



Nord Stern Region PCA

November 2016



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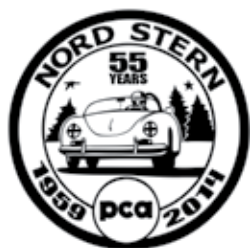
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Dedicated to the belief that . . . getting there is half the fun.

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.

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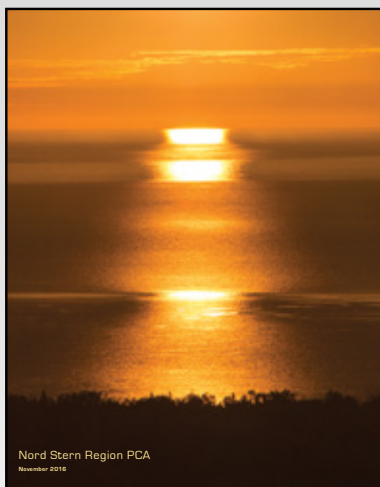
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website: <http://www.nordstern.org>

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



Cover - by Bret Bailey

Sunrise: Bret captured a glorious sunrise over Lake Superior at this year's FCT Sunday sunrise hike! Just spectacular, and well worth the 5:30 a.m. outing . . . As Bret told John Dixon, *I can't believe all the years I've come up to FCT that you haven't made me do. So worth it!*

Table of Contents

Departments

4	2016 Nord Stern Officers and Committee Chairs
5	Welkommen . . . Willkommen . . . Willkommen
5	So, Just What Do We Do In Nord Stern??!
6	The Prez Sez . . .
7	From the Editor . . .
8	2016-17 Calendar . . . Get Around with Nord Stern
9	Car Biz Board . . . One Stop Shopping!
10	Club Talk . . . 'Talk'
28	Drive, She Said
37	Book Reviews for Porsche-philes . . .
38	Tech Quiz Fun: Former Parade Q & A
39	PCA's Zone 10 Directory
40	Classifieds

Features

13	Nord Stern Business Meeting Minutes October 2016
14	Nord Stern Charity Calendar Is 'On Its Way'
16	What's so Good about Goodwood?
17	An Attic 'Find' is a treasure trove of memories!
18	Carmudgeon Chronicles . . . Auto Erotic Dependency (AED)
19	Time to Renew Nord Stern Newsletter Subscription
23	Out and About with Nord Stern . . . Porsches and Pancakes at Porsche Minneapolis
30	A Few Things Interesting Facts About Porsches
31	Spelling can bring on the Giggles! Who Knew?!
35	A Guide to Gift Giving How to Turn Your Significant Other into a Motorhead and Simplify Gift Gifting for all Time . . .
36	Not So Obvious
42	2016 Fall Color Tour Photo 'Samples' and 'Stories'

Upcoming Events

11	Out and About at the 2016 Labor Day Picnic Rochester, MN!
27	Old Log Theater Outing November 13!
33	2017 Nord Stern Annual Meeting and Holiday Party

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
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612.720.0760 (cell)

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

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

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for your expiration date**

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

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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!



Roger Barth

Chaska, MN
2001 911 Carrera Arctic Silver
Metallic

William & Christine Doherty

Hudson, WI (from Gold Coast
Region PCA)

Richard Hall

Duluth, MN

William Heiting

Stillwater, MN
2011 911 Carrera S

Thomas Lyons

Excelsior, MN
2015 Boxster GTS

Tim Masterson

Shakopee, MN
1985 944 Red

Jozef Mergan

Onalaska, WI
2013 911 Carrera 4S Cabriolet
Grey

Ray Morgan

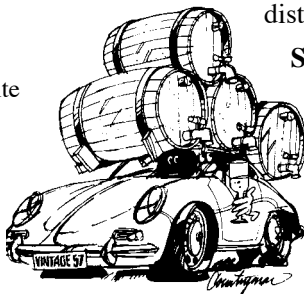
Hudson, WI
2015 Cayman GTS Agate Grey

Tony Murphy

Sartell, MN
2016 Cayman GT4 White

Nathan Noznesky

Spring Park, MN
2010 Boxster S White



So, Just What Do We Do In Nord Stern??!

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest?!!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

ClubTalk: E-mail listserv for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Also for last minute breaking news on upcoming events and activities. Subscribe at <http://listserv.nordstern.org/mailman/listinfo/clubtalk>, or any account edits, updates.

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity. Note: Nord Stern conducts an 'All Porsche Show' at which cars are 'shown' but not judged.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America, for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

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

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

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

The Prez Sez . . .

by Paul Ingebrigtsen

Hello Nord Sterners, We are well into the Fall season and I can't believe I am already writing for the November Newsletter. It has been a rich and full year of Nord Stern activities so far and it's hard to put the car to bed for the next few months! The cars may be going to sleep, but the Club certainly isn't as we have a few social events left this year and we are beginning the planning for next year. Our Brainerd International Raceway track event dates have been set for 2017: First Fling will be April 28 – 30 (DT & DE), Club Race will be July 28 – 30 (DE&CR), and Last Fling will be September 15 – 17 (DT&DE). Road America is June 12 – 13 (DE). Get those dates in your calendar now!

Our 2016 track season finished up with the September Last Fling DT & DE event at Brainerd International Raceway. Thanks to all the Nord Stern Instructors who volunteered their time and talents to make these events happen and usher our new members onto the slippery slope! Special thanks also to **Michael Johns**, filling in for me as Safety Chair at the event! Attendance was soft for both the Last Fling Driver's Training and Driver's Ed events. Overall, the 2016 track events were a success for the club from a

financial standpoint, generating a small surplus, but hugely successful from a fun standpoint, generating many wide grins! One of



the ongoing challenges for the club is how to increase participation in these events. The leadership group is thinking about this and we welcome ideas from the Club membership – that's you!

The Fall Color Tour was a great success and experience. See then comments shared on ClubTalk and in this newsletter. Thanks to **John** and **Suzanne Dixon** for again hosting this popular drive and social event! Take note now that next year's event is September 29 – October 1 and will be the 25th year for the Fall Color Tour. An exceptional event is planned! Hotel reservations need to be made now!

The Bark and Beer Fall Drive was well-attended and another memorable experience. Thanks to **Jeff** and **BJ Boehm** for hosting! **Steve Meydell** and **Dave Anderson** are firing up the "off-season" Porsches and Pancakes breakfast meetings, including one geared towards winterizing your Porsche.

Membership Chair **Ed Vazquez** is hard at work setting up new member meetings over the winter, **Roger Johnson** is preparing a number of Tech Sessions as well. Also mark your calendars now for the Nord Stern Holiday Party, Saturday, January 28th at Morrie's in Long Lake, where we will enjoy Porsche fellowship, dinner, introduction of the 2017 Club Officers, and a very exclusive private tour of the Morrie's automotive collection. It will also be the unveiling of the very first Nord Stern Charity Calendar. I hope to see you all there!

Advertiser Directory

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Betterliving Patio & Sunrooms by Portico.....	33
Bill Wolfson, Commercial Real Estate.....	36
Bursch Travel	41
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.	41
Courtney Truck Service.....	39
Dent Werks PDR/Midwest ClearBra.....	34
Further Performance	29
Imola Motorsports	IFC
Jafra	8
Merrill Lynch, Peter Vickery.....	32
Nurburgring, Inc., Rick Moe	32
Porsche of Minneapolis	IBC
Porsche of St. Paul.....	IBC
Raymond Autobody.....	39
Tom McGlynn - Lakes Sotheby's	41
Werkstatt, European Auto Service.....	13

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Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85 plus color charge
Back cover	N/A	N/A	\$83
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

Fall, fall, fall. Falling leaves, falling temperatures, falling daylight hours. Despite all that it still is my favorite time of the year. The colors, the clarity and quality of the air just do combine to create an atmosphere I find particularly attractive. And I know I have a lot of company. Plus this year has been especially kind to us here in Minnesota. The leaves are still out and color abounds - at this writing - and there are a lot of Porsches to be seen still being driven. I sure don't blame them. Even some top-down sightings. Nothing finer than being able to run our cars in gorgeous weather, sunshine, and cooler temps. No need for air conditioning these days!

Been a busy season here at home and in the Nord Stern community that's also true. The recent Pancakes and Porsches at Porsche Minneapolis was so popular the registration had to be closed. Whether it was the topic (winterization techniques and tips), or the free breakfast (I think not, NO pancakes!), or the location (certainly a factor), or the social opportunity to get together with other owners it doesn't matter. I understand it all went well, have some pictures from the event further back in this issue. In fact there are photos from several recent events that deserve your

attention. As always its been busy in Nord Stern land. And there certainly is plenty coming up despite our usual seasonal changes.

Check out the calendar, in fact. We already have a vast majority of the annual events essentially nailed down so get these on your personal calendar. First up will be the annual meeting and Holiday Party. Saturday, January 28, 2017! Dinner plans will be finalized later this month and cost determined but rest assured it'll be a great evening. We've had the opportunity to hold this out at Morrie's Bodyshop in Long Lake once before and those in attendance will agree, it was a great location, easy parking, good food and a fabulous collection to explore. And we've been told there's a lot more now!

Big issue with lots of articles, fun photos and tons of upcoming info. Be sure to check it all out.

Other news is that over the winter Dave Anderson and myself will be working to upgrade/update the Nord Stern website so that it can be a focal point for the club, its events, Porsche info, photo recaps, articles, archival stuff, you name it! So stay tuned. And hope to see you at the next event.

From the
Editor . . .

by Christie Boeder
'73 911


A large, colorful advertisement for Creative Color graphic & print studio. The ad features a collage of various Porsche cars, including a black 911 RSR Turbo, a dark blue 911 with 'crown' and '92' decals, a red and white race car, and a silver 911. The text 'creative color graphic & print studio' is prominently displayed in a stylized font. Below it, a blue banner reads 'Vehicle Vinyl Wraps'. A list of services includes: 'Customized Graphics For Your Porsche', 'Infinite Colors Textures & Options', 'Stripe Kits & Decals To Full Color Wraps', 'Race Car Wraps, Race Numbers & Trailers', and 'Removable & Protects Original Paint'. A large blue banner states '5-10 Year MFG Warranty On Vinyls'. The phone number '952-746-4164' is displayed in large white digits. The website 'creativecolorstudio.com' and social media handles are also listed. The address '11975 Portland Ave. Suite 122 | Burnsville, MN 55337' is at the bottom.

