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July 2016



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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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July 2016

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Cover by Paul Ingebritsen

So, it's obviously NOT a photograph of a P-car, instead please note this gorgeous original painting, by Doreen Ingebritsen, will be auctioned to the lucky high bidder at our upcoming Club Race on Saturday, July 23 AFTER all the track action! Don't have to be a driver; ANYONE can bid on our auction items So come on up and join in the festivities!

The Prez Sez . . .

by Paul Ingebrigtsen

We are now in full summer mode and I am writing this in the afterglow of another great Nord Stern event at Road America over in Elkhart Lake, WI. The weather was great and we had loads of track time with only three run groups. Thanks to **Dave Anderson**, our Event Master and Registrar for another memorable experience! There were many broad grins at the end of each day! It was also exciting to see all the big name Indy Car teams rolling in as we were rolling out. I wished I could have stayed a few more days to watch them do their thing on the very same track we just spent two days enjoying! Unfortunately, Nord Stern participation was on the low side for this event, which is a shame, because this is truly a premier facility and track. We may need to consider joining up with another region in the future if we want to continue offering this event.

By the time you read this, the All-Porsche Show will be in the rear view mirror – thanks to **Mark Koegler** and **Phil Saari** for organizing the event and all who volunteered to help make this event a success.

Coming up this month is one of the highlights of the

Nord Stern season, the **Loonacy Club Race and Charity Event, July 22 – 24** at Brainerd International Raceway. This event always draws a crowd, with Driver's Ed sessions as well as Club Racing. On Saturday, July 23rd, we will have our silent and live auctions of car and garage items, sports tickets, wine, Porsche memorabilia, artwork, and apparel, with all proceeds going to Courage Kenny Rehabilitation Institute. Over the years, this club has raised over \$500,000 for Courage Kenny. Family and friends are always welcome. Admittance is free and it is a great chance to cheer on the Nord Stern racers in sprint and enduro races on Saturday and Sunday.

Looking ahead to August, the **Vino in the Valley** drive is coming up on August 6th. Watch the website and your e-mail for more details. (Flyer is printed here in this issue with All The Details!)

That's it for now, I hope to see you at BIR!



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2016 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85 plus color charge
Back cover	N/A	N/A	\$83
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high

1/2 page: 7.5" wide by 5.25" high

1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high

1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high

Back Cover: 8.5" by 7"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.

6 month pre-payment required for ad insertion, billed yearly

HOW TO JOIN PCA AND THEN NORD STERN REGION OF PCA

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

2. Next, join Nord Stern

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

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

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

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

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

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

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

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

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

2016 Nord Stern Officers and Committee Chairs

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Club Race	ClubRace@nordstern.org	Touring	Touring@nordstern.org
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Driver Education	DE@nordstern.org	Track Relations - BIR and RA	Trackrelations@nordstern.org
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Driver Training	DT@nordstern.org		Zone 10 Rep: Julie Bailey
Ron Johnson	612.730.2351		
Fall Color Tour	FallColor@nordstern.org		
John Dixon	eyerack@tcq.net		

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!



Scott Swanson
Apple Valley MN
2016 Boxster Spyder White

Tyler Olson
Minneapolis MN
2014 Boxster S Blue

Mike Wetherbee
Bloomington MN
1968 911L British Rading
Green

Jason Williams
Woodbury MN
2016 Boxster Spyder white

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!).

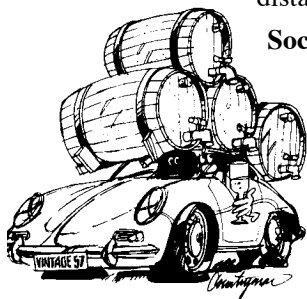
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



Hot and humid, humid and hot. I am not going to complain one bit. I confess I love summer weather in all it's goofy form. Such a contrast to our winters. It the thought of each opposing season that keeps me sane in those moments of inconvenience for one or the other.

And of course, this kind of weather makes driving our Porsches ever so wonderful, especially if one has a cab! Anyway, I trust readers are keeping busy out there on the roads, at the track or washing and shining your pride and joy. Frankly, with a nice warm day washing a vehicle isn't a chore, it's really more of a pleasure.

Lots of stuff coming up yet this summer with the biggie being our annual Club Race and Driver Ed event later this month up at Brainerd International Raceway. This is the one where racing and DE go hand-in-hand, an awesome very 'guy-friendly' silent and live auction for our charity, Camp Kenny, features tons of neat car, outdoor, gardening, tools, suitable adult beverages and more stuff than you can imagine. All that happens on Saturday, July 23. Racing happens both Saturday and Sunday so whether you are a participant or a spectator, this is either a great weekend away or a fun fun day

trip (Saturday recommended!). And no admission price at all. So if you are newer to the club and it's activities, this is definitely one to get to.

I'm again happy to report this issue features several submissions by Nord Stern members, one of whom has now retired 'down South' to Nevada. They do still have connections in Minnesota so I always tell Jim (the author) he's a Nord Sterner for life! Great to hear from him. And one of our newer members, Jim Southwell, again has an article on one on his latest adventures. Personally, I think he is 'living the life' as the saying goes! Be sure to check out his story of this year's 100th Anniversary of the Indy 500. Reading it brought back wonderful memories of our 'day' trip to this incredible track for the F1 race back in 2002 or so. It was a junket of Nord Sterners and assorted 'other' race fan, via a chartered Mesabi plane. Left early a.m., bussed from the airport, spent the day at the track, bussed back to the airport, home by midnight at the latest. It was sooo much fun. So check out the experience Jim relates. My bet is that there are many Indy stories out there . . . send me yours!

From the Editor

*by Christie Boeder
'73 911*





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JULY

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

AUGUST

- 6** **Nord Stern's Vino in the Valley**
Eventmaster: Randy Walker
Details posted on page 13

SEPTEMBER

- 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
- 17-18** **Nord Stern's Last Fling Driver Education**
Brainerd International Raceway
Eventmaster: Steve Meydell
Registration: clubregistration.net

2016**17****Annual All German Car Show****Mark Your Calendars!**

Location: AutoMotorPlex, with Mercedes Benz Club
Eventmaster: Paul Bergquist

30-**Oct 2****Nord Stern Annual Fall Color Tour**

Headquarters: Blue Fin Bay
Eventmaster: John Dixon, eyerack@tcq.net
or 952.939.9071
Probably Destination: Grand Portage!

OCTOBER**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!

2016**NOVEMBER****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

2016**"Third Thursdays" of each month**

An Informal 'Post-Work' Social, 5 p.m. at

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*Or to un-subscribe, edit settings,
change email accounts, this is the
site to visit to make ANY
updates or changes.*

Manual Shifts!

Last week I received a photo of a stick shift and the words 'Millennial anti-theft device.'

My son loved driving a stick shift while he was dating. He said the girls were always impressed. Unfortunately (!) sometimes his hand would slip off the shifter knob and onto a girlfriend's thigh.

– Keith Jones (editor's note: and you know that how??)

We just took delivery of a Impeza Sport with a manual transmission. Our 16-year-old is starting learn and my wife has high-jacked the car from me because she loves the control and 'fun to drive' factor. Once our daughter gets going full bore, I don't think I will ever be able to drive it.

– Michael Grabner

I knew a guy in college who drove a Vet with a stick shift and always wanted me to ride along so he could ask a girl to ride with us and have her sit in the middle. Times have changed, haven't they!

– Dale Trippler

I am about a month away from leasing a manual Golf for my 16-year-old daughter to drive. They are definitely harder to find, but she and I wouldn't have it any other way.

– Chris E.

Ha, my son is out of state now but will be back for the summer, he is 19. He did learn, somewhat, how to drive a stick in my Boxster, but now that I have a 991S, he can't wait to learn how to drive a stick . . . hmmm.

