsors/approved-tech-inspection/>

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

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

# Oh, So Sad . . . Expiring Memberships . . . Last Newsletter

*courtesy Membership Chair*

**Y**up, are you on this list? Do you see your name here? I sure hope not, this will be the last mailed newsletter otherwise. 2015 Dues are now overdue and the database will be updated with non-renewals dropped as of April. So get those renewals in! Questions, contact Ed Vazquez.

Bjorn Anderson  
Dennis Anderson  
Douglas Anderson  
Karl Anderson  
Karl Andraesen  
Blake Arnold  
Elmer Baldwin  
Bob Bangasser  
Thomas Beherns  
Armando Beiro  
Jeremy Bell  
Joe Belz  
Grant Bennett  
Neil Bergquist  
Byron Bergren  
Anthony Berticelli  
Scott Blattner  
Jeff Bluhm  
Terry Boblit  
Mark Bouljon  
Mark Brabec  
Justin Brouwer  
Arin Brown  
Scott Brown  
Andrew Busche  
Anthony Carideo  
Bob Church  
Ross Clifford  
Thomas Coenen  
Steve Connors  
William Corcoran  
Mike Creevy  
Kevin Cyr  
Sarah DeLong  
Jim Destiche  
Marsha Drake  
Bill Dunne  
Brian Durst  
Mike Ecker  
Alan Eckes  
Randolph Eisele  
Dan Elliott  
John Elliott

Rodney Elsing  
Chris Engstrom  
John Enloe  
Johan Eriksson  
Andrew Evans  
Mohammad Faridi  
Edward Feiker  
Rolf Figenskau  
Charles Fogarty  
Charlie Fox  
David Gaboury  
David Galey  
E. Patrick Gallagher  
Gary Ganser  
Steve Garske  
David Glodowski  
Shannon Gomes  
David Graham  
John Grant  
Gerald Greene  
Roger Grimm  
Robert Grommesh  
Stephen Gulbrandsen  
Frank Gurtz  
Paul Gust  
Naveed Haider  
Brian Hanson  
Steve Hayden  
Thomas Hayes  
Herbert Hemenway  
Kate Herdina  
James Hiebert  
Brian Hintgen  
Joel Hixson  
Kevin Horsman  
Chris Hoyt  
Shannon Ivey  
Fred Jacobberger  
Dave Jacobs  
Dennis Jacobson  
Mark Jensen  
Steve Jensen  
Ariston Johnson  
Jeffrey Johnson  
Matthew Johnson  
Ron Johnson  
Steven Johnston  
Thomas Judd  
Joseph Kalugdan  
Keith Kaye  
Kevin Kelly  
Steve Kemp  
Tom Kileen  
Howard Klatzky  
Andrew Knight

David Krekelberg  
Scott Krohn  
Lee Lampland  
Glen Larson  
John Layton  
Mark Ledson  
John Ledy  
Timothy Lloyd  
Richard Lommen  
Thomas Longfellow  
Greg Lukens  
Walter Lyszak  
Walton Mahlum  
Mark Mann  
Richard Marcantonio  
Theo Martiano  
Chad Martinson  
Kristopher Meacham  
Thomas Moen  
Guy Montagne  
Tim Montgomery  
Jon Muir  
Daniel Muldowney  
Mark Nelson  
Mike Nelson  
Chris Neuman  
Thomas Niccum  
Kurt Nisi  
Arden Olson  
Paul Olson  
Dennis Ondik  
Michael Ondocin  
Marlin Onnen  
Tim Oudin  
Jim Pappin  
Chad Person  
Daniel Peterson  
Wade Peterson  
John Poor  
Betsey Porter  
Stephen Powless  
Thomas Prezioso  
Leif Raaen  
Eddie Rediske  
Mark Reimler  
Michael Rich  
Kent Richey  
Larry Riddle  
Eric Riley  
Terry Rixe  
James Robinson  
John Ryan  
Rich Sanders  
Terrence Saxton  
John Schellhorn