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NOVEMBER

- 8 Nord Stern Business Meeting (Tuesday)**
Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Meeting, All Members welcome!
- 13 Annual Old Log Theater Event
Lunch and Performance**
Million Dollar Quartet @ 12 p.m., with Mercedes Benz Club
Cost: \$56 per person, See flyer

JANUARY

- 10 Nord Stern Business Meeting (Tuesday)**
Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Meeting, All Members welcome!
- 28 Annual Nord Stern Meeting and Holiday Party**
Morrie's Bodyworks in Long Lake!

FEBRUARY

- 21 Nord Stern Business Meeting (changed due to Valentine's)**
Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business, All Members welcome!

MARCH

- 14 Nord Stern Business Meeting**
Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Meeting, All Members welcome!
- 29 - PCA's Treffen Hill Country**
Apr 2 Hyatt Regency, Lost Pines Resort, Austin, Texas

APRIL

- 8 Membership Social**
11 a.m. to 2 p.m.
Imola, Plymouth
Details TBA
- 11 Nord Stern Business Meeting**
Location: Grizzly's in Plymouth, 220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business, All Members welcome!
- 15 Membership Social**
9:30 a.m. Registration
Auto Edge, Mahtomedi
11:30 p.m. Lunch
12 p.m. Tech Session
- 23 Tech Session - Rochester**
Werkstatt (werkstatt533.com) Details TBA!
- 28 Nord Stern Driver Training**
Brainerd International Raceway
Eventmaster: Jim Bahner
Registration: clubregistration.net
- 29-30 Nord Stern Fall Fling Driver Ed**
Brainerd International Raceway
Eventmaster: TBA
Registration: clubregistration.net

2016 MAY

- 14 Autocross Event with Corvette Club**
Details: TBA

JUNE

- 25 Annual All Porsche Show**
Central Park, Roseville, Rosefete
Details TBA, Co-Chairs Phil Saari and Mark Koegler

JULY

- 6-16 PCA Annual Porsche Parade**
Spokane, WA
- 28-30 Annual Club Race and Driver Ed**
Location: BIR
- 30 AutoLieben - Car Show**
Location: Afton Alps
Details TBA: Eventmaster Jackson Richter

2017**AUGUST**

- 12 Vino In The Valley - Drive**
Maiden Rock, WI
Eventmaster: Randy Walker

SEPTEMBER

- 4 Annual Rochester Labor Day BBQ and Picnic**
Details TBA, Questions Jeff Boehm at 507.261.9407
- 15 Nord Stern Driver Training**
Brainerd International Raceway
Eventmaster: Jim Bahner
Registration: clubregistration.net

2017

- 16-17 Nord Stern Fall Fling Driver Ed**
Brainerd International Raceway
Eventmaster: TBA
Registration: clubregistration.net

- 20-24 PCA's Treffen Asheville**
Omni Grove Park Inn; Asheville, NC

- 29 - Nord Stern Fall Color Tour - 25th Anniversary!**
Oct 1 Eventmaster: John Dixon, eyerack@tcq.net
Based out of Tofte, MN - Make your reservations a year out

OCTOBER

- 13 Sunday's 'Bark and Beer' Drive**
Details TBA

"Third Thursdays" of each month
An Informal 'Post-Work' Social, 5 p.m. at
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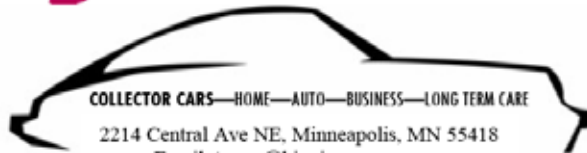
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on your behalf.*

October Nord Stern Issue

What a great new issue! I couldn't believe the cover when I opened it! Michael has such a great eye. In addition to his skill with focus, composition, etc, he has that eye to recognize a great shot and "sees" the art that most people look at without really noticing. Like me, for instance; how often had I looked at those belts on the seat next to me when driving the 356, and never thought of photographing them. I bought those belts from Guy Reeder who had used them for a few years in one of his 911's until they outdated. I tried to sell them for him at several weekend events at BIR and then finally realized they would be a great addition for the old 356.

Michael, I can't wait to see the calendar. I really appreciate all the time you spent chasing down 12 cars and hope you might consider doing it again next year.

— Ron Faust

(Editor's note: Thanks, Ron, for the kudos and you are so right, Michael is creating a 'must have' 2017 calendar that will be available for purchase by any and all Nord Stern members! Each month will feature one of the members who bid and donated their 'purchase' to the charity chosen as the recipient of the proceeds for this first ever Nord Stern Porsche calendar. Each month will be unique and incredibly artistic. Michael is a very talented photographer and we are fortunate he's so willing to share his time and talents with us, the members of Nord Stern. Information on ordering of the one calendars is elsewhere in this issue as well as online and in upcoming email blasts!)

The Way We Were: Memories!

I found your newsletter on the internet, and felt compelled to write to you.

I was Nord Stern President in 1971 and 1972. I proudly owned three Porsches - starting with a 356 Roadster and ending with a 911S Targa.

I now live in Idyllwild, CA, -a village in the San Jacinto mountains 15 air-miles from Palm Springs, and 50 miles distant on a great Porsche road. (editor's note, love that comment, a true Porsche guy!)

You will smile when I tell you that the trophy plaques of 1st place in the 1972 Autocross series and the 1972 rally series hang on my wall to this day. These, combined with the "Porsche" emblem sign given to me when I visited the Porsche plant in Stuttgart bring



back fond memories of the time I belonged to Nord Stern.

On occasion, the Southern California Porsche clubs drive to Idyllwild and display their cars . . . when I know of these events, I go there to salivate! Every time I do this, I daydream "a Boxster would be a lot of fun" but then, at age 79, my wife puts a damper on that pipe dream!

Thanks for all the Nord Stern memories

— Ron Korman



(Editor's note: at this point I emailed Ron and asked if he could send me pictures of his wall and he was

Continued on page 31

NORD STERN NOVEMBER 2016



Out and About at the 2016 Labor Day Picnic Rochester, MN!





photos by Jeff Boehm



Thanks and a shout out to Brian and Gina O'Neill in Rochester who hosted this year's annual Rochester Labor Day Picnic and BBQ event at their lovely home. The cars came, the weather cooperated and a lively group of Porsche owners enjoyed the afternoon relaxing, cooking and socializing. There even were a few of the 4-foot variety on hand! Kathy and Todd Smith had brought their newest dachshund (see above) - Charlotte, sister to Hercules, their well-known 'tow vehicle' who saved the day at the Club Race weekend for a Nord Stern member, who will remain nameless (although the write up of that event can be referenced in the September issue!) Always a fun event, if you are in town this is well worth the lovely drive to Rochester - or from whatever point in the state you might be coming from!

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.

Nord Stern Business Meeting Minutes October 2016

by Betsey Porter

Meeting was called to order at 7 p.m. by Vice-President Ryan McGee

President – Paul Ingebrigtsen

Paul is in Florida. No report provided.

Vice President – Ryan McGee

No update

Treasurer – Jeff Bluhm

No report

Advertising – Lara Dant

Will send advertising checks to Jeff this month.

All Porsche Show – Phil Saari and Mark Koegler

Mark reports he wants to work on getting registration online, either an editable form or on clubregistration.com. Looking for a theme or niche for next year's event.

Autocross – Andy Golfis

No firm dates yet for 2017 for first event with COM.

Will look into getting a date for a P-car event at Dakota County. John Dixon said Canterbury is once again holding track events. He can research availability for us. Andy will look at getting a date in June.

Board of Directors

Holiday party is set for Morrie's in Long Lake on Saturday, January 28th. Roger will order the President's pen.

Charity – Chris Tobkin

All Porsche Show went well. Club Race went very well. Working on finishing up the charity calendar with Michael Grabner. Goal is to finish photoshoots soon. Only two remaining. Christie will PR it in the newsletter and online, we will have order forms available at the holiday party and other events.

Club Race – open position

Jim will firm up dates for 2017

Driver Education – Steve Meydell

Steve will continue in 2017. Will wait for firm dates to recruit event masters.

Porsches and Pancakes - Steve Meydell

This Saturday at Porsche of Minneapolis, 55 people signed up so far! It is a sell out. Will work with Roger on tech sessions for the winter season.

DE Registrar – Dave Anderson

Still need to deposit all remaining checks from the Flings and Escape. Will do soon. Need to clarify with drivers and corner workers that the first lap is yellow until 10 only. Straight is NOT under yellow. Will give all waivers to Michele and Dan (new Insurance Chair)

Driver's Training – Ron Johnson

Jim Bahner is ready to take over chair position on January 1st.

Fall Color Tour – John & Suzanne Dixon

John reports that the 2017 event will be the 25th anniversary! Would like to get a photo booklet or something going for it. 58 people came in 2016, including a few brand new people. Trying to get a lunch scheduled at the Gun Flint Lodge in 2017 with the new ownership. The roads are recently repaved and in excellent shape.

Historic Archivist – Kim Fritze

No report

Insurance – Michele Deml Johnson

Dan Perinovic is the new insurance chair starting in January. Insurance is set up for P&P. Steve has waivers.

Membership – Ed Vazquez

Renewals will start in December, an ad will be in the newsletter starting with November and Christie will put an envelope in December edition, treasurer will be the addressee.

Proposed New Member Socials for 2017 are: April 8 and April 15 (updated by Ed V. post-meeting).

Considering offering members a Club Race t-shirt and get a vintage Loonacy hat for free, only \$20.

We have 768 PCA members, and 617 Nord Stern members. Ed is considering getting a tent for Octoberfest next year. Chris thanked Ed for all his work at Cars & Coffee this year. Mark Bouljon, formerly of Porsche of Minneapolis, is in home hospice care.

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

October was late but is online. November is in progress and will be on time. Send pictures of events to Christie for newsletter!

Octoberfest – Paul Bergquist, Mercedes Benz Club

No report, discussion ensued about throwing more support to the newer event, AutoLieben, organized as a German car show out on the grounds of Afton Alps. This coming year's event will be July 30.

Rally and

Drives – Lon

Tusler

No report

Safety – Paul

Ingebrigtsen

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Continued on page 14

Nord Stern 2017 Charitable Calendar

Who, What, Where, When, How!

Under construction over the summer and fall, this incredible calendar will feature month-by-month spectacular photos of Nord Stern Porsches in various locales and settings.

The idea behind the calendar involved auctioning off each month (check that, done!), the arranging of professional photoshoots with member and calendar organizer Michael Grabner (check that, done!), post production layout work by Michael (underway now) and actual calendar printing coming in December.

All members WILL be able to purchase a copy of our inaugural calendar later in December, cost and delivery time TBA! Plan on getting YOUR copy. Orders are being taken now (although cost not yet known but reasonable). Email 'editor@nordstern.org' with your interest.



