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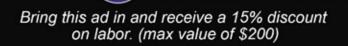
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Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

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.

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



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WELKOMMEN . . . WELKOMMEN . . . WELKOMMEN

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!

Dennis Connolly

New Brighton, MN 2008 911 Carrera Cabriolet Silver

John Konicek Minneapolis, MN 1987 928 S4

Chad McCoy

Brainerd, MN 2007 Cayman Blue

Jayne Roberts Minneapolis, MN 1971 911T Black

Gregory Stoewer Esko, MN 1985 944 charcoal

Aaron Tande and Mark Tande Rochester, MN 2002 911 Carrera Cabriolet

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.

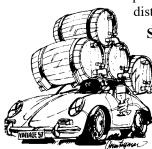
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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!





The Prez

Sez . . .

by Paul Ingebrigtsen

ello Nord Sterners! This report comes to you from the rolling hills of Sonoma, CA. At the Club Race live auction this summer, Doreen and I bid and won a trip to the Go Pro Grand Prix of Sonoma, kindly donated by **Dave Roberts** and the **Carlisle Companies.** At the event we were guests of Nick Short's CRP Racing, who were sponsored by Hawk Performance and DeVilbiss, competing in the Pirelli World Challenge with an Audi R8 GT piloted by **Kyle Marcelli** and a Lotus GTS piloted by **Kevin Marshall.** We were also guests of the Penske Racing team for the Indy car championship race.

Sonoma Raceway, formerly known as Sears Point, is a massive facility nestled in the hills outside of Sonoma. It is spread over 1600 acres and spans 2.5 miles across. Once we got the hang of the shuttle system, it was easy to make our way around the track. This track is definitely on my bucket list to drive! We spent time in the paddock garage of CRP Racing and met up with **Nick Short**, his crew, and the drivers. Dave Roberts and his wife Susan also joined us and we're were able to get acquainted. What a warm, welcoming group of people! Dave also arranged pit passes, so we were able to watch the racing action



from the pits on the main straight. Our favorite viewing spot was at the hairpin corner seven, with a good view of most of the track and a closeup view of one of the most hotly contested corners. The CRP team ran hard, but had some bad breaks. There was a lot of bumping and pushing, spins, and cars in the dirt. The World Challenge races were the most exciting and entertaining of the weekend because cars actually passed each other on nearly every lap!

In the pits, I also said hello to **Patrick Long**, who was running his Porsche Cup Car in the World Challenge GT race. He remembered his visit to Nord Stern and thought I was Roger Johnson! (Roger, I'll take that as a compliment!)

In another Porsche moment, I spied a Carrera GTS Club Coupe in its distinctive PCA Blue parked in the paddock. I didn't track down the owner, but got some photos of this rare model.

We also visited the Penske garages, pits, and Hospitality tent. It is an amazing, high-tech operation! We had a VIP meeting with the four Penske drivers, **Simon Pagenaud, Helio Castroneves, Juan Pablo Montoya,** and **Will Power,** a rare occurrence to have all four in one place and one time. I gave them a few pointers before qualifying - not! And in the hospitality tent, we met **Roger Penske** himself as he introduced the drivers. Team Penske celebrated their 50th year with a driver and team championship! This reporter can reveal that JP's pre-race meal was a hot dog with ketchup and mustard. It apparently worked for him, as he finished on the podium! I was personally pulling for Will Power, but a bad gearbox brought his race to a halt. It was exciting to see Pagenaud cap off a great

Continued on page 15

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ell, I am sitting in our GMAC truck barrelling up the highway on our way to Ely for a BWCA canoe excursion with family and have NOT finished this issue of Nord Stern. October will just have to wait until all the fun stuff is taken care of plus the usual fall 'back to work' craziness in the Boeder household has died down. This truly is the hardest time of the year for me to find the time to work on the newsletter! What can I say. It's just life. Especially with this also being one of my favorite times of the year with the fall foliage and all the opportunities to enjoy the perhaps last warm days of outside action. Gotta get in those last bike rides, hiking, those last trips up north that don't involve snow and skiing of one form or the other. This current trip will involve canoeing and portages. And camping on the ground. Haven't done that in awhile so will see how this old body handles that!

Still there's a lot of great Porsche driving opportunities left on the calendar. I do include in this issue a fun, yet informative, thread off Clubtalk about Winter Storage procedures as preferred by various members. I am sure there's a lot out on the internet, too, on the subject so one can certainly research and compare what one person swears by and what someone else might recommend. I do think it's helpful to know there's a fair amount of trusted commentary by our membership available to everyone interested. And that one can figure out what works for them specifically how complicated one wants to be with their storage options.

I am working on expanding the calendar out into 2017 so be sure to watch that. And with that, do know that I am posting events on our website as details get to me. It's not that far behind in the grand scheme of things and is a winter project for Dave Anderson and myself as we work on upgrading the functionality. My goal is to think of 'what things I put in the newsletter that can and should go right into the website' since that can be more timely. I still enjoy working on the newsletter, but with the printing time, mailing time, it just is not going to be as up to date with details! So watch the website all ye out there who wish to know 'what's happening!'

Hope to see you at an upcoming event!

From the Editor . . .

by Christie Boeder '73 911





2016-17 Calendar . . .

Get Around with Nord Stern

SEPTEMBE	R	2016
Sept.	30-	
Oct 2	24TH Nord Stern Annual Fall Color Tour	
	Headquarters: Blue Fin Bay	
	Eventmaster: John Dixon, eyerack@tcq.net	
	or 952.939.9071, Destination: Grand Portage!	
OCTOBER		2016
9	Informal Beer and Bark Tour	
	Eventmaster: Jeff & BJ Boehm, Details TBA	
11	Nord Stern Business Meeting (Tuesday)	
	Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.	
	6:30 p.m. Social, 7 p.m. Business Meeting, All Members welcome!	
NOVEMBE		2016
8	Nord Stern Business Meeting (Tuesday)	
	Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.	
	6:30 p.m. Social, 7 p.m. Business Meeting, All Members welcome!	
13	Annual Old Log Theater Event	
	Lunch and Performance	
	Million Dollar Quartet @ 12 p.m., with Mercedes Benz Club, Eventmaster: Paul Bergquist	
	Cost: \$56 per person, See flyer	
JANUARY		2017
10	Nord Stern Business Meeting (Tuesday)	
	Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.	
	6:30 p.m. Social, 7 p.m. Business Meeting, All Members welcome!	
28	Annual Nord Stern Meeting and Holiday Party	
	Mark your calendars NOW as Nord Stern will be hosted by Morrie's in Long Lake where we will enjoy dinner,	
	yearly awards, passing of the gavel to the 2017 Officers and private touring of the Morrie Wagener's fabulous car	
	and automotive memoralibilia collection.	
FEBRUARY		2017
14	Nord Stern Business Meeting (Tuesday, Valentine's Day so this date is tentative!)	
	Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.	
	6:30 p.m. Social, 7 p.m. Business Meeting, All Members welcome!	
MARCH	0.50 p.m. boenn, 7 p.m. Dusiness Meeting, 7 m Memoers welcome.	2017
14	Nord Stern Business Meeting (Tuesday, Valentine's Day so this date is tentative!)	2017
	Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.	
	6:30 p.m. Social, 7 p.m. Business Meeting, All Members welcome!	
APRIL	0.50 p.m. boenn, 7 p.m. Dusiness Meeting, 7 m Memoers welcome.	2017
11	Nord Stern Business Meeting (Tuesday, Valentine's Day so this date is tentative!)	
	Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.	
	6:30 p.m. Social, 7 p.m. Business Meeting, All Members welcome!	
SEPTEMBE		2017
29 -	Nord Stern Fall Color Tour - 25th Anniversary!	
Oct 1		
001	Based out of Tofte, MN - Make your reservations a year out	
	"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/	

Car Biz Board . . .

One Stop Shopping!





Courtesy Clubtalk

To subscribe to Clubtalk

http://listserv.nordstern.org/ mailman/listinfo/clubtalk Or to un-subscribe, edit settings, change email accounts, this is the site to visit to make ANY updates or changes.