Michael Shea  
Frank Sinicrope  
Jeffrey Softing  
David Sorenson  
Mark Staubly  
Mark Steingas  
Kevin Stensrud  
Brock Stepan  
Robert Stewart  
Martin Sundquist  
Mark Swanson  
Greg Swenson  
Rusel Synder  
Darin Szabo  
Ed Tan  
Kevin Tan  
Richard Tanler  
Gary Taverna  
Paul Termin  
Franklyn Thayer  
Duane Thompson  
Gary Thompson  
Steven Thompson  
Daniel Tokheim  
Dale Trippler  
James Turner  
Tylar Twite  
Lance Van Norman  
David Vandekieft  
David Vieths  
Tim Walker  
Andrew Waters  
Allen Wehr  
Steve Weisbrod  
Robert Welch  
Vera Wenzel  
Edward Wheeler  
Philip White  
Glen Whitesell  
Daniel Wilkerson  
Greg Windfeldt  
Curtis Witt  
Andrew Wright  
Andrew Wright  
Hans-Hermann Wubbe  
Robert Yach  
Craig Zaun  
Alex Zelenski

Once considered a classic, comprehensive reference for detailed specifications of various racing cars (successful and otherwise) this book provides a fascinating inside look at (mostly British) race cars of the '50s. If you have or are susceptible to any interest in such cars, this book gives some amazingly complete tables of construction/set-up specifications and performance results. This reviewer knows of no other tome that deals with such esoteric data as reliability by make/year or by track/year. True, the statistical period, ranging from (in some cases) back to 1914 and forward to 1963, has no direct relation to modern race cars. None the less, the analysis of the data significance can be fascinating to those intellectually inclined motor racing enthusiasts.

*Design and Behaviour of the Racing Car* is an old fashioned book, mostly text on non-glossy pages, with pen and ink sketches, cutaways and engineering drawings in the text. There are black & white plates interspersed at various stages through the book, but no color pictures. Though it deals with the design-engineering of racing cars (mostly open wheel, but not all Formula 1), and contains a plethora of tables and a few graphs, it does not read like an engineering text book. It is not a how to guide to designing race cars as much as an analysis of what was, tied to the story of the resulting effects as reported by the driver. It really is Stirling's book about his racing experiences and impressions. Pomeroy just provides the rest of the story.

Stirling Moss is usually not considered a significant author, but he has written/co-written a dozen books over the years, this being one of his last. In it he describes (in a very readable, conversational first person style) the experiences he has had with dozens of different racing cars starting with his very first racer — the very first car made by John Cooper in 1948. The final car described was a Lotus Climax in 1961. In-between came cars from ERA, HWM, Maserati and Mercedes, among others.

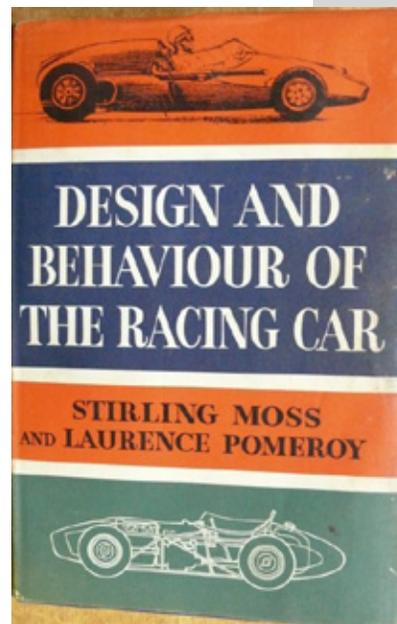
As a book on race car performance *Design and Behaviour of the Racing Car* contains the obligatory discussion of oversteer versus understeer, including separate explanations by Pomeroy and Denis Jenkinson.

Alternating with Moss' chapters are equally readable chapters by Pomeroy discussing the engineering factors that gave the race cars the characteristics that Moss described. At the time this book was written, Laurence Pomeroy had over 20 years experience as Technical Editor of *The Motor*, and a two volume tome on the Grand Prix car to his credit.

To one familiar with the basics of current race car design and suspension tuning, some of the early 1950s technology presented in this book seems rather, well, quaint. There is one discussion of moving transmissions to the rear of the car, integrated with the differential, to improve car stability by increasing the polar moment of inertia. No thought seems to have been given to the weight distribution effects of such a layout, or how that could have affected stability. There is Porsche content in that several references are made to Porsche's trailing arm design and synchromesh.