– Jerry Greene

Both our kids learned on and drove manuals through high school. My son will only drive manuals, and not interested in Prius's . Well, he might be interested in a hybrid . . . a 918 or McLaren P1!!!

– Mark Kittock

My 19-year-old son, when asked which transmission he preferred, chose the stick saying, "it's more fun." At least he absorbed that bit of knowledge from me.

– Vaughn Johnson

Today's thread reminds my of why I love this club: we love stick shifts, and you don't call me out on my huge carbon footprint. I'm with Jim on the electric. That would be fun!

– Teresa Vickery

Okay here is my confession,
1955 Chevy (on the tree)
1957 Chevy Convertible (Hurst on the floor)
drove a Post Korean War Jeep in Viet-Nam for the company commander. (on the tree) it was a Mash mobile ! LOL
1969 GTO (the judge) Post Viet-Nam Saving Purchase (Hurst on the floor)
1972 VW FastBack (on the floor with the heater handles)
1975 Nova SS350 with a sliding vinyl roof from factory (rare) (4 on the floor)
1967 Sting Ray 427 Convertible (on the floor)
then a bunch of company cars FREE... All automatics let's see (Ford Torino, Chevy Malibu, Citations, Buick, Ford Taurus and Mercury Sable, and lastly a Ford Explorer).
1985 911 Targa back to stick
1991 911 back to stick
2006 911C4 Auto
with the exception of the company cars and the current C4 (which I drive more because it is less of a hassle driving around town) those were all sticks.

– Ed Vazquez

1976 Mercury Capri
1960 VW Beetle
Does a 1976 Pontiac Trans Am with a manual valve body automatic count?
1972 Plymouth Duster (3 on the tree)
1967 VW Beetle
1972 Triumph Spitfire
1963 VW Beetle
1996 Porsche 911
(I hold cars a long time)

– Todd Smith

Let me recall my stick shift cars

1964 VW Bug
1968 VW Bug
1968 Camaro SS 350
1973 Triumph Spitfire
1975 MGB
1974 Ford Bronco (3 on the tree)
1970 914
1974 914
1976 911 S
1983 911 SC
2008 Cayman

And it seems like I am missing a few of either my or BJ's past stick shift cars.

And both our son and daughter both drove stick cars when they were in high school. Patrick had a VW Golf and Jessica a Mitsubishi Eclipse. And now our 14-year-old granddaughter wants to learn as well.

Stick shifts forever!

– Jeff Boehm & BJ Peterson (in Rochester)

I'm starting to believe I'm really in the minority on this one. Everyone in my family knows, and enjoys, driving a stick shift: Wife, Son and Daughter-in-Law, Daughter and Son-in-law.

When my daughter was dating, she came in one day and said, "Dad I can't believe the number of guys who don't know how to drive a stick". Couple of years later she let me know that she used that to determine if the guy was worth dating or not. Who knew??

– Paul Fearnside

Editor's note: This thread appeared in Clubtalk awhile back and it was pretty amusing so I saved the emails to share them here. I probably missed a few, including our comment that our daughter specifically wanted to drive a manual in high school to wow the guys – and she continues to this day. In fact, her husband does not drive manuals so he doesn't get to 'share' her car. She was our child who LOVED driver training up at BIR. Ah, the acorn doesn't fall too far from the tree!

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 (kcrpca.org) or at the event. Registration 8:30 a.m. See below for discount on rooms at Ameristar Casino.

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

Fun Run = sthorne.carguy@gmail.com

The Great Plains Region Invites You To
Come Track with Us!
Here are the dates for our 2016 DE's



Spring Fling at RPM

April 30 & May 1.
Registration opens March 19.



Club Race DE at MPH.

June 3, 4 & 5. **Advanced drivers only.**
Registration begins April 28.



Summer Fun DE at MPH.

July 16 & 17.
Registration begins June 4.



Fall Finale at RPM.

October 8 & 9.
Registration begins August 27.

All of these events are viewable on

ClubRegistration.net

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March / April 2016



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	<p>Cutter & Buck Tournament Pique Polo</p> <ul style="list-style-type: none">• Ribbed knit collar & Cuffs• 3-Button Placket• Drop Front Shoulder• Reinforced Side Vents• Pearl Colored Logo Buttons• C&B Pennant at Left Sleeve Hem• White w/Embroidered Nord Stern Logo on Left Chest <p><i>Small – 3XLarge - \$45.00 Each</i></p> 	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	<p>Eddie Bauer Packable Wind Jacket</p> <p>Wind was the inspiration for this compact layer – and it packs down into a pocket, making it easy to carry wherever you go. Hood with drawcord and toggles for adjustability, contrast reverse coil zipper, underarm vents, packable zippered chest pocket, front unzipped pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon.</p> <p><i>Small – Xlarge - \$50.00 Each</i> <i>2XLarge - \$52.50</i></p>	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	<p>Port Authority Dry Zone Cap</p> <p>An exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill.</p> <ul style="list-style-type: none">• 55/45 poly/polypropylene double knit• Unstructured• Low Profile• Hook & Loop Closure <p>\$20.00 Each</p>		Quantity	\$ Item Total
Contact Name				\$ Order Total
Contact Phone #				

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

EVENTMASTER: Randy Walker

CONTACT INFO: 715-441-6084

email: rswalker@baldwin-telecom.net



Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. We will have our first rest stop in Pepin with a second rest stop at the Eau Galle Cheese Factory near Durand. Browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, approximately 4pm, we will line up our cars for a Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information and pictures check out their website: <http://www.vinointhevalley.com>

Event Information

- **Date:** Saturday August 6, 2016
- **Start Location:** Point Douglas Park, Prescott WI.
- **End Location:** Vino in the Valley.
- **Time:** Arrive by 11am, we will leave the lot at 11:30.
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 60 Nord Stern club members who register by August 3, 2016.
- No registration will be accepted the day of the drive.
- To register please send an email to: rswalker@baldwin-telecom.net

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 - Road America DE 2016

photos by Richard Brown

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.



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

A Four-Cylinder Pilgrimage

by Gordon Maltby
re-printed, by permission,
from September 1990
Nord Stern newsletter

*The romance of the open
road, or, how to get from
point A to point B in a 912
while battling heat, dust,
mountains, insects and the
ubiquitous motorhome.*

In memory, the days of youth seem to take on a rosy tint as they recede farther into the distance. All the hard edges are softened by the passing of time and what's left is like a sunset - a pleasant vision created by distortion.

My last cross-country excursion was fourteen years ago in a 1960 VW van. In February. In a blizzard. Insane. I had owned a few 911's, and the best place to sell one was in California. That's how I ended up returning to Minnesota in a rust-free but trust-free Microbus. It was all an exciting adventure - new places, new people, old beaters. There were many memorable moments, but the truth is, much of travelling was as exciting as being passed by semis going up the mountains, but that's another story. Still, from this vantage point, it all seems so romantic.

It was that wonderful memory of the open road - endless ribbons of concrete across the prairie and the kind of looping canyon highways that are unknown in Minnesota that brought me to the point of making plans for a reprise. Here was a need - photos and material about 356 Porsches - and here was an opportunity - the 356 Registry Holiday and the Porsche Parade back-to-back in the promised land of car culture - California! And here was the first chance in years to actually take two weeks off to do it! Who could ask for anything more? A plane ticket, maybe?

Scratch that sacrilegious thought and let's get back to the task at hand, packing: tool kit, spare electrical parts, oil, oil filter, rain-X, extra nuts & bolts, belts, plugs, brake pads, flashlight, lee chest, pop, snacks. I suppose I should bring some clothes along too. After a week, I'm ready and off toward western skies on a Monday morning.

