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June 2016





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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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Cover by Ron Faust, affectionately titled 'Boxster Musicians'

This photo is actually from 2013, staged on Ron's front yard on Gull Lake.

See note to right.

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Editor's note; This was during the Club Race weekend 2013. Pictured are: Gunnar Kuehl, string bass, Jared Hemming, percussion, Erika Schwalbe, alto sax, Peter Kostecka, trumpet, Anna Schwalbe, alto sax. All were current and former members of the Pequot Lakes School Band. As Ron explained, "The Lakes Area Music Festival has been going on a few years up here. Serious young musicians and singers from places like Julliard and the Eastman School of Music in Roschester, NY, come to our area to practice and play together, and put on a concert series. It's sort of like a MN version of the Aspen Music Festival. The musicians are farmed out to local residents for lodging and there is music coming out of windows all around the lake. The photo was shot with local high school and college students posed to create an ad and was used on the cover of the brochure." Boxsters and Music!



# The Prez Sez . . .

by Paul Ingebrigtsen

Hello Nordsterners, First Fling is in the books and it was a highly successful event! We had an excellent turnout for our Driver's Training event, with 30 new drivers now qualified to solo at PCA Driver's Education events. Many thanks to **Ron Johnson**, Chief Driving Instructor and the 30 Instructors who volunteered their time and knowledge, including our friends from the BMW club. There was also an excellent turnout for the Driver's Ed weekend. The weather was as perfect as I can recall, with plenty of sunshine and temps that were easy on the cars and drivers. Again, many thanks to **Steve Meydell**, Eventmaster, **Dave Anderson**, Registrar and general "Git r done" guy, as well as the many other volunteers who pitched in to make it possible for the rest of us to have loads of fast, safe, fun! There's plenty more in store this month, with our upcoming Road America DE event, and the All-Porsche Show. Don't miss out on Road America, it is one of the premier tracks in the U.S! Check out the club calendar in this issue for details.

Now, I would like to veer off the event track and exit onto an entirely different topic.

For reasons not entirely clear to me, I am watching a sci-fi B movie called *Outlander*, where an alien soldier crashlands on earth during the time of the Vikings and they work together to defeat an alien creature that is destroying the village. Anyhow, this story of a stranger in a strange land reminded me that we have

many "outlanders" in a club of over 700 people. We have new members joining, and those who are only able to make an event or two in our season. At any one of our events, there are new faces. At the Region 10 president's meeting, I learned the number one reason people leave the club is that they didn't feel welcome. In the movie, the *Outlander* must prove that he is worthy of trust through feats of strength, battles, and derring-do. I would like to think that we do not make it quite that hard for new members to feel they belong. But just to make sure, I would like to ask that each of you reach out to someone you don't know at the next event you attend, introduce yourself, and ask them about their car and themselves. Please help me make sure that everyone feels welcome and a part of the club. I know for a fact that life-long friendships have formed in this club. Can we ever have enough friends? Lastly, I have found the best way to feel a part of the club is to get involved and volunteer to help. That opportunity is open to all of you. Please drop me a note at: [President@nordstern.org](mailto:President@nordstern.org) if you would like to pitch in.

That's all for now, see you at Road America!



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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

## Ad sizes (maximum dimensions):

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

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## HOW TO JOIN PCA AND THEN NORD STERN REGION OF PCA

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

2. Next, join Nord Stern

- Visit [www.nordstern.org](http://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](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.

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

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<b>DE Registrar</b> Dave Anderson	<b>Registrar@nordstern.org</b> 612.850.7411	<b>Webmaster</b> Mark Kedrowski	<b>webmaster@nordstern.org</b> 651.492.9459
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<b>Fall Color Tour</b> John Dixon	<b>FallColor@nordstern.org</b> <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!



### **Evonne & Dirk Bak**

Excelsior MN  
2004 911 Carrera 4S Silver

### **Grant Bernardy**

Eden Prairie MN,  
2014 911 Carrera S Black

### **Joe Dehen**

Brainerd MN,  
1988 944 Turbo white

### **Bill Dunne**

Maplewood, MN  
Porsche of St. Paul

### **David Maples**

Minnetonka, MN  
1990 944 S2

### **Robert Mullaney**

Minnetrista MN  
2004 Boxster S Black

### **Brent Seely**

Red Wing MN  
2016 Cayman GT4 Silver

## **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. Subscribe at <http://listserv.nordstern.org/mailman/listinfo/clubtalk>, or any account edits, updates.

**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!).

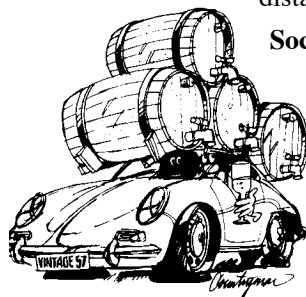
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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





Here we go again, I can't believe another month has come and gone and this column is staring me in the face! Although now at least it truly feels like summer (today's temp was 86 . . . darn right hot). Yet a certain other person in this household is watching hockey, no less, what with the seasons for professional sports getting longer and longer. Hockey still at almost the end of May? It just isn't right - not that following the Twins makes much sense either these days!

I expect there will be some chillier days and evenings yet this Spring, still it certainly is helpful to know the days are conducive to enjoying our favorite car marquee. Plus all those outdoor activities so many of us wait all winter for.

The calendar is pretty full with things to do, and that's true here at Nord Stern. LOTS of stuff coming up. Although I wanted to also point out the date for VINO in the Valley is set for August 6. Watch for details, this is always a very, very popular event. Hard not to love with the combo of driving some of our wonderful two-lane roads with a winery the destination! So do check the calendar each month.

Plus, there will be a couple of non-Nord Stern events coming up that should be of interest. This will be the 2nd annual Auto Lieben gathering out at Afton Alps, see ad on page 20 on Sunday, July 31. And we just received an ad for a European car gathering called Eurowerks on July 17. See that ad for this group on page 39 - it's really a very cool ad! But that might be because it features an early ORANGE 911 (go see this in color on the website, me thinks B/W is NOT going to show off the design work on this page). They have a pretty neat website, too, with several things happening that weekend but the car show is on the 17th. Plenty to read, too, in this issue. Jim Southwell has submitted another fun column, thanks, Jim. I've heard from several members about how much they enjoyed last month's 'One Lap of FL!'

Welcome to a NEW advertiser, Werkstatt, which is a shop in Rochester servicing European autos. Glad to hear and see another Rochester-area business interested in connecting with the Nord Stern club and it's members.

So whatever your Porsche interests are, let's just make sure we get out there and enjoy those cars.

## From the Editor

by Christie Boeder  
'73 911



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**3**



**JUNE****2016**

- 13-14 Nord Stern's Cheese Fling / Milwaukee DE at RA**  
DE at RA, Monday and Tuesday joint venture with Milwaukee. Don't miss two BEST days of DE anywhere!  
Eventmaster: TBA
- 19-26 PCA Porsche Parade 2016**  
Jay Peak, Vermont  
Info online at [pca.org](http://pca.org)
- 26 Nord Stern's 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**

- 4 Slowpokes, Inc. (non-Nord Stern sponsored)**  
Track time at BIR, 9 a.m. to 6 p.m.  
See page pg 46
- 17 Eurowerks Car Show (Non-Nord Stern sponsored)**  
[www.eurowerks.org](http://www.eurowerks.org)  
see ad pg. 39
- 22-24 Nord Stern Club Race and Driver Education**  
Brainerd International Raceway  
Eventmaster: Doug Anderson  
Registration: [clubregistration.net](http://clubregistration.net)
- 31 2016 Auto Lieben Show and Shine (Not Nord Stern sponsored)**  
10 a.m. - 4 p.m.  
Afton Alps, 6600 Peller Ave. S. Hastings, MN 55033  
Website: [www.autolieben.org](http://www.autolieben.org)

**AUGUST****2016**

- 6 Nord Stern's Vino in the Valley**  
Eventmaster: Randy Walker  
Details TBA, so SAVE THIS DATE!

**SEPTEMBER****2016**

- 4 Informal Annual Rochester Labor Day Weekend BBQ**  
Note: Sunday, September 4 from Noon to 4 p.m.  
New Location, No RSVP required, see pg. 22
- 7-11 Inaugural Treffen (replaces 'Escapes')**  
Lake Tahoe, in partnership with Sierra Nevada Region Resort at Squaw Creek in Olympic Valley, California
- 13 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 Nord Stern Last Fling Driver Training**

Brainerd International Raceway  
Eventmaster: Ron Johnson  
Registration: [clubregistration.net](http://clubregistration.net)

**17-18 Nord Stern's Last Fling Driver Education**

Brainerd International Raceway  
Eventmaster: Steve Meydell  
Registration: [clubregistration.net](http://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](mailto:eyerack@tcq.net)  
or 952.939.9071  
Probably Destination: Grand Portage!

**OCTOBER****2016**

- 9 Informal Beer and Bark Tour**  
Eventmaster: Jeff & BJ Boehm, Details TBA
- 11 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!

**NOVEMBER****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
- 13 Annual Old Log Theater Event Lunch and Performance**  
*Million Dollar Quartet* @ 2 p.m., with Mercedes Benz Club, Eventmaster: Paul Bergquist  
Cost: \$56 per person

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# Club Talk

## ... 'Talk'

*Courtesy Clubtalk*

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site to visit to make ANY  
updates or changes.*

### First Fling Driver Training and Driver Ed

The Club had a great weekend for our first track event in 2016. Weather started a bit on the chilly side every day with the mostly sunny afternoons warming things up nicely. Engines love the cool dry air. Tires love the warming sun. When combined together you get big smiles on driver faces!

Thanks to all the volunteers and instructors from both Nord Stern and BMW CCA for taking time out of their busy lives to pull off another successful track event. Thanks to Ron Johnson for chasing down the eventual pool of instructors that allowed the Club to work a full DT program of 30 participants. I'm sure I'm missing folks, but thanks also to Chuck Porter and Steve Meydell for Event Master duties, Paul Ingebrigtsen at Saftey, and Michele Deml Johnson for ensuring insurance paperwork is in place. Special thanks as well as John Schellhorn and Kim Fritze for their assistance on the registration desk. Made trackside registration so much easier for me.