*Design and Behaviour of the Racing Car* is a much more readable book than the name might suggest. The in-cockpit sensations and experiences described by Moss will appeal to any racing buff and comprise virtually half of the book. The engineering discussions by Pomeroy reflect his 20 years of writing for a popular magazine, so that he can even make a discussion of how the number of cylinders affect piston area in designing a new engine — fascinating to read. There are twelve chapters with operatic names related

to Moss' career, from Overture through Intermezzo to Finale. Included are 25 B&W glossy pictures in six groups and 42 line drawings. There are 286 hard bound, 6x9-1/4 inch pages. Currently available used for around \$60, at <http://amazonbooks.com> (search for: *stirling moss and laurence pomeroy*).



## Book Reviews for Porsche- philes . . .

### DESIGN AND BEHAVIOUR OF THE RACING CAR

by *Stirling Moss and Laurence Pomeroy* (photos by *Louis Klemantaski*)

published in 1963 by *William Kimber and Co, Ltd, London, England*

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



## Morrie's Teen Defensive Driving Schools 2016

It's hard to believe that Morrie's Teen Defensive Driving School is kicking off its third season this spring. To date nearly 200 teens have become safer drivers thanks to a program emphasizing accident avoidance and teaches real-life driving skills new drivers simply don't learn in traditional driver's education courses. This program provides an enormous service to the community. Response and participation has been incredibly positive and for that reason demand far outweighs supply. Last year the program quickly sold out so interested individuals need to visit the registration page sooner than later!

### 2016 School Dates:

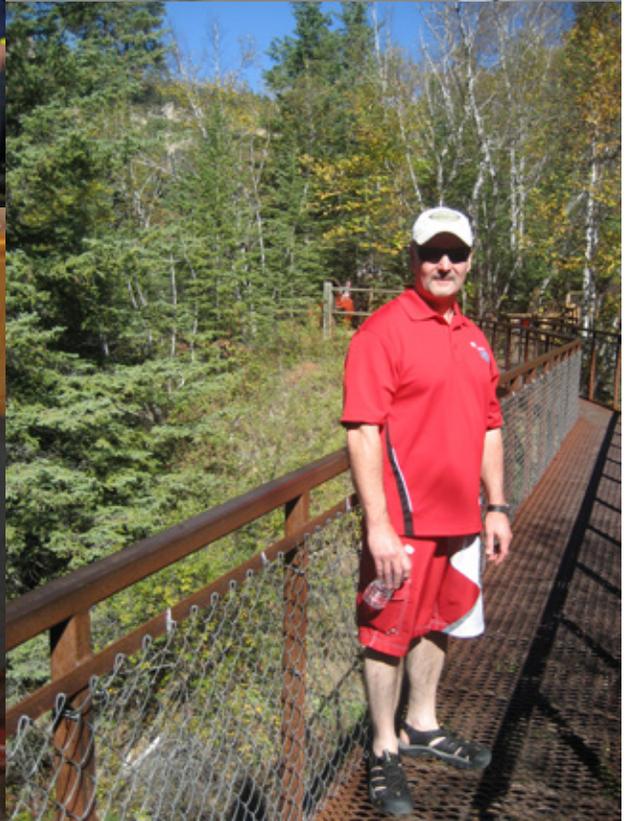
Saturday, April 23, Saturday, May 14, Saturday, June 25, Saturday, August 20, Saturday, September 24, Saturday, October 22, Saturday, November 12

For 2016 the school will be held at Dunwoody College in Minneapolis. Each Saturday runs from 8 a.m. to 4:30 p.m.

- **WHAT IS INCLUDED?** Morrie's will provide a light breakfast and lunch for attendees. A selection of beverages will be available throughout the day.
- **WHAT TO BRING?** Students see the most benefit when they take the course in the car that they drive most often, therefore this car should be brought to the school. Each car should be in working order and will undergo an inspection prior to in-car exercises. The school will run rain or shine, so be sure to prepare for the day.
- **WHO SHOULD ATTEND?** Young drivers ages 15 to 19 must possess a valid state issued learner's permit or driver's license. We also ask that a parent or guardian attend the school.
- **HOW MUCH DOES IT COST?** The course costs \$129. Info: [http://www.morries.com/custom/teen\\_driving\\_school](http://www.morries.com/custom/teen_driving_school)  
Watch the Kare11 story on Morrie's Teen School: <http://tinyurl.com/qaabjes>.