It has always fascinated me that there really seems to be a point where the west begins. In central South Dakota the trees have thinned out and the terrain takes on a long rolling character punctuated here and there by windmills and Wall Drug signs. This must be the wild west - there's a cowboy on that billboard. Something else that won't escape your notice is that here on the prairie, people drive fast! Not just semis and sedans, but four-wheel drive monster truck wannabees and RVs with a Cd in four digits. And there's a definite move upscale among some of those rolling tract houses. They used to tow Honda civics - now it's Jeep Cherokees on two-wheel trailers. Somehow the rationale of pushing a small house across the prairie to save 50 bucks a night on motel rooms escapes me.

Now, given the choice between spending the night in an RV park or a Motel Six, I'll take the passenger seat of a Porsche. It's easy, it's cheap and it's not that uncomfortable. And with every room at the Stuttgart motel comes a great view, but it's up to you to choose it. Best spots for a 'park-n-sleep' are in the high desert or the mountains, where it's cool at night and there are no bugs. You should choose a freeway exit that's marked no services. That can be translated to "no people" - just what you want. When you find a great spot and turn off the engine, you'll be amazed at how quiet it is and even if you've driven until dark, there's a glow beyond the peaks until almost midnight. After a day on the road, you need the kind of perspective that can only be had by gazing up at a clear starry sky. And the stretch does your neck muscles good.

First light, about 4 a.m., is a good time to make time back on the highway. Even the truckers have

*Road food is, well,
it's just part of the
adventure.*

given it up for a few hours and you have plenty of time to consider that most important decision - where to have breakfast. Now, bear in mind, "gastronomic tour of the west" is a contradiction in terms. Road food is, well, it's just part of the adventure. I like to think of a Chorizo and egg taco salad for breakfast as broadening my horizons, culinary-wise. Actually, I try not to think about it at all anymore, it may be months before I can face an egg again. The real test of a good cafe is, of course, in its coffee. I found that you can believe a sign that says 'best coffee in town', but all things being relative, you may want to just opt for another town. I developed a procedure for coffee stops: Never ask if



the coffee is fresh. Always get a cup to go. Never drink any until you're out of sight of the cashier. Never spit any out near your car's paint or alloy wheels.

Another procedure that the seasoned traveller

Another procedure that the seasoned traveller is well acquainted with is the "1,000-mile footwell service."

is well acquainted with is the 1000-mile footwell service. This routine maintenance is best performed by stopping next to an unattended dumpster where you can shovel out the debris that's accumulated on the passenger floor. Be especially careful of broken mineral water bottles and melted chocolate bar wrappers. If you park on an incline, nose-down, the garbage you've thrown over your shoulder into the back seat will roll forward for easy removal. Filled up and cleaned out,

it's back on the highway, now approaching the mountains. The slopes of the Rockies are what engineers had in mind when they invented fuel injection and computer controlled ignition. Four cylinders are just no match for a 15% grade, and I spend the time admiring the scenery as it passes slowly by. A mile and a half up, (from sea level)

the engine displays some curious behavior. Pressing the gas pedal gives a change in tone, (waaaaa uuuuuh) but no change in speed. By the time I reach the Eisenhower tunnel at 12,000 feet the engine is gasping.

Once over the hump, it's a different story. It's a credit to Butzi Porsche's aerodynamic



Continued on page 24



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PHOTO COURTESY TAHOE SOUTH/ R. BAHNOUN

The USAF Thunderbirds Host the LVRPCA at Nellis Air Force Base “Land Rockets: USAF Thunderbirds Lift Spirits to the Skies”

*by Jim Miller
Las Vegas Region
(formerly Nord Stern)*

The US Air Force Thunderbirds flying demonstration team is, to a great extent, one of the main USAF public relations arms. The Thunderbirds travel the world, providing aerial demonstrations of precision flying, and showing off the amazing capabilities of our Air Force.

Though away from home most of the year, the Thunderbirds somehow found time to reach out to their neighbors as a way to continue their mission. Since the Thunderbirds are based at Nellis Air Force Base in Las Vegas, those neighbors include the Las Vegas Region of the PCA.

Through the efforts of LVRPCA's Jäger Holt and wife Karen, the LVR was invited to a day of show and tell, with Porsches plus F-16s, F-35s, and other fighter planes as the stars of the show.

On the appointed morning, over a dozen Porsche owners filed into the Base Security office, to be cleared for approach to the flight line. With hundreds of highly-trained and invaluable officers and enlisted personnel on site - to say nothing of what is probably well over a billion dollars' worth of planes - the security staff was tough. Thorough, polite, and serious, they examined us and all sort of papers, finally letting the parking lot of very colorful and shiny Porsches enter the base.

After coordinating all of the access requirements, PCA'rs were treated to a rare first-hand look into the life of what it means to be a military pilot. Everyone was treated to a fast-moving documentary of the team's history, going back to 1963. Then the pace picked up as we checked out cockpit mock-ups, tried on pilots' helmets, and more.

As we approached the line of Thunderbird F-16s, each of our cars was stopped and the corners examined by kneeling airmen. At first a bit puzzling, we learned that they were inspecting tire treads for pebbles and rocks. Couldn't have us carrying rocky pieces onto the apron, where they could be sucked into a running jet engine, causing more damage than a Porsche is worth!

While watching various USAF jet fighters take off and land we spent hours talking to the many officers and enlisted

Roger Greene: Carol and I participated in a Community Outreach program put on by the USAF's Thunderbirds. After spending several hours with both officers and enlisted personnel, one can't help but recognize the huge sense of pride in these outstanding young men and women. Remember, they are all volunteers who have worked incredibly hard to be selected to represent the USAF to the public as a member of the Thunderbirds. We met pilots, the flight surgeon, mechanics, public relations personnel, and the "Boss". Each and every man and woman we met displayed intelligence, integrity, honor, leadership, displayed pride in the job they were doing, were articulate, patient with our many questions, and kept thanking us for being there with them.

Obviously, we were thrilled to be able to tour their facilities, take photos of our cars in front of the Thunderbirds F-16 Fighting Falcons and were deeply honored and humbled to have the opportunity to meet such dedicated and wonderful young Air Force men and women.

I left with an immense sense of pride and felt incredibly honored to have met these folks who put their lives on the line every day so we can enjoy the freedoms we do. We are in good hands with our United States Air Force.

staff hosting us, and taking photographs of Porsches with the Thunderbirds' F-16s. Then we had another



hour of touring of their museum and memorabilia center, and an hour of informal Q&A while walking around in their magnificent hanger.

The whole time, the Thunderbirds Team members kept it fun and lively: always available and happy to answer anything. Like: how they learn to fly mere inches from each other at speeds just barely over the top speed of your Porsche . . . uh, OK, so maybe they go just a little bit faster: If you grit your teeth for fear of backing out of your garage past unseen hazards



at two miles an hour, imagine flying 18 inches away from other jets, which, according to Lieutenant Colonel Caroline Jensen, that's what they do at 450 knots.

Lt Col Jensen flies in the four-ship formation, the



“diamond” at the center of the Thunderbird’s larger triangle grouping which is all six of their jets. There are a total of 12 officers, but how many people are on the entire team? Nearly 135 personnel spanning about 30 different career specialties are needed to keep everything running for airshows. Most of us had no idea what’s involved.

The remaining two pilots are solo pilots, the ones who break off from the triangle formation to thrill the crowd with high-speed passes, inverted flying, and other performance feats like pulling 9 Gs ... things most of us can only dream of when burying our foot into the gas pedal. PCA has one of the solo pilots, Major Jason Curtis, to thank for encouraging LVR’s Jäger toward getting permission for the Club’s visit. Major Darrick Lee made it official by getting his Commander’s blessing to pair Porsches with planes.