Next up for track events is Road America on June 13th & 14th. Watch for future communications.

– Dave Anderson

Hello Dave, I survived the Drivers Training and I have to say I was extremely Impressed. Not only was it obvious that everyone who volunteered as part of this event made us 'newbees' to the Nord Stern club feel welcome, but also made us feel at ease. Although I have made countless laps on many tracks, I learned a ton from my instructor, the class room, and the other volunteers throughout. It may take a month or so for the soreness of the muscles in my cheeks to subside from all the smiling.

Thank you and everyone who was involved for making this event such a success.

– Dave Billingsley

Phenomenal feedback!

– Tim Oudin

Just wanted to thank you for the great weekend The Nord Stern Region hosted. A very well run event - my instructors Tim and Mike exceeded my expectations and track time was a gas. Really enjoyed the social too. Made to feel welcome even though not a member. WELL DONE.

– Rick Osterhaus

What a fantastic First Fling weekend! Great people, great weather and lots of track time. What more could one want. Thanks to Dave, Paul, Steve, Ron and all the volunteers that made this event happen!

Cheers, Hal Voges

Agreed! I had a wonderful time too. Thanks!

– Merrill Aldrich

Just want to extend my thanks for a great DT experience at BIR on Friday. This was my first track experience and I was impressed by the instructors, the course, and how quickly we were able to get on track and put instruction into action.

I was also impressed by the how welcoming the club was across the board to non-PCA members, and how you partnered so effectively with other clubs to bring in additional instructors to meet demand. Its great to see such support across the community of car enthusiast.

So, again, thank you. I look forward to joining you for future events.

– Lisa Jaros

### Random, Fun Porsche Moments

My 944 turbo doesn't have a conventional looking trunk, but when I first joined the Club I would drive the car to and from the track. Occasionally I would have a couple guys watch me unpack the car in disbelief when I pulled out:

- Another set of tires and rims (yes, a full set of 4)
- Jack and 2 jack stands
- Rolling toolbox
- Air tank
- Helmet
- 0x10 popup
- 12x12 cargo blanket
- Rollerbag suitcase
- 12-pack cooler and snacks

When Nancy and I go on road trips in our Boxster she gets the front storage compartment and I get the trunk. Often at hotels she finishes up and I pack the car. I load the front cavernous storage area and then go around the back and load the trunk. Many times I have been asked by an onlooker where is the engine. Sometimes I tell them it is electric, sometimes I say it is a peddle car. Then I let them know it is where it belongs in the middle.

– Steve Meydell

That's awesome. I love taking the 911 to Costco and watching the reactions as I load a whole cart full of stuff into the back seat.

– Merrill Aldrich



## Porsche Museum pays tribute to “40 years of the transaxle”

*courtesy PCNA*

Stuttgart. On the one hand, they are ideal sports cars, and on the other an aberration in Porsche history: the transaxle models. In 1976, Porsche introduced the transaxle powertrain configuration in the type 924 and embarked into new territory. The engine is mounted in front, but the transmission is at the rear axle. Between 1976 and 1995, Porsche built a generation of sports cars that deviated far from the established principles of the 911 – in the types 924, 928, 944 and 968. On the occasion of the 40th anniversary of these models, the Porsche Museum is showing 23 exceptional examples of these cars in the framework of the special exhibition “The Transaxle Era. From the 924 to the 928.” Over half of these cars are being exhibited at the museum for the first time ever.

The transaxle models were a great economic success for the sports car manufacturer in this era. Porsche was able to sell cars built with the new drivetrain configuration to nearly 400,000 customers worldwide. Underlying this success is a philosophy that is typical of Porsche: a perfect combination of sportiness and

everyday practicality. In addition to exhibiting a selection of production and race cars, the Porsche Museum also shows select prototypes and concept cars that have so far never left the museum’s exhibit hall. For instance, a number of different derivatives of the Porsche 924 that initially served as an entry-level model are on display. The 924 Turbo Targa prototype of 1979 is being shown for the first time. Although this model never went into production, its design flowed into the development of the 944 cabriolet.

The Porsche 928, which celebrated its premiere at the Geneva International Motor Show in March 1977, was initially intended to replace the 911. As a Gran Turismo and luxury sports car, it forged entirely new paths with much better ride comfort and a large boot. Just one year later, in 1978, the 928 became the only sports car to date to be named “Car of the Year”. As part of a potential extension of the 928 model line, work began on a cabriolet version of the Gran Turismo in the spring of 1987. This resulted in the 928 S4 cabriolet concept car, which – despite its harmonious design – would never be produced. This one-of-a-kind prototype is also being shown in the special exhibit along with five other 928 models.

The type 944 followed in September 1981. It was positioned as a link between the 924 and the 911 with its 163-hp four-cylinder engine. Right from the start, the 944 was accepted as a “genuine” Porsche, not least because of its Porsche engine that

*Continued on page 29*

## Kansas City 2016 Fun Runs & Autocross Info

Join us for a Gimmick or Fun Run on Saturday, then stay for the Autocross on Sunday. Autocross payments are online ([kerpca.org](http://kerpca.org)) or at the event. Registration 8:30 a.m. See below for discount on rooms at Ameristar Casino.

### JUNE

**Gimmick Run:** Saturday June 11  
Surprise Location - FREE, 10 a.m. Start  
Think of it as a time, distance, speed  
scavenger hunt!

**Ladies Only Autocross:** Sunday June 12  
Ameristar Casino KC - Cost: \$30  
9 a.m. ‘til finished  
3200 North Ameristar Dr, Kansas City, MO

### AUGUST

**Fun Run:** Saturday, August 27  
Independence, MO - FREE, 10 a.m. Start  
Play follow the leader, Ask to get emails

**Autocross:** Sunday, August 28  
Ameristar Casino KC - Cost: \$30  
9 a.m. ‘til finished  
3200 North Ameristar Dr, Kansas City, MO

We have organized discounted rooms  
(Discount PORH16C) at Ameristar Casino.  
Book online \$149/night (discount above)  
Phone: (816) 414-7000

### QUESTIONS

Autocross = [rudys968and944s@aol.com](mailto:rudys968and944s@aol.com)  
Fun Run = [sthorne.carguy@gmail.com](mailto:sthorne.carguy@gmail.com)




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**BJ Peterson Boehm**  
Nordstern Member  
[bjp@burschtravel.com](mailto:bjp@burschtravel.com)

# Nord Stern Porsche Club

## Member-Wear

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

Please contact Ed Vazquez at [edmn911@aol.com](mailto:edmn911@aol.com) with questions or to place an order.



# ALL PORSCHE SHOW AND SWAP MEET

**Sunday, June 26  
10 a.m. to 1 p.m.**

Roseville's Central Park

2525 Dale St. North, Roseville

A featured event: Roseville's Summer Rosefest

**NEW**  
**Supercar  
Corral**

## Swap Meet

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

Car Show: All years and models are invited and encouraged to display.

Vendor Display: All Nord Stern advertisers are invited to display their business.

Swap Meet: Anything Porsche related can be displayed to sell/swap (New Feature!)

Cars For Sale: Display your car for sale (Porsche Only)

Food Vendor: Nordic Treats

### Suggested Donations:

Car Show Entries: \$20

Nord Stern Vendors: \$20

Cars For Sale: \$20

Swappers: \$10 (Tables are NOT provided)

Phil Saari and Mark Kogler, Co-Chairs

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



# Not Just Fancy Cars: Nord Stern Porsche Club

by Kari Erickson,  
Onward Spring 2016  
Courage Kenny

*And as several members on Club Talk commented, it's great to see Nord Stern so positively portrayed in the news; as the saying goes, it's not just the cars, it's the people!*

*"Nice to read nice stuff about a local car club. Nice work to all those who have volunteered to help in fund raising, working the Club Race auction, and donated memorabilia and especially Keith who over the last 15 years we're sure put in more work that we can imagine."*

*"Looking forward to Club Race."*  
-Nick Cirillo

## Out and About - New Member Social at Imola

photos by Nick Cirillo

*Just a few of the Porsches on display!*

The Nord Stern Porsche Club, which includes members in Minnesota, South Dakota and North Dakota has been raising funds for Courage Kenny Rehabilitation Institute for 17 years. It started with one Nord Stern Club racer, Bobby Piper, soliciting pledges for his favorite Twin Cities charity based on the number of laps he completed in the "Enduro," a one-hour race. The Club immediately embraced Piper's cause, seeing its value to the community. And the rest is history.

In its 17 years of involvement, Nord Stern members have raised more than \$500,000 for Courage Kenny Rehabilitation Institute. Almost all contributions raised are from the 700-member Club and friends of Club members. Using donated materials and auction venues, Nord Stern is able to pass on 100 percent of all monies collected to Courage Kenny. "Nord Stern is very proud of having zero overhead," said Keith Jones, charity fundraiser for Nord Stern Porsche Club. "This couldn't be accomplished without the support and assistance of our membership, corporate sponsors, and two local Porsche dealers: Porsche of Minneapolis, Porsche of St. Paul."

Over the years, Nord Stern has received autographed racing memorabilia donations from many of the



world's best racing drivers, including Dario Franchitti, Scott Dixon, Helio Castroneves, Jenson Button, Joey Lagano, Brad Keselowski, Alex Zanardi, Patrick Long, David Murray, Vic Elford, and Juan Pablo Montoya.

Keith Jones has run the charity events for Nord Stern for the past 15 years and is turning over his duties to Chris Tobkin in 2016. "I'm still going to be active in the partnership with Courage Kenny. I just thought it was time for someone new to take over," said Jones.

"I'm very proud the Club has been so dedicated to helping Courage Kenny," said Teresa Pfister, Club member and member of the Board of Directors for Courage Kenny Foundation. "The Club has really rallied around Courage Kenny's cause. It's been fun to watch," she said.





# **Rochester Labor Day PORSCHE Picnic**

***Looking for a great way to start the fall season?  
Then join us Sunday, September 4th 2016***

***This is a BYOBB event!  
Bring Your Own  
Beer & Brats!!  
(Grills Provided)***

***Location: Brian and  
Gina O'Neill's home  
(See Address Below)  
Starts: 12pm  
Ends: 4pm (Or Later)***



***Bring the family!***



**Brian and Gina O'Neill's home  
4400 Rossi Court NW Rochester, MN 55901  
e-mail: [jeffandbj@gmail.com](mailto:jeffandbj@gmail.com) phone: 507-261-9407**

# Nord Stern Business Meeting Minutes

May  
2016

*by Betsey Porter, Secretary*

The meeting was called to order at 7 p.m. by VP Ryan McGee.