Attachment Information!!

Pictures (and other) attachments that don't exceed 1.5 MB in size may be sent. Anything bigger gets flagged for review by the administrator. A posted message remains on the server to be either approved/rejected/deferred. If the attachment size is within reason it will be approved the server will distribute to the list. If the picture is excessively too large, sender might be asked to reformat and resend or, if the administrator has time, he will pull a copy of the picture, resize it, and post it on your behalf. ditor's Note: A recent thread on club talk caught my attention with responses to the perennial question: winter storage. Lots of opinions and a fair amount of agreement on some of the basics from what I have seen and read before. Sprinkled in are some fun comments so here's my attempt to summarize and give a bit of flow to the back and forth among a number of club members. I hope this is fun to read and also perhaps gives a bit of direction to the annual 'migration' from outdoors to indoors! And no matter what, lots of good advice. Nothing like looking to our own membership for info, technical expertise, local experience and recommendations!

hat time again and yes I don't have to worry about it in AZ but I have several friends in the north who have asked me for advice. I remember in the past there has been several threads on this. Anybody save that info they can share?

Scott Kuhne

That would be welcome, as this is the first year I plan to park and store mine, so I have all those worries over bad fuel and flat-spotted tires :-)

- Merrill Aldrich

I assume all members realize that the Germans think American's have lost their senses putting their wonderful P Cars away for the Winter and not using them?! Having driven two different 911's year round for a number of years, I can attest that they are wonderful winter cars, so long as you put dedicated snow tires on them.

- Bruce Boeder

You are a 100% correct.

- David A. Roberts

In a nutshell:

- Wash and wax
- Change oil
- Top off with Non-Oxy
- Crack windows 1"
- Park
- Overfill tires by 10 PSI
- Put on a good battery maintainer or remove battery and store in warm place or disconnect negative cable. If you have electronic latches, prop open frunk. Cover
- Know you radio security codes.
- Research and take whatever rodent prevention measures are appropriate for your storage.

Visit and pet it at least once a month, do not start it up. It's just long term parking, not long term storage.

- Lon Tusler

I don't like to leave even a battery maintainer plugged in for weeks when not at home. Anyone have experience taking out the battery on 981 or 991? (I do know to leave the front trunk unlocked as it is a hassle to re-open by jumping the fuse box with a battery.) Are there any other systems that I don't want to shut down or any important codes I lose on these newer cars? Question about taking out the battery on newer Porsches. Mine is a 2016 981. On my 964 track car I used to just take out the battery every winter. Can I do that with a newer car? I ask because other newer cars like our 340i say you need to have dealer reset codes for battery charging, etc. when replacing battery.

- Nick Cirillo

I've been using a battery maintainer for the last 20 years or more and have no hesitation on leaving the car, sleeping soundly and all alone, for months at a time. I can understand the hesitation, I just think it is unfounded. I prefer the directly connected to the battery version but I've heard the cigarette lighter option works just as well. The newer models are all micro-chipped and smart enough not to overcharge the battery and some even claim to perform other cleanup duties on your battery. I remain skeptical of that but, after years of use, my cars always start right up in the spring.

Another reason not to remove the battery are all of the computer controlled gizmos on the newer cars that never expect to be turned off. Some manufacturers, namely BMW, require dealer service if the battery is changed, not sure what new Porsches require. Therefore, when in doubt, just plug in a maintainer and let the car's systems hibernate in a state they expect to be in.

Now some of my other opinions might contradict what the more anal (and I say that in a good way) car enthusiasts might recommend. I see no reason to put anything in the gas, as long as you use a good Non-Oxy fuel and it is topped up before storage. Gasoline has a minimum 2 year shelf life (as told to me by my petrochemical friends) so additives are just not necessary. I also like to put my car in the air for the storage season and have done this repeatedly without the "rust on the shock shafts" or "permanent sag in the suspension" warnings I've read about. If not in the air just add 10 lbs to each tire, as others have recommended and, if possible, roll the car a foot or two every month.

Now for the really anal and purists storage solutions, a visit to Keith Jones "bubble room" is a true lesson on how a vehicle should be stored!

- Jon Beatty

I've stored my then new Boxster and now new Cayman for the past four winters and I do not remove the battery. I use a Porsche battery maintainer that I plug into the center console outlet and it has worked fine.

- Mark Koegler

The place I store the car does not allow chargers, city code. They disconnect the battery and leave in car since its heated. Hasn't been a problem for the 987 Boxster. Plan to store 981 Boxster at same place. Dealer service did not believe it would be an issue to disconnect battery.

- Thanks, Rick

Like Jon, I use battery tenders, but mine stay on my cars year round (other than our daily driver's). Some of my cars have a tendency to sit for long periods of time plugged in and I have never had a problem. I have used a variety of makes including Battery Tender, Griots (looks like it is made by Battery Tender) as well as though purchased from the manufacturers. I recently bought a Macan GTS that stays in Scottsdale year round and the dealer, both sales and service, encouraged us to use a battery maintainer that they sell, of course. It plugs into the cigarette lighter. I have two other cars that are maintained through the cigarette lighter and I have always thought it was the easiest way to maintain the battery. The problem with maintaining through a cigarette lighter is many are not enabled when the car is off and therefore will not maintain the battery. I have had Audi's, Porsche's, Ferraris, Corvettes, Fords and BMW's along with motorcycles all on battery maintainers without any problem.

Now with that said, I have a friend who was a multi-championship winning crew chief in NASCAR and TV personality who refuses to use a battery maintainer. He has at approximately 40 historical cars in his shop and he says he is concerned with over cooking a battery and causing a fire. He tells me I am crazy for using them. He takes the batteries out of his cars and keeps them all in one area. When he is ready to drive a car, he charges the battery, reinstalls it and drives away. It eliminates the spontaneity of driving your car, but he feels much more comfortable.

With that said, I guess it is your choice.

- David A. Roberts

I like to drive the car into the side yard next to the house so the car blocks the cold wind from hitting the house. Then I'll toss the proverbial blue tarp over it so the nosey neighbors don't know it's a car. If they are really nosey put some big boxes under the tarp to disguise the shape. The final step is to strategically place cinder blocks on the tarp to hold it down. Reverse the process in the spring. If I can be of additional assistance please let me know

- Lee Jacobson

Highlights are must do, the others are for the more anal of us.

- Change the oil
 - Add a bottle of Stabil, Seafoam, or
 other Buel stabilizer and fill the tank
 full (editor's note: am assuming non-oxy). Drive it for a few miles to make
 sure the stabilizer is mixed into the fuel.
- Wash the car thoroughly
- Vacuum the interior
- Wax the car
- Close all of the air vents inside the car
- Put wooden blocks or hockey pucks against the tires and release the hand brake, place stick shift in neutral
- Over inflate the tires by 5 pounds
- Place Styrofoam blocks under the wiper arms to lift the wipers off the windshield
- Plug in a battery maintainer, or if there is no electricity remove the battery and place it on a wooden block in your basement on a battery maintainer. If you remove the battery don't quite close the trunk lid for access to the battery compartment later.
- Place steel wool in the exhaust pipes to keep varmints out of the engine

Continued on page 18



Nord Stern Porsche Club

Member-Wear

	 Port & Company 100% Cotton T-Shirt Heavyweight 6.1-ounce, 100% (preshrunk) Shoulder-to-Shoulder Taping Coverseamed Neck Double Needle Hem Black w/Nord Stern Logo Small – XLarge - \$20.00 Each 2XLarge - \$22.00 	Men's Size	Quantity	\$ Item Total
	Cutter & Buck Tournament Pique Polo Ribbed knit collar & Cuffs 3-Button Placket Drop Front Shoulder Reinforced Side Vents Pearl Colored Logo Buttons	Men's Size Ladies' Size	Quantity Quantity	\$ Item Total \$ Item Total
	 C&B Pennant at Left Sleeve Hem White w/Embroidered Nord Stern Logo on Left Chest Small – 3XLarge - \$45.00 Each 	Men's	Quantity	\$ Item Total
	Eddie Bauer Packable Wind Jacket 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,	Quantity	Ş item rotar	
	underarm vents, packable zippered chest pocket, front unzippered pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon. Small – Xlarge - \$50.00 Each 2XLarge - \$52.50	Quantity	\$ Item Total	
	Port Authority Dry Zone Cap An exceptional combination of breathability and moist this cap features a quick-drying CoolMax® sweatband. bill. • 55/45 poly/polypropylene double knit • Unstructured • Low Profile • Hook & Loop Closure \$20.00 Each	-	Quantity	\$ Item Total
Contact Name	<u>I</u>		<u> </u>	\$ Order Total
Contact Phone #				

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

Meeting was called to order at 7 p.m. sharp by President Paul Ingebrigtsen

Holiday party planning

Ron Johnson has secured Morrie's Car Collection location in Long Lake for the party. Christie Boeder will confirm a date of January 28th with Ron and confirm with Michele Johnson the food options ASAP so information can start appearing in our newsletter and online. Dave Anderson will then add to clubregistration.com.