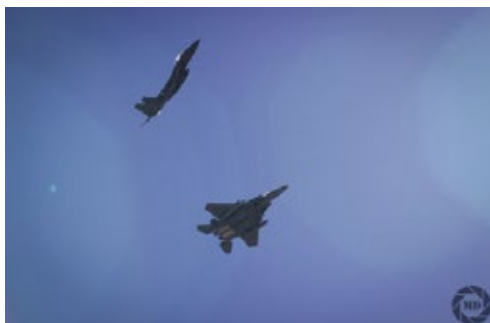
Major Lee was so fired up about adding more



thrust to their flight-line that he personally opened the airfield to Porsches at 5 AM for sunrise photos. Now THAT’s dedication, and it turned out to be the norm as we were wowed by our gracious hosts over and over. After seeing the great things the Thunderbirds accomplish on the ground, it still barely compares to

their awe inspiring feats of flight in the skies.

Likewise, an inspiring LVR member, Gary



Ackerman, had a schedule conflict, but shipped his rare ‘63 356 Roadster to the military base because of his Porsche passion and patriotism. More rare than a 356 Speedster, it arrived for the early-morning photo-shoot. Mr. Ackerman is not only the owner of the Vegas Porsche dealership, but has been the Honorary Squadron Commander of various Nellis AFB units plus even a Test and Evaluation Group over the last decades - a big community impact in multiple ways.



A nod of appreciation is also owed to the photographers that eagerly showed up before dawn to capture the whole day: Matt Diaquila, Sean Douglass, and Exceed Photography’s Edyta Sokolowska. It is their high-flying photography in the above photographs!

Jim Miller: Those of us who were blessed with the opportunity to see and learn about the Thunderbirds were not disappointed. We were treated to photo opportunities on the flight line in front of the F-16As that make up the Thunderbirds’ squadron. We had our pictures taken with Officers and Enlisted personnel. After the photos, we learned about the history of the Thunderbirds and the rigorous training and maintenance schedules required to keep the planes and pilots in A1 condition.

But, as impressive and awe-inspiring as are the planes and the heritage behind today’s Thunderbirds, it was the people who made the day so rewarding. To a person, they were the best examples of our military force. They obviously love their work, and it showed in everything they did and said in presenting the Thunderbirds’ story and answering our questions. Among those people were several pilots, their Flight Surgeon, Executive Officer, and Public Affairs Officer. There were many enlisted personnel as well, and they were equally impressive and devoted to their job as members of the Thunderbird team.

To paraphrase the Porsche slogan: “It’s not just the ‘planes,’ it’s the people.” If these people are representative of the quality of our fighting men and women, this country is in good hands!

Auto Lieben Sunday July 31st

Info courtesy Jackson Richter

Again this summer, a 2nd annual car show is planned out on the grounds of Afton Alps. The event will feature 'show and shine' for cars attending, food, vendor displays, photo opportunities and just a lot of low-key fun in a lovely setting. There is a sign-up for an approximate head count - there is NO pre-payment requirement. This year the cost will be \$8 (cash only) at the gate upon entry, and the show is from 10 a.m. to 4 p.m., Sunday July 31. Proceeds will be donated to this year's charity choice.

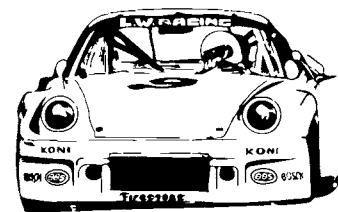
So plan on food, beverage and a few dealerships on hand to show off their latest and greatest! Also, the charity will be bringing one of their large carriage horses to show, and possibly some special photo opportunities for a few owners with a car + horse. there also is hotel information for anybody coming from out of town or from the Dakotas, Wisconsin so contact Jack directly at: prestigeinstruments1@me.com

Link to register:

<http://www.motorsportreg.com/events/auto-lieben-motorsports-festival-afton-alps-648012#.V2WjI2OFNSV>

Out and About with Nord Sterners!

Firelli Cup Car Series results from Hasting saw Nord Stern with a great showing for this series!



Event: Great Plains Region Carrera GT at MPH

GTC3 Sprint 1:

Jerry Greene, P1, Nord Stern
Mark Steingas, P2, Nord Stern
Mike Courtney, P3, Nord Stern

GTC3 Sprint 3:

Mark Steingas, P1, Nord Stern
Clint Sawinski, P2, Nord Stern
Mike Courtney, P3, Nord Stern

Way to go Nord Stern!

Submitted by Zone 10 Rep, Julie Bailey

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



Someone wrote “Cut” on the cover of the copy I have; only eight pages survived the cut, but the concours photos are beautiful and there are some highlights in the content. I search ahead into September and Eureka! Gordon Maltby (Editor/Publisher of the 356 Registry Newsletter) has a wonderful article about his West Coast road trip. Part one is re-published elsewhere in this issue.

– Ron Faust

August 1990

- **Ann Bennion**, listing her byline as “Co—Editor (for the moment)” writes on the “Joys of Excessiveness”. Nord Sterners, she says are very excessive people—off the deep end, a piece of work, off the wall,” but she says its “great, a good thing”. She lists some examples:
 - **Kim Crumb** - how many people do you know who could write an encyclopedia on 928 brakes and has used them all.
 - **John Belgarde** - can you imagine a rancher driving from the Dakotas with a Porsche tied down on a trailer by rope? He was a great BIR autocross instructor too.
 - **Teresa Vickery** - business woman, autocrosser and, believe it or not, she raises unusual rabbits.
 - Ann concludes with . . . don’t worry about your excessiveness . . . you’ll fit in just fine! . . . be somebody . . . offer to be editor of the newsletter.”
- The calendar includes a tour to the Harbor View Cafe on Lake Pepin and a progressive dinner with four courses served at the homes of four Porsche families.

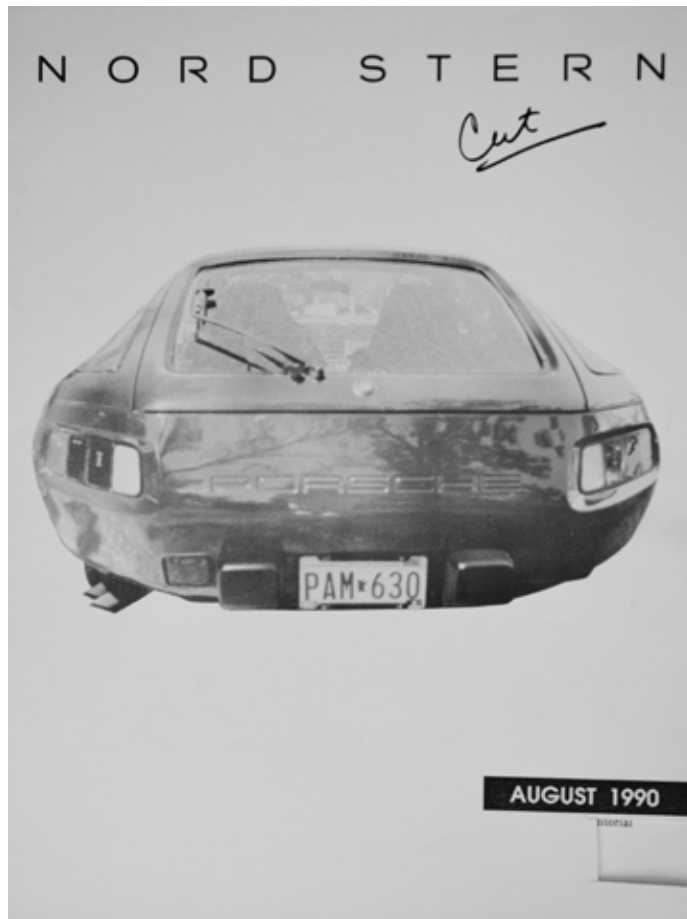
- Approximately 50 cars showed up for the Afton Concours d’Elegance.
- **Rick Polk** is listed as a new member.