## **President – Paul Ingebrigtsen**

Via email, Paul indicates he is working on the bylaws with the Board. In Club Talk emails, please make sure you indicate whether events are “official” Nord Stern events or not (for insurance purposes).

## **Vice President – Ryan McGee**

No update

## **Treasurer – Jeff Bluhm**

We received payments from PCA and Pirelli for the Escape. We have paid RA and BIR in full. All expenses from the Escape have been resolved

## **Advertising – Lara Dant**

New advertiser from Rochester, a shop called Werkstatt. Have a new potential advertiser, Twin City Wheel. About 50% of advertisers have paid for 2016. Will start notifying advertisers they will be dropped starting this month.

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

Via email, they are dropping off flyers at pear-related businesses and Cars & Coffee. Will also drop by at Autocross.

## **Autocross – Andy Golfis**

20 Porsches registered for the May 14th event, an email blast will go out to ask for volunteers

## **Board of Directors**

Ron gave Mike Sabers’ President’s pen to him at First Fling

Charity – Chris Tobkin

The 2017 calendar is all sold!! We raised \$4,300. Proceeds will go to NAMI in honor of Roy Henneberger. We will be able to take orders for the calendar from other Club members in December. Would like to have volunteers lined up for the All Porsche Show. Donations will go to Courage Kenny as customary. Have some fun things planned for Club Race with some Special Olympians attending.

## **Club Race – Doug Anderson**

No report

## **Driver Education – Steve Meydell**

First Fling went relatively well! We had 70 drivers for the Saturday and Sunday event. There were several rules infractions. Going-forward we will REQUIRE attendance at a driver’s meeting in order to get on the track. Probably will use stickers. Will

give instructors a different colored wristband so pit-out can tell when a 2nd person in a car is an instructor.

**Porsches & Pancakes** on May 21. The regional MobilOil rep will give a talk. Dehn’s Country Market in Osseo for Porsches & Pancakes on June 4. Insurance person will talk about various topics. Will look at Lindy’s in Osseo for a next P & P.

## **DE Registrar – Dave Anderson**

First Fling – 70 for DE, 50 for DT  
RA has 30 registrants, hoping for 90!  
Final Fling has 2 registrants

The practice short track/long track changeover went well.

## **Driver’s Training – Ron Johnson**

30 students and 20 advanced lappers/ 6-7 BMW instructors helped out since we were down on PCA instructors for various reasons. It worked out phenomenally. Will talk with Tim @ BMW to talk about future partnerships to enhance both club’s driver ed programs and offerings.

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

No report, dates are in the club’s calendar.

## **Historic Archivist – Kim Fritze**

No report

## **Insurance – Michele Deml Johnson**

In place for RA Driver Ed event.

Membership – Ed Vazquez

Membership socials are all done and were a great success. We need about 100 renewals still. Have welcomes a number of new members. Would like to print out NS business cards to solicit membership. Cars & Coffee in October will feature P-cars. We should volunteer to help organize.

## **Met Council – Bob Kosky**

No report

## **Newsletter – Christie Boeder**

A newer member has volunteered to write for the newsletter, his inaugural column appears in the May issue. Ed is going to write a profile of Luis Jr. Please send photos of First Fling to Christie!

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

Date set for Sept 17th

Rally and Drives – Lon Tusler

No report, he’s been looking for a volunteer helper.

## **Safety – Paul Ingebrigtsen**

No report



### **Social Committee**

No report

Shop and Tech relations – Keith Fritze

No report

### **Touring – Randy Walker**

Via text, Vino in the Valley will be August 6 so the date will be added to the calendar.

A PR flyer will be included in an upcoming newsletter.

### **Track Relations – Jim Bahner**

No report

### **Webmaster – Mark Kedrowski**

No report

### **Zone 10 Rep – Julie Bailey**

No report

### **Old business**

Michelle and Christie working on the 2017 holiday party menu and location. Ron Johnson has a possible connection and will

be reporting back to them. Date we are looking at is Saturday, January 28, 2016.

Andy Golfis thanked Ed Vazquez for advertising the May 14 Autocross at all the New Member events this year.

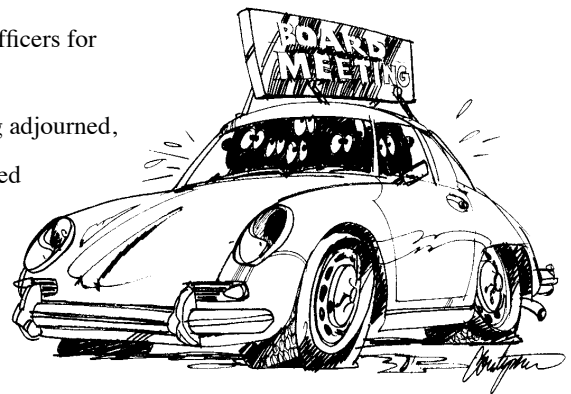
Will look into getting a school going in conjunction with the Autocross. MAC has schools. Would possibly help feed BIR events.

### **New Business**

Will buy magnetic nametags for officers for events.

Meeting adjourned,

Respectfully submitted  
Betsey Porter, Secretary





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PHOTO COURTESY TAHOE SOUTH/ R. BAHNOUN

## A Bit of History

## Nord Stern Style

*Listing Courtesy Roger Johnson*

Roger sent this list recently and I thought it would be fun to take note of all the luminaries who have led Nord Stern. Only two persons have been president twice (Ron Korman/Hank Godfredson).

1960	Earl DeLaittre
1961	C.J. Trenholm
1962	Gordon Oschwald
1963	Hank Godfredson
1964	Mrs. Wiggie Woolery
1965	Tom Allen
1966	William D. Pletsch
1967	Paul Anderson
1968	Elmer Langren
1969	Charlie Lloyd
1970	James Harris
1971	Ron Korman
1972	Ron Korman
1973	Al Schlegel

1974	David Morse
1975	Gordon Doering
1976	Larry Skoglund
1977	John Horner
1978	John Bierbaum
1979	Cindy Doering
1980	Dennis Guentzel
1981	Richard Guthart
1982	Corey Johnson
1983	Lane Hawkinson
1984	Bill Caldwell
1985	James Arhart
1986	Hank Godfredson
1987	Joann Speidel
1988	Peter Muldowney
1989	Ron Draper
1990	Darlyn Fortier
1991	Roger Johnson
1992	Teresa Vickery
1993	Terry Johnson
1994	Rick Sojkowski
1995	Peter Vickery

1996	Bruce Boeder
1997	Dave Weisel
1998	Ron Smith
1999	Mike Selner
2000	Jon Beatty
2001	Jim Holton
2002	Mark Skweres
2003	Scott Anderst
2004	Ed Hazelwood
2005	Robert (Chip) Smith
2006	Richard LaVerdiere
2007	Cal Townsend
2008	Pam Viau
2009	Bob Barker
2010	Kim Fritze
2011	Bret Bailey
2012	Jim Bahner
2013	Ron Johnson
2014	Dave Anderson
2015	Steve Sabers
2016	Paul Ingebrigtsen

A Fabulous  
First Fling  
Driver  
Training (and  
Driver Ed):  
excellent  
weather,  
excellent  
instructors,  
excellent  
students.  
The perfect  
combo!

*photos by Mary  
Driscoll*





My ears perked up when I heard Dan Sokol give a report at a recent St. Louis Region board meeting detailing the preparations to host a PCA Club race at Gateway Motorsports Park. He stated we'd been working on getting St. Louis on the schedule for PCA Club Racing for two years, and in April of 2016, it was really going to happen.

Having been to Gateway MSP to watch friends run their sports cars on the track during spring and fall DE weekends, I knew how accessible the track is to watching cars run. From platforms along the straight, viewing points at the entrance to the infield road course and along the esses, to the two story conference center, anyone can get close to the action on the track. Since being purchased by former race car driver and real estate developer Curtis Francois, Gateway MSP has again hosted events sanctioned by NASCAR and NHRA. Now PCA was to be added to the list. Visit the website for Gateway Carrera Classic for more on the track: <http://gatewaycarreraclassic.com/www/the-track/>.

Finally, the weekend of April 23-24 arrived, with the best weather you could imagine for the Midwest - blue skies, cotton ball clouds and daytime temps in the mid-70s. I drove into the city from my home two and a half hours west and was directed to the Porsche Corral,

where I parked with the help of St. Louis PCA volunteers, just a couple hundred feet from the pits on the infield.

The club racing cars were on the track, practicing as I drove in, and it reminded me of the other races I'd attended in the past. The first would have been at Mid-Ohio in Lexington, Ohio, where I watched SCCA racing and CanAm cars take to the course as a teenager. Then, while in my early thirties, I visited Detroit for the 5th Formula One race through the streets of downtown Motor City. When our rental car approached the track that weekend in 1986, we could hear the F1 cars revving through the gears as they learned the course. Emerging from Gateway's tunnel under turn 4 of the 1.25 mile oval, it was *deja vu* as I let the sound of the German engineered machinery soak into my ears. Even with the mufflers in place, the Club cars add a whole other level to the intensity of the DE weekends I had been used to

This was a great combination of race, camaraderie and car show. The organizers had the wisdom to hold a three day advanced DE in conjunction with the race. That made the track hot from 8 a.m. to 5 p.m. both Saturday and Sunday. I had my camera, my ear plugs, sun screen and hat. And beautiful

## From Behind the Guardrail

*by Robby Robinson,  
St. Louis Region PCA,  
reprinted by permission from May  
2016 Die Porsche Plauderei*

*Continued on page 26*



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

# When IS the Best Time to Trade?

by Jim Southwell

We've all been there. The old steed, or not so old steed, has lost some of its charm. It's not as shiny, doesn't feel as fast, needs some work. It doesn't get as many admiring glances from the cognoscenti, and your buddies have one-upped you with their newer rides. It just doesn't do it for you any more. What to do?