# Out and About with Nord Stern at Escape to Rushmore 2015

*photos courtesy Michele Johnson*



Upper Left, Clockwise: Ron Johnson, Mike Sabers, Ali and Ed Vazquez, Mike Sabers, Ron Johnson, Ron Johnson with Mike Sabers and Paul Ingebritsen enjoying a few 'brews' and lastly, a crew of Nord Stner members gather together for a Group Shot!

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

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

**Rick Moe**  
nurburgring, inc.  
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# Carmudgeon Chronicles

by Ken Kamstra, Reprinted from  
October 2003, 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 thought this particular column quite fun to read in light of the current political contest and recent Clubtalk thread concerning our Porsches and ethanol requirements!*

It's 2010. You skillfully maneuver up to the gas pumps. Gone are the days when it was either regular, mid grade or premium. Before you stretches a formidable array of pumps: the familiar corn-based Ethanol, Flaxanol, Wheatanol, Cottonanol, Peanut Premium and even Beetanol in the bright burgundy pump. And more. But you've learned to adapt and today you know just which pump you'll choose. Wheatanol, the wheatbased stuff.

You like their ads: 'Wheat' it's not just for breakfast anymore.'

Who could have predicted - back in '03 when there was only Ethanol - that your gas tank would become the epicenter of a battle for world energy dominance. Terrorists still threaten us but now they bomb renewable energy breweries and set crops ablaze.

President Clinton (Hillary) assures us that she will negotiate a peaceful solution to the terrorist threat 'without going to war.' First Gentleman, Bill, busies himself breaking in new interns and raking in the millions on the speaking circuit. Vice President Ralph Nader - whose Green party helped swing the Hillary presidency - wants nothing to do with the energy wars. He just wants all cars outlawed, period.

Government edit has mandated several engine modifications allowing the combustion of ever increasing levels of crop-based fuel. No matter what the horsepower, your car feels sluggish. Actually it is. Maintenance manuals now call for regular crop residue clean outs. Sometimes, when your 'collector car' sits too long unused, you notice the odor of rotting vegetables.

Anyone with land space for 'fuel crops' is awash in cash. 'Windmill farms' are disappearing. The home 'victory gardens' of WWII are now flat-adorned 'fuel gardens.' County governing bodies have succeeded in closing some of the more remote back roads in order to plant more fuel crops.

A particularly devastating development for car nuts.

Critics of the fuel crops craze try to point out that even if the whole of America were planted in energy crops it would only provide a few days supply.

They also plead that the energy produced by fuel crop additives is pretty much nullified by the energy consumed in brewing the stuff. They complain about the high gas costs to pay for the stuff.

These critics are shouted down as unpatriotic. 'Shills for 'big oil!'

Is all this just the crazed rantings of a Carmudgeon? Just a bad dream? Actually, it's more like a nightmare; especially the part about Hillary. But it could happen.

Once, you could choose a separate pump if you wanted

Ethanol in your tank. Then it became law. Then - just this summer - our Senate voted to double the Ethanol in each gallon. Ethanol is after all a dream issue for politicians. No backlash like abortion, Medicare and the like. Ethanol is win/win. Who could be against growing our own gas and sticking it to the Arab oil producers. What kind of heartless oaf would deny the jobs created in the Ethanol 'breweries.' Add cleaner exhaust and you have politicians fighting to outdo each other embracing each new ounce of

Ethanol. As this is written, one senator (from Minnesota) is fighting to add Ethanol to our zillion-gallon underground emergency oil reserves. Only a cynic would think there's vote-seeking involved. How long can it be, then, before 'in fairness to all farmers 'our congress opens the funding floodgates to all fuel crops. It's your gas tank. Think about it.