September 1990

- This issue is chuck full of contributions from Nord Stern writers—24 pages.
- **Sonia Fortier** lists herself as the “Other Co-Editor (for the moment)”. She applies Kipling’s quote “*I’ve taken my fun where I’ve found it . . .*” to Nord Stern. She writes, “*You may discover our secret. We’re living the dream!*” Sonia goes poetic, “*We ogle at other’s Porsches, impulsively inspecting them for noteworthy nuances.*” “*We’ve found a multitude of means*

and modes to Porsche pleasures. We’re sincerely and splendidly social . . . happily helpful, . . . and positively passionate about our Porsches”.

Maybe she was writing a book of Porsche poetry. Maybe she was writing copy for the ad men!



August 1990 Cover.
The “Cut” issue. Who’s 928? Mr Go-Fast you can bet



Right, whether judging or superbly detailing her own Porsche, Teresa Vickery (Pfister) and her sunniest Smile!



All images on this page are from the 1990 Afton Concours 'scene'

Judging was serious, competition close and the spectators and owners enjoyed it all! The park in downtown Afton was a fun venue, fun drive out and back and really good ice cream right across the street! Ah, the good 'ole days . . .



Left: Gordon Maltby on his 1990 "Four-Cylinder Pilgrimage"

Below: Sunset in the Badlands: keep the pedal to the metal in that 912 and don't lift, but watch out for buffalo



The Scans Continue . . .



Above: A genuine T shirt from the 1976 PCA National Parade when it was here in Minnesota

Pilgrimage . . .

continued from page 17

body design that a 912 will coast downhill at over 90 miles an hour. I feel good making up both time and MPG, but this mountain range is only the first of many between the plains and the coast. Utah is majestic, almost eerie, and in Nevada it's easy to understand why much of the state is a bombing range. A stop in Las Vegas makes me wonder why more of the state isn't a bombing range. Near the California border, traffic clots and slows to seventy something. It's time for gas in Baker and the big bank time 'n temp sign says 116. I check my watch, and it's after 2, so I guess that must mean Fahrenheit. It's no wonder I feel hot, but a big bag of ice and a six-pack of Coke keep me going. I feel self-conscious

because I chastise my son for chewing ice cubes, and here I am merrily munching away. My tongue goes numb after a while, but the rest of me feels like I'm ready to dry up and blow away. At least there's oxygen at this elevation, and the car runs well, even in the heat.

Crossing the last mountains into San Bernardino, I drive into a wall of coastal air - cool and moist, it feels wonderful. even though it looks a little hazy. The scenery takes on that peculiar Los Angeles look: grey concrete, green foliage, white buildings. brown mountains, orange air, and sometimes, a blue sky. The next order of business is to find a motel and a car wash - we both really need a bath. My room is near the ice machine, and I've heard concrete mixers with a lower decibel level. But the party

animals finally give up, morning comes, and I'm off to visit the first stop on my Porsche pilgrimage.

Next month: Rows of wrecks, concours crazies, four-cam fever and yes, Virginia, there really is a Maestro.





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Mark your calendars now for the 2016 Dates:

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

Our website is: 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.

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Get It On The Schedule!

text and photos by Jim Southwell

We're all "scheduled" nowadays right? We have a meeting, a dinner date, and daycare pickup duty. Doctor appointment, lunch with a friend, time with extended family. Is tomorrow recycling day in the neighborhood? Every once in a while I am reminded by my wife Gayle to "put it on the calendar" when my flimsy plans come into conflict with something already agreed and scheduled. Okay, promise, I'll schedule some time to do just that.

How about melding our own personal passions and the accompanying time requirements into the whole mix? That needs to happen too. One needs to plan. Since most big racing organizations publish their upcoming schedule somewhere near the end of the current year, plenty of time is available. Start thinking ahead but don't miss any of the season end events.

I've enjoyed vintage racing for the last fifteen years or so, as it encompasses most of the types of cars I've seen race in the past, plus others I've never seen, and some really significant cars show up. This leads to all the commemorative events and tributes: Can-Am Thunder, Fifty years of the GT350, Ten years of the Humber Super Snipe. Fifty Years of the 911 a few years ago surely struck a chord. Pick the one you like and get it scheduled!

As I contemplated the coming 2016 racing season I was aware of the 100th running of the Indy 500. Because two of my friends were jabbering about it and dancing around the idea of attending . . . Would I be interested? I'd been to Indy once and saw Jim Hall's car win with Johnny Rutherford aboard. The Chaparral 2K "Yellow Submarine" used its early ground effects to good advantage, taking the pole, leading 118 laps and winning by thirty seconds. Thirty-six years ago. About time to go again!



JB and the author with an Indy hero

So who's going? Checking with first friend, the one that first mentioned going, JB, and he's quickly answering in the affirmative. I offer to buy the tickets and a plan begins. We both will work on housing and see what comes up. He knows the real estate better as he grew up in Indy. Nice, but I've got Gayle, and she is an internet housing and airline ticket search maven. Go to work. Oops, what about second friend, BB? I mention the developing plans and he gives me a 50/50 answer and that's as far as it goes.

I bought the tickets on April 6th, and the race would be May 29th. JB and I had each come up with a few possibilities. With the crummiest motel in Indy asking for three nights at \$350 or worse, we took a LaQuinta in Lafayette, about sixty-five miles out. Right on I-65.

Okay, we have to get there. We're going to drive, and JB volunteers his GTI. It's a late model with 20k miles, six speed, good tires and lowered on sport springs for improved center of gravity and handling on the interstate. Thirty-two mpg at seventy-five plus works too. I'm in for the Valentine, Garmin, ipod and gas money. The plan is to drive to Indy the Friday before the race, be there all day Saturday and for the race on Sunday, maybe just drive home after the race.

JB lives in St. Paul and I'm in Plymouth, so we agree to meet at his house at 6:00AM and get on the road. After loading my steamer trunk and some other essentials, including an IMS approved cooler in the hatch, we are down the road at 6:10AM. Looking good. The plan is I-94 to Madison, 39 to I-90, I-290 to I-294, and I-80 to I-65. This isn't going to one of those "take the back roads and see the real America" trips; we have 620 miles each way to cover in a limited time. No big deal for two road warriors like JB and me!

The trip to Chicago goes well, and we make good time. The radio doesn't even come on, as we have plenty of things to talk about. We are both long time race fans, and whatever story is shared is soon one-upped by the other person, and we keep each other honest. The route goes well, but I miss the exit for I-290 and we pick up I-294 just past O'Hare. No big deal. About this time, JB starts showing his driving prowess to good advantage, as traffic has of course picked up, and strangely not everyone has the same average speed goal to maintain.

Now, JB is a long time BMW guy, has been their club's Chief Driving Instructor, and is an ace in a go-kart. His moves in highway traffic are very cut-and-thrust and no gap is too small. The Chicago suburbs fly by and we make the usual tollway pitstops. I hand him the money, he pays the attendant, and we're off again. Faster than Ricciardo's tire change at Monaco! We make it to Lafayette in 8:20, stops included.

The plan was to head into Indy in the morning, and stop at the Speedway Museum first. We've both seen it more than once, but the display is always changing, as the museum staff can pull cars from their lower level storage to fit any theme. I saw the 1970 LeMans winning 917 and the Mercedes W196 streamliner on my first visit, and I was anxious to see it again. JB had arranged parking right on Georgetown Road at El Lou Trailer Park, so we were in great shape.

