



Nord Stern Region PCA

August 2016



IMOLA

MOTORSPORTS Inc

2980 Empire Lane • Plymouth, MN 55447

SERVICE / PERFORMANCE / MAINTENANCE / RACING

Audi • Bentley • BMW • Ferrari • Lamborghini • Maserati • Mercedes • MINI • Porsche • VW

- Service & Repair
- Software Tuning
- Factory Technicians
- Maintenance
- Wheel Tire Service
- Window Tinting
- Performance
- Competitive Pricing
- Modern Lounge / WIFI

T | 763-205-2561



imolamotorsports.com

service@imolamotorsports.com  facebook.com/Imolamotorsports

ALL NEW FACILITY In Plymouth

EVOMS *it*
Intelligent Tuning *****

EVOLUTION
motorsports

FABSPEED
MOTORSPORTS

H&R

Elbach
SPRINGS

RSS



JRZ
SUSPENSION ENGINEERING

FIKSE

BILSTEIN
SHOCK ABSORBERS

ADV.1

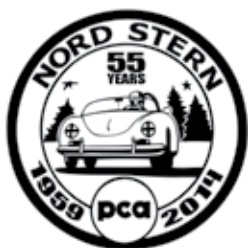
EUROPIPE

Bring this ad in and receive a 15% discount
on labor. (max value of \$200)

One time use. Valid through 2015
Not valid with other specials.

NORD

STERN



PORSCHE

AUGUST 2016

Dedicated to the belief that . . . getting there is half the fun.

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.

The editor reserves the right to edit all material. Articles and classifieds for publication in Nord Stern must be submitted by the 15th of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and Nord Stern.

Nord Stern membership is \$30 per calendar year. Nord Stern subscription for non-PCA members is \$40 per calendar year.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

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

Adv Mgr - Lara Dant, advertising@nordstern.org

Ron Faust, Staff Writer/Photog
218.961.1617

Please contact staff for any event coverage you may need
e-mail address: editor@nordstern.org
website: <http://www.nordstern.org>

Online issues, past and present are available in pdf format at <http://www.nordstern.org>



Cover - by
Michael
Grabner

Captured at
the annual
All Porsche
Show held
this year on
June 26 in
Roseville's
Central Park

Table of Contents

Departments

- 4 The Prez Sez . . .
- 5 2016 Nord Stern Officers and Committee Chairs
- 6 Welkommen . . . Welkommen . . . Welkommen
- 6 So, Just What Do We Do In Nord Stern??!
- 7 From the Editor
- 9 Car Biz Board . . . One Stop Shopping!
- 10 Club Talk . . . 'Talk'
- 38 Curmudgeon Chronicles
- 39 Book Reviews for Porsche-philes . . .
- 40 Tech Quiz Fun: Former Parade Q & A
- 44 Classifieds
- 45 PCA's Zone 10 Directory

Features

- 14 Make Me An Offer . . .
- 15 It Was The 'Show of Shows!' 2016
- 16 For the Nth Time!
- 18 2016 Porsche Parade
- 24 It Was The 'Show of Shows!' 2016
- 26 Several Laps of Heartland Park (Topeka) MY Way!
- 28 Remembering an Icon, by Malcolm Baca
- 32 A Few Things You Didn't Know About Porsches
- 35 A Special Dedication . . .
- 41 Out and About with Nord Sterners
- 43 Out and About at the All Porsche Show - 2016

Upcoming Events

- 8 2016 Calendar . . . Get Around with Nord Stern
- 8 MNC&C, 2016:
- 33 Twin Cities & Area Events/Autocross Calendar 2016
- 45 Morrie's Teen Defensive Driving Schools 2016

The Prez Sez . . .

by Paul Ingebrigtsen

Hello Nord Sterners, In addition to talking about upcoming events, my monthly challenge in writing this column is to find some theme or flavor that I hope will be of interest to club members. PCA's catchphrase is "It's not just the cars, it's the people." This month, I will take the pulpit to do some story-telling and to talk about both. I have been in the club for quite a few years now and as a driving instructor, I have had the opportunity to drive and ride in many different cars and to meet new members as they took their first steps onto the slippery slope. At our Road America event this year, a relatively new member asked me to ride along with him, as he had never driven the track before. He generously offered to let me drive his 2015 911 Turbo S to show him the lines. My goodness what a car! Incredible pull out of the corners, a rush of speed on the straights, and brakes that felt like they could stop a locomotive! We both had huge smiles on our faces as we changed seats!

Now I have greatly enjoyed my 968, but unfortunately, this experience with the Turbo S led to a certain amount of disappointment as I hustled my car around the track the next two days... An



itch was developing that needed to be scratched. Doreen and I are fortunate to have a southern retreat in Naples, FL, where I keep a 996 Turbo caged up for

leisurely street driving. Hmmm, I wonder what the Turbo would be like on the track? A week after Road America, on my next visit south, I managed to find a group that was running a DE event at the historic Sebring track, about 2 hours away. I took the plunge and drove the Turbo up to the event. I left in the dark at 5:30 a.m. and arrived at the fabled track as the sun was coming up. It was a thrill to see the signs and enter the same pits as the "real" racers used. I had no sooner picked out a spot when a new yellow Boxster S pulled in next to me. In true PCA fashion, the driver Luiz introduced himself to me, and as an Instructor, offered to show me the lines on the track. I also met a father and son who were exercising a new Cayman R for the first time. The cars and the PCA bond quickly broke the ice. My introduction to the track was a run in Luiz's screaming yellow Boxster and I was astounded at the acceleration, glorious noise, and nimble handling. The PDK never got it wrong and really smoothed out the downshifts in the second gear hairpin turns. What an amazing car!

I then had my turn in the Turbo, tentative at first, learning the lines of the 17-turn track. Gradually, I picked up confidence and picked up speed. The Turbo was eager to respond and for once I did not find myself wishing for more power as it bolted out of the turns and the speedometer climbed rapidly on the straights. The Turbo chewed up the turns, the stock suspension soaking up the many bumps and pavement changes. Despite 17 turns, the brakes never faded once, even as the speeds climbed and the outside temperature soared to a humid 94 degrees. Although I was ready to melt, the Turbo was ready for more.

Advertiser Directory

Aero Upholstery	27
Auto Edge	BC
Auto Vault	11
Betterliving Patio & Sunrooms by Portico	37
Bill Wolfson, Commercial Real Estate	38
Bravo	21
Bursch Travel	11
Car Biz: Alpine Transport, Anderson Motorsport Inc, Diamond Interiors, eglass, Higgins Insurance, Performance Auto & Audio, Schmit Towing, Trakside Tire, ..	9
Creative Color	7
Collision Center, Inc.	45
Courtney Truck Service	41
Dent Kraft PDR	25
Dent Werks PDR/Midwest ClearBra	36
Extra Space Storage	30
Further Performance	27
Imola Motorsports	IBC
Merrill Lynch, Peter Vickery	34
Morries Luxury Auto Campus Services	42
Nurburgring, Inc., Rick Moe	34
Porsche of Minneapolis	IBC
Porsche of St. Paul	IBC
Raymond Autobody	41
Tom McGlynn - Lakes Sotheby's	45
Werkstatt, European Auto Service	33

Continued on page 8

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

President Paul Ingebrigtsen 10181 Aetna Ave. NE Monticello, MN 55362	president@nordstern.org	Historic Archivist Kim Fritze	archivist@nordstern.org 612.275.4891
Vice President Ryan McGee	vicepresident@nordstern.org	Insurance Chair Michele Deml Johnson	insurance@nordstern.org 952.476.7445
Secretary Betsey Porter	secretary@nordstern.org	Membership Ed Vazquez	membership@nordstern.org 612.720.0760
Treasurer Jeff Bluhm 6767 Marsh Ridge Ct. Eden Prairie, MN 55346 952.975.5931 (h) or 612.371.1148 (w)	treasurer@nordstern.org	Met Council Bob Kosky	metcouncil@nordstern.org 952.938.6887
Advertising Lara Dant	advertising@nordstern.org	Newsletter Christie Boeder	newsletter@nordstern.org 612.845.4509
Autocross Andy Golfis	autocross@nordstern.org agolfis@gmail.com	Oktoberfest Paul Bergquist	oktoberfest@nordstern.org 952.937.1822 Mercedes Benz Club
Board of Directors Dave Anderson Ron Johnson Mike Sabers	board@nordstern.org 612.850.7411 612.730.2351	Rally and Drives Lon Tusler	rally@nordstern.org
Charity Fundraiser Chris Tobkin	charity@nordstern.org	Safety Paul Ingebrigtsen Keith Erickson	safety@nordstern.org 612.805.3565
Porsche Show Phil Saari Mark Koegler	porscheshow@nordstern.org	Tech & Shop Relations Keith Fritze Michael John	techsessions@nordstern.org 612.275.3123 612.386.5255
Club Race Doug Anderson	clubRace@nordstern.org 507.273.5346	Touring Randy Walker	touring@nordstern.org 715.441.6084
Driver Education Steve Meydell	de@nordstern.org 763.416.1655	Track Relations - BIR and RA trackrelations@nordstern.org	
DE Registrar Dave Anderson	registrar@nordstern.org 612.850.7411	Jim Bahner	651.492.9459
Driver Training Ron Johnson	dt@nordstern.org 612.730.2351	Webmaster Mark Kedrowski	webmaster@nordstern.org
Fall Color Tour John Dixon	fallcolor@nordstern.org eyerack@tcq.net		Zone 10 Rep: Julie Bailey 229 S Westfield St Wichita, KS 67209 racylacy944@yahoo.com 316.655.4058

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!



Lee and Barb Boerbon

North Oaks, MN

Brad Bolin

Saint Louis Park, MN

2004 911 Carrera 4S

Paul Koehler

Woodbury, MN

2006 911 Carrera S Black

Freddy Lewis

Nevis, MN

2001 911 Turbo Silver

Miguel Pinto

Bayport, MN

2010 Panamera Turbo Black

Wesley Powers

Saint Paul, MN

1985 944 Silver

Michael Wickham

Farmington, MN

2001 911 Carrera Cabriolet

Arctic Silver Metallic

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!).

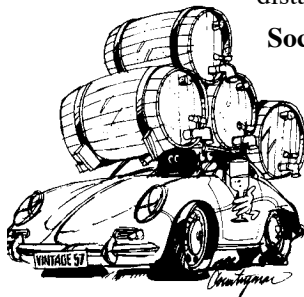
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



Certainly hope other non-DE and non-Club Race club members will head up to BIR either for the full weekend or Saturday when there's a lot to see and do both on-track and in the Quattro Garage where our annual silent and live auctions take place. Truly a special auction! More 'guy' stuff, car stuff, tool stuff than you'll see anywhere else. And all for a very worthy cause. The club's involvement in this charitable endeavor goes back in the mid-90s and certainly speaks

Looks like the weather will be fairly cooperative so hop in your Porsche 'P-car' and join in the fun of one of Nord Stern's premier events. Of course I personally consider all of our events, premier!

From the Editor

NORD STERN AUGUST 2016

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
- 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

"Third Thursdays" of each month

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

CLUB JAGER

923 Washington Ave. North, Mpls, MN 55401 612.332.2686 website:
<http://clubjager.com/>

MNC&C, 2016:

:

- 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.

Prez Sez . . .*continued from page 4*

Thank goodness for Gatorade! As the day heated up, the Turbo lost a little power, but still had awesome acceleration. I had fallen in love all over again with Porsche cars, and my Porsche.