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# Tech Quiz Fun: 2012 Parade Q & A

Courtesy PCA Newsletter Editor

**E**ditor's Note: PCA has released copies of prior Parade Tech Quiz questions and answers for editors to share and challenge members on THEIR tech knowledge.

The questions cover the various Porsche models, history, etc. I plan on including about 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. Porsche's total sales were 21% in the Americas in 1952. This figure rose and exceeded 50% for the first time in 1965.

- a. True
- b. False

*Christophorus Issue 347 12/2010/2011 pg. 41*

2. Steve McQueen's black 1958 1600 Super Speedster was significant in number of ways. Which of the following is not one of them?

- a. First car he bought new.
- b. First car he raced in organized motorsports
- c. First car he used in a movie
- d. First car he bought, sold and repurchased.

*McQueen's Machines Matt Stone pg. 27*

3. The version of the 959 built for the 1984 Paris-Dakar Rally was designated Type 961

- a. True
- b. False

*Porsche 911 Performance Handbook Bruce Anderson 1963-1998 3rd Edition pg. 31*

4. The sunroof was first introduced in a 356 in a brochure called "Schiebedach". What year was this?

- a. 1955
- b. 1959
- c. 1960
- d. 1953

*Up-Fixin der Porsche Vol VII pg. 188*

5. A racing version of the 911, the 911ST was introduced in 1970. In order to achieve the maximum amount of weight savings the ST was devoid of luxuries one of which was the glove compartment lid.

- a. True
- b. False

*The Porsche 911 and derivatives - Michael Cotton pg. 85*

6. The Cayman R's Direct Fuel Injection introduces fuel at \_\_\_\_\_ into the combustion chamber.

- a. 1,740 psi
- b. 150 bar
- c. 1,950 psi
- d. 1,850 psi

*The New Cayman R introduction book 2010 PCNA pg. 18*

7. The featured introductory color for the Cayman R was \_\_\_\_\_.

- a. Platinum Silver Metallic
- b. Meteor Grey Metallic
- c. Peridot Metallic
- d. GT Silver Metallic

*The New Cayman R introduction book 2010 PCNA pg. 38*

8. On US specification Boxsters the engine air intake and air filter is located on the right side of the engine compartment.

- a. True
- b. False

*Boxster, Boxster S Owner's Manual pg 209*

9. In 1997 the Boxster's electric soft top mechanism opens and closes the standard folding top in \_\_\_\_\_.

- a. 60 seconds
- b. 12 seconds
- c. 10 seconds
- d. 120 seconds

*Up-Fixin der Porsche Vol II pg. 195*

10. A longer Porsche wheel bolt used with a wheel spacer is identified on the surface of the bolt head with "GT".

- a. True
- b. False

*Boxster, Boxster S Owner's Manual pg. 244*

11. The first Cayman S advertisement did not have a picture of the car, just a photo taken in twilight of three live caymans. Which of the following was not in the caption.

- a. "Suits you perfectly"
- b. "Hates corrals"
- c. "Hates muzzles"
- d. "Loves the wild"

*Porsche Cayman – Thrill of the Chase Deiss, Brummer, Schloz pg.140*

12. In 2009 Porsche Tequipment offered four interior materials for the Cayman. Which of the following is not one of the materials.

- a. Makassar wood
- b. Aluminum
- c. Carbon fiber
- d. Black enamel

*Porsche Tequipment Cayman 2009 PCNA pg. 26*

13. What is the maximum useful load for the Porsche Roof Transport System on a 2007 Cayman/Cayman S?

- a. 1,200 lbs
- b. 142 lbs
- c. 132 lbs
- d. 852 lbs

*Cayman, Cayman S Owner's Manual pg. 302*

14. The 1997 Boxster 2.5 liter engine shared little with the air-cooled 911 engine except six cylinders and a boxer configuration. One dimension did remain the same which is the distance between cylinders of \_\_\_\_\_.

- a. 122 mm
- b. 205 mm
- c. 154 mm
- d. 118 mm

*Up-Fixin der Porsche Vol II pg. 199*

15. Under no circumstances should tires older than 6 years be used on your Cayman.

- a. True
- b. False

*Cayman, Cayman S Owners Manual pg. 243*

*Answers page 25*

## Members . . .

*continued from page 24*

many great members who have, and continue, to give generously of their time and talents to make this club as vital an organization as it has been and hopefully will continue to be.