There it was the weekend of the 100th Running of the 500, and in a classy move the museum honored Penske Racing with a special display for their fifty year history, and Roger was tapped to drive the pace car. There was a room full of the winning Penske Indy cars, trophies, driving suits, and lots of interesting memorabilia. Outside this room it continued with more Penske cars, this time from NASCAR and SCCA. How would you top the famous ten race winning '68 Camaro? Easy, park the 1971

L & M 917/10 right behind it. And one row over, the 1972 917/30 in the famous Sunoco colors. I wonder how many of the 917/30 exist, as I've seen at least four in the last few



917/10 won the 1972 Can-Am series with George Follmer

years in different spots.

The balance of the museum had a comprehensive display of racecars from all eras of the speedway. Starting with the Marmon Wasp that won the first race in 1911, through the Miller, Kurtis Kraft and Watson phases of history. AJ Foyt's four winning cars were grouped together, naturally, covering a seventeen year run. We spent about two hours ogling the cars, taking photos and elbowing our way through the crowd. A quick walk past all the merch for sale in the gift shops was all I needed, as I had already swiped the card at the Randy Owens shop in the infield.

Okay, so we saw a few Porsches in the Museum, but what about Porsche involvement in the actual race? Maserati, Peugeot, Mercedes all had early success at Indy, but Porsche didn't mount a real assault until the eighties. There may have been a few privateer attempts with Porsche power before that, but the first evidence of factory support was in 1980 with the Interscope Racing team. This was the era of USAC sanctioning, and there appeared to be a chance to run a 911 based engine with some higher boost to make it competitive as a "stock block" engine. Things went well for Interscope and driver Danny Ongais until USAC looked over the times Ongais was turning. The allowed boost was dropped from approximately 55 in to 48, and the car was no longer competitive. Interscope entered their Parnelli/Cosworth car and Ongais finished 7th after hitting the 4th corner wall on the last lap. Interestingly, the 2.65 liter Porsche engine was used a few

years later in the first 956 racers.

Porsche also designed their own car and engine to run in the CART series, running the last race of the season in 1987, getting a DNF with Al Unser Sr. driving. The next three years, Teo Fabi ran a March/Porsche in CART and the Indy 500 for Porsche Motorsport North America. He DNF'd each year at Indy, but did win the Mid-Ohio race in 1989 after taking pole. Porsche was done with open wheel racing in the US at the end of the 1990 season. I wish I still had the VHS tape of Teo winning in Ohio!

Sunday, we plan to get up early and hit I-65 to make an easy slide into our parking spot at El Lou. Ah, the best laid plans. We ended up spending close to an hour on I-465 waiting to get off at Crawfordsville Rd to get to the track. We weren't the only ones, as 350k people were expected at the Speedway. We were there by about 10:30 a.m. and found our seats in the Turn Three-Four short chute. Five rows up from the fence, on the aisle, looking good. With the race set to start just after noon, there was plenty of time for pageantry and nostalgia. It is, after all, "The Greatest Spectacle in Racing!"

The pre-race show started off with a parade lap of cars from the Museum. The same cars that thousands flocked to see Saturday, at least fifteen of them, were pulled from the displays, started and driven on the track! All eras represented, starting with the 1911 winning Marmon Wasp, Al Sr. driving. This was just unbelievable, to see these cars running, and let me tell you, that Marmon looked HUGE on the track!

Since it was Memorial Day weekend, there was a nice salute to our armed services, with a parade lap for brass from the four branches. I'd rather have seen enlisted and non-com service men and women, but it was nice nonetheless.

We were then treated to a rendition of "Back Home in Indiana" by Josh Kaufman, winner of The Voice a few seasons ago. He did Jim Nabors proud. Somewhere along here there were performances by the Purdue Band, a benediction to solemnize the proceedings,

Continued on page 31



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Schedule it! . . .

continued from page 25

and Lady Gaga got a ride in the Indy two-seater with Mario Andretti. Mario gave her a blazing ride through Turn 4! At noon it was time for the National Anthem, which Darius Rucker handled nicely. He was accompanied by a triple flyover, including a WWII bomber, a P51 Mustang, and finally four jets in close formation as “the home of the brave” came through the PA. Stirring, indeed!

One of the Hulmans gave the “Start your engines” command and the hoopla was over and the real show about to start. There were several great storylines for the race, and any one of them would have been fine for me. James Hinchcliffe was on pole, after nearly dying in a practice accident the previous year. Would Helio Castroneves win his fourth 500? Could Graham Rahal win exactly thirty years after his father Bobby? How about Marco Andretti, is it time to break the Andretti curse? After three parade laps, with lots of new Camaros leading the field, the story would unfold.

The field got the green flag and everyone made it through Turn One cleanly. We could see the cars coming through Turn Three, go past us, and then Turn Four onto the front straight. It was interesting to see cars get set up for a move on the straight, and Ryan Hunter-Reay was hard on Hinchcliffe’s tail in Four. Sure enough, he caught him and passed before the start-finish line, depriving Hinch of leading the first lap. No big deal, the race would have some furious passing and fifty-four lead changes before it was all over. We did have two Jumbotrons facing our seats inside the infield, but it wasn’t like watching your own flatscreen at home. It’s a challenge to keep up with everything going on at a major race like this, but worth it in my mind. All the sights, sounds, smells, people watching, I love it!

Juan Pablo Montoya won the first Indy 500 he entered in 2000. Al Unser Jr. had warned him that it was difficult at Indy and to be careful. JPM retorted with “It’s four identical corners, what can be so hard?” He led for 167 laps and won the race. Fast forward and he’s

back at Indy for 2014, and in 2015 he wins again. This year, he had another first, the first person to crash out of the race. Seems Little Al was right. Turn Two found him out when some understeer and an overcorrection got the best of him. After that, there were a few more minor accidents and one nice pit road altercation between three of the top runners, but nothing major. Whew.

Hinchcliffe took the pole at 230 mph, and the racing was in the low 220’s all afternoon. Indy rookie Alexander Rossi set fast lap at 225 mph and bided his time trying to make up for two lousy pits tops. He wasn’t in a position to complain, as his ride was set up in the last few weeks between Bryan Herta and Andretti Autosport, and was only feasible because his Formula 1 ride didn’t materialize after a few starts last year. While Hinchcliffe, Kanaan, Munoz and Hunter-Reay traded the lead and made furious pit stops to stay in the hunt, Rossi conserved fuel and held good track position for thirty-six laps and crossed the finish line leading the 200th lap almost alone on the main straight. None of the nail biting, fractional second margins of victory that Indy is famous for, but satisfying on its own. Rossi made it almost around after winning and coasted to a stop near our seats in the Northwest Vista and was towed back to the winner’s circle area to celebrate. From rookie to having his likeness on the Borg-Warner Trophy, quite a day for young Rossi.

Okay, this was a weekend trip; once the crowd thinned out we made a beeline for the exits and our car at the El Lou. It took at least a half an hour to walk off the grounds and another forty-five minutes to get away from the parking area onto a street. Of course, the traffic is being routed well away from where we want to head, so we made a short trip towards downtown and found our way to I-65 North. We are driving home that night! Heavy traffic for about the first hour then clear sailing. JB drove the first half, and I took over at the Belvidere Oasis on I-90 in Illinois. I’ve done plenty of trips on this route and Belvidere was my usual first stopping point from the Twin Cities. Running the route in reverse should be no problem. Down a Red Bull, get my wings, and head for home.



Everything is done on a big scale at IMS

JB was very trusting, as he was soon asleep and I was on the move. Pick a reasonable speed, set the cruise, and rack up the miles. The GTI was great, really nice seats, and I enjoyed my 320 mile stint. All except for constantly scanning the roadsides for any deer that might decide to make a sprint across my line. No problems, back at JB’s place at 2:30 a.m. and another twenty-four miles back to Plymouth.