Bylaws update - Paul I.

Dave Anderson converted the paper file to Word so they are now updatable. Roger Johnson, Teresa Vickery and Bruce Boeder will look for more current updated bylaws and send to Dave and Paul as it is believed they were updated back in the 1990s.

Volunteer efforts

Working with Ryan McGee to fill open positions

Final Fling

Paul I will not be attending since he won an auction item at Club Race and will be heading to Sonoma for the Go-Pro finals!

Vice President – Ryan McGee

Looking for a VP candidate for 2017

Treasurer – Jeff Bluhm

Via email, Jeff reports all is well financially. Have paid most Final Fling expenses already.

Advertising – Lara Dant

We have received most of the outstanding payments for ads and have dropped the non-payment advertisers. Dave Schall will start advertising again once he finishes rebranding. It will be Speedy Race Gear. Will resurrect the Advertisers Q&A section and will start with Dave Schall.

All Porsche Show – Phil Saari and Mark Koegler

Via email, Mark indicates they have been invited to participate again in 2017. Looking for another (or more) supercar/model to feature for next year. This year was a big hit.

Autocross - Andy Golfis

The autocross event in May was a success. We made some money and mended some fences. Corvettes of Minnesota also held another event over the summer which drew some P-cars. Unfortunately their timing equipment didn't work. Andy thinks there is an opportunity for us to do a one-step-up from autocross which would offer more track time, more staffing. He will investigate and get a date at Dakota County ASAP. He thinks we should still advertise and support their events, but will still look into this other opportunity. Paul mentioned they have previously thought about having one day events at Dakota County but run like a BIR event. We would need corner workers, flaggers, etc. Dave thinks we can maybe go in on timing equipment with other car clubs since their equipment is old and unreliable. Roger Johnson agrees we should grab a date as soon as we can. Teresa Pfister said back in the day, members were corner workers. That could be done again!

Board of Directors

No update

Charity – Chris Tobkin

The All Porsche Show in June had 200+ Porsches, 300 attendees and raised \$3,200 for Courage Kenney. The volunteers made all the difference!

Club Race had overwhelmingly generous donations and auction bidding. Raised \$19,200 for Courage Kenney. Christie and Keith Jones were essential!!

Teresa mentioned that the Road America Club Race has a silent auction and she would be surprised if they raised \$1,000. Chris whooped Chicago.

Nord Stern Charity Calendar – half of the photo shoots have been completed. The rest wanted fall colors. \$4,350 has been collected so far for NAMI.

Calendars will be available to order at the Holiday Party.

A total of \$22,400 has been donated to Courage Kenney this year!!

Therefore, a total of \$26,750 has been donated so far in 2016!!!!

Paul received a communication about a National charity idea, Fill up the Frunk Food Drive in November/December. Discussion ensued as to the pros and cons of participation. Dave will run it by Chris for his input.

Club Race – Doug Anderson

No report from Doug, but we need a new chair ASAP as Doug is retiring and not sure where he'll be next year. Next year will be the 25th anniversary race!

Nord Stern October 2016

13

Nord Stern Business Meeting Minutes September 2016

by Betsey Porter

Trying To Tame The Tail

By David Nelson Photo by tailofthedragon.com Reprinted, Courtesy Der Skooner, Great Plans Region PCA My son, Andrew, had owned a 2003 Boxster S for several years, but due to growing children he sold it for the need of two family vehicles. But, the lure of Stuttgart still smoldered in his veins. Recently another need of growing children struck and a new house ensued. One of the features he and his wife wanted was a three car garage, as well as bigger bedrooms for the kids. The problem that arose was that there was now an empty spot in the garage! What to do? What to do? How about a 2007 Cayman S? So began our adventure.



Andrew Nelson's '07 Cayman S

Said Cayman was found in Charlotte, NC. Color was right, age was right, mileage was right, and price was right. (Apologies to Bob Barker/ Drew Carey.) Off to Charlotte on United. Even with computers running correctly we landed two hours late. Luckily, we were met by someone from the dealership and they drove us straight there. After we took it for a test drive, as good of a visual inspection as we could do and the obligatory negotiations, we drove off with almost 300 hp of a 3.4L flat six humming behind our backs. While planning the return trip, I noticed something. With a slight detour we could cross something off our bucket lists. We had both talked about someday driving US 129 between NC and TN. The unofficial name of this stretch of highway is The Tail of the Dragon. Some people do it on bikes, others in sports cars. What better way to enjoy the agility of the Cayman than to run it on this bad boy. So, from Charlotte we drove to a town about an hour east of the Dragon, Cherokee, NC. After stuffing ourselves at the local Waffle House, we got some needed rest in anticipation of our morning run.



The morning could not have been better! Light puffy clouds, no rain predicted and the beauty of the Great Smoky Mountains greeted us. The mountains lived up to their name with some of the clouds so low that they gave the impression of smoke they are so well known for. About an hour later we arrived at the beginning of the road in Deals Gap, NC. Stopping for fuel and maps and pit stops gave us a chance to see the real beauty of this old growth forest and mountain terrain. After that, it was on the trail.

They advertise that there are 318 turns in 11 miles. I believe it! One positive is that both NC and TN have banned large truck traffic on US 129. I cannot imagine an 18 wheeler on its narrow lanes. The road follows an old established route through a natural gap in the mountains and surrounding Cherokee National Forest. Some of the turns have little or no camber, making it dangerous to take at a high rate of speed. But, in some areas to you can open it up to some degree. There are no crossroads coming onto the road, so there is no worry about cross traffic. All you have to worry about is someone ahead of you getting off line, or going too slow, or the occasional deer, bear, or other critter crossing the road. There are pull offs every few miles that allow slower traffic to pull over, take a break to look at the fabulous scenery, or in our case, changing drivers

Andrew drove the first half of the route and then we stopped at a pull off to switch drivers. At the turn off on the other side of the road were several grizzled and experienced Harley riders. As I exited the passenger side and headed to drive, one of the grey bearded (not unlike myself, just longer) spoke out and said, "Looks like Dad's going to show him how to do it." We both chuckled as we drove off. Curve upon curve kept coming at me as I drove. Some were easy; others had to be approached cautiously as they were quite blind. I probably used more brake than Andrew. He did a lot of throttle braking, and I prefer using the brakes more often. Most of the apexes were obvious, but there were a few flat camber turns that were hard to negotiate without feeling you might lose it.

While our driving styles are different, we each thoroughly enjoyed our legs of the run. Is it the greatest run in America? Some say yes, but I've been on some really curvy stuff in the Ozarks. Did I enjoy it? Absolutely, especially in the really well balanced Cayman S. Did my son enjoy it? I think the grin on his face told it all. As we pulled into Maryville, TN, the end of the route we both sensed that we had done something special. Yes, we crossed one thing off the bucket list, but, even better, we did to together. About 16 hours later we got to Omaha, switching drivers as each got tired. What a great trip! If you want to know more about "The Tail" and other great roads to run in the area, you can go to: http://tailofthedragon.com.