New members and volunteers WILL keep this club going for another 58 years. If you are interested in volunteering for an event, see any of eventmasters, check the Club Committee listing for contact information.

If you are interested in volunteering within our club's administration just send me, or the club's president, an email. We'd love to hear from you!

Join in making 2016 a safe and enjoyable driving year. See you at our New Members/New Members Meetings coming up in April . . . Dates and times are listed in our calendar and on page 15 of this issue.

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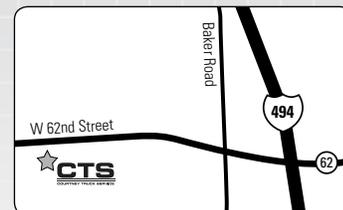
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# Detailing Vinyl, Leather and Fabric Upholstery

by David Bynon  
Autopia-carcare.com

David Bynon operates the web site Autopia-Carcare.com. Visit this site for more information about car and as a source for most of the products and tools seen in this column. Regular vacuuming and dusting of your car's interior is the best way to keep it looking good. Surface cleaning alone is not enough. Two to three times a year you need to detail the upholstery to keep it looking its best. This article addresses how to best detail fabric, vinyl and leather upholstery.

Detailing Upholstery Fabric is the most difficult upholstery to detail. Unlike vinyl and leather, fabric upholstery easily soils and stains. You should expect to spend 2-3 hours detailing a sedan with fabric upholstery, a little less time for a truck or two-seater.

There are two basic methods and product choices to clean fabric:

1. Spray-On/Wipe Off Cleaner (foaming or non-foaming): These cleaners penetrate and lift dirt and stains to the surface where you can wipe them away.
2. Shampoo: A sudsy soap solution that requires agitation with a brush or sponge and rinsing. For quick spot cleaning, I recommend the spray on/wipe off type of cleaner. These cleaners are strong, and get deep into the soil or stain to thoroughly clean. However, for a complete cleaning, I prefer good old soap and water. Before using any product on your car's fabric upholstery, test for color fading (colorfast) by cleaning a small, inconspicuous area. Do not use the product if it adversely changes your fabric's color

or texture. If there is any "detailer's secret" to shampooing car upholstery it's in the rinsing. If you don't rinse, the dirt and soap remain in the upholstery. Rinse water must be removed with a vacuum. Use a shop wet-dry vacuum, a coin-op car wash vacuum, or a carpet wet-dry machine rented from your local grocery store. Make sure you have the vacuum before you get started. Follow these easy steps:

1. Spray spots and heavily soiled areas with a good spot remover. I recommend Eimann Fabrik Carpet & Upholstery Cleaner or Eagle One Zap.
2. Mix two ounces of car shampoo with warm water in a 3-gallon bucket. P21S Bodywork Shampoo, Pinnacle Bodywork Shampoo and Eimann Fabrik Power Wash+ all work well.
3. Use an upholstery scrub brush and a sponge in a circular motion to agitate the upholstery. Use the suds from the top of your bucket, and apply as little water as possible.
4. Wipe away the suds with a sponge or damp terrycloth towel.
5. Empty your bucket of soapy water; refill with warm water.
6. Rinse your upholstery with clean water by wiping with a damp terrycloth towel. Rinse the soap from our towel often and wring it out. Use as little water as necessary to rinse thoroughly.
7. Vacuum the upholstery to extract the remaining rinse water.
8. Use a hair dryer to complete the drying



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process. Be careful not to scorch the fabric by holding the dryer too close.