The next day, it’s back to the regular routine. What do I have scheduled? At least some of the new week will be spent getting ready for the next weekend’s trip. But this time we are really flying, via Spirit, to Michigan. Hey wait, the Indycars are running both days in Detroit at Belle Isle. Can I work that into the schedule?

Here are just a few events coming up that would interest a Porsche enthusiast, I believe:

- Nord Stern Club Race and DE, July 22-24, Brainerd International Raceway (editor’s note: ABSOLUTELY!)
- WeatherTech International Challenge, July 14-17, Road America
- VINO in the Valley, August 6, see calendar
- Nord Stern Last Fling Driver Training, Sept. 16, Brainerd International Raceway
- Nord Stern Annual Fall color Tour, Sept. 30-Oct. 2, Blue Fin Bay, Tofte, MN

I have a few of these events in mind myself, how about you? Get it scheduled!

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>.



For two years, all 356 models were built in an old sawmill in Gmund, Austria

They were also better, since they were made with aluminum bodies instead of the steel bodies the later German cars had, and were thus much lighter.

The very first road going sports car made by Porsche was mid-engined

Everyone thinks of the Porsche 356 as a rear-engined car—and most were—but the first prototype, 356/1, had the engine behind the driver but in front of the rear axle for better balance. It also won its very first race, a hillclimb event in Innsbruck.



The Dutch Police used to drive the Porsche 356

Porsche built 10 of them a full year after production had officially stopped, just for the Dutch. Rumor has it that the one you're looking at belongs to one Jerry Seinfeld.

Most early Porsche automobiles were actually made with bodies by Recaro, which you know as one of the world's premier seatmakers

Reutter Carrosserie Werke manufactured car bodies and interiors, and contracted with Porsche to make the 356 bodies. By the early 1960s, Porsche bought the body-making part of the company, and the rest of the company changed its name to Recaro.



Twin Cities & Area Events/ Autocross Calendar 2016

DATE	EVENT	SPONSOR/STATUS	LOCATION
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

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

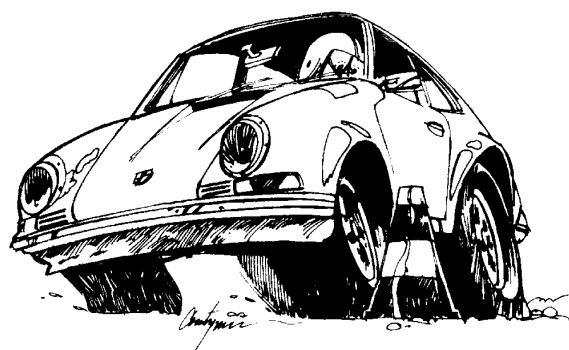
CVTC = Chippewa Valley Technical College, Eau Claire, WI

DCTC = Dakota County Technical College, Rosemount, MN

FOREST CITY, IA = Winnebago Industries Parking Lot

WEST SALEM = LaCrosse County Fairgrounds Speedway, West Salem, WI

WINONA = Southeast Technical Institute, Winona, 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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Curmudgeon Chronicles

By Ken Kamstra

reprinted from September 2005
Nord Stern!

One hundred degrees hot; humidity to match! Hell for Carmudgeons. Most days, I am maybe a bit opinionated, albeit always right. Ask any of my fellow Carmudgeons. These sauna days, it could be said that I have gone over to downright crotchety. I still love my aging cars but it's not as much fun to play with them.

Let me explain that I am a "keeper" not a collector of cars. Each represents a life chapter. Not all chapters of course. Chapter one—it's in my book—happened on our Minnesota family farm. It's the one that triggered my then dormant Auto Erotic Gene. Age seven, hanging on for dear life as my older brothers tore around country roads in a stripped down Model T Ford. Then there was the all-too-extended "junkie" chapters; cars unworthy of immortality.

My stints in World War II and Korea delayed the "keeper Era" a few more years. Serious car-keeping didn't really start until the late sixties. The "queen" among them is my 1969 Mercedes sedan. Bought new (\$8,300), looks new and still fun to drive.

But this day is for a mercy mission, a sentimental journey. I am up early to take my Porsche out for a spin. It's an anniversary, kind of. The big assed 928 coupe was my number one cruiser back in '85. Used it to commute to the Austin, Texas office of Kamstra Communications. Took a few more hours than flying but a helluva lot more fun and no boring rental car on arrival. The 928 capped my "Porsche Period" that started in the late fifties with my 356. Couldn't afford to keep the early ones.

Porsche purists maligned my 928. "Not a real Porsche!," they scoffed as I tooted around town in my beautiful burgundy beast. The big, rumbling, up front V8 scoffing right back at purist taunts.

Well, today was designated 928 Day; the heat and scoffers be damned! As I make my way to its storage home, I see gas prices still soaring. Regular at \$2.44.99. That's \$2.65 for Porsche premium. A smirk replaces

my scowl as I recall a past Carmudgeon Chronicles prediction that more and more farm products would find their way into our gas tanks (and add to the price). Sure enough, now there is sugar beet-based gas, a soybean diesel fuel concoction and your basic corn-based ethanol.

Meanwhile, I head for my secret station and fill up with real, 100% gas at 92 octane.

At last, key in hand, I approach my 928. Soon, I'll hear the guttural voice of the big V8 saying, "It's about time you showed up. Let's get out of this stuffy place and roll!"

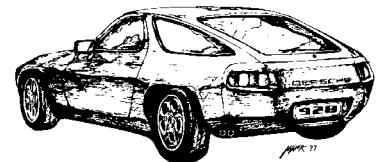
Or I won't. The fully charged battery spins the engine easily but no guttural voice. Nothing! Any Carmudgeon worth his salt pops the hood at this point and pretends he can find the problem.

I never get the chance. As I open the door, the car alarm screams at me; saying, in effect, "Unauthorized person in this vehicle. You are obviously a car thief or some other kind of low life. Get out and get running before the cops get here!"

It has come to this. My 928 is exacting a cruel revenge for all those years of neglect. Maybe someday my 928 will forgive me and we will be pals again. Right now, I'm heading for my air conditioned home.

Damn, I hate
hot weather!

928



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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. With the Panamera REST mode the residual heat of the engine can be used to heat the interior for up to 20 minutes.

- a. True
- b. False

Panamera Owners Manual pg. 66

2. In anticipation of the Cayenne's introduction in 2002, PCNA launched the _____, a multi-year program to reclaim America's paved and unpaved roads.

- a. Cayenne Restoration Initiative
- b. Cayenne Coast to Coast
- c. Cayenne Crossing Initiative
- d. Doing it in the Dirt

Porsche Panorama April 2012 pg. 37

3. To calibrate the compass on a 2006 Cayenne you need to drive to drive in a straight line.

- a. True
- b. False

Cayenne Owners Manual 2006 pg. 117

4. The compression ratio for an unsupercharged Cayenne engine is lower than a supercharged Cayenne engine.

- a. True
- b. False

*Excellence was Expected Karl Ludvigsen
2008 Edition Vol 3 pg. 1447*

5. If the vehicle is unlocked, the Cayenne Panorama roof system can no longer be operated after 10 minutes.

- a. True
- b. False

Cayenne Owners Manual 2006 pg. 173

6. The Panamera radar sensor for adaptive cruise control may not detect or detect too late vehicles in front in which of the following situations.

- a. Narrow vehicles
- b. Driving into and out of corners
- c. Stationary vehicles
- d. All of the above

Panamera Owners Manual pg. 164

7. Which of the following Cayenne Instrument Panel Warning Messages does not require the fault to be remedied at an authorized Porsche dealer.