Like my new friend Luiz, who had driven up from the east coast of FL, we both drove in comfort to the track, pushed the cars to our skill limits for a full day on a challenging, rough, technical track and the cars never put a foot wrong, didn't overheat despite the high temps (not true for some of the other makes) and the brakes never faded. At the end of the day, we drove home in air-conditioned comfort, replaying those laps in our heads. How many cars can do that? Our cars were built for this! I couldn't help thinking how lucky we are in PCA because we have the best of both worlds, great cars and great people. I encourage all of you to come on out and enjoy the fun, be it a track event, a spirited drive, a car show, or even a tasty breakfast run. We've got it all! Check your nordstern.com website or this newsletter for details!

Anderson
MOTORSPORT Inc.
 Specializing in Audi Service and Tuning

Your source for: MICHELIN • BBS • NOKIAN • PAGID • H&R

952-937-8639

www.andersonmotorsport.com

7700 Quattro Drive
 Chanhassen, MN 55317

eglass
 Service Inc.
 auto • home • commercial

rod@eglassService.com **Rod Ellison**

eglass Service, Inc.
 99-5th Ave NW, Suite 100
 New Brighton, MN 55112
 P 651.288.0063
 C 612.655.7736
 Formally Restoration
 Auto Glass



Diamond Interiors

Harry@diamond-int.com

2932 Drew Avenue North
 Robbinsdale, Minnesota 55422

HARRY UNGER
 (763) 588-9378



- Radar Detection Systems
- Audio Rear Seat Entertainment
- iPod Integraton
- Specializing in European Marques

KEITH REED

(952) 939-0804

kreedauto@comcast.net



TRACKSIDE TIRE

Paul and Lynn Beyl
 952 593-9104

WWW.TRACKSIDETIRE.COM

Hoosier
 RACING TIRE



ALPINE
Transport Inc.
 800-735-6602
 www.alpinetransportinc.com



**Alpine is a different kind
 of shipping company.**

Open & Enclosed Carriers Available

Regular trips from the Midwest to Florida
 & from the Midwest to the Southwest

Contact Mike for your free quote at mike@alpinetransportinc.com



Tom Walgren

612-789-7231

Higgins Insurance Agency, Inc.



COLLECTOR CARS—HOME—AUTO—BUSINESS—LONG TERM CARE

2214 Central Ave NE, Minneapolis, MN 55418

Email: tomw@higginsagency.com

Serving Minnesota Since 1983

SCHMIT TOWING



Jump starts
 Tire Changes
 Equipment Transport
 Unauthorized Cars Removed
 Junk Car Disposal
 Fully Insured
 Local and Long Distance

Flatbed Service or Enclosed Trailer

763-253-1568

92 43rd Ave. NE
 Minneapolis, MN 55421

Club Talk

... 'Talk'

Courtesy Clubtalk

2016 All Porsche Show

A big THANKS to all who attended and especially those members who helped increase our membership by talking about and bringing over new candidates to me. Your support and efforts not only helped Camp Kenny (formerly Courage Center) to grow but also our club!

– Ed Vazquez

Absolutely a great show. Weather was perfect. Thanks, Phil and Mark!

– Jim Miller

2016 All Porsche Show and Swap Meet “by the numbers”

- 200 plus Porsches
- 20 Supercars
- Remarkable cars were: a 356 Carrera Speedster and 1973 911 RS Touring - only one ever restored by the Porsche factory!
- 718 Boxster, thanks to Porsche of St. Paul
- 300 plus attendees
- 29 volunteers
- Over \$3,200 raised for Courage Kenny

– Phil Saari and Mark Koegler, Co-Chairs

show damage, not to mention the 911 comes with a small piece in front of the rear wheel for protection. I believe Porsche should include some clear protection on the 718 as well.

While I've had Bravo Protection in Minnetonka install clear bras on numerous cars, it never occurred to me to install protection towards the rear of the car. I now find they have a full wrap for this area of the quarter panel, with the option of extended it the length of the rocker panel. In addition, if you remove the black plastic grill in the intake, they can wrap the leading edge into the intake, which would be helpful as mine is also showing chipping along that edge.

Looking back, I wish I would have added the wrap when the car was new. The dilemma now is whether to install the wrap with the damage that has already occurred.

– Jim Destiche

MNC & C

Editor's note: For those of you not a part of the Clubtalk listserv, this was posted late May and includes a number of Porsches on 'view' at the AutoMotorplex in Chanhassen. Several Nord Stern members do have garage spaces there. Fun to see! “Here is a feature on our MNC&C event on the very popular automotive blog Speedhunters.”

– Luis Fraguada, Jr

Paint/Body Protection!

<http://www.speedhunters.com/2016/05/minnesota-cars-and-coffee/>

To anyone who owns or is considering a new Cayman / Boxster and I have some advice regarding paint protection. After only 4,000 miles on my 2015 Cayman I'm noticing substantial (to me) paint chipping on the rear quarter panels, specifically in front of the rear wheels and below the intakes. Not sure what it is about the body shape or air flow on the 718 body, but the damage is significantly more than what I had on previous 911's. Having said that, a silver 911 was probably the best color to not



Sunshine and more sunshine!
PROTECT YOURSELF with
Jafra's Suncare 10% OFF!! - NON-
STINGING TO EYES Face Protector SPF 50. Also available
Body Spray SPF 30 and Body Cream SPF 50!

Unique fragrances, skin care, body care & gifts for every occasion!

507.951.2753
oneillgin@aol.com / oneillblo@aol.com
www.myjafra.com/goneill
www.facebook.com/goneillJafraIndCon

Gina and Brian O'Neill, Nord Stern members



Fun Roads to Drive!

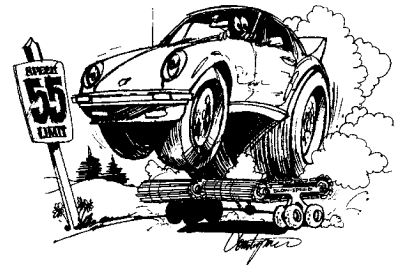
Here's a WI DOT site for those interested in county maps of the area. I print them out and then seal them in a plastic lamination. Nice to have a handy map in hand when driving on Wisconsin's alphabet soup roads! The techno-geek gadgets are nice, but an overview of an area is a good idea. And, you can pre-plan a trip,

highlight the route and not get lost! (editor's note: Ah, the 'old-fashioned' way, I love it!)

<http://wisconsin.gov/Pages/travel/road/hwy-maps/county-maps/default.aspx>

Just click on a county, a pdf file appears, you can zoom in to a particular area, print that area or the whole county.

— DJacobs



1675 Meadow View Road
Eagan, MN 55121
651-249-0063
autovaultmn.com



Short or Long Term Premium Storage
Airport Valet Service
Detail Services
Event Sponsorship
Sell Your Ride Package
10% Discount for Nord Stern Members

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

BURSCH TRAVEL

SPECIALIZING IN WORLDWIDE LUXURY TRAVEL

"Let my knowledge and expertise work for you in planning your next vacation!"

Bursch Travel ♦ Crossroads Shopping Center
1201 S Broadway, Suite 76
Rochester, MN 55904 ♦ 507.281.3652 or 800.243.3652

www.burschtravel.com








BJ Peterson

Nord Stern Member
bjp@burschtravel.com

Nord Stern Porsche Club

Member-Wear

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

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

Make Me An Offer . . .

*by Danielle Badler,
Rocky Mountain Region PCA
courtesy PCA Newsletter Editor*

I went to a Mecum collector car auction last month. My first time. No, I didn't buy anything. And I didn't sell anything, either. But it was an interesting experience.

A few weeks before, I attended a luncheon where John Kraman, director of consignments and TV analyst, hosted a group of us scribes. He explained how it works.

The company does 15,000 consignments a year, John said. Convertibles, muscle cars, '50s "chrome and fins" and hot rods. Although the market's increasingly driven by baby boomers, which is leading to more and more cars from the '70s and '80s.

Mecum allows a seller to set a reserve price, and that's what 90 to 95% of the sellers do, John noted. With a reserve, sellers pay a 10% commission. With no reserve, it's a 5% commission.

Generally, the seller's entry fee is \$500. Although, with no reserve, they waive the entry fee. Some 70% sell with reserve, on average. If the car doesn't sell, "the bidding goes on," John stated. For up to 21 days. Some 10% are sold "off the block."

You can inspect these cars, kick their tires, so to speak, in the consignment parking lot. They all feature stickers that say what the top bid was.

Are you interested in buying? You pay an advance bidder fee of \$100 and obtain a \$500 authorization on a credit card. Or bring a bank letter of credit, for which they'll waive the fee.

And that's it. You win a bid, you can take the car home on the same day. The seller gets a check on the same day, too.

Although they hold titles for three weeks, until the checks clear.

General admission cost ... the cost to watch ... is \$30 per day. I got two passes at the luncheon. So I went with a friend.

I checked the list of "interesting" offerings, and noticed seven Porsches, a '63 356 C Super Cabriolet, red, a '67 S Targa soft window, a '73 914, light blue, an '87 Carrera Cabriolet, an '05 Boxster and an '03 C4 Cabriolet.

Among the "off-brands" were an '89 Mondial Cabriolet, a '92 512 TR, an '01 360 Spider and a '12 FF.

Along with a 427 Cobra replica, a '12 Fisker Karma, an '06 Ford GT, two MGBs and a sea of what the man said, chrome and fins, muscle and hot rods.

The actual auction ran like an assembly line. Each car was wheeled onto the "block" and the auctioneer began his "hummena hummena hummena" spiel, interrupted by his acknowledging prices inferred from staffers giving hand signals from the floor.

Just why do they do the "hummena" thing? I have no idea.

Just why do
they do the

"hummena"

thing? I have no
idea.

From time to time we heard the inevitable yell of "reserve off, reserve off!" Which would touch off more waving and rising prices.

Interestingly, if a car didn't sell above its reserve, it was summarily wheeled off. The auctioneer would then announce a number "it would take to buy it."

Afterwards, I went back on-line to check on prices paid.

Top seller was a '63 Ford Galaxie 500 XL at \$155,000, followed by a '63 Corvette split window coupe at \$140,000. Top Porsche was an '86 911 Turbo at \$80,000. That car must have been a late arrival, as it wasn't on the advance list. I had no information on it.

In all, the auction had a 66% sell-through rate. A total of 402 cars were sold.

What to make of it? Well, it wasn't Monterey where, last year, Mecum sold a Ferrari 330 GTS for \$3 million, a '76 Porsche 930 Turbo, Steve McQueen's last special-order car, for \$1.950 million, and an '05 Porsche Carrera GT for \$1 million.

But that's never-never land. The prices I saw actually seemed like a pretty good deal, if I was a buyer. And, if I was selling, it would at least provide a very straight-forward way to participate, and move that vehicle. It certainly beats an ad in the paper, if anyone still reads them. And it beats hanging around, waiting for a prospective buyer to show up ... and then letting a total stranger take your baby out for a test drive.

I would just wonder if this was the best venue for sports cars. But then what do I know. I'm holding.

It Was The 'Show of Shows!' 2016



For the Nth Time!

by Pedro Bonilla

Originally published in the February 2014 issue of "Die Porsche Kassette"

If I had 1HP for every time that I've been asked about N-rated tires in a Porsche, I'd have at least a Carrera GT, a GT2 and a 918 Spyder!

Whether over the phone, by e-mail, in person or through the Internet forums I constantly get questions such as these:

- "Does the N-rating (N0, N1, N2, N3, N4) really make a difference?"
- "I am looking for new 18" tires for my 996 and I'm wondering if the "N" rating is still a requirement."
- "Apparently a non-N-rated tire can make the 911 kind of squirrely (?) to drive. Your thoughts?"
- "I understand that the rear tires of the turbos (all 996s?) wear on the inner edges faster due to camber. Do the N rated last any better?"
- "What are your thoughts on replacing the OEM N rated tires with non N rated tires?"