The calendar will be gorgeous - and it will have most of the major Nord Stern event dates included, too.

Proceeds will be donated to Michael's choice, N.A.M.I. (National Alliance on Mental Illnesses, www.nami.org).

Remember, our calendar will feature Michael's very unique and artistic Porsche Portraits!

Minutes . . .

continued from page 13

No report, Per Steve and Dave, the new procedure with stickers for drivers meeting attendance went very well, as well as extra wristbands for instructors.

Social Media – Betsey Porter

No update

Shop and Tech relations – Roger Johnson

Roger has a few ideas for winter events. Will try to do one a month.

Touring – Randy Walker

No report

Track Relations – Jim Bahner

Dates 2017

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

Road America still TBD, but undoubtedly will be mid-June, June 12 and 13. Dave reported we have reserved a closet in Garage A for our stuff.

Webmaster – Mark Kedrowski

No report

Old business

Holiday party – Michele and Christie are meeting with the caterer soon to set the menu and pricing. General save the date PR will be in the newsletter starting with November. Will let Dave know ASAP to put on Club Registration.

Region of the Year

Roger J, Christie B and Kim F will work on submission.

New Business

Welcome member Mark Kriesch and Pit Out's Karen Carson!

Meeting adjourned 8:34 p.m.

Respectfully submitted,
Betsey Porter
Secretary

Nord Stern Membership Socials!



Auto Edge
Racing



April 8, 2016
Saturday

11 a.m. - 2 p.m.
Details TBA

Imola Motorsports
2980 Empire Lane
Plymouth, MN 55418

763.205.2561

April 15, 2016
Saturday

9:30 a.m. Registration, Coffee & Donuts
10-11:15 a.m. Introduction of Officers
and Presentations by Event Chairs
11:30- 12:00 Pizza Lunch
12 - 1 p.m. Tech Session

Auto Edge
900 Wildwood Rd.
Mahtomedi
651.777.6924

Event in Rochester, TBA!

So, What DO we do as Nord Sterners?

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



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

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

What's so Good about Goodwood?

*Text and photos
by Jim Southwell*

The marketing guys talk about the innovators, early adopters and the laggards in new product acceptance. New tech comes along and there is a pattern to an innovation becoming mainstream. There are socioeconomic and psychological predictors to this, and I confess I fall somewhere in the boring middle of this phenomenon. Right now I am struggling with an ancient iPhone 6S while the new '7' has been out for at least two weeks. I'll get there someday! Once accepted, how long should one hold on to a particular technology? Just yesterday I bought the cord that allows me to connect my iPod Classic to my 997's PCM system. The manual says that the system will support only newer iPods, meanwhile my son is telling me I should be just streaming music from my phone anyway. The Classic works for me!

Now, I love motorsports, certain forms more than others. I have accepted F1's hybrid technology, after all, it's in its third year now and it isn't going away. The lap times are going down and the cars sound better. The success just needs to fall much deeper though the field. Same thing for the World Endurance Championship. Porsche is doing very well there, winning the overall championship last year with their 2.0 turbo/hybrid 919, and winning the recent race at Circuit of The Americas in September. But just like my CD and vinyl collections, I can't give up on some of the older stuff.

Which brings me to the Goodwood Revival. I've been reading about the Goodwood Festival of Speed for a long time and it seems that just last year I made the distinction between the FoS and the Revival, and with my love of vintage motorsport I started thinking of attending. I pitched the idea to wife Gayle and she was quickly in on the plan.

The idea would be to travel through England and France for two weeks and take in a car event or two along the way. Plenty of time to sightsee and enjoy the culture and history and have some new experiences. The first stop would be Heathrow, where we would pick up a nice Volvo V40 diesel hatch, and head to the south coast. Destination: the Isle of Portland. Now, my dad was born in Portland, Michigan, and I spent my first five years there too. On the Isle is the little village of Southwell, so for me this was not to be missed. Southwell, on Portland, get it? The Isle is basically a large limestone deposit, and it has been mined for over a century, used to rebuild London after the fire and to build St. Paul's Cathedral. Gayle had us staying at a lovely B & B

in Fortuneswell, the main city. We had an afternoon, evening, and following morning to spend, and did a bit of sightseeing and took in our first (for this trip) sample of pub life. The Royal Portland Arms beckoned! A very friendly place, and I found out that if you buy a round for the attendees you are welcomed back warmly after dinner. Southwell turned out to be a small residential village, with one business, a pub, of course. On towards Goodwood!

The next stop was Fareham, a larger city north of Portsmouth, where we had four nights at the Red Lion Hotel. I was getting used to driving on the left side of the roads and the ever-present roundabouts, which are taken counter-clockwise in the UK. If you miss your cutoff, you just do another lap, but Carmen Garmin has trouble keeping up! The next day we took the bus into Portsmouth to see the sights and of course, do some shopping. Every vacation includes shopping right? Portsmouth goes back to Roman times, and was heavily fortified to hold off the Normans and other attackers as late as the 19th century. We visited the seawall and could see the constant sea traffic out of the busy port. The Isle of Wight lies off in the distance; did anyone make the music festival in 1970? Like Woodstock, only bigger.

Saturday and Sunday were to be dedicated to Goodwood, thirty miles away. We got up and underway after a fine English breakfast, under a light rain. This isn't NASCAR, they will be racing.

A little background. The Goodwood Estate comprises



Behave yourself at Goodwood!

Continued on page 18



Fourth Annual



Metropolitan Stadium Invitational

Land O' Lakes Region, SCCA

ROAD RACE



Sponsored by Minneapolis Downtown Kiwanis Club
For the Benefit of the
Minneapolis Society of the Blind

JULY 5, 1959

Race Chairman: Clifford B. Brenna, 6820 W. 23rd, Minneapolis 26, Minn.

PRICE 25 CENTS

An Attic 'Find' is a treasure trove of memories!

I stumbled onto this today. It is the program for the 1959 SCCA race at the old Met Stadium. (Think about doing that today!) I grew up in Virginia, MN and two doors away from John Staver, Sr. His son John, Jr was way into sport cars and a very serious SCCA racer. Had Lambos and Maserati's in the late 60's.

Note Nord Stern's Tom Countryman (No. 10 in the list above right) was entered in a Carrera. Google search didn't reveal any results.

— Roger Johnson

TODAY'S ENTRANTS

CAR NO.	NAME	LOCATION	CAR DRIVEN	CAR NO.	NAME	LOCATION	CAR DRIVEN
No. 71	Paul Leland	Afton, Minn.	Alfa Romeo	No. 37	R. C. Gaard	Minneapolis	M. G. A.
No. 9	Bob Edwards	Minneapolis	Porsche	No. 12	Henry Thompson	Minneapolis	Jaguar 140 MC
No. 56	Jim Batten	Minneapolis	M.G. Twin Cam	No. 13	Robt. Van Edesduty	Mpls.	Jaguar 140 MC
No. 47	A. O. Gadbois	Minneapolis	Climax Gaddy	No. 3	Don Skogmo	Minneapolis	D Jaguar
No. 63	Cecil Schoeneman	Sioux Falls, So. Dakota	Alfa Romeo	No. 8	1/L. Edwin L. Greenwood	Minot, N. D.	Porsche 1600
No. 104	Werner Pfitzen	St. Paul	Jaguar	No. 64	John Staver	Hibbing, Minn.	Echidna
No. 29	Charles C. Cox	St. Paul	Cooper	No. 66	Wm. Larson	Hibbing, Minn.	Echidna
No. 77	Charles C. Cox	St. Paul	Healey	No. 2	Mark Deyne	Minneapolis	A. H. 3000
No. 19	Walter Meyer	Thiensville, Wis.	M.G. Twin Cam	No. 70	Mike McCann	Lisbon, Iowa	Porsche Super
No. 4	James G. Smith	Edina, Minn.	Alfa Romeo	No. 24	Robert C. Bates	Minneapolis	M.G.A. Twin Cam
No. 10	Thomas C. Countryman	Mpls.	Porsche Carrera	No. 42	Gilbert E. Lutz	Midland, Mich.	Lotus
No. 48	Florence T. Bye	Cedar Rapids	Elva Courier	No. 72	Waverly V. Parris	Cedar Rapids	Berkley
No. 57	Leslie Young	Sioux Falls, S. D.	Alfa Spider	No. 96	Kent Montgomery	Minneapolis	A. H. Sprite
No. 7	Cliff Brenna	Minneapolis	A. H. Sprite	No. 60	George Jensen	St. Paul	Austin Healy
No. 87	Douglas Thornsjo	St. Paul	Allard	No. 16	Art Abrams	Minneapolis	Moretti
No. 59	James R. Adams	Sioux Falls, S. D.	M.G.A.	No. 15	Wm. Ames	Minneapolis	T R 3
No. 17	Otto C. Winzen	Minneapolis	Porsche Spyder	No. 5	Bud Stahel	St. Paul	B M W
No. 51	Donald Rodquist	Minneapolis	Austin Healy	No. 6	Jim Rosene	Minneapolis	Olds Special
No. 41	Jack C. Baker	Hibbing, Minn.	El Toro Special	No. 2	Gene Jensen	Minneapolis	Austin Healy 6
No. 53	Roger Simonetti	Minneapolis	Alfa Veloce	No. 30	Dick Fine	Minneapolis	Lotus
No. 93	Donald W. Feidt	Mpls.	Austin Healy 100-6	No. 31	Ed. Grierson	Virginia, Minn.	Echidna
No. 25	Fred Ellsworth	St. Paul	A. C. Bristol	No. 32	Dewey Brohaugh	St. Paul	Allard
No. 69	James Nordby	Edina, Minn.	A. H. Sprite	No. 33	John Wessale	Cedar Rapids, Iowa	Giaur-Mercury
No. 11	Jerry Hilligoss	Hibbing, Minn.	Corvette	No. 34	John O'Hara	Milwaukee, Wis.	Alfa
No. 14	Zane B. Mann	Excelsior, Minn.	Austin Healy 100-6				

EL TORO-EDOR

Jack Baker, the do-it-yourself race car builder and driver from Hibbing, Minnesota will be back this year with a completely rebuilt El-Toro Special, featuring an all out racing Pontiac engine. Jack has been competing with one of his own design and construction for many years. The thirty-nine year old father of two daughters has as his chief mechanic, his wife Hale. His first racing sports car was an MG chassis with a Cadillac engine and a fiberglass body. He competed with varied success in this car for several years, finally demolishing it at a National Championship Race Club in 1957. Undaunted, he went to work on a new car, using a Jaguar chassis, a Cadillac engine and a fiberglass body. With this car, lady luck looked much more favorably on Mr. Baker. In 1957 and 1958 he garnered many class wins and second over-all in the 1958 Metropolitan Stadium Race. Last winter he switched to a Pontiac engine which offered a weight saving as well as increased horsepower. The car is now capable of over 150 miles per hour. Jack is certain to be a favorite today to win the feature event.