Grandkids in race cars!

Submitted by Michael John Mason's enthusiasm is absolutely a joy to see . . . the 'next' generation is out there!

Prez Sez . . .

continued from page 6

season with a win and a championship. He was very engaging and personable when we met and well deriving of his success.

Now we are off to view some wine bushes at the wine farms and maybe sample a bit of the grape. I was sorry to miss Last Fling, as much as this has been a trip of a lifetime, it is still more fun to drive than to watch! Don't miss your chance, the Bark and Beer Drive and the Fall Color Tour are coming up!



Out and About with Nord Stern

scans courtesy Ron Faust

ne last scan from the November 1990 Newsletter. Nord Stern goes to Road America! A favorite destination for Driver Ed and a favorite destination still. That doesn't even touch all the favorite race events held over the years and still to this day!

Carmudgeon Chronicles ...On Reaching Carmudgeon-

by Ken Kamstra

hood

es, auto addiction is one helluva' lot of fun. Perpetual fun. Probably the most fun you can have with your clothes on. Even better – and unlike that other kind of fun – there is no age limit. No little blue pills needed.

My auto addiction began at age seven. Long before I wrote a book on the subject of "Auto Erotic Dependency" (AED). Before I could even spell "addiction" or had the foggyest idea of what "erotic" was all about. It was many, many decades before I evolved into a dyed-in-the-wool, hopelessly opinionated "Carmudgeon."

But there is a major catch to reaching "Carmudgeonhood" as I have. First, you must survive. As I look back, it is nothing short of a miracle that I made it.

It could have ended on those dusty roads around our farm in southwest Minnesota. That's where big brother, Hank, would terrorize and thrill me in his Model-T Ford "hot rod." Actually, it was just a car skeleton salvaged from our family's tornadoflattened barn. No sissy brakes and the likes, just hang on for dear life and hope for the best. At seven, what did I know or care. Even when we occasionally went airborne. I trusted Hank at the controls. And I was getting hooked on car fun.

Later, with World War II upon us, Hank became an officer in General George Patton's famous tank forces. I suspect that Hank's hot rodding youth made him right comfortable with tanks.

At seventeen, I joined the Navy's Amphibious forces, certain I could single handedly avenge the Japanese sneak attack on Pearl Harbor.

Dumb farm kids like me were thrown together with street smart big city smart alecs to become crews of sea-going landing craft. One thing we all had in common: none of us had seen a real ocean.

Our first run to the open sea, we hit a freighter just out of Houston's port. Back to base for repairs. I was surviving.

My yen for cars still festered. On occasion and fortified with strong drink, I would "borrow" a military Jeep for an hour or two. My shipmates would lie for me if I was apprehended. Finally, Norfolk, VA where sailors outnumbered girls 10,000 to one. "Shit City" was the unkind term used by most of us. But what did I care. Soon I would be off to fight a war.

Not so fast said the Navy brass. It seemed — however incomprehensible – our crew's amphibious skills were so outstanding that we would be kept behind. Our assignment: train Navy officers on the fine art of hitting the beach. Ken Kamstra survives again.

I was devastated and demoralized. I sought out the help of the base psychiatrist. "Please," I begged, " I must get in the fight!"

Somewhere in the yellowing files of a long ago retired Navy psychiatrist there is a note that reads:

"Don't ever let this crazy bastard anywhere near combat!" And so it went. I was not to be a hero.

Eventually, I became a civilian. A civilian more addicted to cars than ever. Car production was halted during the war, so used ones were at a premium. I didn't have "premium" but found a \$100 junker '38 Chevy to rebuild, I was a Navy machinist after all.

My electrical skills were limited, not unlike the Brits and their Jaguars of that era. All too often, my lights would go out during night driving and I would find myself plowing in and out of ditches trying to regain control. Sometimes, I would lurk at roadside waiting until I could roar into action, tailgating some unsuspecting passing motorist who enjoyed the luxury of working headlights.

Seems it was my destiny to survive another day. I impressed my girlfriend with my spiffy Chevy. Deviously, I convinced her that parking was safer than night driving. She bought it.

We got married. But, sadly, had to sell the Chevy to set up housekeeping and all. Soon, we had a car again. Then another and another and another.

"Carmudgeonhood." It's a wonderful stage of senior addiction.

But first you have to survive.

Minutes . . .

continued from page 13

Driver Education – Steve Meydell

Steve is eventmaster at Final Fling

Porsches & Pancakes has been hot and cold this year. Will try to ramp up again starting in October.

DE Registrar – Dave Anderson

Final Fling numbers so far, DT 18 (target is 30); DE 48. May combine run groups 3 & 4. Club Talk is getting a lot better. We will increase the bandwidth so members can send larger photos. Also working on PCA's website and can pull features in to our site.

Driver's Training - Ron Johnson

No report. Steve said we should let other clubs know they can run in our events. Teresa suggested we have a summit with other clubs this winter. Maybe invite Automotorplex as well.

Fall Color Tour – John & Suzanne Dixon

No report. We are advertising all over. Next year will be the 25th anniversary, will move the lunch to the Gun Flint Lodge in 2017. The three-day rule at Blue Fin Bay will drive down numbers. Roger thinks we should start now to work on branding for the 25th. Sweatshirts?

Historic Archivist – Kim Fritze

No update

Insurance – Michele Deml Johnson

Via email, Michele found a new chairperson, Dan, and is transitioning duties.

Membership - Ed Vazquez

Via email, Ed indicates we are adding 2-4 new members per month

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

Things are fine!

Octoberfest – Paul Bergquist, Mercedes Benz Club

Christie reports that Paul has partnered with the Automotorplex the past several years but organizationally it's been difficult to deal with as well as minimal communication. The feeling is that it's basically become another Cars & Coffee.

Thinking of partnering with the Auto Lieben guy for something next year

Make it earlier in the summer, end of July maybe. Not an Oktoberfest, a "German Car Fest."

Maybe organize a drive that ends at the event in Afton

Rally and Drives – Lon Tusler

No report. Bark & Beer Tour is scheduled for Oct 9, run by Jeff Boehm out of Rochester.

Safety – Paul Ingebrigtsen

Michael John will fill in for Paul at Final Fling. First Fling safety issues caused some changes to be made. Instructors will wear checkered wristbands, so pit out will know when there are two people in a car, with one must be an instructor. Too many people are missing the driver's meeting and are becoming unfamiliar with our rules. All drivers will get a red sticker at the meeting which they will have to have to get on the track. Miss the meeting; miss your session. Need to have an individual meeting with the Eventmaster and Safety person. Will plan an instructor meeting early in 2017 to define the path people can take to become instructors. Jim Bahner will be new Chief Driving Instructor for 2017.

Social Media – Betsey Porter

New chair position and will be listed in the newsletter accordingly. Who can be added to the closed Facebook page? Look for Porsche content, Mutual friends, Length on Facebook. Three individuals are Admins on this account: Ron Johnson, Christie Boeder and Betsey Porter.

Shop and Tech relations - Keith Fritze

Roger Johnson will take over this position from Keith starting immediately. Kim Crumb wants to hose a tech session on trans-axel cars. Roger wants to host a tech series, starting in Dec, and perhaps combine with Porsches and Pancakes.

Touring – Randy Walker

No report. Vino in the Valley was great! Dave Anderson is still thinking about planning an impromptu Metro Fall Color Tour locally. He will post info, Randy has agreed to share one of the driving routes.

Track Relations – Jim Bahner

Via email, Jim has picked dates for 2017: These are tentative, awaiting final approval

- First Fling April 28-30
- Club Race July 21-23
- Final Fling Sept 15-17

Webmaster – Mark Kedrowski

No report

Zone 10 Rep - Julie Bailey

No report

Old business

Ed has previously requested videos to show at New Member events. Are there any available? We do have the DVD from the programming done in 2009 by a former member, some of which was shown at last year's holiday party. Ryan McGee indicated Chris Tobkin has some posted on YouTube. PCA has some too. Ryan asked about nametags, were he and Lara supposed to get them? Yes please! These will be magnetic plastic sleeves that are reusable.