We all reach this tipping point at different speeds. Some people want to trade their cars every couple years when the warranty runs out, and some want to run it until the wheels are ready to fall off. Some people just need to scratch the itch whenever the whim strikes. Working in the car biz, I once saw a customer trade his car(s) twenty-two (22!) times in one year. He just had to have something different and be seen doing so. For most people, that number is staggering, but for this person it was just part of his tally as he was actually buying from several dealerships and who knows what the official total was? And he liked nice stuff! Jags, Porsches, MBs, Maseratis. He would acknowledge his practical side and a Volvo would slip into the mix, and then he would be back at the high line stuff. He once landed on a Jag XK8 ragtop, and it looked like the one. Something else came along. He traded the Jag in, and

in a few weeks bought it back. This happened several times in rapid succession, and he ended up "owning" the Jaguar four times before he gave it up. I'm not saying this is the way to do it, but his salesman sure appreciated it. Don't be this guy!

If you trade frequently, you will face the specter of depreciation each time. The dealer buys at wholesale and sells at retail, the daylight between the two is what keeps the doors open.

Why trade anyway? Why not just sell it yourself and minimize the depreciation? Many people do just that, and in PCA it may be quite common. Look at all the fine examples sold through the Panorama classifieds. These are the cream of the crop, true enthusiast cars that have been pampered and maintained obsessively. I read an ad today on a car that claimed to have had its oil changed and brakes flushed every 1,000 miles. Really? It seems a bit much to me, but it's your money. Is that what they mean by "old school maintenance"? For our 911s, Boxsters and Caymans, selling a car directly is a good way to go, as another club member likely understands the value proposition and would be comfortable buying from another member.

*Continued on page 20*



A promotional poster for the Autolieben Motorsports Fest. The background is a photograph of a golf course with a large gathering of cars parked on the grass, and people walking around. The text "Join us on the lawn" is written in large, white, sans-serif font across the middle. Below it, "Registration Opens Soon!" and "Sunday, July 31" are written in a similar font. At the bottom, "Afton Alps" is written in a stylized font. The top of the poster features several logos: Mercedes-Benz Club of America (Twin Cities Section), Audi Club North America (Glacier Lakes), BMW CCA, Nord Stern, and MNBMW. The bottom left corner has a logo for "DYNAMIC PHOTOWERKS".

Mercedes-Benz Club of America  
Twin Cities Section

Audi Club North America  
Glacier Lakes

BMW CCA

Nord Stern

MNBMW

**AUTOLIEBEN**  
MOTORSPORTS FEST

Join us on the lawn

Registration Opens Soon!  
Sunday, July 31  
Afton Alps

DYNAMIC PHOTOWERKS

AFTON ALPS



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Window Films

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



The Nord Stern Newsletter transitions from Editor Dodie Mueller to Co-Editors Sonia Fortier and Ann Bennion. The plea goes out immediately for help—writers, photographers, and new editors, as both new editors have other jobs—Drivers' School and Hospitality Chair respectively. Dodie and John Mueller, moving to Chicago, are thanked for their excellent issues in the past as well as help with this one last issue.

– Ron Faust

## June 1990

- The Activities List includes a dinner cruise on Lake Minnetonka; the national PCA parade is in Monterey in June of 1990.
- President **Daryl Fortier** editorializes the future of cars. Twenty years ago people were talking about the demise of gasoline powered cars. He points out they might be banned in LA in only 15 years (2005) in spite of the tons of greenhouse gases that cows put out. Little could he dream of the technological wonders that were just around the corner (in Stuttgart). How about a 2014 911 Carrera S with normally aspirated direct fuel injection and the powerkit delivering 430 HP and a daily highway average of 32 mpg as long as the driver doesn't think he's a crazy German on the Autobahn?
- The centerfold prints the results of the Canterbury Downs Autocross with some nice photos contributed by **Mark McArdle**. Class winners include **Scott Mayer, Guy Reeder, Martha Reeder, Justin Draper, Greg Larson**, and Editor **Sonia Fortier**. **Jim Seubert** was first in his class with Bob Fleming close behind. **Kim Crumb** and **Corey Johnson** lead their one-person classes with Corey scoring the Fastest Time of Day.

- Prolific writer **Kim Crumb** contributes "The Last Ride". Is a book to follow? He writes about his feelings when driving his beloved 928 to it's new owner. He feels like he's sold a "defenseless friend". The page is a tearjerker but a note from Dodie Mueller gives Nord Sterners hope for the future. Kim will follow with a new "M3 928".
- The New Members list includes **Mitch Berry**.
- A note from The Challenger newsletter says the No. 2 lower-end connecting rod bearing in 944 Turbos will fail after 50-70 hrs under race conditions. Replacing all these bearings at 50-60 hours for a few hundred dollars is recommended before the engine grenades.

The Marketplace includes a 1967 912 Coupe for \$7,995 and a 1977 911 S Targa for \$10,500.

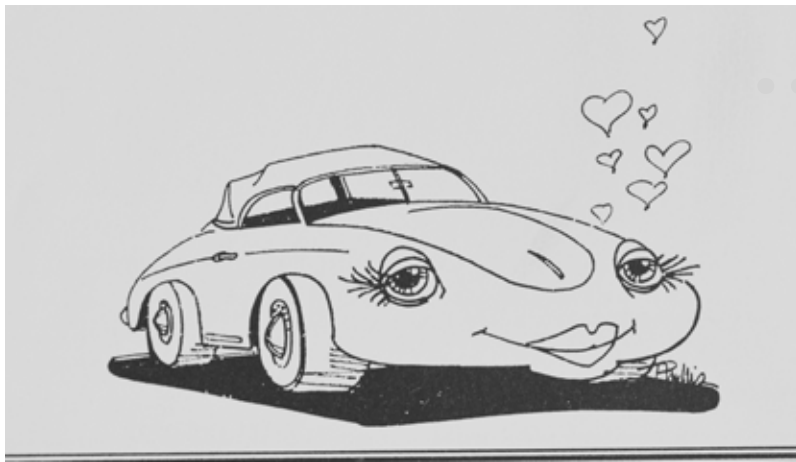
Blau Rain newsletter contributes an article on how to rate your rallye navigator on several categories (best to worst):

- Courage
- Never tells driver to slow down
- Prays very quietly
- Screams at the top of lungs for release from car driven by maniac
- Pit Stop:
- Any back road in 30 sec. or less
- Large select bush in under one minute
- Shell stations only and at least one per leg
- Stomach:
- Can eat dinner before rallye and not get sick.
- Carries own paper bag
- Forgets bag, but needs it



June 1990 cover (owner unidentified)





Left: Every Porsche loves to get dressed up for the Afton Concours



Above, Mid engine: watch out for those lower moments of inertia

Below: Is this a Nord Stern business meeting or a 2016 political rally?

**JUNE  
BUSINESS MEETING**

**Wed. June 6 7:30 p.m.  
Ken & Dianne Overstreet's  
884-5523**

This should be our last meeting until Sept. As always...anyone is invited to attend. Join us.



Above: The new editors had this issue stuffed with these great cartoons; no need to use them unless you have space



Above: Photos by Mark McArdle: Lots of smiles at the Canterbury Autocross. Not too many helmets, but plenty of smiles

This sketch depicts a 911 being repaired utilizing the Celette bench. The factory jigs and fixtures involved are owned by us, one of three sets in the U.S. There is only one way ..... OUR WAY!

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Nord Stern / 6

Above: So that's how they fix a bent body

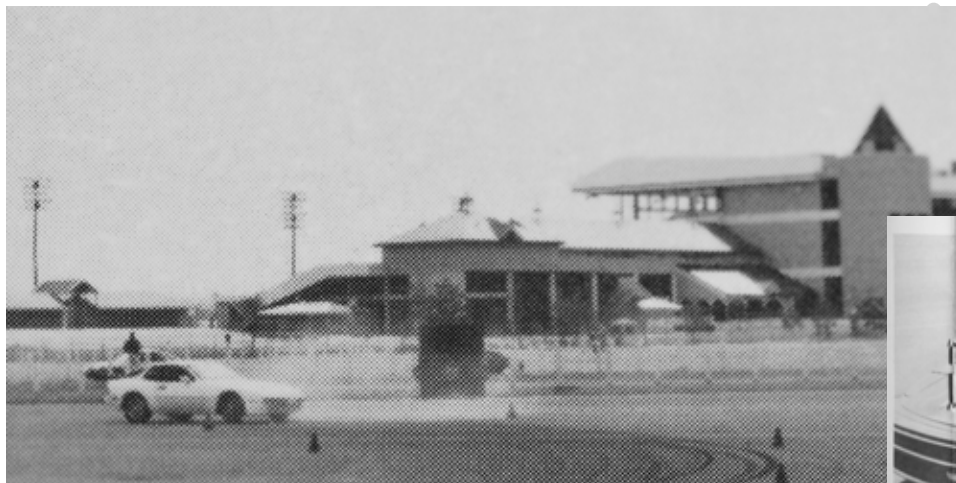
# The Scans Continue . . .



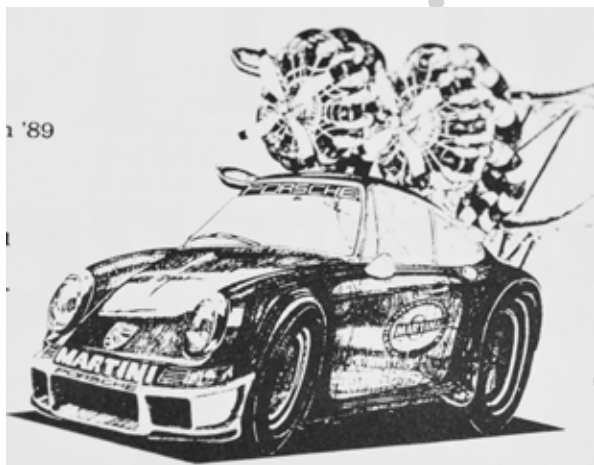
Above: Is the driver wearing a gas mask?



Above: Somebody did a 360 on the other side of the course?