BUD STAHEL

Bud Stahel is a charter member of the Land o' Lakes Region and a past Regional Executive. He has actively raced in SCCA since 1952 when he drove an MG TC. Later he drove a Jaguar XK120, a German BMW Special, and this year he has installed a Corvette engine in the BMS. He does all his own mechanical work and this new machine should be a real bomb. Bud is a Northwest Airlines pilot and lives with his wife Ruth, son Bud and daughter Susan in St. Paul.

(Over)



John Staver, Virginia, Minnesota was the winner of the Virginia-Evelevh races last August and has been a regular competitor at the Bloomington Races. He will also drive an Echidna special.



Sure, my name is Nelson...

... live right here in Minnesota and I like it, too, cold winters and all. In fact, I make my living selling aluminum windows and doors to Minnesotans who realize that Northwest weather demands doors and windows that can take it! Nelson owners will tell you Nelson products give years of extra service and beauty at no extra cost. The reason is simple—made for you Northwest home owners with better materials and construction. Call us at FE 9-8991. We'll be glad to show you the finest window line anywhere, built to take the extreme weather conditions right here in the Northwest.

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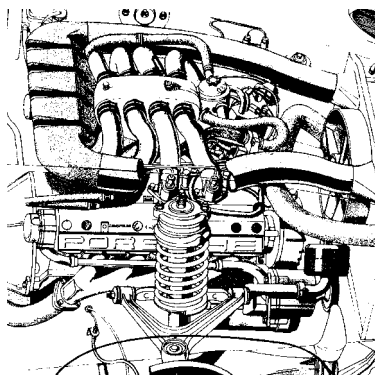
It Really is
a Force for
Good

by Ken Kamstra

Originally published in
August 2006
Nord Stern newsletter

If you are a reader of this column – or my book on AED – you know I’m a true believer. AED is a force for good. Happiness even.

Take James, my Porsche technician (we can’t call ‘em “mechanics” anymore). He’s spent many days bringing my long neglected – vintage ’85 -- 928 Porsche back to glorious life. And let me tell you there are few sounds on planet earth more soul stimulating than the big V8 rumble and snarl of a perfectly tuned 928.



Commuting between my home and my technician – parts aren’t easy to find for 21-year-old Porsches – I got to know James pretty well.

Turns out he’s a full-fledged attorney!

He used to make some pretty large bucks working on real estate trusts and the like. Worked out of the family law offices in Red Wing. Tradition and all that.

So what’s James doing working on my 928? That’s the point of this column. That’s the unrelenting power AED has on the human psyche.

It all started one day when James picked up a used 928. A real bargain – he thought –at only \$5,000. 928’s, after all, are scorned by all you rear engine Porsche purists. This snotty attitude drives the prices down.

928

A 928 that “needs work” can pretty much consume all your discretionary time, James soon learned.

After a day of legal work, James would come home to resume work

on his newly acquired 928. “pretty much 5 p.m. to 5 a.m.,” he recalled.

The long nights of 928 “Porsche upfixin’” were wearing on James. But something else was happening. Something little short of wonderful.

AED was happening!

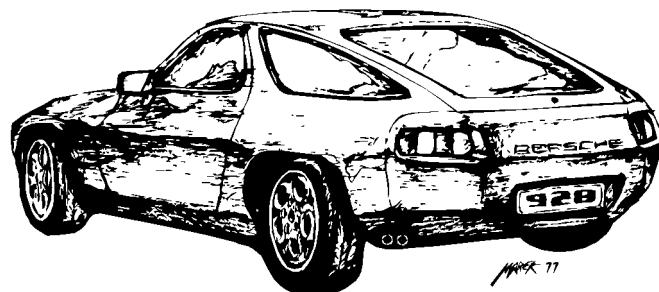
“Hell, this is much more fun than legal work!” James mused to himself. And, not one to deny reality, he was off to enroll in the Universal Technical Institute, a school for aspiring auto technicians. Next, he trained six more months at “grad school” specializing in Porsche service.

Finally, graduation and certification, Next stop, a job. It was waiting for him at Maplewood Imports (editor’s note: now Porsche of St. Paul), a firm that guided James through his training.

“I’ve never been happier, I enjoy coming to work every day,” says 38-year-old James who never looks back at the bigger bucks and shorter hours he left behind in the practice of law.

I tell him the world has enough lawyers. Dedicated Porsche technicians, on the other hand, are always in demand.

And I tell you as you read this, “Auto Erotic Dependency” is a wonderful, incurable addiction.



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For example: 2016 means it expires 12/31/16

Membership/Renewal Chair:

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Eden Prairie, MN 55347-4287

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952 934 5093 (h)
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Goodwood . . .

continued from page 16

some 12,000 acres in West Sussex, England, and has been home to the family of the Duke of Richmond for the last three hundred years. During WWII, the Royal Air Force's Westhampnett airfield was located on the estate, and Frederick Gordon-Lennox, the 9th Duke of Richmond, served in the RAF. Let's just call him "Freddie," as he seems like a regular guy. He apprenticed on the shop floor at Bentley Motors, and was much more interested in motorsports than the horse racing that his family favored. He won several significant races at Brooklands before entering the service. After the war, he returned to Goodwood and turned the airfield into the Goodwood Motor Circuit. The Circuit was a mainstay on the racing scene from 1948 through 1966, hosting sports car and even F1 races. It rivaled Silverstone in importance, and hosted three nine-hour enduros over the years, won by Aston Martins each time. The circuit ceased operations in 1966, as they didn't want to change the layout to slow the faster cars.

Fast-forward three decades. Charles March, the Earl of March and Kinrara, Freddie's grandson, has ascended to Chairman of the Goodwood Companies, which run several high profile businesses on the estate to cover the estate's expenses. The monthly nut on 12,000 acres and Goodwood House, the family home, can't be cheap. Charles is a professional photographer by training, and his eye for detail and sense of history gave

Goodwood: We make our Goodwood debut



him the idea to 'revive' the spirit and style of the racing that was held at the Goodwood Circuit for nineteen years. After several years of restoration and maintenance, the Circuit and grounds were brought back to their former glory and the Goodwood Revival was launched in 1998, fifty years after the original start of racing at the site.

And now, here we are some fifty years after the final season of 1966. How to celebrate? By staging a race meeting that will commemorate the highlights of that year and other cultural and sporting events 'in period.' That means all spectators are asked



England over West Germany!

to wear period correct clothing, not allowing any 1967 or newer vehicles on the actual course grounds, and limiting the entries to race cars from the late 40s to mid-60s. Just the way it would have been at the time. For us, that meant sourcing the right gear to make our appearance at this auspicious event. Gayle found a dress and two hats on eBay, borrowed another, and accessorized with pearls and some new shoes. I found a pin-striped suit, two English ties, and a fedora on eBay, dug my wingtips out of the closet, and borrowed a set of suspenders. My dad's Gruen automatic watch topped it off. According to our waitress at the Red Lion, we looked "very smart"! She got a nice tip.

As I mentioned, it was raining. We both opted for more utilitarian footwear, which was "brilliant" as they say, as we had a decent walk through the large car park to the circuit gate. We picked up our tickets at will

call and entered the grounds. Immediately we were greeted by a large contingent of English soccer fans, celebrating England's 4-2 victory over West Germany in the World Cup final at Wembley. I was ready to text a German friend and give him some grief about losing to England before I realized they were referencing a game held fifty years ago! It was the first of many sixties moments:

There was a recreation of the Piccadilly Circus stop on the London Underground, complete with vintage movie posters and signage.

The Earls Court Motor Show was duplicated in a look-alike building, with displays by Jaguar, Aston Martin, and Porsche, among others.

For the gals there was a beauty shop offering hairstyling and makeup help for just the right look, and for the guys a barbershop to touch up the facial hair or whatever needed

trimming.

About 80% of the attendees are in period clothing. Hats, tweed hunting jackets, ties, racing overalls and military uniforms for the men; hats, dresses, furs, and gloves for the ladies. All very smashing!

The Reims, France, grand prix circuit pit wall was recreated over the existing Goodwood pit stalls, which tied in with this year's honoree, Jack Brabham, who won at Reims.

A rotating group of bands played sixties hits in the concession area, joined by a bevy of beauties in bikinis, creating a beach movie scenario, surfboards and all.

All the while, races are running on the 2.38 mile track. Seven were scheduled for Saturday, and our favorite was the St. Mary's Trophy race, for identical Austin A30 and A35 sedans. These late fifties saloons were all identically prepared by one shop, and



Reims pit wall commemorates Brabham's win were the Corolla of their day. Saturday's race featured VIP drivers, including David Coulthard, Tom Kristensen and Jackie Oliver. It was great fun seeing these cars emerge from the mist, leaning over on their narrow tires, drifting through the corners and the drivers constantly working the wheel for every bit of grip. One car got punted and rolled, no injuries except to pride.

We kept moving, finding shelter wherever available. The Richmond Lawn restaurant



St. Mary's Trophy action

beckoned, and we found a table inside. Not realizing we needed a reservation, the kind waitress allowed us to stay a bit, enough for a warm-up coffee. This tent featured a swing band and a dance floor and some accomplished dancers. Next, we found the Earls Court Motor Show, and perused the exhibits inside. Porsche had what looked like a 993-based four-door concept car displayed, and was showing a video of the development of the new Panamera.

Back outside, we found the Porsche Classic garage, with all kinds of eye candy. Out front were 356B and 356A coupes, and a 550 Spyder from the Museum sheltered by the

overhang. Next to that was a Carrera 2.0l four-cam engine on a test stand, restored and ready for hourly demonstrations. Fully dressed with all the shrouding, air cleaners, and exhaust. Lubrication was fed from a standard 911

a jerry can. Inside were a disassembled four cam and a tech rebuilding a transaxle on the bench. If you needed any trim pieces, badges, or maybe a crankshaft, it was there or available on order. They had some freebies and I grabbed a catalog and other tchotchkes to lug home.

How did the concession stands compare to Road America? Pretty well, actually. All manner of sandwiches and sweets were on offer, and plenty of cask ale and cocktails were available. BMW sponsored a Bavarian-themed Biergarten, and nearby a converted Airstream trailer dispensed gin and tonics. No reason to go without.