So, for the Nth time, here it goes:

An N-rated tire is a tire from one of various Porsche-approved tire manufacturers that has passed a series of difficult and diverse tests designed by Porsche engineers to

ensure maximum performance and safety under a wide range of driving conditions. To have this rating stamped on the side of their tires, and to be an OEM (Original Equipment Manufacturer) tire provider for Porsche requires the joint product development efforts of the particular manufacturer's tire engineers working alongside the Porsche vehicle engineers.

In some instances specific tires will only be approved for specific Porsche applications or models.



Let's look at some of the tests required by Porsche for N-rating approval:

•**SPEED:** The tire must be capable of safely handling the Porsche vehicle at any speed while allowing it to reach its top speed on a test track or on the German Autobahn.

•**NOISE:** As tires continue to grow in size and width, noise suppression becomes more and more important. Generally speaking, Porsche performance tires are low profile and very soft (sticky). This makes it even more difficult to manage road noise. You can rest assured that those tires with the Porsche N rating will be as quiet as possible.

•**HYDROPLANING:** The focus in recent radial tire development for Porsche vehicles has primarily included optimum handling on dry surfaces and the safest possible behavior on wet surfaces, even at high speeds. Tires developed by various manufacturers, in concert with Porsche, offer a specific set of wet grip properties which few, if any, other automobile manufacturers demand in equal measure from the tires they use on their vehicles.

•**BRAKING:** Tires must provide a quick, safe and modular deceleration from several speed benchmarks (60 mph - 0 mph, 100 mph - 0 mph and 150 mph - 0 mph) in the least amount of real estate.

•**HANDLING:** This particular heading doesn't require any additional explanation. Your tires provide the grip that keeps your Porsche "stuck" to the road.

Once a tire has been approved by Porsche it is branded with the N-rating.

The N-specifications include: N0 (N-zero), N1, N2, N3 or N4.

These stamps on a tire's sidewall clearly identify them as approved by Porsche for their vehicles.



The N0 marking is assigned to the first approved version of a tire design. As that design is refined externally or internally, the subsequent significant evolutions will result in a new generation of the tire to be stamped with N1, N2, N3, etc., in succession.

This N-rating isn't free. It comes at a price. All of that development and testing costs the tire manufacturers and Porsche a penny or two. For instance, one of the most popular



tires for a newer Porsche is the new Michelin Pilot Super Sport (Max Performance Summer) 265/35/ZR19 N0. It can be purchased from TireRack.com for \$419.00 each.



The same tire, without the N0-rating but with the exact same specs is offered by TireRack.com for \$297.00 each.

There are N-rated tires for all applications, such as: Summer Tires, Cold Weather Tires, All Season Tires, Off Road Tires, Track Tires, etc.

Porsche makes public a complete list of N-rated tires at:

<http://www.porsche.com/usa/accessoriesandservices/porscheservice/documentsanddownloads/>, but if don't have access to this web address, just call your dealer. They can provide you with the different OEM tire suppliers and different N-rated tire options for your particular car. The Porsche-approved (N-rated) tire manufacturers are: Michelin, Pirelli, Continental, Bridgestone, Dunlop, Good-Year, Toyo, and Yokohama among a few other select suppliers. Of these manufacturers less than 5% of their production is N-rated.

You can check the tire manufacturer's websites which should include N-rated tire information for their products.

Generally, N-rated tires can only be obtained from a Porsche dealer or TireRack.com (official tire supplier to PCNA dealers).

I have never driven a Porsche with N-rated tires where the tires have disappointed me. But I've also been very well impressed by Porsches shod with some non-N-rated tires.

I've found that most of the N-rated tires are outstanding, but there are many, many other very good, even great tires that aren't N-rated and they offer close-to-N-rated performance at substantially lower cost.

Now, having said all that, is it necessary to run N-rated tires exclusively?

With what you now know, you'll have to answer that one yourself.

PORSCHE CLUB OF AMERICA
Treffen
LAKE TAHOE

Introducing Treffen North America, experiencing America's best roads and destinations. Join the Porsche Club of America and Sierra Nevada Region for the Inaugural event: Treffen Lake Tahoe—three days of driving, dining and exploring.

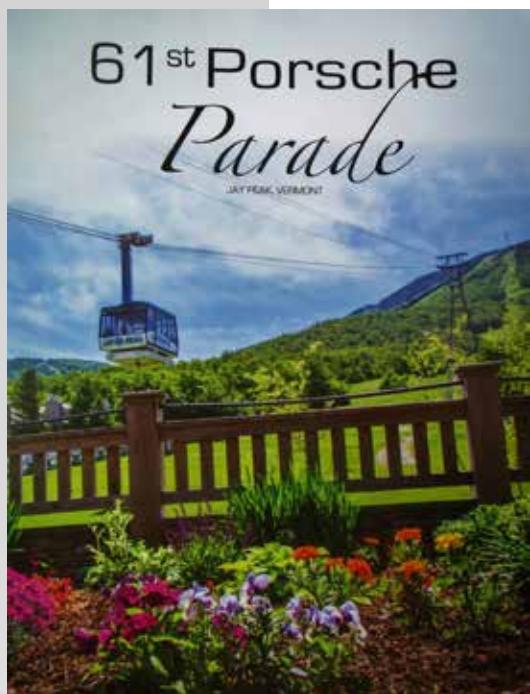
TREFFEN LAKE TAHOE
September 7-11, 2016
Resort at Squaw Creek
Olympic Valley, CA

For program information and registration details, see the Treffen website: treffen.pca.org
or e-mail the Treffen North America staff at: treffen@pca.org

PHOTO COURTESY: TAHOE SOUTH/ R. DAHNOUN

2016 Porsche Parade

by Kim Crumb



The 61st Parade is back east, and up in the far north: the NE Corner of Vermont. It's being held at the Jay Peak ski resort, which is about 15 miles from the Canadian border. These winter resorts like our kind of whole-week, summer-season large group activity events, more off-season business. Jay Peak? It's named for the very first U.S. Supreme Court Chief Justice, John Jay.

It's Friday the 17th at 6 a.m., I get into the rent-a-car; a Dodge Charger. Starting as a three-generations-ago M-B E-Class, it's a comfy cruiser, 300 hp, satellite radio, etc. Also? As the most common highway patrol car these days . . . let's just say that when you're coming up behind a slower car in the left lane . . . when most people look in the mirror and

see a Charger, they move over. Sirius XM is on 32, The Bridge, which is a nice amalgam of music over the decades. First it's the wide-open cornfields and windmills of Iowa, it's only as I approach Chicago that traffic grinds to a near standstill. That south-side stretch of I-80 that's essentially unavoidable if you're headed east from Minnesota . . . it is the very definition of the word "congestion" . . . and 2:30 p.m. on a Friday afternoon is likely not the best possible timing. Still I make Toledo, Ohio on Day 1, 12 hours of

drive time.

A 7 a.m. start on Saturday and I am destined for the NE corner of New York State that evening: Plattsburgh. Sirius XM is on "Water Colors," the smooth jazz channel. I have fond memories from the 1994 Parade which was headquartered at Lake Placid, NY (and had ex-Nord Stern member Dave Weber as the Chairman.) They arranged to have this huge military airfield in Plattsburgh for the autocross . . . and it was a brilliant design. Instead of? A course that is all-cone-lined and somewhat narrow . . . that describes a design that essentially forces everybody onto the exact same line. I rate that as a "failing." Why? It minimizes the expertise of The Driver, and makes the event . . . by default. Merely about car and

tire capability. This is not the course design from the '94 Parade – that was inspired! Their autocross had a series of widely spaced gates . . . and it was up to you to figure out the optimum line/sequence. That changes everything, making it more about driver skill, which is what a driving contest is supposed to be all about, isn't it? I had just bought my '89 928 GT in March that year and I was having a great time . . . one cop in Indiana even said so while standing at my driver's window! We had just done the One Lap of America Series in May . . . and? We were the highest finishing non-factory Porsche (7th out of a total 69 cars) actually beating Price Cobb and Hurley Haywood a few times in their factory 993's (they finished 1st and 4th respectively.) Then a win at the Porsche Parade in June . . . heck, the season was just getting started! Who wouldn't remember all that positively?

Up Sunday morning, and the last miles to Jay Peak, Vermont; there sure are lots of twisty roads for the last 60 miles. Much of the scenery is not that different from northern Minnesota . . . but there is more elevation change and they do have more artifacts of the "old days," such as wooden-covered bridges. Anticipation is building.

I arrive at the 61st Parade and even though it's 10



a.m., the hotel lets me check-in early, ah the benefits of "taking over" a mostly empty resort for a PCA event. I get all the unloading chores done. Then it's off to Registration, and I start meeting many PCA friends . . . it is my 29th Porsche Parade after all. I turn in my two Art Show entries, and then it's off to the Concours Judges Meeting. It's all such a whirl, soon you're left wondering "where did that day go?"

Monday, the Judges must convene at 7 a.m. to go over last minute changes. It is going to be a really hot day for the mountains . . . into the 90's. Lots of hours in direct sunlight is what judging will require. Porsche has a whole team of people, having a special

compared to last year. Oh? It was discovered in March 2015 that I had a rare hereditary heart defect, one that can only be fixed by open-heart surgery. Lucky for me, the head of cardiac research at the Mayo Clinic said that he would actually do my operation himself,

Prescott Kelley (below). It will occur right at the Concours site. About what topic? Right now there is a special exhibition at the Porsche Museum, celebrating the Transaxle Cars: 924/944/968/928 and that part of Porsche history will be the subject. So the group gathers near those cars on the Concours Field. Dieter's first Porsche? A 944 S2. He is a veritable font of knowledge, of course . . . and has written 20 (!!!) Porsche car books. In the later part of this session they go over model-by-model recommendations. When they get to the 928? I am then asked to use my 35 years experience on the 928 to comment. You can catch it all for yourself. Oh? There seems to be a camera nearly everywhere these days?! This entire session, with some of the 928 Judging preceding it, soon turns up as a YouTube video . . . now that's the connected world! (<https://www.youtube.com/watch?v=zxvNzj6yC68&feature=youtu.be>) There seems to be a revised outlook on the Transaxle Cars from some of the factory people these days . . . even going so far as to



booth on-site (above). I'll be judging the 924/944/968/928 Preservation Class cars. A car must have 75% of its absolutely original paint, carpets, etc to be eligible for this class, and there is also a "usage" score category . . . so this is not a class for un-driven "garage queens." In this class there is full judge collaboration, we all rate every area, and then work it out . . . unanimously agreeing . . . after having a cooperative discussion. After judging all the cars? Then we rank order them, again in collaboration. This teamwork certainly means there is less chance of capricious or arbitrary individual results, as judging a "contest-of-elegance" inherently includes a subjective element. A 1991 928 GT wins this class, and? It goes on to be the Honorary Judge's Choice for this Parade, certainly confirming our team's scoring. We're done judging around noon, but? The results must be posted, and then there's a protest period, etc. We can't leave until the results are Official. That is several more hours. I am holding up very well

fixing an internal heart wall fault, hopefully for good! In my life, I had never spent even a whole day in the hospital before. I do remember waking up in the ICU in January and thinking . . . ah-ha, I survived! To go from being barely able to walk to mostly being my energetic self again . . . for that I am grateful. (Editor's Note: Kim, this is good news and we are all glad to hear your surgery went well!)