New Business

Roger asked if we should submit ourselves as Region of the Year? YES!! We rock! Kim and Christie will work on it with Roger's help

Meeting adjourned 9:05 pm

Respectfully submitted, Betsey Porter, Secretary

ClubTalk . . .

continued from page 11

- Some people place moth balls inside or under the car to further repel varmints.
- Cover the car even a bed sheet will do
- Place a tub of moisture absorber in the trunk and in the passenger compartment to absorb moisture. Damp Rid works great. Menards and most retailers carry.
- Wipe off the tears you shed as you tucked the car in for the winter.
- I recommend do not start the car until you are ready to drive out in the Spring. Sitting in the car making motor noises with your mouth is totally acceptable.

- Keith Jones

My checklist:

- Change oil
- Put some fuel stabilizer or seafoam in your gas tank when you fill it up for the winter. Drive around for a few miles to get the new gas into all parts of the fuel system.
- Wash & vacuum
- Make sure tires are inflated to proper pressure at very least. You can go 10psi over if you want.
- If there is any chance of rodents in your storage area, put some steel wool in your tailpipes and a few dryer sheets in the engine bay and cabin.
- Put a note in the cabin that lists if you overinflated the tires and where you put the dryer sheets etc, just so you can pick them all up in the springtime.
- Plug in battery maintainer
- Cover

- Rich Iwen

Dave Roberts also sent a list of recommendation storage procedures as posted by Mecum online at: http://tinyurl. com/gqvlgef. In brief here are their tips:

- 1. ALWAYS FILL THE TANK WITH FRESH GAS
- 2. CHANGE YOUR ENGINE OIL AND TRANSMISSION FLUID
- 3. LUBRICATE HOOD LATCHES AND DOOR LOCKS

- 4. REMOVE OR PROTECT THE BATTERY
- 5. KEEP YOUR TIRES OUT OF DIRECT SUNLIGHT
- 6. THOROUGHLY CLEAN ALL PARTS
- 7. STORE YOUR CAR IN A LOW-TRAFFIC AREA

There's more detail online.

'In Search of Howard Cherry, by Jim Southwell'

hanks so much for another interesting and very well written contribution to *Nord Stern*. I loved the story about going to the Historic's at Road America.

MORRIE'S

XURYAU

I did that once about 15 years ago and remember the trip well. We used to stay at the 52 Stafford in Plymouth. It sounds like you knew much much more about what was going on than I ever did. I also got the Weissach there for the Nord Stern DE event several times and really enjoyed driving the track. I used to tell people Road America was the track where God lived. The Weissach never let me down and I drove back every time; actually it has driven home from EVERY track weekend I ever participated in since I bought it from you!

- Ron Faust



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





JJ Hill Days -Wayzata Rotary Charity Car Show

reat time at the Wayzata show today. Thanks for letting us know! - Merrill Aldrich

Photo by Merrill Aldrich

Editor's Note: Nord Stern will be sure to publish the date of this annual show as soon as it's set.

Out and About with Nord Stern

aught off video from a recent event at Road America at this year's Labor Day Chicago Region Club Race and Driver Ed event. And the answer is yes, the Nord Stern member-driven (who shall remain annoymous) did keep it together and get back on track!



Where We Were – Where We Are – Celebrating 55+ Yearz

"FOUND: TWO NEW EDITORS" reads the editor's column as Teresa Cole and Angela Manente take the helm. I always admire any volunteer for taking on extra work, but being Editor of this publication is a real big job, unending as the deadline comes up every month.

– Ron Faust

- The editors explain that newsletter expenses are being reduced over two years due to **Teresa Cole's** expertise as
 - well as her access to the latest computer publishing technology and software.
- President Daryl Fortier
 caught the Indy CART
 race at Road America but
 saw Teo Fabi retire after
 two laps and John Andretti
 calling it a day shortly later.
 The Porsche entries were
 said to be non-competitive
 and Porsche was not
 competing the next year.
- PCA is searching for interest
 in what would become
 Club Racing. A 3-5 race
 series is proposed, starting
 in 1992. A model based on
 vintage racing is proposed
 with clean racing with stiff
 sanctions for damaging your
 own or another car. Interested
 drivers were directed to Hank
 Godfredson, PCA Zone
 Representative.
- The Holiday Party is scheduled at the Minneapolis Marriot Southwest. \$30 for dinner and "Black Tie Optional".
- Kim Crumb reports on the IMSA race

at Elkhart Lake. It rains on and off both days of the weekend, boiling the racing down to "weather, tires, and strategy". Only one 962 is entered and it finishes fourth, the "decline of a great warrior", as Kim calls it. In his usual writing style, Kim reports on every pit stop, what it was for, who was leading when, etc. I wish I would have figured out how to know what was going on at the road races I got to, but just taking pictures in the corners was fun too.



Rudy and Karl Mueller drove to Monterey and report on their entry as a team in the golf tournament at Del Monte, said to be the oldest course west of the Mississippi. They won.

tern

- Sonia Fortier reports on the Last Fling Drivers School. There were 33 students: 18 novices, 8 intermediate, and 7 advanced. One student comments "...Very professional, I didn't expect anything like this."
- Last Fling results again fill two pages. Many familiar names are included, most notably **Bruce Boeder** who apparently

took out pylons on each of his two runs. This must have been a typo or other form of computer error, but he was probably just a rookie at that event, pushing his limits. Fastest time of day went to **Steve Watson.** (Editor's note: Yup, this was the Boeder's first event after 'graduating' from the 1990 Fall Last Fling's Driver Training event. We were hooked!)

- **Bob Fleming** writes about his trip to Road America with **Jim Suebert** and **Guy** and **Martha Reeder**. Bob was driving "TK", his "old 911", and "knocking on the back door" of some of the newer 911's.
- The new members list includes **Tim McGlynn** and **Marcus Gustafson.**
- In the ads, **Jim Banner** is selling a black '79 930 Turbo for \$38,900.

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Out and About at the Fall 1990 Last Fling, various scenes

165+B





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Yup, that's Editor Christie Boeder and Peter Vickery, oh so young

 $\bullet \bullet \bullet \bullet \bullet \bullet$





•



The Scan/ Continue . . .



Left, lining up for timed runs at the drag strip gate . . . I recall those days quite well!





Above, the editor's husband, Bruce and Lee Jacobson contemplating their upcoming timed runs

> Left: Daryl Fortier, not sure who is walking whom!





Left, Ed Jacobson, Sonia Fortier and Ed's wife





The Mercedes-Benz Club of America Twin Cities Section and the

Nord Stern Region of the Porsche Club of America invite you to their annual lunch and matinée outing to the Old Log Theater. This year we will be enjoying a performance of

"Million Dollar Quartet"

Sunday, November 13, 2016

Lunch Service begins at 12:00 noon Theater door opens at 1:30 Performance begins @ 2:00

The outing consists of good cars, food, friends, and laughter (not necessarily in that order). We will meet at the Old Log Theater for lunch and then stay to watch the matinee.

You have a choice of one of four main course entrées for lunch:

- 1) Boneless Braised Beef Short Ribs, Potatoes, Seasonal Vegetables, Pan Jus 2) Grilled Skin on, Boneless Chicken Breast, Potatoes, Seasonal Vegetables, Sherry Shallot Cream Sauce
- 3) Lemon Baked Tilapia, Potatoes, Seasonal Vegetables, Tartar Sauce
- Vegetarian Pasta, Seasonal Vegetables, Parmesan Cream, Spaghetti Noodles

Lunch includes: Bread service, dessert and beverage

Price is \$56.00 per person - (lunch, show, gratuity and taxes included)

PREMIUM SEATS have been blocked off for our group, but YOU MUST CALL THE OLD LOG THEATER BY OCTOBER 28th TO SECURE YOUR PLACE! Please call the Old Log Theater DIRECTLY to reserve your lunch and show tickets!