Above: I'm guessing it's this one

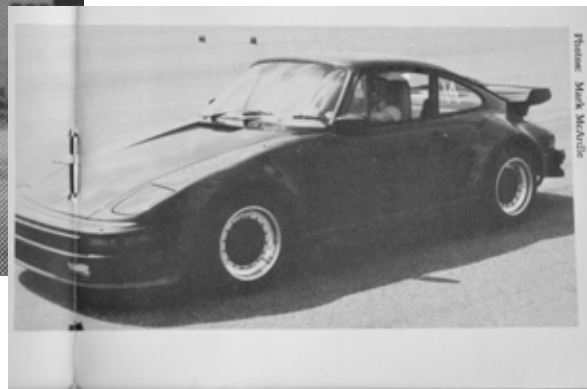


Left: Martini and Rossi sponsored NHRA Funny Car entrant



Below: One of these drivers is going the wrong way

Below: Slope Nose, Photo by Mark McArdle, Concours



Below: Kim Crumb's new baby (or his old baby, a "defenseless friend")







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## Guardrail . . .

*continued from page 19*

machinery to ogle. The spectator parking areas revealed how diverse a crowd this race weekend was attracting. I saw muscle cars, Ferrari and other exotics, performance vehicles from the Asian rim, plus lots and lots of Porsches.

My heart was stolen, however, when I watched a gentleman pull into a parking spot next to Bob, a new friend I had made, as we talked about his 1984 911 red coupe which he entered in the DE. The new arrival was a beautiful example of a 1958 356 drop top. I was all over that car with my camera, all the while visiting with Jim, the owner, who informed me he's been a part of PCA since the 1960's. It was every bit a rival to the brand-new models from Porsche, thanks to race sponsor, Porsche St. Louis. Schedule in hand, I cruised the paddock checking out the race cars and their support teams. All the while, the public address system was calling various DE groups to grid their cars. Following lunch on Saturday and more practice laps, the first Club Race event began. It was deemed a Starts/Fun Race and lasted half an hour. The first Sprint Race began at 3:40 and gave everyone in attendance a real feel for just how much faster these specially prepared dedicated race cars were over our street machines.

There are formulas to level the playing field between modern Caymans and 30 year old 944s, air-cooled 911s and those modern 911s from the 21st Century. Whatever rules were in place, the skill level of the drivers and the willingness to push their machines created nose-to-tail racing in spades. I was blown away in particular by 3 944s that were continually pushing the two lead cars, including a wonderfully pre- pared Cayman driven by Geoff Isringhausen of Chicago Region. A little ways back, 996 and 997 911 coupes were vying with air-cooled flat sixes in 911s twenty to thirty years their senior.

There were duck tails, whale tails, no tails, wings on tall rear struts, wings hugging the ground off the front valances, and wide

sticky compound slicks on wider racing wheels. Inside, the cars features stripped interiors, one seat for the driver only, roll cages, fire safety systems, instrument panels that looked like you could land an airplane with them, and an attitude of "this car means business". I watched as racers filled their fuel tanks with huge jugs of 100 octane race gas they had brought with them. I asked one 944 racer if he and his competitors ran the turbo engines, and he shook his head. "Too thirsty," he said. Instead of the turbo, most ran the engine from the final version of the 944, called the 968. A huge 3.0-liter four, it was cutting edge in the early 1990s with the new VarioCam variable valve timing system producing almost 240 hp from the factory.

At the onset, it was obvious that Geoff Isringhausen would be a force to be reckoned with. When I strolled down the infield to his team's digs, I found a huge transport rig that had spewed out everything needed to support a two-car race effort. There was a tent set up to protect the cars and crew from the elements as they inspected their vehicles, changed tires, made adjustments and prepared to race each of the stints on the track. From portable tool chests, air compressors to run wrenches and inflate the tires, instruments to monitor systems on the cars, the team seemed to have thought of and brought everything.

At the same time, under the shade of the permanent paddock areas. Wives and buddies were helping their "team" into fire suits, helmets, HANS devices, and directing traffic out into the approach to the staging areas. There were calls of "Good luck", "Did you bring enough gas?", "Be careful", and "watch your temperature gauge"

as the drivers fired up their rides and checked over the instrument panels. The age of the drivers also ran the

## Formerly known as 'Cars & Coffee' MNC&C, 2016!

The actual name of the event) is currently held at the Automotorplex on the first Saturday of each month from April to October from 8 a.m. -11 a.m. Rain or shine (or snow)! We typically have other "events within the event" each month in the courtyard of the motorplex and often feature a club or marque (Nord Stern has been featured several times!). Our show averages 900+ cars and over 4,000 spectators each month and is the largest monthly automotive show/meeting in the United States.

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Dates:

- June 4
- July 2
- August 6
- September 3
- October 1

Our website is: [www.mncandc.com](http://www.mncandc.com),

Twitter: mncandc, Instagram: mncandc and

Facebook: MN C&C

Founder, and organizer extraordinaire is **Luis Fraguada, Jr.**, long-time Nord Stern member and Porsche fanatic.



*Continued on page 35*



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## Trade? . . .

*continued from page 20*

For a lot of people though, the work and time involved in selling a high-line car just isn't worth it, and trading or just selling to a dealer is the way to go. As a car salesman, I can tell you, it can be very aggravating waiting for a customer that doesn't show up or comes late. What about the person that wants the car but needs help with financing, what then? The dealer can make that all very easy. Do you want to deal with those issues on your weekend? Probably not.



Toyota Engine: That shiny thing is the crankshaft

How does it work? Pretty simple really. Most dealers can give you a trade value in fifteen to thirty minutes, but they really only want to do so if you have settled on a car to buy or are ready to give up your car. If you are leasing your current car, you can wait until the lease is ending and just turn it in, maybe leasing another car as the next step. Actually, you can get out of your lease at any time, but it may cost you. The closer to the end of the lease, usually the better it works out. If you just can't stand your leased vehicle, the dealer can appraise it and you would owe the difference between the appraised value and your lease buyout number. Rarely would this be in your favor. Many people just roll this extra amount into the next lease, or pay

some to minimize the pain. As they say, "the numbers are what they are".

It's pretty much the same when you own the car. If you financed it, you are comparing the appraised value with your payoff number. Negative equity is common, so how much can you put down on the next car to cover that? Repeatedly rolling in the negative equity can get very expensive! I once sold the world's most expensive Audi RS4, when a customer rolled in \$24k of negative equity from his trade. He wanted that RS4 really bad! The irony was that he worked in the financial services industry.

So how does the dealer appraise your trade? In the old days, you'd hear the radio ads about their "near-sighted appraiser", or encouraging you to "come in this weekend, because the boss is out of town". For most brands, at least any brands we Porsche nuts would consider, the process is quite a bit more objective.

The salesperson would collect the VIN, mileage, model info, and any pertinent options on the car. Then the info is entered into the dealer computer system so the appraisal process can begin. The appraiser would then take the car for a short drive to evaluate its condition and needs, maybe with the salesperson accompanying him or her. This could be for a few blocks or a couple miles. Rarely does the hood even get opened. On return, check the bodywork for obvious faults (hail!) and check the tires. The appraiser knows that every car that comes in is going to need some money spent on it. Of course, the owner thinks it's perfect!

Next, add any collected into to the computer. Most dealerships nowadays have proprietary software to aid in the appraisal process. These programs can tell the dealer what the local supply of a certain car is, average pricing, time on the market, etc. Maybe even if the car has been appraised elsewhere. Likewise the customer has a wealth of info from Kelley Blue Book and other sources to guide them. A trade value is soon determined and presented to the customer. "Will that work for you?"

Now what happens to the car that gets traded

in? The dealer needs a good supply of used cars to sell, so hopefully, the car is something that can be re-conditioned and sold on the lot. The expense for this can be from a few hundred to thousands of dollars. The car will be inspected by the shop, and serviced as needed. Safety issues are first, recalls are addressed, and then functional issues are handled. The car will be detailed and cosmetics looked after. Price it, put it on the lot, and get it up on the Internet.

What if the car doesn't pass the inspection, or doesn't fit the dealer's usual mix of cars? These cars typically get wholesaled through an auction or sold to a wholesaler that markets it to another dealer. This happens at all levels of the business, from high line cars down to the dregs. The lower line cars might end up at a dealer's "bargain lot" or at a Mom and Pop lot somewhere on the commercial strip. There is a market for cars of all conditions and in all price ranges.

Some cars don't even go that far. As a friend in the business once told me, "all cars are somewhere on the way to the junkyard". Excluding the collector car world, that is true. As cars age and get passed along the food chain, maintenance gets deferred and things don't get fixed. At some point there is very little left. Here is an example of that scenario.

In my last year in the car biz. I had a young customer that wanted to move into something newer and make a better statement for himself. He was a few years out of college and working at an A-list company locally. He had been driving Grandma's hand-me-down Camry for about four years, and the odometer was reading 176k miles. The interior was shabby and the bodywork bore many scars. But it ran.

He picked out a nice Audi A6 in Black. Would we take his Camry in trade? Certainly, it's worth something! I went through the steps to gather the info on the car, and took it to my manager. Now, this fellow has been in the business close to forty years and can easily put a value on a car. I had told the customer that it was worth "up to \$500". These Camrys seemingly go forever, and





Above, The con rod 2: "A \$400 paperweight"

segments of our population seek them out. I joined my manager on the appraisal ride, and we took a route that might total 1.5 miles. The car had a few warning lights on, not surprising given the miles. Any car that comes in with over 100k miles typically has at least a "Check Engine Light". Heck, my own car has a CEL on today! Dang OBD II.

So the appraisal drive was going fine, but it wasn't a car that the dealer would keep and sell, it would be wholesaled if we got it. The last leg of the drive included an uphill on-ramp to the highway. Under normal acceleration up the hill, suddenly something let loose with a bang under the car and I instinctively pulled my feet off the floor, thinking the transmission had blown. My manager popped it into neutral; we crested the hill, and rolled down the other side and onto our lot, rolling it backwards into a parking slot. Engine still running. Opening the hood, we saw dirty oil all over the side of the engine, and a nice hole in the block near the oil filter. Just like Elvis, one of the connecting rods had left the building.