That afternoon there is also going to be a special presentation and Q & A session, by? Dieter Landenberger, Porsche AG Museum Archivist, and including ex-PCA President,



say? That the Transaxle Cars saved Porsche, with significant sales, especially in the 70's when the 911 was not selling that well. Need more proof? If you check the 2/2016 issue of the factory-published CHRISTOPHORUS magazine page 37 there is an article on "Collector Cars in the Fast Lane" which is about rising values. The final paragraph specifically mentions the 924 Carrera GT, 928 GT and 968 CS as rising, under-

Parade 2016 . . .

continued from page 19

appreciated, Porsche classics.

Then? It's quickly it's off to the Art Show Reception, for artists and their guests only, the Concours is just barely wrapping up. My two pieces? One is "356 Reflections" which is a printed-on-canvas photo I took of a 356 reflecting in the wheel of another 356 at the 2014 Monterey Parade Concours. I'd call it: a classic (above). The other entry is a bit avant-garde. It's a moving sculpture piece, a clear lexan disc rotates on a center-lit platform, and there are three poker hands showing, plus the balance of the deck of cards, joker up. The playing cards each have a rear taillight of a red Cayman on the back, with the inscription "Warp Speed." Title for this work? "Deal Me In, Every Card a Thrill" (below). A local art gallery judges



everything, PCA is not directly involved with that aspect of the competition. Photography is one of the most competitive categories, there are so many good photographers in



PCA. It was great to Win First Place in that category (below). All this in just one day . . . now that's the Porsche Parade, intense! I'm not registered for the rally, so I can get



up "late" on Tuesday. However, you can still go to the Ice Cream Social that's at the Finish! I want to catch Dieter's "Secrets of the Archives" presentation about the Porsche Museum itself, where he explains all the different aspects of how it's arranged, and also what's new . . . like the tall sculpture,

with three cars, that was built out front. I was especially interested in his explanation of what they did at the Museum for the recent LeMans race. They rented the biggest jumbotron screens available, and also built a

scene that looked like you were in France . . . it was in that setting you could watch the famed 24 Hour Race live, certainly the next best thing to being there! (Dieter, below)

Later it's the very elegant Concours Banquet, "Surf & Turf" with grilled beef tenderloin and baked stuffed shrimp with bernaise sauce. Dessert? Chocolate Maple "Moose" or New York Style Cheesecake. They give out many awards, ending with the Concours awards. Nord Stern Member Kelly Manley earns First Place in class: Preparation "Street" with a 914. I'm sitting at a table with fellow Nord Sterners Kim & Keith Fritze and Jennifer and Allan Hurd.

Wednesday the weather has really shifted. The temperature has dropped 20+ degrees and it's pouring rain. It's the first autocross day, of course! I'm doing the ordinary: laundry and reading up for the Tech Quiz.

Continued on page 31



BRAVO PROTECTION PRODUCTS

(952) 476-7025

TWIN CITIES PREMIER CLEAR BRA & WINDOW TINT SPECIALISTS

3M AUTOMOTIVE WINDOW TINT

3M Crystalline window films reject up to 97% of the sun's heat producing infrared light and blocks up to 60% of the heat coming through your windows.



- SPECIALIZING IN - 3M CLEAR BRA INSTALLATIONS



•COMMERCIAL

•AUTOMOTIVE

•RESIDENTIAL

15620 WAYZATA BLVD
WAYZATA, MN 55391

WWW.BRAVOPROTECTION.COM

3M
VentureShield
Paint Protection Film

3M
Window Films

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



Our “Co-Editors (for the moment) are doing a wonderful job. This issue prints three great articles by Nord Stern members describing their road trips and track experiences over the summer. Wouldn’t a “Nord Stern Road Trip of the Month” column be a winner in our modern newsletter?! I’d read it first in each new issue.

– Ron Faust

September 1990

- **Sonia Fortier** lists herself as “The Other Co-Editor (for the moment)”. Her husband **Daryl Fortier** (Nord Stern President) puts words to the wonderful relationships we have with our cars. Then, he says PCA is considering a Club Racing program. *“It will not be for everyone.”*
- **Dave Prince** describes his road trip to Boston across the Upper Peninsula, via Sault Ste. Marie and Ottawa to Montreal. He was scouting out the site for the next year’s Parade. From Montreal he recommends a detour 60 miles south to North Hero, VT, and a stay at Shore Acres Inn & Restaurant. The view of Lake Champlain and the mountains of Vermont from the 19 rooms sound idyllic. It’s only 2 1/2 hours to Boston and now on Google.

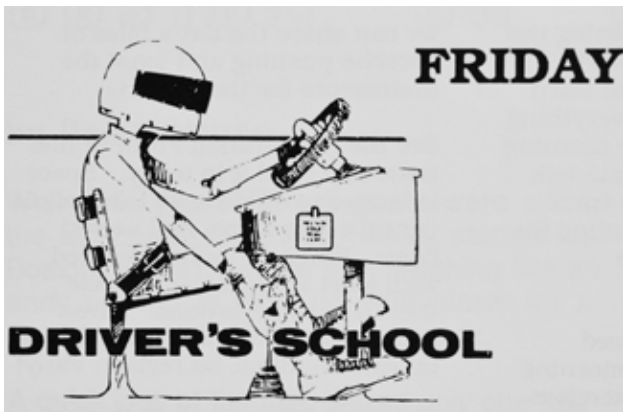
- The Last Fling Driver’s School will be on Friday, October 5th, with **Cal Townsend** and **Sonia Fortier** in charge. Space is limited to 40 drivers! The cost is \$65, the same as that of the Last Fling itself.
- Frequent contributor **Kim Crumb** offers a six page odyssey of his epic road trip to Monterey for the ’90 Parade in his new 928S. He covers 2,200 miles in two (!) days after a pit stop in St. Louis for new OZ wheels. After judging the Concours Kim gets to the cocktail party early. **Wolfgang** and **Suzanne Porsche** also walk in early and he has to play host until more national officers arrive. The Parade was wonderful of course and Nord

Stern members **Don** and **Pam Lawrence** won the BIG prize: a trip to Germany. Kim’s main-frame powered brain recounts all the music and all the meals and all the stops (including the ticket) coming and going. One day of rest and he’s off to BIR again, then on to instruct at the Mercedes “On Track” school at Blackhawk.

- 1991 Porsche prices are going up 3.9 % as shown in the scans. A 911 Turbo will be \$95,000. Wasn’t this about the time when Porsche was beginning to price itself out of the market because of outdated manufacturing techniques? Bring on Wendell Weideking Weidekening and the new Boxster.
- The Market includes an ’87 944 Turbo for \$23,000. **Bob Fleming** is looking for a set of 6 x 15 Fuchs alloys.

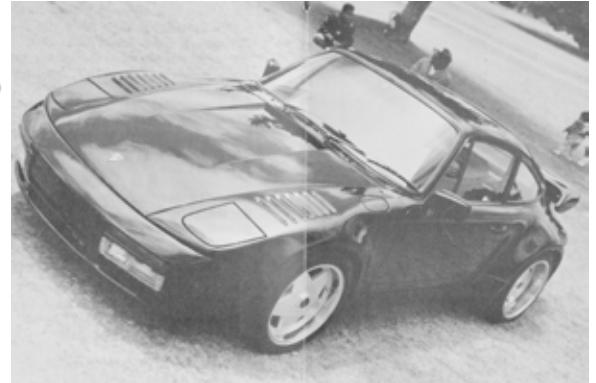


Above: September Cover:
The cover features Don & Pam Lawrence with the 1990 Monterey Parade Grand Prize (a trip to Germany) with Pam’s 3rd place autocross prize.



Left: Driver's School is coming up

Right: Kim Crumb finally finds a 911 he likes at the Parade, a slantnose Turbo



Clockwise, above left: Nord Sterners at the Laguna Seca autocross.

Kim Crumb adds another trophy to his collection.

Turn 3 looks like 90 degrees but it's actually 125 degrees.

Were aviator sunglasses included in the Parade goodie bag??

1991 Prices soar!

The Lawrences, living large with their loot



Manufacturer's suggested retail prices for 1991 Porsche models are as follows:

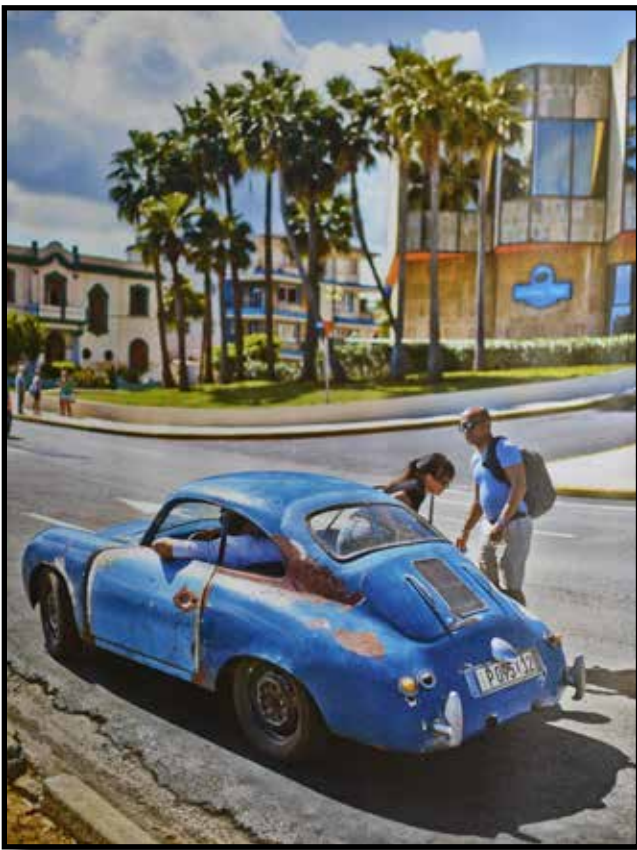
944 S2 Coupe	\$43,350
944 S2 Cabriolet	\$50,350
911 Carrera 2 Coupe	\$60,700
911 Carrera 2 Coupe with Tiptronic	\$63,650
911 Carrera 4 Coupe	\$72,000
928 S4	\$77,500
928 GT	\$77,500
911 Turbo	\$95,000



B.I.R. TRIVIA

Looking for that "Classic" 90 degree right hand corner that all the expert drivers use to explain how to drive fast? Well, keep looking...because you won't find it at B.I.R.!

Turn	Degrees
1	67-1/2
2	77-1/4
3	125-1/4
4	111-1/4
5	85-1/2
6	97
7	36-1/4
8	64-1/2
9	65-3/4
10	118-3/4



The Scans Continue . . .

From the most recent Christophorus 2/2016 issue # 376: 11-21, an article by Bastien Furhman with photos by Anatol Kotte tells about a quest for old Porsches on the island of Cuba. They chase down a handful of people who will talk to them about the old cars or roll out an old one. Apparently there were 30 or so 356's on the island in the '50's but most of them left with the upper crust as Castro came to power. There were even a few 718 RSK's and 550 Spyders that had been brought there for a 1958 Grand Prix. Porsche is said to have won that race but Juan Manuel Fangio got kidnapped and held for about 30 hours, missing the start of the race. The authors track down four 356's but the ones that run are mostly kept off the road to escape the scrutiny of the current government. Two more are said to be still in hiding, not seen for years.