- a. Ignition lock faulty
- b. Immobilizer active
- c. Warning – Brake circuit division
- d. Daytime driving lights off

*Cayenne Owners Manual 2006
pg. 124, 125, 128*

8. _____ was selected to supply the Cayenne's turbochargers.

- a. Garrett AirResearch
- b. KKK
- c. IHI
- d. VW

*Excellence was Expected Karl Ludvigsen
2008 Edition Vol 3 pg. 1449*

9. With the Cayenne Automatic Driving Light Assistant the low beam is not switched on automatically in the following situation.

- a. Dusk
- b. Rain
- c. Highway driving
- d. Fog

Cayenne Owners Manual 2006 pg. 133

10. The Panamera is the modern equivalent to the Type 989 that was shelved in the early 1990's?

- a. True
- b. False

*Excellence was Expected Karl Ludvigsen
2008 Edition Vol 3 pg. 1592*

11. The Cayenne development project was code named.

- a. E1
- b. MAC
- c. Type 964
- d. X5

*Excellence was Expected Karl Ludvigsen
2008 Edition Vol 3 pg. 1445*

12. "Porsche's UFO" is located in _____.

- a. Zwickau
- b. Chemnitz
- c. Area 51
- d. Leipzig

*Excellence was Expected Karl Ludvigsen
2008 Edition Vol 3 pg. 1454*

13. The Cayenne transfer case is supplied by New Departure Gear.

- a. True
- b. False

*Excellence was Expected Karl Ludvigsen
2008 Edition Vol 3 pg. 1446*

14. The Panamera air conditioning compressor switches off at temperatures below 38 degrees F. and cannot be switched on.

- a. True
- b. False

Panamera Owners Manual pg. 68

15. If the Panamera slide/tilt roof is defective it can be closed but not opened using the hexagon key from the tool kit.

- a. True
- b. False

Panamera Owners Manual pg. 82

q	'51	c	'8
a	'41	p	'7
a	'13	a	'5
p	'12	q	'4
a	'11	q	'3
a	'10	c	'2
p	'6	a	'1

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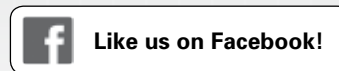
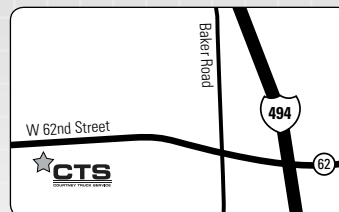
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Vanishing Art

by Pedro Bonilla, z
Pedro's Garage

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

Well it looks like if you're getting a new Porsche you're going to have to take lessons in German because you'll need to be able to say Porsche Doppelkupplungsgetriebe, please.

This is the wave of the future, the new(er) 7 speed dual clutch transmission from Porsche, now in it's third generation.

Even the new GT3 is now only offered exclusively with PDK. You cannot get it with a stick shift!

To me, sports cars made a connection between the driver and the car through the shifter.

Taking a manual transmission Porsche to the track or to a spirited drive on tight and winding mountain

roads is like going to church. Having to concentrate on accelerating, braking, steering and shifting, and making it all seem effortless and appear like a ballet requires a lot of effort and after a session like that I generally finish "cleansed" in body and soul.



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Ron Johnson

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

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One of my fondest memories is remembering my Dad teaching me to drive. Learning to synchronize the letting out of the clutch with the left foot while smoothly accelerating with the right was jarring to say the least. I remember the jerking forward and stopping as my left foot let out too soon, but I overcame and within a short time became a very smooth driver.

A year or so later my Dad decided that it was time for me to learn to heel-and-toe.

He was then, as I am now, a track junkie, and having one of his sons also enjoy anything that burned rubber and gasoline made him want to teach me everything he knew about cars, and he knew a great deal.

There's no doubt though, that the Porsche Doppelkupplungsgetriebe is an incredible feat of engineering capable of extremely fast shifting and it also makes shift points get their bearings from the driving dynamics of the driver. Upshifts and especially downshifts are perfect and made almost at the speed of light!

Downshifts are even done with rev-matching, much better than what we can heel-and-toe in our dreams!

But I'm now somewhat saddened because my children probably won't be able to teach my grandkids how to drive a stick, because there won't be any!

Well, there'll be my Boxster, which will live forever, but ... you know what I mean.

Porsche calls it a dual-clutch manual, but we all know it's an automatic. I mean, it shifts for you without any input and that's the definition of an automatic, even though it has some pretty cool steering wheel-mounted shift paddles.

So, the joy of being one with the car and the road will very soon come to an end when the last Porsche stick shift is made (probably sooner than we expect).

But if there's one thing I enjoy more than shifting and heel-and-toe'ing, it's lowering my lap times at the track, so I can't wait



to have one of the new generation Porsche Doppelkupplungsgetriebe-equipped Porsches!!!

I guess I'll just start teaching German to my grandkids so that they can properly pronounce: Porsche Doppelkupplungsgetriebe.

Happy Porsche-ing, 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**



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

2000 Porsche Boxster S, 3.2L, 6-Speed Manual, Midnight Blue Metallic, Tan/Silver Interior

Debadged, KW-V2 Adjustable Suspension, Limited Slip Differential, B&M Short Throw Shifter, Full Stainless Steel Exhaust



Headers, Fabspeed Stainless Delete Pipes (Catalytic Converter Bypass), Evo Air Intake and K&N Air Filter. Custom 19" Miro Wheels...w/ 2nd Set of Factory 17" Turbo Twist Wheels, Powder Coated Black w/ Porsche Center Caps, Rennline Floor Boards & Pedal

Set w/ dead pedal and heel-toe attachment for gas pedal, Rennline Engine Gauge Bezel Trim, Updated Bi-Xenon Headlights, clear side marker lights and red/clear tail lights, Factory Hardtop with Cover, Alpine Dual-Din Nav/Bluetooth/DVD/Satellite Radio w/ iPod/iPhone Adapter, Alpine Amplifier & Alpine Front Speakers, EvoMS Remapping, done by Imola, 2011, IMS Bearing Replaced by Auto Edge in 2010, Lexan Wind Deflector between Headrests, Car Cover, 2 Keys, Bentley Service Manual, Heated Multi-Function Seats, Power Windows, Locks and Rear Trunk. Plenty of tread on the tires and new brake pads last year. 103k miles. Serviced by Auto Edge since 2015, Imola from 2010 to 2015 and dealership before. Service records available. \$15,950. "S" model with LOTS of extras - new audio system, hardtop, extra set of rims and tires... Price negotiable if stock wheels preferred AND not include custom hard top, A well-maintained, fun, upgraded, reliable machine with a great rumble that is so fun to drive. Only reason I'm selling this machine is my boys are now older and we are looking at a larger vehicle where the 4 of us can create additional memories. Contact Jeff via email @ JWegge11@gmail.com or Text/Call 651.485.9029.

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.



Wanted

One 15x6 fuchs wheel for 1970 911. Mylo Gustafson, Maple Grove, MN, 763.250.0992, mylo.jodi@gmail.com

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. 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, mjb000000@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

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, 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
Watch the Kare11 story on Morrie's Teen School: <http://tinyurl.com/qaabjes>.

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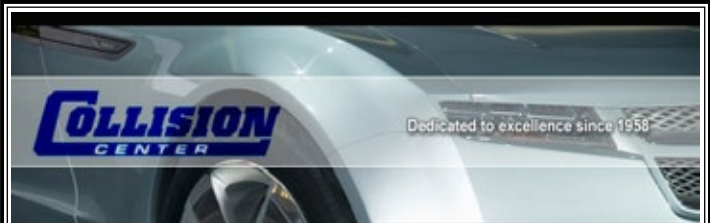
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