We loved the High Street midway area, where you could select all kinds of automobilia, vintage clothing, even complete cars. And not just any cars! An outfit named Rennsport Ltd. had two backdated 911s that immediately caught my eye. Mostly the one with "930RSR" on its front license plate. This was a '79 3.3 Turbo built to look like a '73 RSR, and it was stunning! Gray with red stripes,

ducktail, roll bar, the whole kit. Priced at 175k Pounds, reasonable, eh? We met Susie Gardiner, their marketing director, and

learned she has a Minnesota connection as she nannied in Medina years ago. I passed on the car but did buy a nice car cover a few vendors down.

After about seven hours of intermittent light rain we'd had enough and left for the Red Lion. Time to dry and press our outfits for the second day.

Sunday rose sunny and clear and we were out the door just past 8 a.m. An uneventful drive to the circuit, everything was very well marked, and we got a better spot in the car park. We first headed to the infield paddock area to do some more exploring. The track circles the aerodrome, and there were a good number of WWII fighter planes on display, a reference to Freddie March and his service. We found the results listing in the paddock and were disappointed to find out that Derek Bell DNF'd on the first lap of the Kinrara Cup race Friday afternoon. His Ferrari 250GT wasn't up to the usual levels of Porsche reliability he was accustomed to! Oh well, we found the Veuve Cliquot garden and had a glass of champagne to celebrate his efforts anyway.

Jack Brabham's legacy was honored all weekend, as Jack won the 1966 F1 Drivers Championship to add to his '59 and '60



Uwe Makrutzki reps for Porsche Classic

titles. Jack's sons Geoff and David, and their mother were in attendance, and there

Goodwood . . .

continued from page 21

were several Brabham BT-19 tribute cars. Brabham is the only driver to win the F1 championship in a car of his own design.

There were a number of good races Sunday, but the one I most wanted to see was the Royal Auto Club TT. We had grandstand tickets for Sunday and were in the Woodcote

Motorcycles were well represented at Goodwood, and their feature race was the Barry Sheene Memorial TT. Each bike had two riders, and the field was comprised of numerous Norton Manx, Triumph twins and a few BMW airheads. John McGuinness, many times Isle of Man TT winner took over the lead Norton and brought it home for the win. We found the spectators to be very engaged, and they generally stayed in the grandstands for the finish of all the races and always applauded the field at the end.

All in, we were very impressed by the whole event. It was a unique experience, done to the highest level, and one we would recommend to any vintage enthusiast.

The next morning, the Volvo was loaded up and we headed for the ferry in Portsmouth for a quick passage to Cherbourg,

France. Everything clicked here, a very well managed process and the ship was quick and comfortable. We barely



Military uniforms worn with pride

had time for Gayle to hand me my head twice in Gin and the trip was over. Back on the right side of the road, onward to Normandy, Paris, and Reims. Cheers!



American might at the Aerodrome

grandstand at one of the best corners on the track. The TT entrants were mostly Jag XKE Roadsters running hardtops, a good number of Cobras, also with hardtops, a few Corvettes, and two Ferraris: 250 GTO-64 and 250LM. This was a one hour race and required a driver change. The early leader was the #89 Jaguar, followed closely by the #2 Cobra. The Ferraris looked gorgeous, you just don't see them often due to their rarity, and they really never challenged. The GTO was involved in a shunt with a Cobra and the resulting Safety Car laps allowed the field to complete driver changes. After that the Cobra had the lead with Giedo Van der Garde driving, but he was caught by the Jag, now with the BTCC champ at the helm. He gave the Cobra a mild push, sending him off and taking the lead for the win. All race long these cars were drifting the corners on their relatively narrow tires, which was great to see. As most of the races were very Brit-centric, there were no Porsches in the TT, and few otherwise. It sure would have been nice to see some 904s or 906s in this field!



Variety in the RAC TT

Out and About with Nord Stern . . . Porsches and Pancakes at Porsche Minneapolis! Winterization!

by Roger Johnson



The recent Porsche and Pancakes tech session at Porsche Minneapolis was extremely popular with members. In fact, it ‘sold out’ with close to 60 attendees! The subject of the session, winterization techniques proved to be of interest to many of our members. The topic was chosen after a recent thread on Clubtalk generated a LOT of commentary.

Thanks to **Steve Maydell** for organizing this event and of course THANKS to the dealer for some yummy breakfast treats. The only thing was I couldn’t find the pancakes?!

– Ed Vazquez

Roger Johnson provided the above photos from the tech session. Bill Reynolds is the Service Manager. The tech’s name is Nick Pooler. Also appearing (standing at the rear of the Porsche on the lift) is Bill Reynolds, the new Service Manager. Also helping from Porsche Minneapolis was Jon Breyer.

The car is Todd Smith’s 993 cabriolet.

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



The year raps up with an edition of *Nord Stern* chuck full of timed run scores and lists of wonderful car related Christmas gifts. Theresa tells how she had been seduced into wanting car bras instead of diamonds and floor mats instead of furs.

– Ron Faust

December 1990

- **Jayne and Rudy Mueller** offer an article on Gasthoff zur Gemutlichkeit, an authentic German restaurant opened in Montrose, MN. Only the Muellers and the owners can translate the last word, meaning “*a special comfortable feeling one receives from pleasant surroundings in a pleasant atmosphere*”. Google gives the current address as 2300 University Avenue.
- Frequent contributor Mr. GoFast, a.k.a. **Kim Crumb** contributes “Future Speculations On Porsche” from his review of non-Twitter leaks on Porsche. The 944 S2 will be replaced by the 968. That car and the 928 will get “HUGE 17 inch” wheels and more power. He predicts that about 1995 both cars will be replaced by a new 5 door platform called the 989. Kim’s dreaming goes on to describe a rear engine V-8 to upgrade the 911. You can’t believe everything you read on the internet.

- The editors fill a whole page with gift ideas for Porsche pushers: cleaning products, video tapes, books, Porsche related magazines and even membership in the 356 Registry with it’s fabulous quarterly newsletter. 356 ownership is still not required.
- In a separate article **Teresa Vickery** goes through her lists (one for her and one for her spouse).
- Five full pages are covered with results of timed runs at Canterbury and the Year-end Autocross Points totals. Two Canterbury and three BIR events were

timed and points totaled for year-end awards. Male and female drivers ran in separate classes in 1990. Class winners included: **Ken Pixley, Scott Mayer, Guy Reeder, Justin Draper, Mike Soltis, Jim Seubert, Jay Lehmann, Hank Godfredson, Ann Maruska, Sonia Fortier, Joann Greenwell, Debbie Gruebele, Jan Watson, Janell Seubert, Phyllis Godfredson, Greg Christenson, Corey Johnson, Kim Crumb, Sharon Binek, and Steve Watson** (fastest time of year).

- **Martha Reeder** contributes an article on Nord Stern’s Hidden Heroes after serving with husband **Guy Reeder** and **Ed Jacobson** as event masters for the Last Fling. **Gordon Doering, Dennis Guentzel** and **Sonia Fortier** are also included as members who make volunteer jobs a breeze.
- 108 drivers went through Driver Schools that year. An Instructor Training Day was also held at BIR and there was a system for evaluating instructors. 26 years later, the instructor group is still an invaluable part of Nord Stern’s high speed driving program.
- In the Marketplace, **Bob Cox** is selling a 1965 356 with a salvageable motor, transmission, and brakes for only \$1,000.





L: Teresa Vickery



Denny Guentzel



Bob Kosky



Lots of familiar faces in the gallery of member photos featured in this issue! Below, R to L, Scott Mayer, Terry Johnson in front of Johnson, Left don't know

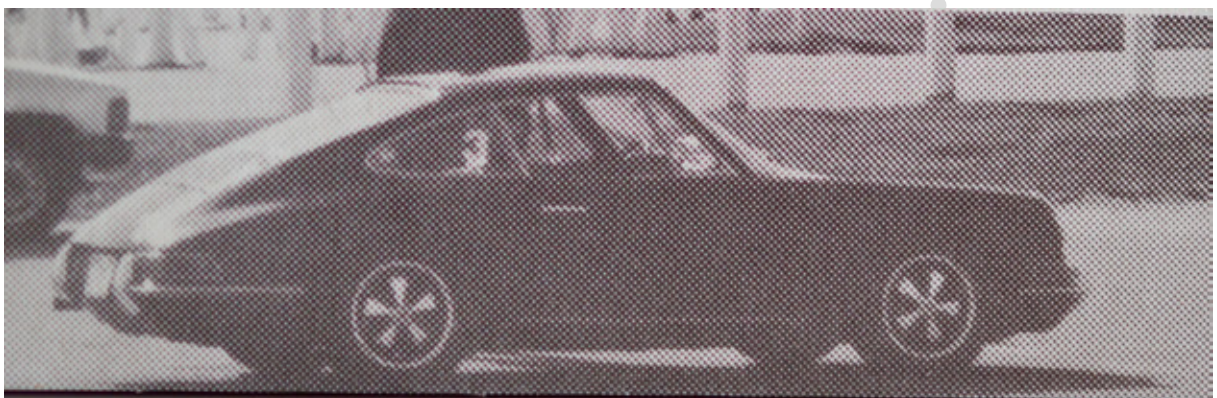
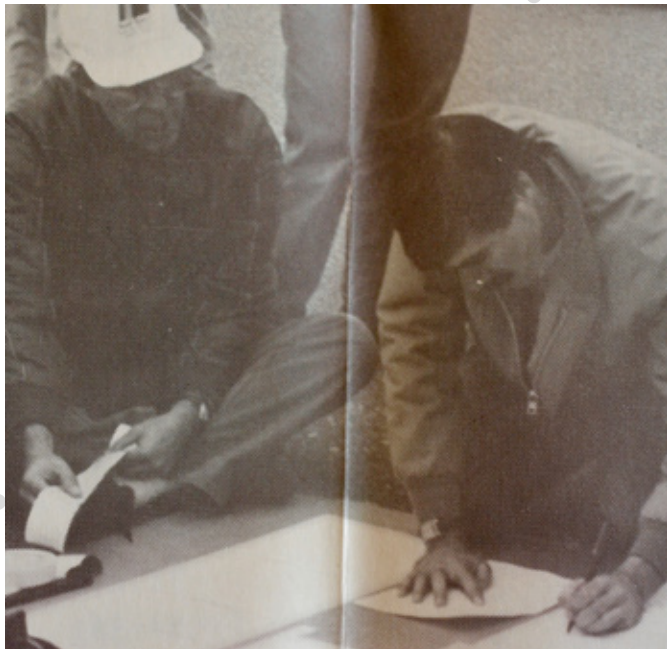


Kim Crumb



Chalk Talk at DT

The Scans Continue . . .