9. Allow the fabric to dry overnight before using. Keep your windows open slightly to allow the moisture to escape.

To keep your fabric upholstery looking factory fresh for many years, consider using a fabric protectant. My favorite is 303 Fabric Guard. It blocks the sun's damaging rays and repels water, oil, grease and dirt. Use a fabric guard only on new or just-cleaned upholstery. Your upholstery must be dry. Simply spray it on (two light coats is better than one) and let it dry. Detailing Vinyl Upholstery Vinyl is the most durable upholstery, but it is not the easiest to keep clean. Unlike cloth or leather, the surface of vinyl generates static, which attracts dust. As a result, vinyl can quickly become grimy. The good news is, vinyl is the easiest upholstery to clean. Do not use regular household soap and water on your vinyl upholstery. Detergent will permanently remove the sheen from the vinyl. Choose a cleaner made specifically for vinyl. My favorites are Pinnacle Vinyl & Leather Cleaner and Eimman Fabric Spot Remover. Another excellent choice is XENIT.

Follow these easy steps for the perfect vinyl interior:

1. Spray vinyl with your favorite cleaner.
2. Work the cleaning solution into seams, edges and seat backs using an upholstery scrub brush. If necessary, use an old toothbrush to get into the small crevices.
3. Rinse the vinyl thoroughly with a bucket of clean water and a terrycloth towel.
4. Dry the upholstery with a clean, dry terrycloth towel.
5. Apply your favorite vinyl dressing to restore the sheen. A quick word about vinyl dressings: they're not all the same. Choose a dressing that gives you the look you want (flat to shiny). Pinnacle and 303 create a matte to satin finish. Zymol is satin to shiny. Lexol Vinylex is shiny. Another thing to consider is protection from the sun. Pinnacle, 303 and Lexol Vinylex all offer good ultraviolet light protection.

There are two cleaning related factors that can cause your leather to prematurely wear. The first is dirt and the second is oil from your skin. The oil from your skin is actually the most damaging to your leather. This is particularly true if you wear shorts or a tank top, and have recently applied lotion or a sunscreen to your skin. Take this into consideration when determining your cleaning schedule.

Unlike fabric or vinyl upholstery, leather should be cleaned one section at a time. This means, when you have applied your cleaner or conditioner to one area, fully wipe down that area then proceed to the next, and so on. Work on an area no larger than 2-3 square feet at a time.

There are many different leather cleaners available. Based on my testing, I only recommend two products: Pinnacle Leather & Vinyl Cleaner and Lexol Leather Cleaner. They both work equally well, but the Pinnacle smells much better and does not leave as much residue to wipe off as the Lexol.

If you have a dark colored leather interior, I recommend cleaning twice a year. Light colored leather will need cleaning more often, even as much as every three months, depending on how easily the dirt is revealed. In between cleaning your leather (every other time you wash your car), use a clean damp towel to wipe down the surface. This removes the dust and light dirt so it won't have a chance to work into your leather. Follow these steps to clean your leather:

1. Apply the leather cleaner of your choice one section at a time and work the solution into a nice lather with a sponge. If your leather is heavily soiled, use an upholstery (interior detailing) brush.
2. When finished scrubbing, be sure to remove all soap from the surface with a damp towel.
3. Rinse and wipe several times, then dry the leather with a fresh, dry terrycloth towel. By the way, water will not hurt your leather. Most leather is actually made (tanned) in water. After the your car's leather has dried,

apply the leather conditioner of your choice. Choose a leather protectant that gives you the look you want (flat to shiny). Pinnacle and Connolly Hide Food create a satin finish. Lexol is shiny. Just like cleaning, apply leather conditioner one section at a time using a foam wax applicator. Work the conditioner in thoroughly. Allow the conditioner to sit (soak in) for a minute or two, then buff off the excess with a dry terry cloth towel. It's important to buff off the excess. If you allow the excess to stay, your seats will be slippery. After a few minutes of soak time, your leather has taken in all the moisture it can. The remainder will simply evaporate, leaving that nasty film on the inside of your windows.

# Classifieds

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

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## Wheel

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## 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](mailto: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](mailto: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](mailto: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](mailto:chersch62@gmail.com)

## Wanted to Buy

Boxster hardtop, 987 (2005-08), any color. Steve Kemp, [stvkemp@comcast.net](mailto: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.

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## 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! Or Valentine's Day. Or St. Patrick's Day. Or April Fool's Day (hmmmm, maybe not the best choice of days). Or May Day. But then again, who needs an excuse? Helmets just are a necessity!