Old Log Theater Group Contact:

Karen Mohseniantell - Ph: (952) 474-5951 Ext. 104 Tell Karen you're with the Mercedes-Benz / Porsche Club group. DO NOT CALL THE BOX OFFICE - Call Karen as per above!

If you need to run driving directions use: 5185 Meadville Street Greenwood, MN 55331



Synopsis of "Million Dollar Quartet"

Tony Award Winning Musical!

This true story set on December 4, 1956, when an extraordinary twist of fate brought ELVIS PRESLEY, JOHNNY CASH, JERRY LEE LEWIS and CARL PERKINS together at Sun Records for one of the greatest jam sessions ever!

MILLION DOLLAR QUARTET brings that legendary night to life, featuring a score of hits including:

- Blue Suede Shoes
- Fever
- That's All Right
- Great Balls of Fire
- Walk the Line
- Whole Lotta Shakin' Goin' On
- Who do you Love?
- Sixteen Tons
- Folsom Prison Blues
- Hound Dog
- ...and more

"Million Dollar Quartet," a buoyant new jukebox musical about a hallowed day in the history of rock 'n'roll" – New York Times

QUESTIONS about this event? Call John Elliott from the Mercedes Club 952-941-4040 Please call to make your reservations no later than Friday, October 28th!

Mine's Bigger Than Yours

by Danielle Badler, Rocky Mountain Region PCA kay, folks. Today's quote of the day: "The rich can indulge their fantasies because they can afford to indulge their fantasies."

As evidence I give you Alan Wilzig, who, as reported in The Wall Street Journal, has his own private race track. It's connected to his quarter-mile-long driveway, on his 275 acre property in Taghkanic, NY.

The track, built for roughly \$7.5 million, about half the cost of the property, is 1.15 mi long and 40 feet wide. The article even has a photo of Alan, with his girlfriend, circling in his Lola T70.

Alas, the article says the track can't be rented out for commercial use, which would help defray the cost. But, if he ever sells, he's already ready with his pitch, "What better place is there to teach your 16-year-old to drive?" Or take Stephen Levin, who navigates a half-mile driveway, and continues on another road he owns, before reaching his mailbox, in Stowe, VT.

Along the way, according to the Journal, you pass a miniature golf course, two ponds, and a campsite, on which sits an Airstream trailer. In all, Levin estimates he spent about \$30 million on the 86 acre property. The landscaping and driveway alone, he estimates, cost \$5 million.

Are you interested? The compound is for sale, for \$12.5 million. Why? "The children are grown," Levin is quoted as saying.

Another story in the Journal features the headline "Luxury buyers would just as soon drive." According to the article, there's always a price premium for walkable homes, homes that score high on the "Walk Score," a 0 to 100 scale for such things as population density and the ability to walk to restaurants, schools and stores. But that premium declines at the upper end of the market.

You wouldn't think that people like Messrs. Wilzig and Levin really care.

And neither do their compatriots, who much prefer exclusivity and privacy. The article cites a listing for a 12,000 sf home in Villa Park, CA. It's on the market for \$3.788 million. It's gated, on two-thirds of an acre. The Walk Score? 0.

What's the alternative? Fly away! Yet another article in The Wall Street Journal covers the conversion of jumbo jets to private planes . . . at a cost of \$300 million or more. For that you get, on a converted Boeing 787 Dreamliner, 2,408 square feet of cabin space. That's enough room for you and your staff of 40 to stretch out on a flight of up to 17 hours.

Which means you can fly from Asia to the East Coast of the U.S., or from the Middle East to the West Coast, without stopping for fuel.

"(These people) don't like to stop," says the head of one of the conversion firms in the article.

It used to be that the biggest offering for nongovernment buyers was a single aisle 737 or 757, like Donald Trump's plane. No more. "The world has moved on and has moved up and people are flying bigger airplanes," says the article.

Like a 777, which another firm is outfitting, a process which can take up to a year. "The luxury is really amazing. If you've been in a really, really high-end hotel, that starts to get at what it's like in one of (the) master suites," says an executive for the conversion firm.

Then there are missile defense systems—not nearly as elaborate as what you would find on, say, Air Force One, says the article. But the systems do use radar to detect missiles and deploy flares as countermeasures. Some also carry private gun lockers, and almost all carry one or two safes, for cash and jewelry.

Feeling left behind? There's hope, dear pilgrim. The article says that Crystal Cruise Lines is having its own 777 converted, to be used as a flying cruise ship. Some 3,000 square feet of cabin space will be filled with a bar, lounge, gambling table and 84 first-class seats.

The plane is scheduled to go into service next year.

What to do? Charter it to follow the Grand Prix Circus around the globe, from race to race. And, between races, we can drop in on Stuttgart. Daytona. Le Mans.

The Dakar Rally. The East African Safari.

Do they still do the East African Safari? We'll find out.

First we'll pick up Messrs. Wilzig and Levin. Care to join us? Hey, you only go around once.



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A Few Things You Didn't Know About Porsches

https://www.thrillist.com/cars/ porsche-trivia-history-and-factsthings-you-didn-t-know-aboutporsche.



Ever flown in an Airbus A300? Porsche Design did the cockpit

Among the many advances were digital screens for the pilots instead of analog readouts.

The 959 was the most technologically advanced supercar of its generation The nearly 200 m.p.h. all wheel-drive supercar wasn't just one of (if not the) very best cars of the 1980s, it won its class at the grueling 24 hours of Le Mans . . .





And the 959 also won the Paris Dakar rally, pretty much the toughest race on Earth

Seriously. Over some of the world's harshest terrain, this car dominated a bunch of raceprepped trucks. Let's see any of today's supercars do that.



The 1986 Porsche 944 was the first car sold in the United States with a passenger airbag as standard equipment.

This was at a time when most companies even charged you extra just to have an airbag in the steering wheel.

Twin Cities & Area Events/Autocross Calendar 2016

DATE	EVENT	SPONSOR/STATUS	LOCATION
Oct 8	Practice AutoX	MAC	Canterbury Park
Oct 9 @	Autocross - MOWOG 7	MAC	Canterbury Park
Oct 16	Autocross - MOWOG 8	MAC	DCTC

@ = Met Council AutoX Series (MCAS) EVENTS

Additional SCCA Solo Events: May 21-22, Winona; June 19, West Salem; July 31, Winona; Sept 25, West Salem PCA Driver Education at BIR: APRIL 29-May 01; July 22-24; Sept 16-18

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

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

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

SCCA LAPPING EVENTS @ DCTC: April 10; Oct 09

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

COM = Corvettes OF Minnesota--www.Corvettesofmn.com--Contact: WALLY MAHLUM 952-431-0630 CVSCC = Chippewa Valley SPORTS Car Club--www.cvscc.org--Contact: STEVE

JOHNSON 715-836-0145



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

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

SCCA (LOL)= Sports Car Club of America, Land O Lakes Region--www.scca-lol.org--Contact: AARON JONGBLOEDT 612-308-6913 SCM = Suburban Corvettes of MN--www.suburbanCorvettesofMinnesota.com--Contact: SCOTT HEGSTRAND 612-619-8615 TCRC = Twin Cities Rally Club--facebook.com/twincityrallyClub

BIR = Brainerd International Raceway, Brainerd, MN Canterbury Park = Canterbury Park Horse Racing Track, Shakopee, MN CVTC = Chippewa Valley Technical College, Eau Claire, WI DCTC = Dakota County Technical College, Rosemount, MN FOREST CITY, IA = Winnebago Industries Parking Lot WEST SALEM = LaCrosse County Fairgrounds Speedway, West Salem, WI WINONA = Southeast Technical Institute, Winona, MN



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.

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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 Nord Stern's Annual Meeting and Holiday Party

January 28, 2017 6:30 p.m.