Full article is available online (and more pictures, these are best seen in color!!) <http://www.porsche.com/international/aboutporsche/christophorusmagazine/articleoverview/article07/>

It Was The 'Show of Shows!' 2016

photos by Jim Miller, 2016 All Porsche Show





the fine art of dent removal

Experienced in High Quality Paintless Dent Removal Since 1991

**TIRED OF LOOKING AT THOSE UGLY DINGS AND DENTS?
WE CAN MAKE THEM DISAPPEAR!**



**15736 WAYZATA BLVD. WAYZATA, MN 55391 - 952-473-8000
WWW.DENTKRAFTPDR.COM**

Several Laps of Heartland Park (Topeka) MY Way!

by 'Crazy Bill' aka Bill Groschen,
Reprinted from 1990 September
Nord Stern newsletter

Editor's note: Since we are in the 'racing season' for Porsches this reprint of Bill Groschen's column seems appropriate plus it is just a hoot to read. Bill, you write so well. I've enjoyed a number of your commentaries over the years and they never get stale. Thanks again! Reprinted from the September 1990 Nord Stern (note this is below PCA Club Racing was organized)

By now you have probably already read the ONE LAP OF HEARTLAND article in last month's Nord Stern. The trouble is that I had read the same article before I went to Topeka for the SVRA vintage race the first weekend in June. With event masters 'wisdom', the first corner of the track after the straightaway was changed from a hard right to a left hand uphill sweeper.

No one said anything about this at the driver's meeting nor did they hand out a revised track layout. Your Vintage Reporter here went fat-dumb-and-happy onto the track expecting to see the car ahead brake and turn right and was totally confused to see them go power full on up to the left and disappear over the rise into 'Godonlyknewwhatthellisgoinon'.

Let me tell you what this does to an old person who isn't quite sure that his mental facilities hadn't started dissipating a year or so ago when he turned that magical age of "fifty". Other people were already convinced I was nuts and I was proving it to myself as I followed those Judas Goats over the rise into certain abyss. (Yes Mable, there is a GOD and He does protect fools and children.) There was a road on the other side of that rise (I KNEW THAT!) and although I didn't go off the track I must have sure been the talk of the corner workers; i.e., "What in the ----kind of a line is that turkey doin'?"

I tried to picture in my alleged mind where I had messed up. Had I read an article on some other track? Had I been looking at the track map backwards? Was I at the wrong damn track? (Ann would never let me forget that one), It took another lap-and-a-half following the exhaust pipe of the Cooper Monaco before the gray matter between my ears convinced me that the track had changed configurations. NO PROBLEM! I determined that they had just eliminated turns 1, 2, 3 & 4 and replaced them with a left hand uphill sweeper (now #1) and also changed the numbers of all the rest of the corners on the track thus totally screwing-up what little mind I had left. SIMPLE EH?

Well, that was my first lesson at Heartland Park- but unfortunately not to be the last of the weekend. My next lesson was to have the cliché, "Always expect the unexpected" etched indelibly in this same alleged mind. Over the last several years of vintage racing I have observed that there are several 'brain-dead' racers that are convinced that the race will certainly be WON at the first corner after the GREEN FLAG! This is invariably where cold tires, cold brakes, cold asphalt and cold brain cells meet in a cacophony of screeching tires and crunching sheet metal, fiberglass, etc. (editor's note: Nothing has changed over the years, just ask my significant other about stewarding club races illustrating this particular 'phenomenon!')

This here cunning, sly, wise, crafty, old vintage (is that a double negative?) racer come-race-reporter invented an ingenious (I forgot that word in the previous list) method to avoid being involved in such a happening. While dozing during one of my daily naps (read-Mental Masturbation) I figured if I just stayed back about three car lengths until I got through the first corner of any race I would save possible damage, embarrassment and long talks with the track safety marshal!. A brilliant idea What?

Theories are infallible til tested. Theories also can be proven valid or invalid by testing them. Theories can, even after testing with positive results, turn smug heros into GOATS! Let me prove my point.

QUALIFYING RACE: Saturday, June 2, 1990, Heartland Park, Topeka, KW. Groups 5 & 7 qualify together as there are not enough of either group to make good use of the track. GP5 contains 2-906 Porsches, 4 Elva/BMW MK7's, a Lotus 23, a Bobsy, a Cooper Monaco, and a Merlyn MK6. GP7 contains 2-917k's, 1-908, 1- 907, a Merlyn MK16, 2 Chevron B-19's, 1 bad-ass Lola T-165 and a Lola 212. IS THAT ENOUGH HEAVY HARDWARE FOR YA?

SET THE SCENE: Two pace laps have taken place so all that hardware can get their oil temp up before the full throttle onslaught of the straightaway as the GREEN FLAG drops. Me 'n Elva are foolishly near the front of the pack. The GREEN FLAG does its thing! (That means it DROPS dummy). We are all off at full throttle for THE FIRST CORNER AFTER THE GREEN FLAG!

Your super sleuth (Me in the Elva) has foot to the floor just like all the other dopes except that I have this knowing smile on my mug 'cause I'm going to slide back to my three car lengths before the first

Continued on page 42

NORD STERN AUGUST 2016

AERO

UPHOLSTERY

"There is no substitute for an authentic Aero Upholstered Interior..."

Your interior is one of the most visible parts of your car. So, one of the most rewarding things you can do for your prized European sports car is treating yourself to the elegant luxury of an **Aero Upholstered Interior**. Every time you get behind the wheel of your Porsche, the stunning and magnificent beauty of your re-upholstered interior will be **"the gift that keeps on giving."**

We Offer Porsche Original Restoration or Custom Upholstery:

- Seats
- Headliners
- Carpets
- Steering Wheel Recovery
- Door Panels
- Convertible Top
- Targa Top Restoration
- Sunroof Repair

Porsche Materials We Offer

Original or Custom Colors • Leathers • Fabrics • Vinyl • Convertible Top Materials



610 Hamel Road - P.O. Box 331 - Medina, MN 55340

763.478.8500

www.aeroupholstery.com

Buying a pre-owned Porsche?



Search for it in one of the largest pre-owned Porsche markets in the world: South Florida. Roads in great condition no winter salt/sand.

...and when you find it, but before you buy it...
Call 954.385.0330 *technolab*/PEDROSGARAGE
for your Pre-Purchase Inspection (PPI)

FREE DIY tutorials and technical info on our website.

technolab
PEDROSGARAGE

We also offer: Headlight Upgrades (HID / LED)
 Performance Parts, Brake Caliper Restoration & Painting,
 AX & DE Magnetic Bras and Numbers, much more.

954.385.0330 • www.PedrosGarage.com

FURTHER

performance

MAINTENANCE • RESTORATION • PERFORMANCE



SMALL, INDEPENDENT, AND
 COMMITTED TO
 CUSTOMER SATISFACTION

VW AUDI PORSCHE BMW MINI

WWW.FPTUNED.COM

612.374.2604 • SERVICE@FPTUNED.COM
 207 HUMBOLDT AVE. N • MINNEAPOLIS

Remembering an Icon

by Malcolm Baca

reprinted by permission from
November 2015 Orange Coast
Region's newsletter: Pando

The first time I ever encountered a Porsche marked a date that I will never forget. This special relationship began in 1955 when I was a 15 year old teenager. Raised in Avenal, California, a small isolated oil town with a population of 1,700, and is located on the mid-western side of the San Joaquin Valley along Hwy 33. Little did I know then that the events I am about to share would have an impact that transitioned me from the age of innocence by exposing how fragile and temporal life is.

On Sunday September 30, 1955, it was shortly after 6:00 p.m., and I was shooting pool with my high school buddies in Avenal's Grigsby's Pool Hall. One of the girls in our click whose Dad was our local Sheriff Chaffin in Avenal, came running into the pool hall saying, "Dad just told me a movie star had just been killed in an auto accident outside of town." These words to a teenager living in a small town . . . were like a thunderbolt, both shattering and shocking. She said, "It's at the Y junction of highway 41 and 46." Ken Lankford (shooting pool with us) blurts out, "Let's take my car, we can be there in 30 minutes." At that time of year we knew darkness would not occur before 7:15 p.m. The actual reported time of accident was 5:45 p.m. In unison, our facial expressions conveyed, "Let's Go!"

In 1955, I was like most teens a volatile mixture of craziness, curiosity, adventure and foolishness. Nothing this big had ever happen close to Avenal. Instantly, we headed out the door. Five of us piled

into Ken's car, all feeling the emotional rush of adrenalin and excitement wanting to know who the movie star was. Leaving Avenal at about 6:15 p.m. we traveled south on Hwy 33 to turn right on Hwy 41 towards Paso Robles . . . at that time of day the sun blinded you traveling westward.

We all quickly concluded that this could be a factor in the accident. We knew exactly where the scene of the accident occurred. In fact, Avenal was closer to the scene of the accident geographically than Paso Robles who provided the CHP and emergency support.

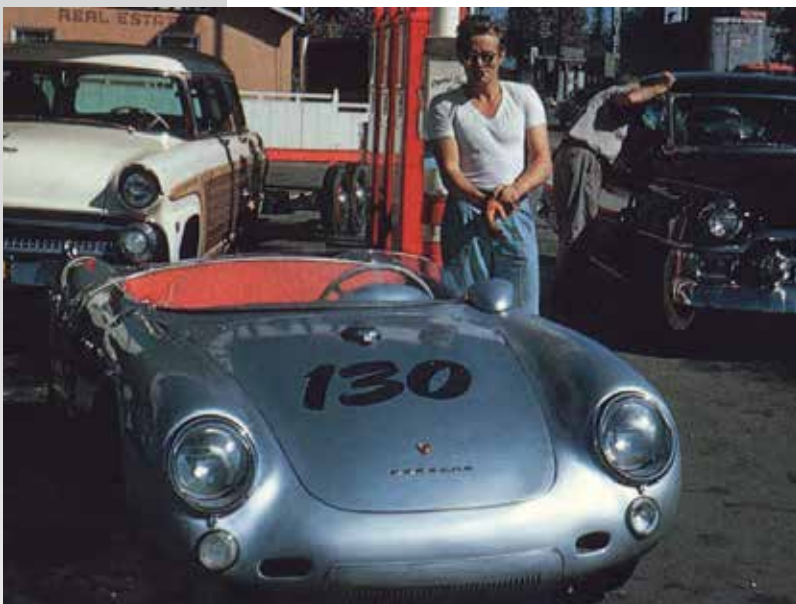
By the time we arrived there were only two CHP units, a Sheriff unit and an "A" frame type tow truck with a hoisted crumpled silver sports car . . . and it was getting ready to pull away as soon as he properly secured the wrecked car. Parking far off the road shoulder, as we walked towards the tow truck we quickly asked, who was the movie star that was killed? The tow truck driver replied; "It's somebody named James Dean." We all looked at each other with a bewildered look, none of us including the tow truck operator or CHP and Sheriff Officer had ever heard of him. The two CHP officers quickly informed us that we would need to move on because it was still an investigation site.

Knowing we had to leave . . . none of us recognized what make of car the totaled sports car was. So we asked a parting question to the tow truck operator; "What kind of car is that?" The tow truck driver said; it's a Porsche. Again, our group was perplexed in double astonishment, because none of us had ever heard of a movie star named James Dean nor had we ever heard of a Porsche. The tow driver then added, "And it cost more than \$4,000 dollars."

As we all got back in our car to go back to Avenal, we all were left a little dumfounded and frankly disillusioned. We just could not accept that not one of the five of us had ever heard of James Dean. Plus it was equally difficult to believe that we were not familiar with the car he was driving. If there is anything teenagers are experts in, its cars, movies



Dean in 1953
Source: Wikipedia, the free encyclopedia



Some claim this photo of Dean at a petrol station with his Porsche is the last one taken
Source: Bettmann/Corbis

and music . . . we were all capable of rattling the names of an entire cast in any movie, we instantly could talk about the performance specifications on any car, and in pop music we could recognize the song on the first note and knew the names of the musicians.