Old Log Theater



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 matinee 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
- 4) 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:

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Greenwood, MN 55331

Synopsis of "Million Dollar Quartet"

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- 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!

Drive, She Said

by Danielle Badler,
Rocky Mountain Region PCA

And that's what I did, at the annual Rocky Mountain Driving Experience. Those of you, who have been following me here, know it's an annual gathering where manufacturers bring in what's in their test fleet that they think we local scribes will like. And, no, let me take away the mystery. Porsche again didn't participate this year.

Yeah, it's tough duty. But, hey, remember one thing. In and of itself, it doesn't put food on the table. That said, I still can't think of a better way to spend two days, up in what Coloradans call "the high country." Take that any way you want.

Out of the hat, I picked the Golf R to drive up to the summit of Berthoud Pass, alt. 11,300 ft. Yes. My daily driver is a last gen R. And a year ago I drove the auto version of this car. But this year's model was a stick.

After the stint, the VW rep rushed up to quiz me on what I thought. I told him, "all good." More power. More neutral handling. Better amenities. Can you get me a good deal on a trade? He laughed. I told him how I was contacted by my dealer about trading mine on a new one. I called them back and they said, great, we'll put you on the waiting list.

Next was a Camaro SS, the Chevy rep riding shotgun. I asked him the price and he found the MSRP - \$45k. Which isn't that much more than the R. But that and the fact that both had manual shifters was about where the similarities ended.

The Camaro was fast. 455 hp fast. With 455 lb-ft of torque, available just about everywhere on the power band. But the clutch was all or nothing. The shifter was vague. And the view out reminded me of sitting in a gun turret. You got a great slit of a view in all directions. But the latest Gen Six, at almost 3,700 lbs., did acquit itself on the switchbacks back down the pass. I told the rep, it's 90% of the fun of a Vette for maybe two-thirds the price. And you can take another couple along. Provided they're pint-size.

For comparison purposes (yeah sure) I also drove the Mustang GT, with 435 hp. The cabin was much airier, and the car was altogether easier to drive.

But I wasn't really interested. Because, next, I hopped into a BMW M2.

This is what it's like. The eyes of assorted factory reps and various hangers-on are all focused on you as you get in, as if to say, who are you to rate this much fun? And all you want to do is make sure you get seat time in all the delectable tidbits. There's no way to really become acclimated. It's much more a process at these

events of getting in, adjusting the seat and mirrors, locating the sport button if you can and, well, not stalling.

That's where the M2 shone. Before even leaving the parking lot I knew, I just knew, I could drive this thing very fast. And it didn't disappoint. Everything worked telepathically.

Oh, I also tried the Jaguar XE. Damn. I was hoping for more, a lot more. But the reality was that, if you closed your eyes (at a standstill!) you'd think you were in a Corolla. I expected so much more. Where was the Jag character? Any character?

The Jag F-Pace was better. Sure it was an SUV, but it had some style. At least it drove planted. And the window switch gear was up on the door panel, just below the window... like on a Range Rover.

Speaking of Land Rover, the factory rep for Jag/Land Rover confirmed again this year that all cars from the marque continue to be on allocation. He drives a Jag. Amazing, isn't it.

Back up and over Berthoud Pass and down to Denver, I drew a WRX STi. Yeah, well, someone had to drive it back. The rep had shown me how to set the power split front to rear, so I was good to go. And that I did. It still ran raw. Better than the previous generation, but still a lot more crude than, say, the Golf R. How I wished Ford had brought a Focus RS, for, ahem, comparison purposes. Oh well. It was fun. But I'd still take the R.

But the coup de gras I'm saving for last. And certainly not least. Acura brought an NSX.

That's right. And I drove it. I have pictures to prove it. I think everyone who drove it took pictures as well.

The factory rep was well-versed. 573 hp and 476 lb.-ft. of torque. With three electric motors. One driving the rear wheels and two driving each of the front wheels. Sort of like a McLaren P1, for a quarter the price. Such a deal - that's \$189,900 as tested.

Like the M2, the NSX was another car you knew, you just knew, instantly, you could drive very fast. Literally no body roll. Instant power, at any time, in any gear. And the jolt when going from silent electric parking lot tootling to a wham bang 3.5 liter turbo explosion... think the loud setting on your alarm clock, on steroids, after a lazy night's sleep.

The rep and I talked about who buys these things. She confirmed that most have three or more cars in

Continued on page 31

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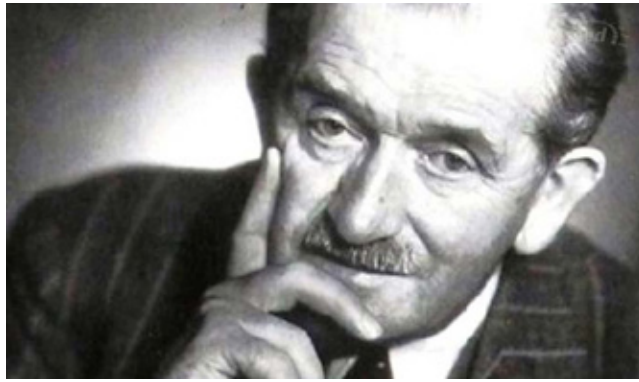
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A Few Things Interesting Facts About Porsches

<http://www.ndtv.com/photos/news/porsche-911-10-super-facts-on-the-supercar-14271#photo-185517>



Ferdinand Porsche and car inventions go hand in hand. In 1900, at the age of 25, he designed the first hybrid gasoline-electric car for an Austrian company. Then, in June 1934, he got a contract from Adolf Hitler to design a people's car. That car became the Volkswagen Beetle.

Component shortages led to Porsche using parts from the Beetle to work on his next car -- the Porsche 356. More than 75,000 were made over the course of 15 years.



The Porsche 911 is the most popular car made by the company. Since 1964, all Porsche 911s have been manufactured in only one place -- Porsche's factory in Stuttgart, Germany.

The car was originally named Porsche 901, and 82 cars were built as 901s. However, Peugeot protested on the grounds that in France it had exclusive rights to car names formed by three numbers with a zero in the middle. So, instead of selling the new model with another name in France, Porsche changed the name to 911.



Drive . . .

continued from page 28

their garage. So, yes, they're rarely a daily driver. I opined that there's a lot more show and posturing in the NSX than in, say, a Porsche Turbo S, which compares similarly on paper. The experience is more like a 488 or a McLaren.

We agreed on a key point. Which is that, whenever you do get in, it's a thrill. How many vehicles, today, compare at that level? Porsche cars. Exotics. And this NSX. As an enthusiast, that's what you want. And it's in your garage, sitting, waiting, for whenever you're ready. That's why people buy them.

Ah well. I also drove a Fiat 124 (auto), a Dodge Challenger SRT Hellcat, a Lexus GS-F and a Mini convertible. Yeah, well, they were okay. I mean, what can you say? Other than sign me up for next year.

Clubtalk . . .

continued from page 10

kind enough to do so and also shared the comments below!)

You caused a FUN flashback! As I was taking the pictures, the picture of the yellow 911S Targa reminded me of the Porsche plant tour I wrote about earlier . . . towards the end of the tour, the PR director asked if I would like to take a test drive with one of their drivers. Would I!? Is the Pope Catholic? We got into a yellow 911S Targa, drove through Stuttgart to the test track, what a fun drive!

Some time later, I bought MY Targa-and I always wondered: could it just be the same car?

— Ron Korman

Susan and I just wanted to thank you for a wonderful time. The hike at Temperance, lunch at the Birch Terrace Supper Club, and the tour at the Grand Portage National Monument made Saturday a perfect day. And you arranged for the greatest weather all weekend.

As first timers, we had a wonderful time and got to meet many Nord Sterners we hadn't had the pleasure to meet before.

— Susan and Nick Cirillo

Spelling can bring on the Giggles!

Who Knew?!

Another page in the program Roger Johnson submitted for fun and archival referencing of old race venues (The State Fair stadium!) included this page on Spark Plug Gap Data for European Cars - do note the 'Pewgeot' entry!