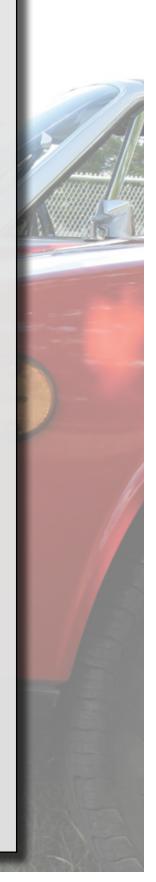
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A New View on Efficiency

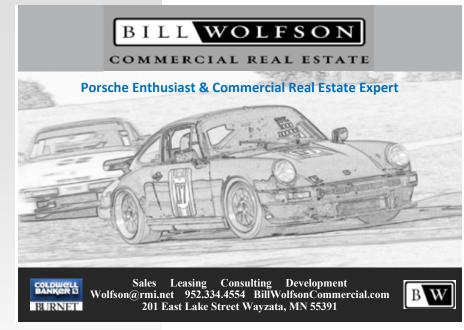
By Jason Bien, Globally Certified Service Advisor, Porsche Omaha

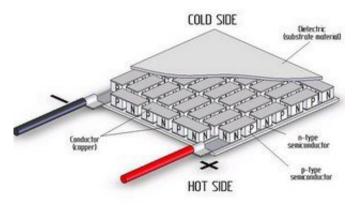
Reprinted courtesy Der Skooner, Great Plains Region PCA

ver increasing demand for cleaner, more fuel efficient cars has paved the way for new and innovative technologies. Unfortunately, at this time, technology is moving at a snail's pace. Vehicle efficiency is typically only fueled by two things; government regulation and energy costs. With energy costs low right now, many auto manufacturers are still struggling to find the proactive initiative to start preparing for the newer and tighter CAFE regulations that roll out in 2025. With a combined fuel economy requirement of 54.5 mpg, automakers will finally be forced to think outside the box for efficiency. The question is, who will arrive to this party with the best dress? My money is on Porsche.

With hybrid technology still in its infancy, new gamechanging ideas will be required to supplement this upcoming benchmark. If the government truly wants to change the game they will need to require more than just a mere 11.04mi city and 10.26mi highway on EPA's FTP-75 test; a test which ultimately provides the final numbers for the window sticker in your new car. These low mileage tests allow manufacturers to put just enough of a battery in a plug-in hybrid to get through most of this test on electric power, thus giving each of them a stellar report card, that in no way reflects real world driving. After all, if you set the bar high but provide a step stool to use, what's the point of raising the bar in the first place?

So what's the answer? Gas, Ethanol, Diesel, Electric, Hydrogen, or Compressed Gas? There is no right answer. There are significant drawbacks and





advantages to all. The key to efficiency has more to do with vehicle design than the type of propulsion it uses. Efficiencies like weight savings, aerodynamics, start/stop, coasting, and regenerative braking are just small pieces to a much larger puzzle. Mayer's Law of Conservation of Energy clearly illustrates that energy can neither be created nor destroyed, it simply transfers from one form to another. Using this law, adding a bigger battery to go an extra 10 miles doesn't fix the problem. After all, you're adding weight and cost to an already heavy and sluggish design. Not to mention the added carbon footprint of manufacturing that bigger battery. It's time to start adding NEW pieces to complete the puzzle.

Energy recovery is relatively simple when slowing a vehicle down or using its potential energy with the assistance of gravity, coasting down a hill for instance. But what if we could capture energy while driving and not impede its rate of travel in the form of aerodynamic, frictional, or mechanical drag. Here are two simple design ideas that few in the automotive realm have considered for energy recuperation.

TEG (Thermoelectric Generator)

This simple solid-state device captures electricity from the transfer of heat. These units are at their most efficient when the temperature differential between either side of the TEG is greatest. For example, set this unit on a warm stove-top then place a glass of water on top of the TEG unit, electricity will flow freely through the device and on to power whatever needed. Luck for us, all internal combustion engine do one thing VERY well. Generate heat, lots of heat. Imagine replacing your power-robbing alternator with a large TEG unit on the exhaust system. The more heat, the more power. Low cost, no moving parts, and NO resistance on the powertrain. hampion of the World is largely a picture book. It has no table of contents and no index, at least in part because the pages are un-numbered. It does have pages of text interspersed within the pages of largely full-page pictures. The text introduces the situations depicted in subsequent pages and the pictures provide an insight into a long lost era – when motor sport was a sport, not a business (pardon the blatant bias of this 'ol phart').

The ostensible subject of this book is the 1969 Formula 1 season, when a Scottsman (Jackie Stewart) cinched the world championship driving a French car (Matra) for a team managed by an Englishman (Ken Tyrell). It is the pictures that make this book significant. They show a time when an ordinary spectator can have physical contact with a World Champion (to be, or in fact); can touch his car; when race photographers take pictures of drivers at speed where you can see the whites of their eyes. This book, perhaps because of its French Connection tends to present arty images (i.e. cover shot), rather than sharp photos of cars frozen in time. Also included are snap shots of drivers faces and cockpits. Notably, captions are provided for only a few of the pictures.

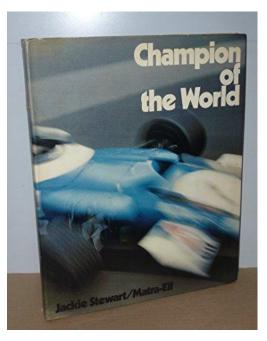
Champion of the World

begins with mention of how Matra expanded from airplane bodies, to missiles, to cars, to racing in Formula 3. Next comes the formation of Elf as an oil company, and the creation of the Matra-Elf team of Formula 2 and 3 cars, secretly eyeing Formula 1. Though not dealt with in detail, the Matra racing story is amazing: In October, '64, an aerospace company buys Bonnet, a very small manufacturer of unremarkable cars, the Djets. In less than 4 years, and only 14 months on the Formula

Stewart came into Matra's Formula 3 program with Ken Tyrell, or maybe it was the other way around. It was not all smooth sailing from there, but Jackie Stewart did come in second in the World Championship during Matra's first year in Formula 1. Matra also made a significant showing in the '68 Le Mans despite only being pressured into participating at the last minute. In 1969, Le Mans became the major focus for Matra, leaving Ken Tyrell pretty much to his own devices with Formula 1. Ironically, Matra-Elf's Le Mans cars were DNF, whereas Tyrell's cars made Stewart Champion of the World.

The actual discussion of the 1969 Formula 1 races is strangely brief. This is in part due to the fact that the season was basically dull: Stewart starts; Stewart wins. After only 6 of 9 races, Stewart cinches the World Championship. Some exciting moments are described in the two pages of text relative to Stewart's F1 drives.

With a little over $100, 9-1/2 \ge 12$ inch heavy weight pages, it is a well produced book. The many double page pictures are in perfect registry. The text is a small fraction of the total book, so it is an easy read.



It is more of an overview rather than a complete story of MatraElf racing and Stewart's first world championship. Champion of the World is not available from Motorbooks, or even Amazon. Searching the internet is challenging because there have been many individuals in diverse disciplines written up as "Champion of the World". One site that currently has copies (ranging in price from \$6.93 to \$83.56) is http:// www.alibris.com/

Book Reviews for Porschephiles . . .

Champion of the World: How Jackie Stewart, Matra and Racing Blue Made it to the Top

by Edouard Seidler, published 1970 by Automobile Year

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

1 project, Matra's systems engineering approach results in a Formula 1 win, with a car using engine, transmission and suspension designed, and largely built, in-house. A story worth much more coverage than it is given in this book.

Tech Quiz Fun: Former Parade Q & A

ditor's Note: PCA has released copies of prior Parade Tech Quiz questions and answers for editors to share and challenge members on THEIR tech knowledge. The questions cover the various Porsche models, history, etc. I plan on including about 15 questions in upcoming issues in a very random sequence. Also, the source for each Q&A is included. Answers at the end but hopefully readers will try first before peeking!