I might add, we collectively thought the tow truck driver's comment that the car cost \$4,000, was frankly BS. In reality, we all later found out in news articles the cost of a new Porsche 550 Spider in 1955 was more than \$7,000 dollars. None of us believed a little sports car could cost more than a brand new 1955 fully equipped Cadillac Coupe DeVille that was less than \$4,000 dollars at that point in time. Plus, we knew a brand new 1955 Corvette Blue Flame Six started at \$2,700 and an ultimate V-8 version cost \$2,900.

On the following month, October 27, 1955, "Rebel Without a Cause" was released . . . a week later it was playing in Fresno. In Avenal, all of the movies that came to our small theatre had been released 9 to 12 months earlier. As you can guess when "Rebel Without a Cause" opened in Fresno, California, (the nearest big city) . . . we all found out who James Dean was and we were shocked and distraught. We also realized . . . yeah, we knew American cars but we didn't know diddley squat about foreign cars.

I don't have to tell you how devastating and how deep the emotional shock was to

all of us seeing "Rebel". A month later we got to see "East of Eden", that was his first movie release and arguably his best acting performance. Eden was released on April 10, 1955, but the movie had not yet made it to Avenal. His final movie completed just days before his death was "Giant", released, October 10, 1955.

For any of you that would like to view or read a good comprehensive documentary about his brief life . . . there are a ton of publications that have been made over the years and they all have merit. For any of you that would like to see a documentary with the historical details of his life, I highly recommend the DVD video, narrated by Martin Sheen, titled, "James Dean Forever Young"; it's a Warner Brothers released video. It has excellent photographs and footage of the three Porsches he owned. As for a book type documentary I recommend, "The Death of James Dean" by Warren Newton Beath is a down-to-earth documentary of his short life.

Like us, Dean loved Porsches. His first race ever was in Palm Springs and he took a 1st place and 2nd place trophy. He also placed in Bakersfield and it was there that he saw his first Spider 550 racing Porsche that was dominating the track in its class. It's hard for me to believe that 60 years has passed since September 30th, 1955. It's a date I will never forget. In life there is a turning point where

we lose "our age of innocence." This event coupled to our later discovery of whom and how he played characters in movies brought our generation to the emotional reality life is temporal. This fateful date and brush with history marked the beginning of the end of our youth.

I know for many of our generation there were threads of rebellion, there were those occasions where we felt like screaming, "You're tearing me apart," and we all wanted to be accepted, and in spite of the awkwardness of our youthful years, there was good and love in our hearts. It was in this emotional vortex of James Dean's acting we heard, saw and felt the echo or our own emotions.

You can bet the farm that he would have loved our Porsche Club's "Autocross" where you can let it rip to the peak of your skills enjoying the consistent performance of these great Porsche's we all love. Without a doubt, we all know and understand the many shades of unique feelings and highs experienced every time we drive what is a perfect definition of auto performance. Time may change all, but Porsche performance and the joy we experience is forever!





Minnesota weather can go from
“zero to sixty” overnight...

Be ready for it with

ExtraSpace[®]
Storage

When spring finally arrives, don't waste time driving across town to pick up your vehicle.

Get out and enjoy it faster with Extra Space Storage

Conveniently located at the intersection of Highways 100 & 7 in St. Louis Park
with options to meet all your vehicle storage needs.

OPTION 1

Secure, single-car storage parking spot

- Brand new multi-level facility
- Climate controlled
- 24/7 key code access
- 24/7 video monitoring and security
- Newly-built restroom
- Monthly Fee: \$150
- Upfront Annual Fee: \$150 (1 month free)

OPTION 2

Private 12' x20' single car garage storage

- Includes all of Option 1 amenities PLUS**
- Private garage for added privacy and security
 - High visibility LED lighting
 - Available customization (price upon request)
 - Minimum lease term of 1 year
 - Monthly Fee: \$480
 - Upfront Annual Fee: Relieves (2 months free)

Motorcycle storage also available!

- Climate controlled • Ample lighting • Key code 24/7 access • 24/7 video monitoring • New restrooms •
- Monthly Fee: \$85 per month • Upfront Annual Fee: 1 month free •

Call (612) 581-9545 for more information.

5051 Highway 7, St. Louis Park, MN 55416

Parade. . .

continued from page 20



Upper photo: Keith and Kim Fritze
Above: Alan and Jennifer Hurd

The Rally Awards are this night, plus the Newsletter Awards, Nord Stern takes 3rd Place in Class, congrats Christie! Later we do a photo shoot right in the front of my ("Stateside") Hotel, with a projected PCA logo on the front of Tom Rusk's (SchonesLand Region) Boxster (below).



Thursday the weather becomes more of what I had expected in the mountains: cool-ish and now dry. I'm sure the second day (final day) autocross participants appreciated that! Meanwhile, there have been lots of driving tours and other activities such as the golf tournament going on. You never lack for something to do! This was also the day for the gimmick rally . . . in this case? A tour of the many covered bridges in the area, replete with required "selfie" photographs. Me? I finish the day reading chapters of "Excellence Was Expected," which will most assuredly be part of the Tech Quiz.

Friday, 7:30 a.m. for the History and Technical Quiz, the last of the Big Four Official Competition Events. The Transaxle cars have been put all into one class, that's a 20 year span of cars, from two different series of widely different mechanical origins. It has the biggest line of participants, as the organizer openly exclaims. It's 50 Questions called "Generals" then 25 "Model/Class Specific" and then Five Tiebreakers. I'm one of the last three people to leave the testing room. My score? 33 on the Generals, 19 on the Model Specific and 4 on the Tiebreakers. Enough to win the 924/944/968/928 Class by? Just one point. Good thing I studied . . .

Then it's off to the Tech Academy. Dieter is giving a full-on slide presentation on the current Transaxle Exhibit at the Museum. Afterwards I ask him if he'll give me a copy. He says "yes." So later we can have a Nord Stern Region event with that, maybe a good winter session, or? Certainly for those of us who can't swing a museum trip this year and want to have a closer view of the Transaxle Cars Exhibit, this will be the next best thing to there: via the official Porsche Museum presentation! Dieter is such a great guy: knowledgeable, passionate and surprisingly humble! (Photo below, the two of us out and about at Parade.)



That evening is the Autocross "Late Apex" Awards Dinner. Beef tips and pulled pork served buffet style. They announce other awards, such as the Art Show (even though we've already received our trophies) plus the Gimmick Rally and Parade Kids awards, too.

Saturday, one more day to go . . . things easing up? Absolutely not. There's the 5K Run/Walk and the Parade of Porsches. Plus there is a special Workers (only) party with an 11 a.m. lunch. You do have to work two shifts (essentially a whole day) to qualify. I think it's a great way to do something tangible, putting real meaning in our club slogan "Fueled By Volunteers." Actions speak louder than words! I take the tram ride up to the top of the mountain. What spectacular views (below).



Later in that afternoon, I mostly pack-up the car leaving just my overnight necessities, and some strategic sets of clothes for the drive home, easily fitting into one small suitcase. I'll be ready to Head West in the early a.m., the open road beckons once again.

It's the Victory Banquet, the final Parade event. Chicken Oscar with Jumbo Crab Meat . . . the best meal of the week, I thought. Ending with? A Chocolate Brownie Sunday or Raspberry Mousse . . . heck have one of each! They give out the Tech Quiz Awards it's feeling great to go home with two First Place Awards.

Sunday morning as planned, I'm up early and now it's just "reverse course." I listen to Indy Car Race from Road America on XM 209 and then the Nascar race from Sonoma on XM 90. Later it's 60's on 6, and 80's on 8 . . . getting me back to Toledo by early evening.

Continued on page 35

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>.



The Porsche 911, one of the most iconic names in all of motoring, was almost the Porsche 901.

Peugeot made them stop, as traditional Peugeot nomenclature is number-0-number, like 205.

In some respects, the Porsche 917 from the early 1970s could obliterate today's race cars.

Depending on the series it was running in, it could have over 1,100 hp, and hit 240 mph.



And the first 25 917 racecars were called "secretary cars," because they were actually built by secretaries.

Pretty much anyone with a pulse helped assemble them at the last second so there would be enough examples to satisfy FIA inspectors, thereby making the car legal to race.

In 1972, Porsche Design developed the world's first black chronograph watch.

It was all about functionality, so the face mimicked the gauges in a car. It also happened to be stunning.



Twin Cities & Area Events/ Autocross Calendar 2016

DATE	EVENT	SPONSOR/STATUS	LOCATION
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:

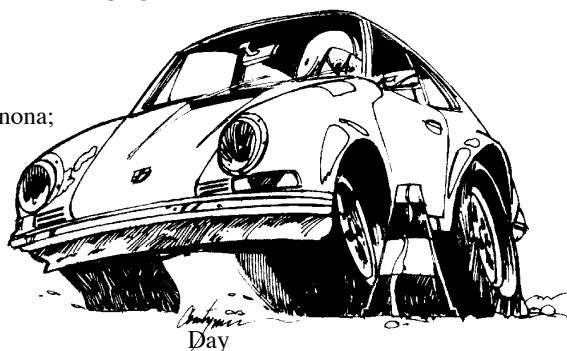
Aug 13

SCCA RACING EVENTS @ BIR: Regional Races, Memorial Day & Labor

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

WERKSTATT

EUROPEAN AUTO SERVICE

DAVE COLESTOCK

507.258.6342

DAVE@WERKSTATT533.COM

PRIVAT MECHANIKER

533 6TH AVE. NW

ROCHESTER, MN 55901

MERCEDES-BENZ | SMART | BMW | MINI | AUDI | VOLKSWAGEN | VOLVO

Our goal is to help
you pursue yours.
It's that simple.



The things that are important to you are what really matter. That's why we'll take the time to understand life priorities like your family, your work, your hopes and dreams. Then we can help you get ready for the future with a financial strategy that's just for you.

The Vickery Bowe & Pierce Group

Peter Vickery, CFP®

Vice President

Wealth Management Advisor

952.476.5632 • peter_vickery@ml.com

Merrill Lynch

308 Walker Avenue South

Wayzata, MN 55391

fa.ml.com/vbpgroup



Life's better when we're connected®

Merrill Lynch Wealth Management makes available products and services offered by Merrill Lynch, Pierce, Fenner & Smith Incorporated, a registered broker-dealer and Member SIPC, and other subsidiaries of Bank of America Corporation.

Investment products: **Are Not FDIC Insured** **Are Not Bank Guaranteed** **May Lose Value**

The Bull Symbol, Life's better when we're connected and Merrill Lynch are trademarks of Bank of America Corporation.

Certified Financial Planner Board of Standards Inc. owns the certification marks CFP®, CERTIFIED FINANCIAL PLANNER™ and CFP® in the U.S.

© 2016 Bank of America Corporation. All rights reserved.

ARG37PKL | AD-01-16-8573 | 470948PM-1215 | 01/2016

nurburgring, inc.

restoration of fine vintage Porsche automobiles

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

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

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

Rick Moe
nurburgring, inc.
dasring.com

Parade . . .

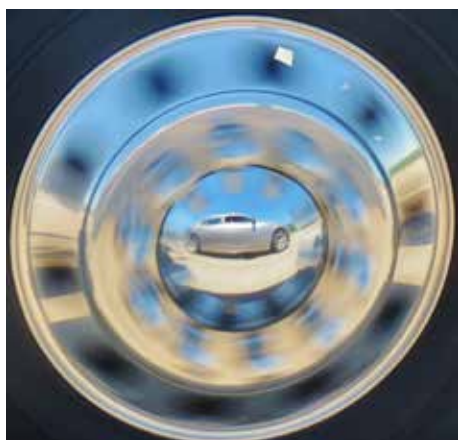
continued from page 31



Left: Kim and his First Place Tech Quiz Award
Above are both first place awards, the other for Photography. Congratulations, Kim, you represent Nord Stern so well!