Remember, I had mentioned \$500 to the customer, and that is what he heard. However, this one was destined for the scrap heap, and scrap prices had dropped in half in the last year. Think Chinese steel, and idled miners on Minnesota's Iron Range. It was now a \$100 car. I went back to the customer and relayed the news. "Your car is worth a bit less than I originally thought." He couldn't

believe what had happened, so I took him out to see the car. Sure enough, there it was, a hot mess. Had he driven another few miles himself, he would have been stranded. Since he was already visualizing himself in a shiny late model A6, he completed the purchase and never looked back. I called him a few days later to check in and thank him for the sale. All was well, and those heated seats sure were nice!

The next day, a flat bed arrived to pick up the car, and it was started and driven onto the truck on three cylinders. Amazing. I retraced our appraisal route and found the wayward connecting rod lying by the roadside. I now have a nice paperweight on my garage workbench.

Back to my original question. Don't wait forever to trade your car. There is a salesperson waiting somewhere for you!

## Transaxle

*continued from p. 11*

was derived from the 928. No previous Porsche model had sold so well or quickly as the 944. By the time its production ended in 1991, a total of 163,302 units of the 944 model line sports car had been produced. The special exhibition includes such items as the cabriolet concept car from the year 1985, which is being shown in public for the first time. This model, painted in flamingo pink, is distinguished by a 183-hp four-valve per cylinder engine with a catalytic converter, airbag and ABS. The first concept of a 944 cabriolet was presented in 1985 at the International Motor Show (IAA) in Frankfurt am Main. Other 944 models of the special exhibition include the "Luna" project, which was essentially an endurance test conducted by the Austrian endurance specialist Gerhard Plattner in 1987. He travelled from North America across Europe to Asia in a period of 258 days, covering 384,405 kilometres – equivalent to the distance from the Earth to the moon.

The Porsche 968 – a product of 15 years of technical evolution – marks the end of the transaxle era. Its centrepiece is a 240-hp three-litre engine that is one of the world's

most torque-strong four-cylinder naturally-aspirated engines. Visitors will also enjoy to seeing a roadster concept of the Porsche 968 that was created in 1992 under the leadership of the former head of design, Harm Laagay. The main traits of this prototype are the soft and muscular form of its wings, a dynamic cockpit section and an emotionally-charged interior. At the end of 1992, the 968 roadster project was retired in favour of the Boxster concept car that was presented in early 1993.

The Zuffenhausen-based sports car manufacturer has also demonstrated its competence in vehicle restoration in the transaxle model lines. Porsche Classic services all vehicles whose production end date is generally more than ten years in the past. These services encompass all aspects – from car care and technical literature to delivery and aftermarket manufacturing of original parts and even complete restorations. A total of over 52,000 original parts are currently available worldwide. Porsche integrates the care and value preservation of both modern classics and vintage cars into an innovative service concept that closely interlinks Porsche tradition and innovation. More information and details of the parts programme can be accessed at [www.porsche.de/classic](http://www.porsche.de/classic).

Sunday, May 22, is "International Museum Day", and the Porsche Museum invites visitors to attend its "Transaxle Day". Along with free admission on that Sunday, many guided tours will be conducted through the special exhibition. In addition, private owners will be showing their transaxle vehicles at various parking places around the museum. Visitors can look them over at the entrance plaza to the museum, in the logistics courtyard and in front of the branch office. A highlight will be the Transaxle Talk at the shop inside the museum, in which time period witnesses who were very involved with the models will offer a retrospective on the development and successes of the 924, 928, 944 and 968 models.

The Porsche Museum is open Tuesday through Sunday from 9 am to 6 pm. You will find more information at: [www.porsche.com/museum](http://www.porsche.com/museum).



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Most Porschephiles will recognize Karl Ludvigsen's name as the author of many detailed and accurate books on the technical aspects of Porsche automobiles. Many will recognize the frontispiece photo of Professor Porsche looking down through a steering wheel. This book covers a period of Professor Porsche's life glossed over by books dealing with Porsche sports cars, most of which were built after the Professor's death.

The very readable narrative contains an immense amount of specific detail with many pictures inserted into the text, some of which come from WWI and earlier. Included are some surprising pictures of Professor Porsche with Hitler and a picture of Hitler's Luftwaffe Chief, Hermann Goering, being taught (by Ferry Porsche) how to drive his gift 'VW' with Professor Porsche in the back seat.

#### PROFESSOR PORSCHE'S WARS

does not show a new facet of Porsche's life. It does deal with a not well known period in the life of an ingenious and very thorough design engineer. New insight is given into the beneficial original intentions of the VW program and the corruption behind the imprisonment of Porsche by the French.

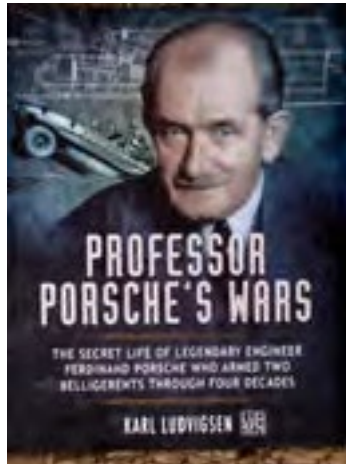
Porsche is never shown as a warrior but instead as a technically focused, possibly even anti-military, design engineer. In WWI he did design tug vehicles intended to haul heavy guns but his aircraft engine was designed for civilian flight even if it did become the dominant engine of the air war. Along the way he designed his own carburetor to ensure consistent mixture regardless of the plane's climb/descent/ banking orientation. Those were different times – Porsche's redesigned inline 6 aircraft engine, hailed as an achievement in lightness, weighed 'only' 640 pounds while producing 185HP.

For WWII Porsche did design many tanks and artillery weapons but he designed to spec, e.g., a tank to carry a specified gun, at a specified speed, for a specified range, with a specified ammo capacity. There is an interesting thread of 'palace intrigues' over wartime

contracts. Porsche was in charge of the VW works and, if no VWs were to be built, he had to find some product to keep his 6,000 workers paid. Of course other companies wanted the same contracts.

PROFESSOR PORSCHE'S WARS portrays the Professor as clearly indifferent to the practicality of the equipment he designed, as applied to the military's needs in combat. Similarly, Hitler is shown as having a particular fascination with the design and development of military equipment, as distinct from the design and development of an effective military strategy.

One 'secret' described is the personal rapport between Porsche and Hitler. This created resistance and animosity in the companies and officials with whom Porsche dealt but resulted in numerous personal awards from The Third Reich. One honorarium, which was to haunt him later, was a rank in the SS.



All in all, this book gives a very detailed and comprehensive description of Porsche's design, development, and managerial work during the period including both World Wars. It is a most interesting narrative of design challenges as well as his interactions with competitors, the military establishment and government bureaucrats. The breadth of Porsche's design efforts is particularly amazing considering that he had very little formal technical training and that had been focused on electricity. A must for Porschephiles interested in Porsche as more than just the designer of modern sports cars.

PROFESSOR PORSCHE'S WARS consists of 286, 8-1/2 x 11 inch pages, with many black & white illustrations. There is a bibliography of well over 100 entries and 7 two-column pages of index. It should be available for \$60 from your favorite bookseller (ask for it) or from <http://www.amazon.com/books>

## Book Reviews for Porsche- philes . . .

### PROFESSOR PORSCHE'S WARS, the secret life of legendary engineer Ferdinand Porsche who armed two belligerents through four decades

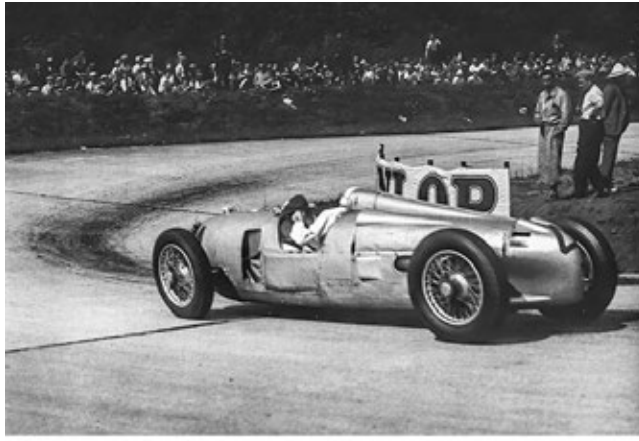
*by Karl Ludvigsen*

*Published in 2015 by Pen & Sword  
Books, Ltd, South Yorkshire, England*

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

# A Few Things You Didn't Know About Porsches

<https://www.thrillist.com/cars/porsche-trivia-history-and-facts-things-you-didn-t-know-about-porsche>.



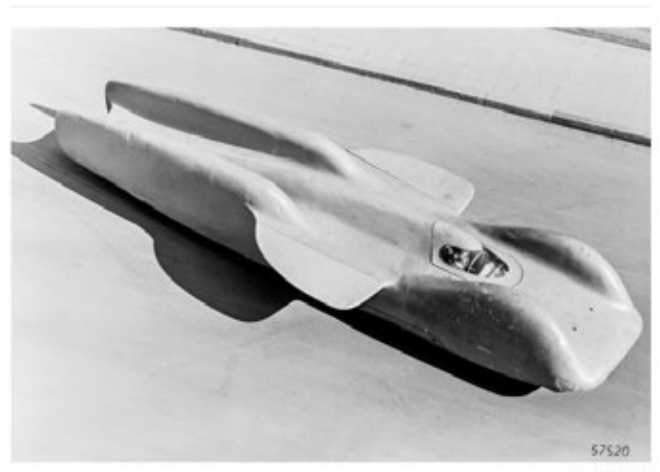
Later, he designed the legendary Auto Union grand prix cars that dominated the world. The Auto Union P (for Porsche) featured a (then revolutionary) mid-mounted 16 cylinder engine. With drivers like Hans Stuck and Tazio Nuvolari - two of the best of their generation - behind the wheel, it was virtually unbeatable.

The very first VW Beetle was built in Ferdinand's private villa . . . not a bad place.



Ferdinand Porsche developed a four wheel-drive Formula One car. Porsche 360 Cisitalia had 385 hp and could top 200 mph, but because of the owner's lack of funding and a change to the rules, it never actually raced.v

Ferdinand designed the Mercedes-Benz type 80 to be the fastest car on Earth. In 1939, the car's projected top speed of 470 mph would've obliterated the land speed record. Certain global events meant it never got the chance to make a record run. The 470 mph mark wasn't approached until a century later.