ECHIDNA!			
The three blue cars from Minnesota's Iron Range country are among the most interesting you will see racing today. They are the brain child of three men, an optometrist, an industrialist, and a mechanic from Hibbing-Virginia, Minnesota. The first one was completed in time to compete at the Bloomington race in 1958, where it was driven to a second place in the third race by Eddy Grierson, the mechanic, of Virginia. In the feature race it was sidelined due to transmission failure while being driven by John Staver, the industrialist, and owner. Later in the season Staver easily won the Virginia-Eveleth Airport Races and placed near the top at the Elkhart Lake 500 mile National Championship Race. Quite an impressive first year!			
The heart of the Echidna is a highly modified Chevrolet Corvette engine. The chassis is made up of Chevrolet and parts made in the Staver foundry. The car is capable of speeds in excess of 150 miles per hour. The second and third cars were completed for the 1959 season. Unfortunately one of them was badly damaged on a test run and may not be able to compete today. The number 66 car owned and driven by Bill Larson of Hibbing, the optometrist, finished fourth in its class at the National Championship Races at Elkhart Lake, Wisconsin on June 21, 1959. The number 64 car, driven by John Staver, has a larger engine and competes in Class B Modified. He was able to finish second in his class, at Elkhart Lake in June. These cars are definitely favorites to win the fourth annual Metropolitan Invitational Road Race.			
Sparkplug Gap Data EUROPEAN PASSENGER CARS			
MAKE & MODEL	GAP	MAKE & MODEL	GAP
AUSTIN		1946-48-2.5 Lit. to Motor	
1937-40 All Others	.027	NR P-200	.027
1946-47-8, 10, 12 H.P.	.020	1946-49-2.5 Lit. from	
1946-49-16 H.P.	.020	Motor NR P-201	.027
1949-57 A30, A35, A40,		1949-50-2.5 Mark V	.027
A50, A70, A90, A95,		1949-50-3.5 Mark V	.027
A125, A135	.024	1950-54-XK120, 2.4 Lit.	
AUSTIN-HEALEY		(8.1)	.027
1954-56-100, 100M	.024	1950-56-3.5 Lit. Mark	
BENTLEY		VII or VII-M	.027
1946-57 All (except		1955-56 XK140, 2.4 Lit.	
Continental)	.024	(7.1)	.027
BORGWARD		LANCIA	
1949-57 All	.032	1936-38 Aprilia, Ardena,	
DKW		Astura, Augusta	.032
Reichsklasse, Meisterklasse		1939-51 Aprilia, Ardena,	
Standard, Favorit, Ideal	.020	Astura, Augusta	.032
1950-56 All	.020	1951-56 Aprilia, Ardena,	
FIAT		Aurelia	.032
Belite, Ardita	.027	MERCEDES-BENZ	
1948-55-500B, 500C	.027	1955-56-190SL, 300SL	.024
1950-56-1100, 1400,		1947-54-170	.027
1900	.027	1951-56-220, 300, 300S	.027
1955-57-600	.027	1953-56-180	.035
FORD (English)		1956-190, 219, 220S	.027
1935-40-8 H.P., 10 H.P.	.024	MG	
1946-57 Anglia, Popular,		1946-53 TC, TD (To Motor	
Perfect	.027	#22734), Y	.024
1951 Pilot	.027	TD (From #22735)	.024
1951-57 Consul, Zephyr,		TF YB	.024
Zodiac	.032	1954-57 Magnette,	
FORD (German)		MGA	.020
1937-39 Eifel	.027	MORRIS	
1949-56 Taunus 12M,		1945-48-8, 10	.027
15M	.027	1949-52 Minor (L Head)	.027
HILLMAN		1949-54 Oxford, Six	
1936-38 Eighty	.027	(L Head)	.027
1936-55 Minx (L Head)	.027	1953-57 Minor	.027
1938-40 Fourteen	.027	(Valve in Head)	.020
1955-57 Minx		1954-57 Crawley, Isis,	
(Valve in head)	.027	Oxford, Traveller	
1955-57 Husky	.027	(Valve in Head)	.027
JAGUAR		OPEL	
1946-48-1.5 Lit., 3.5 Lit.	.027	1938-57-1.5 Lit. Olympia,	
		Rekord	.035
		MAKE & MODEL	GAP
		1938-57-2.5 Kapitän	.035
		PEWGEOT	
		201, 301, 401, 601, 202,	
		302, 402, (Cast Iron	
		Heads)	.027
		202, 302, 402	
		(Aluminum Heads)	.027
		203, 403	.027
		RENAULT	
		1946-49 Javaquatre	.024
		1947-56 4CV	
		Model 1062	.027
		1950-56 4CV	
		Model 1063	.027
		1951-55 Fregate	.024
		1952-55 Prairie, Savane	.024
		1954-56 Colorale	
		(Station Wag.)	.024
		1955-56 Fregate,	
		Dauphine	.024
		RILEY	
		1.5 Lit. Standard, 6-15	.027
		1937-40 12, 16	.027
		1946-57-2 1/2 Lit.,	
		Pathfinder	.027
		SUNBEAM TALBOT	
		1936-40 All	.027
		1946-47-2 Lit.	.027
		1946-47-10 H.P.	.024
		1948-56-80, 90, Alpine,	
		Sport Saloon,	
		Convertible	.032
		1956-57 Rapier, Mark III	
		Saloon	.032
		TRIUMPH	
		1946-55 Renown, Sports	.027
		1950-53 Mayflower	.027
		1954-57 TR2, TR3	.027
		VAUXHALL	
		1938-55 All	.027
		1956-57 All	.027
		VOLKSWAGEN	
		1948-57 All	.027

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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
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I've been sitting here working on my Christmas list, wondering what I should get my sweetie: Would he want some Simpson Driving Gloves? Maybe those 9" wheels? A cast aluminum dead pedal would be a great stocking stuffer. This follows hard on the heels of previous gift giving occasions: for a previous anniversary, it was suggested re-doing The Master Bath From Hell. I, however, countered with a desire to have a whale tail installed. But being a true romantic, I surprised him on his birthday with a camber truss and a brake bleeder. Previous gift exchanges have involved Weber carbs, race belts, helmets – can you believe it? How in the heck did I go from wanting obviously useless, expensive trinkets and baubles to lusting after Recaro seats and sticky tires? Why do I place redoing the garage ahead of the kitchen?

I figured it out a couple of years ago. And, for the benefit of those of you who have a significant other NOT into the car think, I'll reveal the fiendishly ingenious plot designed to turn me away from those frivolous bling things and the lay-on-the-beach vacations, to spoilers, and trips to professional driving schools.

This has been a multiple-year plan as I reflect. In the beginning I was most definitely not a motorhead (it will ruin my nails!). Then, shortly after we were married I was surprised with a set of beautiful Panasport wheels for my car. As he smilingly looked on, I became more and more interested in the car, keeping it clean (gotta polish those wheels!) and slowly, in simple maintenance projects. ("You want to help me change the oil?" Ah, the things one does when newly wed – and you know – it really was fun!)

It soon became time, in his mind, to buy a REAL sports car. How to slip this into the garage of a spouse who's talking house, not car? He cleverly waited until I was out of town on business and bought a cute little 914. I was not happy – until he gave me the keys and introduced me to Autocrossing. Oh oh, I had Porsche fever bad! Gift giving took on a whole new dimension: heater boxes, trunk liners, batteries ...

Next for us was a red 944 – again, a total surprise, and justified by the comment that I deserved 'more car' than a mere 1.6 liter. Flattery like that gets me every time! How could I disagree with this? How could I not accept such a wonderful gift, purchased with such good intentions? With this car came other gifts: track tires, helmets, new radiators – all sorts of good stuff.

We've now come near to reaching the zenith. For a 'significant' birthday, here came a 911. Because as he put it, "I thought you'd look good driving it." Ah, romance! There's no way I'd want to return this. Not after he picked it out just for me! (Contrast this gift givers with presents of sweaters, of flannel bathrobes. Do they inspire this kind of response?)

It was at this point I realized that for years I had been cleverly manipulated into becoming a total motorhead. By ostensibly giving the cars to me as gifts, he'd sucked me into the 'car thing.' He had executed a cunning plan with the end result being my desire for car bras instead of diamonds, floor mats instead of furs. He avoided ever having arguments about the amount of money going to track tires and other car goodies – it was, after all "my" car. How masterful! How shrewd!

So what's the bottom line? The holidays are rapidly approaching. Maybe your significant other needs a new car. (Start practicing the lines used on me ...). Both Carousel and Metro (editor's Note: now known as Porsche Minneapolis and Porsche St. Paul, respectively) have a wonderful selection, in a wide range of colors (to match his/her eyes?). They can keep secrets and will happily provide a big bow. And, trust me on this one – it will work.

A Guide to Gift Giving:

How to Turn Your Significant Other into a Motorhead and Simplify Gift Gifting for all Time ...

by 'Patsy Porsche'

Originally published in *Nord Stern* newsletter

Editor's Note: A very fun and appropriate whether it is 'he' or 'she' who has the car 'gene'!



Not So Obvious

By Pedro Bonilla

Reprinted courtesy Die Porsche Kasette, April 2014

Most Porsche owners regularly check tire tread wear, tire pressures, oil level, oil change interval, brake pad and brake rotor wear, brake fluid flush and service schedule intervals. In other words, the obvious stuff.

And that's great, but there are several other wear items that are not so obvious that many times get overlooked by DIY'ers and even by some shops:

The least obvious is the Front Engine Mount (in the Boxsters and Caymans) or the Transmission Mount in the Carreras.



This mount which is made of rubber and supports half the weight of the engine/transmission while it dampens engine vibrations.

Although the new mounts from 2008 are much better than the old ones

from 1997 they still crack and wear out and should be replaced regularly. If allowed to wear down they will affect shifting, could cause damage to the transmission mounts in the Boxster/Cayman or the Rear Motor Mounts in the Carrera as well as quick deterioration of the Continuous Velocity Joints (CVJ) and half-axes.

These mounts can only be properly inspected when removed, so many people tend to forget about them until many times too late.

As a rule of thumb, after 45,000 miles they should be inspected because most likely they have already

cracked. Its cost is around \$150 plus a couple of hours labor to replace.

There are remanufactured mounts available at considerable savings, since what wears is just the rubber center, not the structure.

Another one of the wear items is the Air/Oil Separator found in all of the water cooled boxer engines.



This particular piece of equipment has as its function to distill-out any oil from the crankcase.



Using vacuum from the intake, crankcase gasses are pulled up and through a diaphragm which doesn't allow droplets of oil to go through. Any drops are redirected back to the main oil supply while the "dirty air" that makes it through the diaphragm is mixed with the intake air and gasoline to be burnt up in the combustion cycle.

Generally, when this piece deteriorates, a BIG, no, a HUMONGOUS cloud of white smoke is produced at startup. In some cases a loud screeching (almost metallic) noise or whistle is produced by a tear in the diaphragm.

When any of these symptoms appear, quickly replace the air/oil separator. Failure to do so may cause the engine to hydrolock from liquid oil in the cylinders which could get very expensive.

The life of this piece varies from a low of 40,000 miles to well over 100,000 miles.

It is not terribly expensive. Somewhere around \$100 for the part and a few hours labor to install.

Although this next piece of equipment can last a bit longer than the two above, contrary to them if and when it fails it will leave you stranded.

I'm referring to the water pump.



Water pumps generally last well over 100,000 miles but I have seen them fail at just about any mileage.

People who constantly open the coolant reservoir, generally have the highest failure rates. Opening the coolant cap, especially when hot, allows air into the

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Continued on page 37

Like all Brian Long books, this is complete and very detailed, but without the quotes from factory personnel used by Leffingwell and Ludvigsen.

The book begins with a detailed discussion of the genesis of the 1993 Detroit Show Boxster Prototype design, including Porsche's envy of Mazda Miata sales success, and the influence of the sales of the 1993 964 Speedster.

Some 550-RSK ambiance features that never made it to the 986 production design are also mentioned. There is also commentary about the importance of designing the Boxster to be 'fun to drive', promoted at the Paris presentation as "reawakening the passion of driving", a concept which Porsche seemed to abandon with its recent announcement of an era of automatic-only cars. The Boxster design process, as described, reeks of paralysis-by-analysis, with four separate design programs reaching the full-scale mockup stage, only to have the front in of the production car be ported over from the 996 Coupe to save production costs.

PORSCHE Boxster is very well illustrated; if you like to look at pictures of Boxsters, their components, and cutaway drawings, this book is for you. Individual year versions are described in great detail, as are various options, and historic black and white pictures of the early antecedents of the Boxster are included. A unique touch in this Porsche book is the inclusion of pictures of events in Japan and of Japanese advertising materials.

Also included is discussion of, and quotes from, comparison tests made over the model years by various (mostly US) automotive magazines.

There are five chapters, beginning with "The Boxster Concept" and ending with "Face-lift and Finale". There is a one page, four-column index, which seems rather cursory compared to the immense amount of detail in the text, but it does list references to six individual members of the Porsche family. Possible skimpiness of the index is compensated for by the roster of Appendices: 1) Concise Buyer's Guide, 2) Year by Year Range Details, 3) Engine Specifications (by type code), 4) Chassis Numbers, 5) Sales and Production Figures.