Monday it's back through Indiana, then Illinois and Iowa with XM on "Classic Vinyl," another nice "music amalgam" channel. There are so many trucks on I-80 . . . it's Paul Simon singing "Kodachrome." Me resist another "reflection" photograph? Of course not, the spinning wheel even



captures a sense of motion (above). Back in Bloomington by 7 p.m.

Total trip? 3,246 miles at 31.1 average mpg. Next year Spokane, in mid July (photo to right). The Concours will be at the 100 acre site of Expo '74. See you there . . . we can celebrate my 30th Porsche Parade together, I'll pour the champagne!



A Special

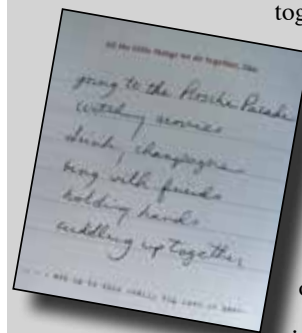
Dedication . . .

Sharp-eyed readers will likely notice a lack of reference to my wonderful wife Betty. Sadly, she passed away this March, as I held her hand.

A great woman, we were married in our Porsche 928GT (photo below).

She loved going to the Parade and that isn't merely talk. Last year she wrote a whole book, "You & Me," I'll share a page of it with you . . . yes, she considered going to the Porsche Parade one of the most special activities we did together.

I dedicate my Parade Wins and this story to her . . . a caring person with an amazing spirit, we loved each other so very much . . . it's the People!



AUTOMOTIVE SPECIALIST



***Mastering the Art of
Paintless Dent Removal***

***Jake Kelm
612.599.7719***

***mobile
service
availability***

www.dentwerkspdr.com

***3M Window Film & Clear Bra
Looks Hot, Feels Cool!***

***Chris Mizuhata
612.366.5588***

www.clearbramn.com



THE ONE STOP SHOP!

***Our Shop offers a convenient location, and a comfortable waiting room
with Wi-Fi. All the work performed by our technicians is under warranty.***

13810 24th Ave N. Suite 440, Plymouth, MN 55441



Summertime . . . and the **outdoor**
living is easy!



3-SEASON AND YEAR ROUND SUNROOMS • ENCLOSED PORCHES • SCREEN ROOMS



RETRACTABLE AWNINGS • PERGOLA / CANOPIES • EXTERIOR SOLAR SHADES



MOTORIZED SCREENS FOR PORCHES, PATIOS & GARAGES • PATIO COVERS • CARPORTS

SAVE up to \$2,500
OR **0%** interest for **60 MONTHS** financing
Financing based on approved credit for qualified buyers only.

Betterliving®
PATIO & SUNROOMS
BY PORTICO

www.PorticoMN.com

Call today for a catalog or **FREE** estimate
(651) 289-6611

1900 Oakcrest Ave # 9 • Roseville, MN
100% Financing Available

*Not valid on prior sale or combined with other offers. Discount varies with product / size

Carmudgeon Chronicles

By Ken Kamstra

reprinted from September 2005
Nord Stern!

Leading, “you must learn to drive!” I had to pry her fingers from the computer keyboard, one finger at a time. I saw it as tough love; she saw it as heartless bullying. It had to be done, How could I, the infamous author of “Carmudgeon Chronicles”, explain that my own -- and only -- granddaughter hated cars. Could care less if she ever owned or drove one.

Family honor was at stake.

“Didn’t I teach you to play the harmonica when you were only five?”, I begged. She was eighteen now. Tall, beautiful with almond white skin; skin that had rarely seen the light of day. I doubt that she ever put her harmonica skills to use but she loves music. Creates web sites for music groups who always invite her backstage. This is her life, music and, not incidentally, graduating from high school with honors.

Cars were never part of it. Still, I was convinced there was a dormant Auto Erotic Gene somewhere in her psyche. Had to be. The odds were not good though. Her mother, an incurable Auto Immune, tried to use her monstrous SUV assault vehicle as a training car. Only made things worse. Even her high school driving instructor -- paid up front to do the job -- threw up her hands and refused to continue.

“Hopeless!” I believe were her words.

It was up to me. And I was not above some creative treachery. First, there was the pre-scheduled drivers license test set just 30 days away. Then a silver, four-banger Subaru picked up at one of those “Everything

Must Go!” model close out sales.

Turned out silver was her favorite color. I thought all young girls hankered for red cars. The Gods were with me.

Of course, she still didn’t know how to drive. The terror was equally shared on that first day as I slid into the seat beside her. Her white skin was all the whiter as she her knuckles revealed her death grip on the wheel.

“We won’t be going more than three miles per hour today,” I said. My words did not reflect cowardice but common sense. Too many well meaning family “trainers” push the terrified novice out into high speed, heavy traffic on day one.

“It’ll come to you,” they insist. But it won’t. Any ‘Steeroid’ (see my book) can learn to steer, alternately stomping on the gas or brake. But that’s not driving. My training concentrated on intensive parallel parking. Over and over again until she got it right. Get the “tight driving” down first and everything else comes easier. Most drivers, if they are honest with themselves, spend a lifetime avoiding parallel parking.

Not my granddaughter. Before we hit the traffic, she had mastered the tight stuff with only inches to spare. In no time she could whip that Subaru into the garage next to Mom’s monster car without a problem.

Except one. Mom had strict orders not to invade the sanctity of her space with that hulking SUV.


Furthermore, the family’s oversized German Shepherd would never set his muddy feet in “her car”.


The 30-day transformation was complete! “LOVES” her car almost as much as her computer. Proof positive that there is hope for the Auto Immune. Try it on someone you know.


The driver’s license test? She passed it in a breeze.

BILL WOLFSON
COMMERCIAL REAL ESTATE

Porsche Enthusiast & Commercial Real Estate Expert



**Sales Leasing Consulting Development**
Wolfson@rmi.net 952.334.4554 BillWolfsonCommercial.com
201 East Lake Street Wayzata, MN 55391



This is an awesome book, from the publishing sense. The dust jacket shows front and rear views of Porsche 356/2-40, and the end papers inside show side views of this same car (owned by Jerry Seinfeld). In a throwback to the glory days of book publishing, and in acknowledgment of the fact that this tome is not one that will ever get read from front to back in a single sitting, a ribbon bookmark is bound into the volume. Like all Ludvigsen books, this one contains a lot of words as well as pictures. It is a large book, despite using relatively small type – keep your reading glasses handy.

Considering the breadth and depth of Professor Porsche's design accomplishments, to try to describe just how the Porsche sports car came about is a challenge to hind-sight. Whether or not Ludvigsen was or was not successful in meeting that challenge, this book is a **must have** for any true enthusiast of Porsche history, particularly one of the 356 crowd. It contains a comprehensive description of the automotive work of the Porsche Design Office, culminating with the work on the 356/2. Beyond that model, Porsches became Ferry's babies.

Taken as a whole, *Origin* tells you much more than you ever wanted to know about Porsche automotive designs. But if you have any particular interest in a Porsche sports car design element, you will probably find some fascinating antecedents described in this book. Even radiator placement for a sports car was the subject of a design study in the late '30s, and development of war time VW engines with individual cylinder heads is described. Bevel gear driven overhead cam shafts, vertical split crank cases, etc., all appear in various degrees of sophistication at various stages in this book.

Many interesting tidbits are presented, including the significant role played by the original English Patient (who in life survived the death he suffered in the movie) in marketing some of the very first 356/2 cars. There is also a great deal of coverage of the business (and geographic) life of Professor Porsche and his extended clan of family members and dedicated staffers.

Professor Porsche has been accused of being a designer's designer, one who designed for the sake of designing, with little consideration for practicality or a

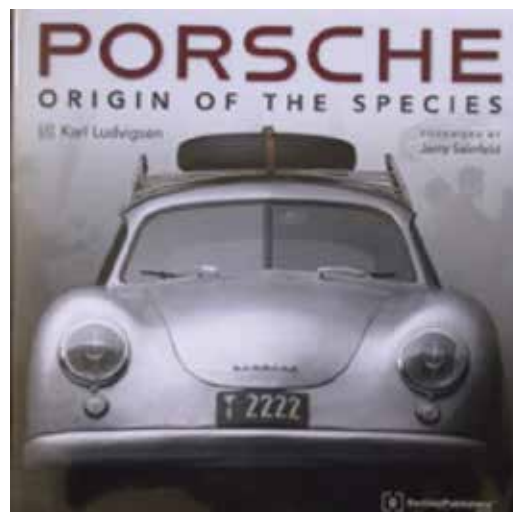
cost-effective/marketable product. The description given of the evolution of Piero Duso's Cisitalia program lends credence to that contention.

In addition to the foreword by Jerry Seinfeld, *Origin* contains contemporary commentaries by observers of Porsche car history, inserted at various points in the narrative.

An incredible amount of information and photographs are provided on the late '40s cars. Text and illustrations comprise 285 of the 344, 10-1/2 x 10-1/2 heavyweight bond pages. The remainder are mostly two appendices, courtesy of Jerry Seinfeld: one presents copies of original German research reports (along with English translations) of tests of brake and clutch components using -40 as a mule. The other presents life-size copies, without translation, of 40 pages of the owners manual provided with the Gmünd cars. There is also a comprehensive index of seven, 3-column pages.

The developments which lead to the Porsche Sports car form a long, complicated story, a chronology of events, political, commercial, engineering/design, and even tax law, which contributed to the genesis of the Porsche sports car. Somewhat buried in this narration is the critical role played by Ferry in making Porsche a car production company, not just an engineering/design firm.

Origin might be available at your favorite bookseller's, and is currently available for \$85 at Amazon books.



Book Reviews for Porsche- philes . . .

PORSCHE — ORIGIN OF THE SPECIES

by Karl Ludvigsen,
forward by Jerry Seinfeld,
Bentley Publishers,
Boston, Ma

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

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. Roll-up sunblinds on Panamera rear windows can only be raised when the rear windows are closed.

- a. True
- b. False

Panamera Owners Manual pg. 60

2. The Panamera Porsche Stability Management (PSM) does not incorporate which one of the following systems.

- a. ASR
- b. ABS
- c. PDCC
- d. MSR

Panamera Owners Manual pg. 176

3. Where would you find the fuse for the Panamera's windshield wipers?

- a. Fuse box on the right of the dashboard
- b. Fuse box on the left side of the dashboard
- c. Fuse box in the luggage compartment
- d. Fuse box under the hood

Panamera Owners Manual pg. 270

4. The Panamera's catalytic converters will not be damaged by push or tow starting.

- a. True
- b. False

Panamera Owners Manual pg. 235

5. With final assembly in Leipzig the Panamera's engine came from Zuffenhausen and the painted body shell from

- a. Valmet in Finland
- b. VW's Hanover factory
- c. Reuter
- d. Bertone

Excellence was Expected Karl Ludvigsen

2008 Edition Vol 3 pg. 1593

6. The Panamera's chief stylist was _____.

- a. Michael Steiner
- b. Wendelin Wiedeking
- c. Michael Mauer
- d. Wolfgang Durheimer

Excellence was Expected Karl Ludvigsen

2008 Edition Vol 3 pg. 1595

7. Introduced in 2008 the Cayenne's direct fuel injection squirts fuel between the inlet valves at a pressure of _____ atmospheres.