# Twin Cities & Area Events/Autocross Calendar 2016

DATE	EVENT	SPONSOR/STATUS	LOCATION
June 4 (Sat)	Driver's School Classroom	MAC	Dunwoody Institute
June 5	Novice Driver's School	MAC	DCTC
June 12 @	Autocross	CVSCC	Eau Claire
July 9	Autocross - MOWOG 4	MAC	DCTC
July 24	Autocross - MOWOG 5	MAC	DCTC
Aug 6 (Sat)	Practice AutoX	MAC	Forest City, IA
Aug 7	Autocross - MOWOG 6	MAC	Forest City, IA
Aug 13 (Sat)	Practice AutoX (Members Only)	MAC	DCTC
Aug 28 @	SOLO II Autocross	SCCA	WINONA
Sept 11 @	SuperSunday Autocross	COM	DCTC
Oct 8	Practice AutoX	MAC	Canterbury Park
Oct 9 @	Autocross - MOWOG 7	MAC	Canterbury Park
Oct 16	Autocross - MOWOG 8	MAC	DCTC

@ = Met Council AutoX Series (MCAS) EVENTS

Additional SCCA Solo Events: May 21-22, Winona; June 19, West Salem; July 31, Winona; Sept 25, West Salem

PCA Driver Education at BIR: APRIL 29-May 01; July 22-24; Sept 16-18

SCM Practice Days/Lapping at BIR: June 6 & Sept 19

SCM Car Shows - Plastic Fantastic; May 22; Cars Under the Stars, Village Chevrolet: Aug 13

SCCA RACING EVENTS @ BIR: Regional Races, Memorial Day & Labor Day Weekends; Trans AM & NASA, July 4

SCCA LAPPING EVENTS @ DCTC: April 10; Oct 09

TCRC Friday Night Rallies: 4th Friday of Every Month April through September

COM = Corvettes OF Minnesota--www.Corvettesofmn.com--Contact: WALLY MAHLUM 952-431-0630

CVSCC = Chippewa Valley SPORTS Car Club--www.cvscc.org--Contact: STEVE JOHNSON 715-836-0145

MAC = Minnesota Autosports Club--www.mnAutoX.com--Contact: STEVE GARNJOBST 651-778-0585

PCA = Porsche Club of America, Nord Stern Region--www.nordstern.org--Contact: BOB KOSKY 952-938-6887

SCCA (LOL)= Sports Car Club of America, Land O Lakes Region--www.scca-lol.org--Contact: AARON JONGBLOEDT 612-308-6913

SCM = Suburban Corvettes of MN--www.suburbanCorvettesofMinnesota.com--Contact: SCOTT HEGSTRAND 612-619-8615

TCRC = Twin Cities Rally Club--facebook.com/twincityrallyClub

BIR = Brainerd International Raceway, Brainerd, MN

CVTC = Chippewa Valley Technical College, Eau Claire, WI

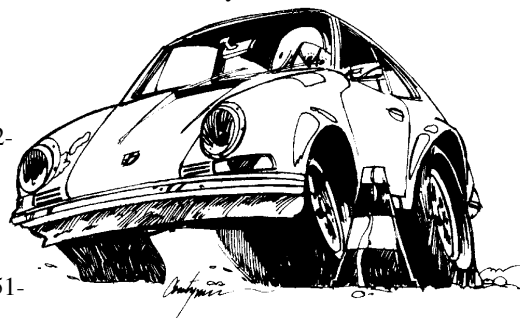
FOREST CITY, IA = Winnebago Industries Parking Lot

WINONA = Southeast Technical Institute, Winona, MN

Canterbury Park = Canterbury Park Horse Racing Track, Shakopee, MN

DCTC = Dakota County Technical College, Rosemount, MN

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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.  
dasring.com



## Guardrail . . .

*continued from page 26*

gamut from seasoned veterans to rookies, but they all had demonstrated their skill over the years of being able to handle the speeds of which these cars are capable.

Corner workers are vital to a safe race environment. Positioned at critical points around the race track, they were there to warn drivers of any situation that required caution or reduced speed. I am glad to say I did not see any accidents. While I was there, no one in any DE session had an incident either, so it proved to be a safe, entertaining weekend for drivers and fans alike.

I woke up Sunday morning, determined to make another 300 mile round trip to the track to take in the last two Club Race events. I got off to a late start, but still was there to watch the 30 minute sprint race Sunday morning. Again, competition was fierce, and it set up a great final event to take place after lunch. I joined up with some PCA friends and headed off to find a Mexican restaurant we'd heard was popular with the locals, just south of Collinsville, IL and minutes from the track. Great food, new friends around the table, and of course, we talked a little racing. Then back to the track for the last of the races and DE sessions.

The racers took on extra fuel, as the afternoon's highlight was a one hour Enduro event. I had a lot to learn about this level of racing, and noticed the pace was a little less than the sprint races. Needing to conserve tires, brakes and fuel over the long run, the cars had to pick their spots to pass for position. Engine temps were being monitored as well, I'm sure. While a delight for the fans, air temps and sun translate to higher track temperatures and concern for tire pressures, engine readouts and fatigue for the drivers, wearing their fire suits in the hot greenhouse of a racing coupe.

As I moved over to the straight along the Start / Finish line, I just had to get the

attention of one of the teams' mechanics. I noticed in the Enduro, the cars were pulling into the pit lane at one time or another. Was this mandatory, I asked? He replied that a 5 minute stop was required of each racer during the Enduro. The teams would check the cars, clean the windscreens, and get the driver a drink. Others, perhaps a privateer, simply sat in their car for the requisite 300 ticks of the clock before returning to the action. In any event, it shuffled the running order and gave fans some new leaders to cheer on. In the end, it was the #81 Cayman of Geoff Isringhausen that took the checkered flag in first place, a position he held at the end of each of the weekend's Sprints as well. Well up in the race order were several of the smooth, very quick 944s of the 944 Cup racing series. Check out the official website : <https://www.pca.org/race-results> for the final results.

I want to reach out to each of the racers who took the time and made the effort to bring their equipment and skills to the inaugural Gateway Carrera Classic presented by Porsche St. Louis. A big shout out to the

organizers, the volunteers, and track officials without whose efforts this

weekend would not have transpired. Thanks to everyone who came out with their classic cars, daily drivers, exotics and Porsches of all kinds, adding a car show atmosphere to the whole weekend. Terrific first effort - thanks from a gratified fan.

Robby Robinson, PCA StL Region member, owner of 1988 911 with nearly a quarter of a million miles, and a new fan of up close and personal PCA Club racing, photos by Jim Singler, Robby Robinson and Bricker Martin.

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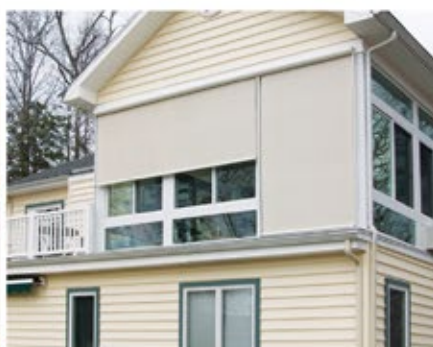




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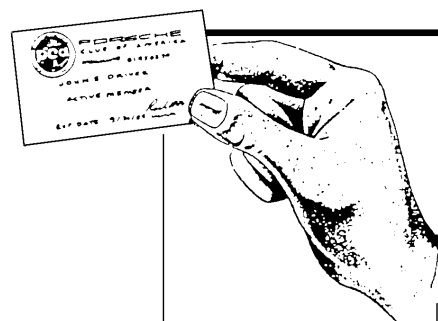
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# Out and About at Rochester Membership Social

*hosted by Gina and Brian O'Neill  
photos by Jeff Boehm  
Cars by Nord Stern!*







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# Tech Quiz Fun: Former 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. More power was extracted for the 964's engine by incorporating \_\_\_\_\_.

- a. four valves per cylinder
- b. two spark plugs per cylinder
- c. water cooled heads

**Excellence was Expected Vol 3 pg.1133**

2. The 993 was the first production 911 Turbo to drive all four wheels.

- a. True
- b. False

**Excellence was Expected Vol 3 pg.1301**

3. The last air cooled 911 produced, a Mexico Blue Carrera 4S, went into the collection of \_\_\_\_\_.

- a. the Porsche Museum
- b. Jay Leno
- c. Jerry Seinfeld
- d. Brumos Porsche

**Excellence was Expected Vol 3 pg.1292**

4. If the 964 distributor drive belt fails the \_\_\_\_\_.

- a. tachometer stops
- b. ignition shuts off
- c. all the plugs stop firing
- d. the second rotor no longer turns

**Excellence – Porsche Buyer's Guide 2012 pg. 81**

5. "Big Red" Brembo brake calipers appeared for the first time on a Porsche with the 1993 Turbo 3.6.

- a. True
- b. False

**Excellence – Porsche Buyer's Guide 2012 pg.80**

6. The America Roadster for model year 1992 was a Turbo-Look Cabriolet with the Carrera 2's normally aspirated 3.8 liter engine.

- a. True
- b. False

**Porsche 911 - Collector's Originality Guide pg. 115**

7. By August 1995 the \_\_\_\_\_ was the only model range offered by Porsche.

- a. 944
- b. 928
- c. 964
- d. 993

**Porsche 911 - Collector's Originality Guide pg. 138**

8. The 1993 Turbo 3.6 used a single spark plug per cylinder.

- a. True
- b. False

**Porsche 911 - Collector's Originality Guide pg. 126**

9. The one-off factory built 911 Turbo S LM GT was first run at LeMans in 1993.

- a. True
- b. False

**Evolution of the Porsche 911 in Competition pg.145**

10. The maximum speed for downshifting a 993 Tiptronic from D to 3 is 4400 rpm or \_\_\_\_\_ mph.

- a. 73
- b. 111
- c. 120
- d. 98

**Up Fixin der Porsche Vol 11 pg. 35**

11. Installing small dowel pins on each side of the main bearing webs of an air cooled 911 engine is known as \_\_\_\_\_.

- a. dowel -pinning
- b. shuffle-pinning
- c. anti-skid
- d. wasting money

**Porsche 911 Engines 1965-1989 Wayne Dempsey pg. 93**

12. 2012 marked Hurley Haywood's \_\_\_\_\_ start in the 24 Hours of Daytona.