Any owner of a Boxster of this era would be fascinated to find, in this narrative, just exactly

how uniquely the features of his/her car differ from others in the series. Even the various wheel shapes and sizes available each year are discussed and/or illustrated. Detail is so specific, that changes in window washer nozzles and seat backrest release button profiles are mentioned. Hidden changes in engine and transmission internals, and suspension components/configurations/ specifications are described. Photos are included to illustrate differences in appearance options. These Boxsters came with so many individual options and option packages that "trying to establish what is standard for any given year is virtually impossible." Only by studying this book, can the owner of a 1996-2004 Boxster know exactly what he/she has, and how it differs from earlier and later cars, or differently configured contemporaries.

The owner of a Boxster, of any vintage, will find the discussion of the development and evolution of the initial Boxster concept to provide extensive fodder for trivia discussions, and useful insight into the character of all production Boxsters into the modern day.

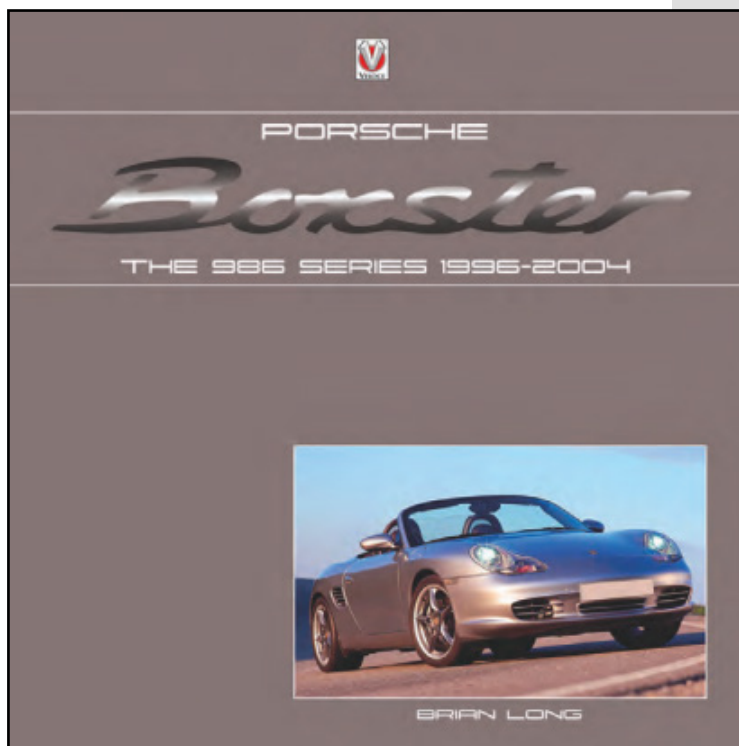
PORSCHE Boxster is hardcover, with 160, 10 x 10 inch pages and 200 color photos. It should now be available for \$55 from your favorite bookseller (ask for it) or from Motorbooks.com (which will bring up a "Quatro" page reflecting the new umbrella corporation).

Book Reviews for Porsche- philes . . .

PORSCHE Boxster THE 986 SERIES 1996-2004

*By Brian Long, Published by Veloce
Publishing*

*Reviewed by Bruce Herrington,
Orange Coast Region,
Courtsey Grand Prix Region PCA,
The Circuit October 2016*



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. Porsche factory's mainstay for hillclimb efforts in 1965, the "Ollon Villars" Spyder used wheels, tires and suspension pieces from a Elva sports racer.

- a. True
- b. False

Porsche Panorama July 2012 pg. 38

2. The T-7 body styled by Butzi Porsche for the type 695 prototype had 2+2 seating.

- a. True
- b. False

Excellence was Expected Vol 1 pg. 335

3. By 1965 almost twice as many 912's were sold than 911's.

- a. True
- b. False

Excellence was Expected Vol 1 pg. 350

4. The race car with the lowest aerodynamic drag that Porsche was to produce is the _____.

- a. 907L
- b. 917LH
- c. 936
- d. 911L

Excellence was Expected Vol 1 pg. 409

5. Unfortunately an actual 917 was destroyed to film Steve McQueen's "shunt" in LeMans.

- a. True
- b. False

A French Kiss with Death pg.387

6. In 1984 Niki Lauda won the Formula One drivers title in a McLaren with a Porsche built TAG V8 engine.

- a. True
- b. False

Excellence was Expected Vol 3 pg.1059

7. PBob Garretson who finished 6th at LeMans in 1981. What model was the car?

- a. 935K2
- b. 936
- c. 935K3
- d. 956

Porsche Panorama October 2012 pg.43

8. The real advantage of filling a passenger car tire with Nitrogen over Oxygen is that it _____.

- a. prevents oxidation on the wheel
- b. prevents the rubber from turning brown
- c. reduces pressure loss
- d. costs less money to fill

Excellence May 2013 pg. 30

9. In a sports car low polar moment is desired and achieved by placing the heaviest components (engine, transmission, fuel tank, major structural pieces) as close as possible to the outer edges of the car.

- a. True
- b. False

Excellence May 2013 pg. 30

10. To properly check the oil level on an air cooled 911 it is necessary to run the engine long enough to achieve 176 degrees F at which point the car should idle on level ground for _____.

- a. 30 seconds
- b. 60 seconds
- c. 1 minute
- d. 2 minutes

Excellence May 2013 pg. 38

11. Bruce Anderson recommends the following precaution to minimize M97 engine intermediate shaft (IMS) bearing failure.

- a. Change the oil and filter every 3000 -5000 miles.
- b. Install a magnetic oil drain plug
- c. Remove the engine every 20,000 miles
- d. Both a and b.

Excellence April 2013 pg.28

12. Motor oils consist of two parts: the base stock oil representing 60% of the mix and additives the remaining 40%.

- a. True
- b. False

Excellence February 2013 pg.24

13. For cleaning Fuch's wheels Porsche recommends an acid-free cleaning product with a ph value of 10.

- a. True
- b. False

Excellence December 2012 pg. 52

14. The largest electrical demand in the whole car is the starter.

- a. True
- b. False

Excellence June 2011 pg. 36

15. As a rule, cars with a bad voltage regulator _____ the electrical system while car's with a bad alternator _____ the electrical system.

- a. undercharge overcharge
- b. overcharge undercharge

Excellence November 2012 pg. 38

q	'51	c	'8
a	'11	c	'2
a	'11	q	'9
a	'11	q	'5
q	'12	a	'4
p	'11	a	'3
a	'10	a	'2
q	'6	q	'1

PCA's Zone 10 Directory

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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

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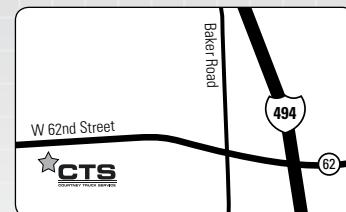
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Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10th of the month prior to publication date: editor@nordstern.org.

For Sale

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



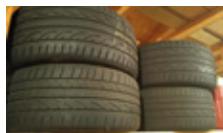
Also selling Porsche books, posters, model cars, signs and other Porsche memorabilia. Have complete set of 356 Registry from Vol 1 to the present. Call for details and to discuss pricing, pickup etc. Mark 763.434.7787.

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.

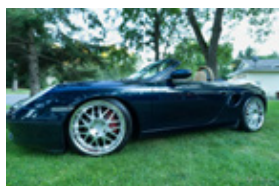


Wanted

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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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.

Not So Obvious . . .

continued from page 32

closed-loop cooling system. When air circulates through the system and passes through the water pump it will cavitate and may break one or more of its impeller vanes.

When this happens it is no longer balanced and starts to deteriorate its seal and bearing. When it fails, all coolant will be lost, rendering the car undrivable.

The water pump is more expensive than the previous wear items, costing around \$300.00 for the part, three to four hours labor plus materials, such as gaskets, coolant concentrate, distilled water, etc.



Finally, suspension components are also wear items which should be routinely inspected, especially if the car is AX'd or tracked.



Pieces such as lower control arms, trailing arms, wishbone, connecting rods and swaybar droplinks have ball joints that will wear with mileage.

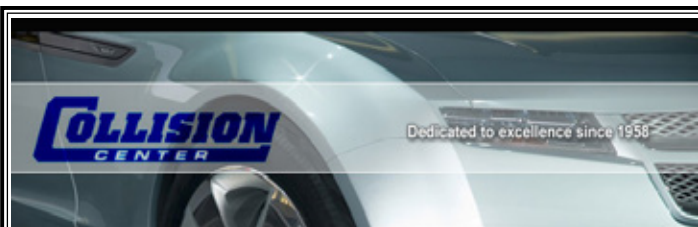
The first to go are usually the droplinks which can cause quite a rattle when driving over pavers or irregular pavement. Most of these parts are difficult to diagnose because they cannot be inspected with the car loading the suspension, and even with the suspension unloaded it may still be difficult to obtain movement when the part is just slightly worn.



Shocks and struts tend to last a long time and when they fail the usual telltale sign is an oily seepage on the strut or shock.

The springs, on the other hand tend to settle a bit initially and then very slowly but continuously with time.

If your car is approaching or has passed the 100,000 mile mark I urge you to inspect these not-so-obvious pieces and have them replaced when necessary. You will enjoy your Porsche much more if you do. -Pedro



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2016 Fall Color Tour Photo 'Samples' and 'Stories'

Photos by Bret Bailey

Susan and I went hiking in the Tettegouchee State Park on the Sunday of the Fall Color Tour. We were parked at the Rangers' Station/Visitors' Center. When we were getting back from our hike, a motorcycle gang had already arrived. About a dozen bikes parked next to the Cayman. About 5 of the bikers were standing next to the GTS, looking at it inside and out. These guys didn't look like a bunch of boomers trying to act macho, but the real thing. First thought, "Oh, shit!" One guy was about 6'4", 300 lbs. He sees us walking towards the car, points to it and says, "Is this YOUR car?"

Susan answers yes. "Beautiful car, ma'am. BEAUTIFUL car."

"Yes, it is."

P.S. Definitely made sure we didn't nick any of the bikes on the way out.

*Sunrise hikers
were treated
to a stunning
experience:
Bret Bailey, Ali
Vazquez, John
Dixon, Paul
and Stephanie
Zollinger,
and Mark
Mortrude
See cover photo!*



Hiking!



*Left: Bret Bailey's beautiful red (go see this issue online for the COLOR!) Porsche.
Above, Grand Portage National Monument which provides interpretive tours of
Ojibwe and Voyageur life in the late 1700's. Very interesting to say the least.*



Porsche 911 Carrera S



Boxster



Cayman



911



918 Spyder



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