- a. 300
- b. 150
- c. 120
- d. 50

Excellence was Expected Karl Ludvigsen

2008 Edition Vol 3 pg. 1466

8. Panamera engine radiator fans can start running depending on the temperature even with the engine shut off.

- a. True
- b. False

Panamera Owners Manual pg. 230

9. The maximum towing capacity (vehicle weight plus trailer weight) for a 2006 Cayenne (manual or Tiptronic) is _____.

- a. 15209 lbs
- b. 14209 lbs
- c. 10209 lbs
- d. You can't tow with a Cayenne

Cayenne Owners Manual 2006 pg. 387

10. To produce the Panamera's engines 500 jobs were added in Zuffenhausen.

- a. True
- b. False

Excellence was Expected Karl Ludvigsen

2008 Edition Vol 3 pg. 1593

11. Tire pressure increases or decreases by around 1.5 psi for every ____F change in temperature.

- a. 21 degrees
- b. 18 degrees
- c. 16 degrees
- d. 15 degrees

2007 Cayman S Owners Manual pg. 130

12. What is the measured time saving during a LeMans start if the ignition switch is on the left?

- a. 1/20sec
- b. 1/5 sec
- c. 1/10 sec
- d. 1/100 sec

It Figures! As it has for 60 years

Porsche AG 2008

13. When it is said that the volumetric efficiency of a 911 engine is greater than one it means that the engine generates more than one hp per liter

- a. True
- b. False

Porsche 911 Performance Handbook - Bruce

Anderson 3rd Edition pg. 125

14. A 5W-40 and a 5W-50 oil have the same viscosity when cold; when hot the 5W-40 oil is thicker than the 5W-50 oil.

- a. True
- b. False

911 Turbo Owners Manual 2002 pg.139

15. Kuhnle, Kopp & Kausch AG supply _____ to Porsche.

- a. Superchargers
- b. Turbochargers
- c. Radios
- d. Shock absorbers

Excellence was Expected Karl Ludvigsen

2008 Edition Vol 3 pg.1565

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

Out and About with Nord Sterners



*photo from
the recent
club race at
Hastings
included Nord
Stern member
Bruce Boeder
as Steward,
We get
around!*

RAYMOND AUTO BODY

Satisfaction & Integrity Since 1949

Collision Specialists

*Where quality
isn't an accident
it just starts with one*

651-488-0588

Located
near the
Fairgrounds

*Four Generations of the
Slomkowski Family*



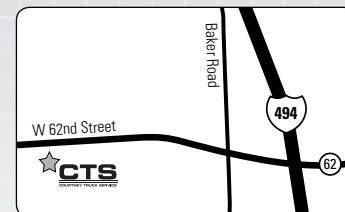
www.raymondautobody.com
1075 Pierce Butler Route - St. Paul, MN 55104

CTS

COURTNEY TRUCK SERVICE

OVER **30** YEARS

- Scheduled Maintenance
- Major Repairs
- 4WD, Foreign, Domestic, Gas, or Diesel
- Alignments
- MN DOT Inspections
- Hitches, Brake Controllers, & Fuel Tanks
- Red Line® Oil Dealer
- Tires



SERVICE FOR CARS, TRUCKS, SUVS, & TRAILERS

14205 W. 62nd St., Eden Prairie, MN | 952-934-0931 | Hours: 7:30-5:30 M-F | Towing Available | www.courtneytruckservice.com

My Way . . .

continued from page 26

corner. This I did. Smug people do not EXPECT THE UNEXPECTED. We blast to the first turn at warp speed. By this time I have been passed by the 917's and a Chevron B19. I'm right behind (3+ car lengths) the Chevron. His brake lights come on in preparation for the 140 degree right hander now approaching us like a cliff.

I went (I was going to say 'go' but you might think Crumb was writing this) for the brake pedal and could not get to it - my shoe sole

had separated and hooked on the edge of the pedal. This kept my foot on the throttle for a split second longer before braking. My smug three-car lengths margin vanished but allowed me time and distance to swerve to the right and just miss the bright orange paint of the Chevron. It did not, however, give me enough time to brake properly for the corner. Listen to me - brake properly - HA!

If ever there was a demonstration of panic stop, it was at this time. I passed the Chevron with all wheels locked and pointed right at the driver's door of Chuck Stoddard's \$3 million 917 K, which was crossing in front

of me executing the right hander. My Elva did a pirouette and I passed the other 917 backwards. Luckily, he was on the ball and braked straight until I went past him through the corner and off the given path out of harm's way. Now I know what it feels like to have dog's breath at a Cloret's convention.

The rest of the field paraded past giving me the evil eye as I sat amid the smoke from my tires and the distinct odor of caa caa emanating from somewhere near my lap. I remember closing my eyes so I wouldn't have to see them staring at "the Dip-Stick in the white Elva".

I was most obviously BLACK FLAGGED (see Jim-Bob, it happens to other excessives too). The Safety Steward made only one comment to me as I sheepishly stopped at his feet under his chin protruding scowl, "Not too shiny, son!" said he! I explained the circumstances as he listened with pursed lips, staring off elsewhere. He thought for a second, then jerked his head in the direction of the track and said "GO PLAY!" Hey! My kind of guy!

I now have NEW BOOTS! (Thanks Henry G) The others went in the trash after the weekend even though racing tape to the rescue allowed me to finish a super three



days and several laps of heartland . . . MY WAY!!!

I didn't say it would be the best way ... just "MY WAY"!



The brand new Morrie's Luxury Auto Campus services all luxury makes and models, including Porsche.

We can take care of all your service needs, offer loaner vehicles, and now use the Auto34 Hunter tire machine, which is guaranteed to not scratch wheels.

Contact Ron Johnson at 763-449-4250 to schedule your service appointment.



Ron Johnson

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

MORRIE'S
LUXURY AUTO
VEHICLES OF DISTINCTION.



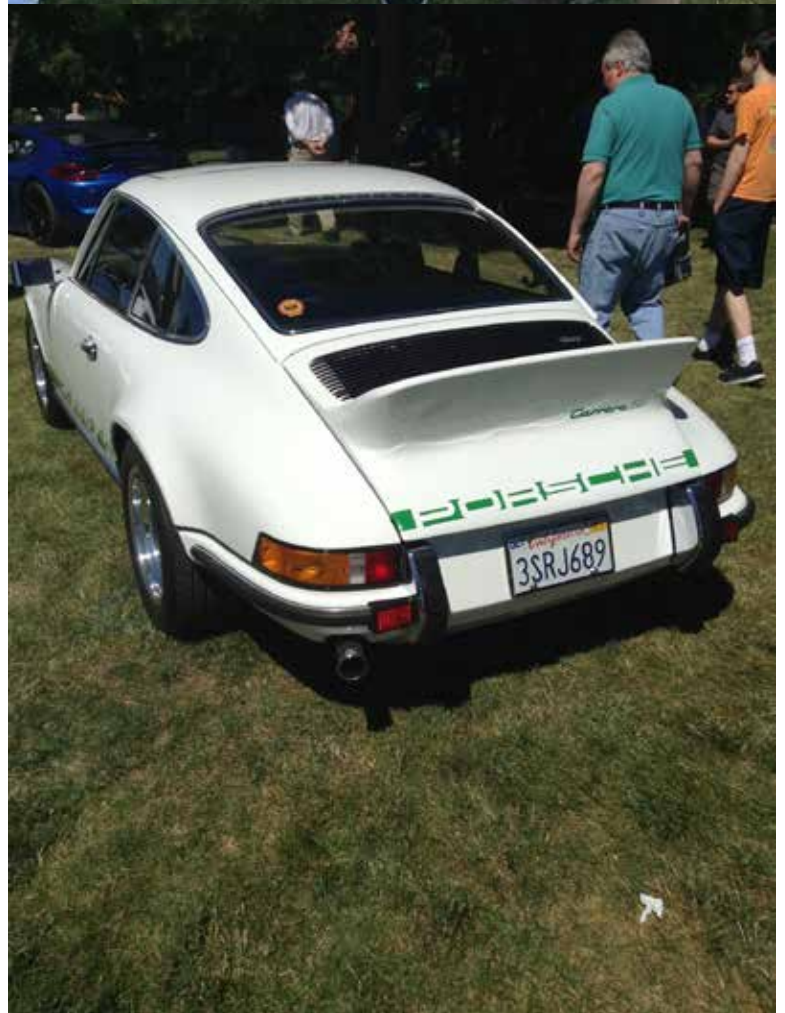


Out and About at the All Porsche Show - 2016

*photos by
Dave Weisel*

*Left and below,
the beautiful
Carrera RS 4.0*

Right,



Classifieds

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

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, 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

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>.

Lakes **Sotheby's**
INTERNATIONAL REALTY

Tom McGlynn

202 Superior Blvd. Wayzata, MN 55391
612.751.2519 | tom.mcglynn@lakesmn.com

PCA's Zone 10 Directory

Regional Clubs

Ozark Lakes: www.pca.vintageeuro.com

Dakotas: www.dakotapca.org

Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

Schönesland: www.schonesland.org

Kansas City: www.kcrpca.org

St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

One Stop "Shopping"

Nord Stern's Website will have up to date information on event scheduling, locations, activities, dates and times as well as contact info.

Questions, email 'editor@nordstern.org'



**Your preferred collision repair & paint
center for Porsches and other fine
automobiles since 1958**

- Factory paint matching
- Paintless dent repair by Juergen's Dent Kraft
- I-Car & A.S.E. certified technicians
- Insurance estimates accepted
- Coordination/negotiations with insurance adjusters
- Towing Service
- Rental cars available
- Recommended by major insurance companies
- Recommended by automobile Dealers
- Free written estimates

Collision Center, Inc.
900 Florida Avenue South
Golden Valley, MN 55426
Phone: 763.541.9727 Fax: 763.541.0371
www.collisioncentermn.com

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)***



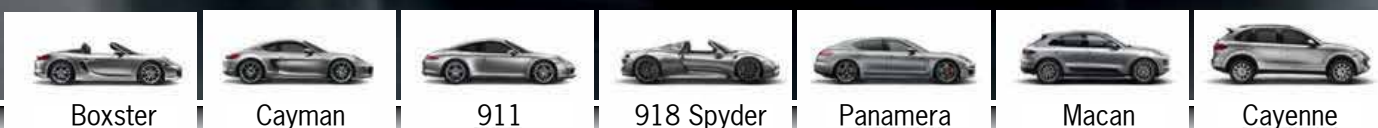
Bring the family!



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



Porsche 911 Carrera S



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

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

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

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

NEW | CERTIFIED PRE-OWNED | SERVICE | PARTS | ACCESSORIES | FINANCE



CAROUSEL
MOTOR GROUP



PORSCHE MINNEAPOLIS

9595 Wayzata Blvd., Minneapolis, MN 55426

763.744.9191 | PorscheofMpls.com



PORSCHE ST. PAUL

2780 Maplewood Dr., Maplewood, MN 55109

651.483.2681 | PorscheofStPaul.com



PORSCHE

NORD STERN P.C.A.
c/o Christie Boeder
11919 Hilloway Rd. W.
Minnetonka, MN 55305

PRSRT STD
U.S. POSTAGE
PAID
DOCUMENTATION

Enjoy your moments in the sun



Photo Credit:
Jeff Schmidt,
Carbon Scoring

Auto Edge can help make those
moments even more enjoyable

(in your Porsche)

Est. 1994
Auto *Edge*

**Complete Automotive Service
for all Makes and Models**

Maintenance | Performance | Track Prep

651-777-6924 | AutoEdgeMN.com

Don't let an IMS Bearing
or Coolant Pipe Failure
ruin your summer!

The experienced techs
at Auto Edge can help
prevent these common
problems in your water
cooled Boxster, Carrera,
Turbo, GT3 & Cayenne

Family owned by
Bob and Pam Viau
Nord Stern members
Since 1989

Factory-Trained
Technicians 356-991