- a. 50th
- b. 25th
- c. 40th
- d. 10th

**Porsche Panorama March 2013 pg. 55**

13. In 1961 Porsche began 356 roadster production at the D'Ieteren Brothers located in \_\_\_\_\_.

- a. Paris France
- b. Paris Texas
- c. Brussels Belgium
- d. Heilbronn Germany

**Porsche Panorama January 2013 pg. 64**

14. The 250,000th Porsche 911 was built in 1987.

- a. True
- b. False

**Up Fixin der Porsche Vol VIII pg. 241**

15. The hillclimb-derived 908/3 was built to specifically contest the 1970 Can Am series.

- a. True
- b. False

**Porsche Panorama December 2012 pg 26**

q	'6	q	'6
a	'8	a	'8
p	'7	p	'7
q	'6	q	'6
a	'5	a	'5
c	'4	c	'4
c	'3	c	'3
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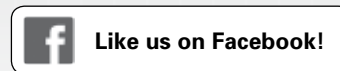
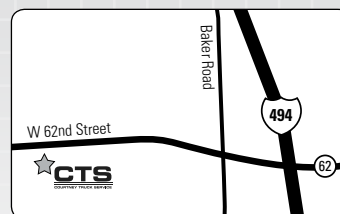
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# How about some Tunes?

by Pedro Bonilla, z  
Pedro's Garage

Published in the July 2013 issue of  
"Die Porsche Kasette"

N owadays most everyone carries an incredible amount of music in their pocket or purse, inside their smart phones or on their digital music players. If you haven't heard, car audio has changed a bit lately; 8-Tracks, Cassettes and even music CDs are all outdated and simply OUT. Digital Players and Smart Phones are IN but, how can you listen to them through your car's stereo system when it's outdated?

Don't tell me that you're using your headphones because that's illegal in most States (while driving).

There are many, many options. Here are just a few:

- 1.- For car audio systems that don't have an auxiliary input (most pre-1999).
- 2.- For car audio systems that have an auxiliary input.

3.- For car audio systems that have a multi-disc player.

4.- For car audio systems that use MOST technology.

1.- If your car's radio can tune to an FM station, then the simplest solution is the FM modulator. It plugs into the 12 volt outlet (cigarette lighter socket). You then plug the cord into your digital player's or smart phone's jack and that's it! Now, just tune your car stereo to one of the



FM modulator's frequencies shown on its screen and you're enjoying your music. PROs: Very easy install and use and it's inexpensive. CONs: The audio quality is not the best. No charging.

2.- If your car's stereo has an auxiliary input like a phone jack or an audio jack, all you need is an audio line with the correct connectors on the ends. One end plugs into your device's output jack, the other to the input on the car's stereo and that's it. PROs: Very simple solution. Good audio quality. CONs: Won't charge the device.

3.- If your car's stereo has a multi disc player, or the capacity to hook one up all you need is a specialized adaptor cable for the particular radio model. The Porsche stereos that fall in this category are the Becker 220 series and the 22 series, not the 210 series which came in 993s and early Boxsters. PROs: Great audio quality. Simple to install. CONs: You'll need to control menu through iPod.



4.- If your car is equipped with the CDR23 or CDR24 audio systems which operate with M.O.S.T (Mosaic Optical Sensor Technology) fiber optic cables, then you'll need a system integrator such as the Denison unit. PROs: Excellent audio quality. Integrated controls.



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Ron Johnson

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

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CONs: Expensive and complex to install.

But there are other advantages of hooking up your music player or your smart phone to your audio system besides just listening to your favorite tunes.

There's an app for that!

If you use your smart phone as your GPS then the voice instructions will come through your audio speakers.

If you travel long distances you can add an app to your smart phone (such as iheartradio) that allows you to drive from Key West, FL to Anchorage, AK or any place in between, listening to your favorite hometown radio station uninterrupted.

There are other Apps that allow you to listen to any international radio station streaming live (such as TuneIn Radio).

So, what are you waiting for? Go ahead and hookup your modern smart phone to your classic car radio and enjoy the best of both worlds.

If you have one of the newer (2009 +) Porsches with PCM (Porsche Communications Management), then you don't need any of this because you can hookup your iPhone directly; but you knew that . . . didn't you?

If you don't want wires and cables connected to the car and your device then you can go the route of Bluetooth which receives a wireless signal from your device. Bluetooth can be connected to many of the older car radio systems as well.

But there are other advantages of hooking up your music player or your smart phone to your audio system besides just listening to your favorite tunes.

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There are other Apps that allow you to listen to any international radio station streaming live (such as TuneIn Radio).

So, what are you waiting for? Go ahead and hookup your modern smart phone to your classic car radio and enjoy the best of both worlds.

Happy Porscheing,

Pedro

## Nord Stern 'Help Wanted' Advertisement

**Like many volunteer organizations, Nord Stern is in need of volunteers - in an effort to reach out to members, we will post those 'wants' and 'needs' as they arise.**

**Take a moment and consider whether you can step up and fill an open position/s. Needs can be as simple as 'one shot deals', some will be committee chairs, some assistants, some committee members to help out.**

**We are a fun group with many experienced and helpful members, join us!**



- **An assistant Rally-master, with Lon Tusler, contact him at [rally@nordstern.org](mailto:rally@nordstern.org)**

# 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.*

## 1990 Porsche 944 S2 Cabriolet



5 spd., black exterior / interior and top, all original, excellent pristine condition, runs as new, summer driven only, always garaged and covered. Always serviced by same German auto mechanic for 15+ years. \$14,500, Jeff, 651.738.8643 or 651.428.8644.

## 996 Turbo Twist Solid Wheels for C4S or Turbo

Turbo Twist solid (not hollow) wheels from my 996 C4S. Widebody fitment. Front 18x8 50 offset; Rear 18x11 45 offset. Very good condition. C4S hubs. \$450 for the set. Please contact Jon at jonwallace@mac.com.

## Wanted

17" wheels for 968. Open to multiple brands, BBS, Fiske, Kinesis. Let me know what you've got! David @ 952-451-6550.

## Launch Edition 997

This car is 1/337 made. U.S. car located in Winnipeg Manitoba Canada, 50 mins from North Dakota border. Purchased from Lamborghini Vancouver & all service done there, EuroCars & Porsche Centre Winnipeg. Newer Michelin Pilot Supersport 2's, Newer Clutch,\*IMS upgrade was completed\*, 3M wrap, clear front markers, 5mm Porsche spacers, black wheels/color crests. These Launch Edition 997's come Hard Loaded! PCCB, full leather dash, Bose, Adaptive Sport Seats, Bose, PCM, Sport chrono pkg, adaptive suspension. This car has only 22,500 miles and has always been stored under cover (included in sale) on a lift with a battery tender over the winter. The car has been well cared for by PCA member and is fresh from the dealership spring check-up and oil change, and is ready to go. Take advantage of the stronger U.S. dollar and bring this car back to the U.S. Great rear drive, naturally aspirated 911's with manual transmissions and hydraulic steering are becoming harder to find and more difficult to acquire, now is your chance. 45,999 USD. Sean Shapiro, drseanshapiro@yahoo.ca.



## 2000 Trailex CTE-1741 enclosed trailer

Very good condition- recent repaint(white), aluminum rims, 5 newer tires, unused spare, electric winch, tire rack, extra-long ramps, HD tongue jack, interior lights, electric brakes. A few minor dents and bruises. Exterior 18', interior 14'X80". Fits most 911s, Boxsters and Caymans. Tow w/SUV. Located in Stillwater, MN \$12,500 Ed Mettelman 914-450-0688.

## 1997 Porsche 911 Turbo

This black with all-leather tan interior 911 TT features custom, powder-coated three-piece wheels with Michelin Pilot Sport tires with fewer than 2,000 miles on them; 3M invisible bra on all front-facing surfaces, door edges, handles; original paint (pristine), lightweight racing clutch, bolt-in roll bar, driver and passenger five-point harnesses, battery cut-off, an extra set of BBS wheels with Michelin Pilot Sport Cup tires, genuine Porsche cover, the original rear seat backs and two remote-control keys. With the exception of the clutch, the rest of the car is stock. I've owned the car for seven years. It has been stored about seven months of the year. Never seen snow (rain about five times in that period). Oil (Mobile One) and brake fluid changed every 1,000 miles; clean CARFAX, all records; serviced by Courtney Truck Service. Mileage: 56,600. The car looks and drives like it just came off the showroom floor. Full specifications, options and about 40 pictures can at <http://tony471.wix.com/mysite>. Email: [tony@carideogroup.com](mailto:tony@carideogroup.com). 612.964.6441.



## Porsche Targa

Original owner of a 2002 Lapis Blue Porsche Targa. 38,000 miles. Very good condition. \$23,500. Email Michael in Chanhassen, [mjb00000@gmail.com](mailto:mjb00000@gmail.com)

## Wanted

Looking for 2 straight 10.6 offset 8 x 16 Fuchs with minimal or no curb rash. Paint fade is ok. I believe part number is 911.361.020.45. Let me know what you have. Also Weltmeister strut brace to fit 82 911. Mark 612.251.5710 or [mark.read03@gmail.com](mailto:mark.read03@gmail.com)

## 2002 911 C2 4.0L

86,000 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.



# 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, 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>.

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# Slowpokes Inc.

## 2016 Open Track Time



**Monday, July 4**

**Hammond International Raceway - 2.5 Miles/13 turns**

**One Day Events - Open Track 9 a.m. to 6 p.m.**

**Cost: \$295 per car**

- Format: No run groups - Open track all day  
Multiple drivers allowed per car  
\*Lunch 1 - 2 p.m. Parade laps on track
- Requirements: Prior High Speed Track Experience  
Vehicle Tech Inspection  
Contact us for details
- Contacts: Linda Schmid - linda@slowpokes.org 952-943-9567  
Fred Jacobberger - fjacobberger@comcast.net 952-948-0600  
John Cunico - jcunico0@aol.com 651-726-4814  
Andy Schmid - ams@amschmid.com 952-943-9567  
Jim Bahner - jim@qualitytapeinc.com 651-492-9459

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