1. On August 1, 2011, Porsche became a wholly owned member of the Volkswagen Group.

- a. True
- b. False

Porsche Panorama October 2012 pg.16

2. The Type 597 "Jagdwagen" was a police vehicle.

- a. True
- b. False

Porsche - h.f. ullmann pg.11

3. The American racing sanctioning body, IMSA, stipulated what change to the 962 to protect drivers feet.

a. Remove the front coolant radiator.

b. Extend the tube frame to the front of the car.

c. Push the front wheels forward.

d. Breakaway pedals. Porsche Panorama October 2012 pg.48

4. In 1994 Porsche scored its 13th outright victory at LeMans with a ______ entered in the GT category.

- a. 930 Turbo S LMGT
- b. Dauer 962
- c. 911GT1
- d. 936

Porsche Panorama October 2012 pg. 34

5. The PCA Junior Participation Program is only for 16 and 17 year old sons, daughters and specified relations of PCA members

- a. True
- b. False 2013 Region Procedures Manual pg. 82

- The special version "Weissach package"
 918 will be offered without paint.
- a. True
- b. False

Porsche Panaorama November 2012 pg. 30

7. In 1956 Porsche's entered a

_____ to claim the first outright

victory in the Targa Florio.

- a. RS-60 Spyder
- b. 550A
- c. 718 W-RS Spyder
- d. Carrera RSR Porsche Panorama November 2012 pg.39
- 8. A 911 with "body in white" refers to what stage in production.
- a. Assembly in the white building.
- b. Cars ordered painted white.
- c. No paint applied
 - None of the above

Excellence June 2011 pg.160

9. The last racing achievement of Mark Donohue was breaking the closed-course record of 221.120 mph on August 9, 1975 at Daytona International Speedway.

a. True

d.

b. False

Excellence was Expected Vol 2 pg.641

10. Until the introduction of the Cayman R

the _____ was the only road-

going Porsche to carry an "R" on its decklid.

- a. 1984 Carrera R
- b. 1967 911R
- c. 1972 911R
- d. 1995 968R

Excellence June 2011 pg. 62

11. Who said "Good design is the

- dominance of the whole over it's parts......"
- a. Dr. Ferry Porsche
- b. Frank Lloyd Wright
- c. F.A. Porsche
 - Porsche Year 1985-1986 pg. 42

Courtesy PCA Newsletter Editor

12. The 1979 Porsche Indy experiment had a 935/72 engine installed in a modified chassis.

- a. March
- b. Coyote
- c. Parnelli
- d. Lola

&40

Excellence was Expected Vol 2 pg.809



13. Pictured at the old Solitude race course, who is the Porsche racing driver beside the Type 718 W-RS Spyder?

- a. Sascha Maassen
- b. Lucas Luhr
- c. Patrick Long
- d. Manny Alban

Porsche Panorama November 2102 pg. 18

14. The film *Bullitt*, known for the famous car chase between a Mustang and a Dodge Charger also featured what model Porsche.

- a. 356 coupe
- b. 912
- c. 911
- d. 356 cabriolet

A French Kiss with Death pg.72

15. The Sportomatic transmission introduced in July 1967 married a hydraulic torque converter to a Porsche 5-speed transmission.

- a. True
- b. False

Excellence was Expected Vol 1 pg. 388

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q	10.	q	.2
q	.6	q	٦.

PCA's Zone 10 Directory

Regional Clubs Central Iowa: http://cia.pca.org/ 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'

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1998 Porsche 993 Carrera S. No track use. Clear title and thick file of maintenance records. \$94,500.



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For Sale

Champion Forged Monolite RG5 Wheels with Pirelli P Zero tires, H&R Sport Springs (Lowering 1"), \$3750 OBO. All parts off a 2004 C4s, Pictures here: https://goo.gl/photos/ke7yv9Pzy7RG6cAZ6, Buyer pays shipping, Contact at brad.bolin@gmail.com. 2 x Champion Motorsport RG5 Forged Monolite, 19 x 8.5 (49mm offset). Condition: Very Good, minor cosmetic imperfections. 2 x Champion Motorsport RG5 Forged Monolite, 19 x 11 (40mm offset). Condition: Very Good, minor cosmetic imperfections. 2 x Pirelli P Zero 235/35 ZR19 (87Y), N-Rated (N2). Condition: Like New (Tread 9/32"), 2 x Pirelli P Zero 295/30 ZR19 (100Y), N-Rated (N2), Condition: Like New (Tread 9/32"). H&R Sport Springs, Part No. 29466, Approx Front Lowering: 1.0", Approx Rear Lowering: 1.0". Notes: AWD. Condition: Used (As far as I can tell they are just fine, but don't know much about springs). brad.bolin@gmail.com

Tires

Nearly new set of 18" tires. Left rear does have a nail pretty close to the shoulder, so it's up to the new owner to use or junk it. Fronts-



Bridgestone Potenza REO50A, 235/40/R18. Rears-Hankook Ventus V12 evo2 265/40/ R18. First \$300 gets them. Bill Nord, Bill. nord@graphicpkg.com or 612-280-4313.

Wanted

Looking for two (2) straight 10.6 offset 8 x 16 and two (2) 7 x 16 Fuchs with minimal or no curb rash. Paint fade is ok. I believe part numbers are 911.361.020.45. and 44. Also four (4) center caps to fit same wheels. Let me know what you have. Mark, 612.251.5710 or mark.read03@gmail.com

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

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& 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.

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

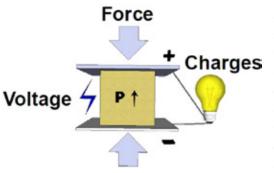
This car is 1/337 made. U.S. car located in Winnipeg Manitoba Canada, 50 mins from North Dakota border. Purchased from Lamborghini Vancouver & all service done there, EuroCars & Porsche Centre Winnipeg. Newer Michelin Pilot Supersport 2's, Newer Clutch,*IMS upgrade was completed*, 3M wrap, clear front 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.

Efficiency . . .

continued from page 32

Piezoelectricity

This phenomenon is created when a crystalline structure is either stretched or compressed. Most of you have been around this technology your entire life and never really known it. More notably, the red



igniter button on a gas grill. That simple device houses a small crystal wrapped in a conductor, once the red button is depressed, a spring-loaded mechanism inside strikes the crystal . . . compressing it ever so slightly, thus causing a quick and brief high voltage current to travel down the wire and create a spark. As technology has progressed, these piezoelectric generators have taken many forms. Once being in the shape of a small mat, flexible yet sturdy. Every time the mat is flexed, it creates power. Imagine a vehicle with this technology integrated into the suspension system or the tires. Again, low cost, no moving parts, and NO resistance on the movement of the vehicle.

Other innovative ideas like solar glass/body panels and turbine energy generation for use

in existing ducts for brake cooling or air intake could be viable as well, given the costs reach feasible levels. Anywhere you look, there are opportunities for conserving and capturing energy. It's just a matter of having the right application The racing world has begun capturing energy from the mechanical rotation of the turbocharger shaft, benefits of this are dual purpose; energy recovery and power delivery (spooling the turbo to eliminate lag). I encourage all reading this to dream big and think of the next big idea. Who knows, maybe the boys and girls in Weissach might like your idea!

Dream Big.

Last Fling: The End of the 'racing' season

photo by Mary Driscoll s captured from inside his trailer, Dave Anderson perhaps thinking about the end of the2016 track season with Nord Stern. Editor's Note: I'd like to caption this photo: *A Man and his Porsche!*



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Morrie's Teen Defensive Driving Schools 2016

t's hard to believe that Morrie's Teen Defensive Driving School is kicking off its THIRD season in 2016. 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, 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.



Last Fling 2016 Driver Training

Photos by Mary Driscoll

was sitting in David's (Anderson) trailer and took a couple pictures. Photo below, several members and Dave (right) are chatting, although not certain who the other members are. The weather was beautiful in these two pics and was cloudy for the breaking exercise, photos to the left. Note the tire marks (this is outside the straight heading into Turn 10. It turned out to be a really nice weekend.





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