– Thanks! Paul Ingebrigtsen, Safety Chair

## A Few additional Photos from our 2016 Holiday Party



The Nord Stern Pepsodent triplets: Jackie Smillie, Christie Boeder and Teresa Vickery

### Out and About with Nord Sterners:

Had to share this scan that was recently sent to me via email. Not sure exactly what year this was from but it was quite awhile ago! Oh youth! Rather fun to see, guessing not quite mid-90s for the year. And am sure this is up at BIR, possibly at the last Ladies Only Driver Training event.



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# All In The Family

*by Danielle Badler,  
Rocky Mountain Region*

*Courtesy PCA National  
Newsletter Editor*

**M**y parents are elderly. There's no easy way to say that. I just got back from yet another visit with them. The previous time was a few months ago. That visit, my father was in the ICU for five days with pneumonia. Followed by another week in the hospital. He was then moved to a long term care/hospice facility. He's not going home.

This state of affairs could go on for a day, a week, a month. We spoke to an attending physician, who said she had a patient who moved through intensive care and hospice care, back and forth, for four years.

Also visiting on this trip was one of my daughters, a third year resident in pediatrics, with her 16-month old son, Hugo. My grandson. My parents' great-grandson.

Why is he named Hugo? Hey, they live in LA, I tell people. They nod, as if that explains everything.

The past few years, I've been coming to visit as often as I could. My parents live 2,000 miles away. I visited five times last year. Once so far this year. Every time I come in, I drive their car. It's a three-year-old Hyundai Genesis. With 4,800 miles on it. When I got in, this time, the radio was on the same pre-set I left it on.

My mother drives in a four-mile radius, only during the day. She offered me a coupon for Bed, Bath and Beyond. I said why don't you use it? She said there are no B, B and B stores inside her radius.

My parents have been married 68 years. Now, my mother spends her time visiting with my father, every day, from 10 am to 5 pm. New Year's Eve, they brought in a cot, and my mother spent the night.

My visit allowed me to catch up on what it's like with a 16-month old. The car seat my daughter brought has a built-in "level." Like a carpenter's. In the apartment my parents own, in an independent living complex, Hugo rushes to the electric wheelchair my father used to use. He taps the tires and yells something that I think means "wheel," "wheel."

I rip Hugo around the corridors of the long term care/hospice facility, in his stroller. The stroller has a five-point harness. He loves it.

Does he have the gene?

Maybe. My son-in-law follows Formula 1. Drives BMWs. My daughter brought along some toy cars for Hugo to play with. A Formula-type race car. And

a coupe of some indeterminate vintage and shape. I made a mental note. There will be Porsches in his mini-bedside stable, some time soon.

Hugo entertains himself by turning on and off some engine sounds that come from the coupe. "He likes pressing buttons," says my daughter.

So does . . . or did . . . my father. He was an electronics engineer. In broadcasting, 37 years at CBS. And a ham radio operator.

Now he has two TV remotes in his room. I asked my mother why he has two remotes and she said he lost one. The whole visit, the TV in his room never went on.

Will Hugo remember his great-grandfather? Probably not.

Does my father remember Hugo? Let's just say he asked me how eventful my trip was. And I told him. Then he asked me the same question again.

So there we sat, for the better part of three days. Hugo entertained the nurses by shooting like a pinball, down the corridors. My father whispered to me, "He's fast! Like you! Now all he needs are tube boxes!"

This was an allusion to the fact that, when I was Hugo's age, my father brought home the boxes that tubes for televisions came in. Not the tubes, the boxes. And I would push them around the house, making vroom vroom sounds, endlessly.

Yes, I think Hugo has the gene.

Which leads me to think about what Hugo will drive, when he's old enough to get his driver's license. And what he'll drive when he's as old as his parents. As old as me. As old as his great-grandparents.

I have no idea. I have no idea whether people will drive at all. Or whether they'll just program some device that will take them wherever they want to go.

I remember seeing a newsreel for the '39 New York World's Fair which showed the world of "tomorrow," all glittering skyscrapers and elevated highways. And, in the sky, were sleek airplanes with . . . propellers.

Yes, the model-makers and filmmakers couldn't envision a jet age. They went as far as the technology of the time enabled them. Jet airplanes hadn't been invented yet.



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