



Nord Stern Region PCA

August 2017





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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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Cover -  
photo, All  
Porsche  
Show  
participant:  
up close and  
personal!

Photo by  
Christie  
Boeder who  
liked this  
tow hook!

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BIR - October 6 - 8, 2017

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

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

2. Next, join Nord Stern

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

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

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

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

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email: [edmn911@aol.com](mailto:edmn911@aol.com) or  
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Mail renewal checks to:

### Jeff Bluhm

6767 Marsh Ridge Ct.  
Eden Prairie, MN 55346

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

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*Welcome . . .*

## *New Nord Stern Members*

We hope to see you at upcoming events!



### **Dan Balthazor**

Hugo, MN  
Slate Grey 2001 911 Carrera 4

### **Brian Johnson**

Maple Grove, MN  
Black 2007 911 Carrera 4S  
Cabriolet

### **Stephen Maier**

Minneapolis, MN  
Silver 1998 Boxster

### **Mike Moliterno**

Rosemount, MN  
Midnight Blue 2009 911  
Carrera S

### **Dan Mullins**

Duluth, MN  
Carrera

### **Paul Nyhus**

Roberts, WI  
Copper 1983 944

### **Brian Ostlie**

Hudson, WI  
Carmine Red 2015 911 Carrera  
4 GTS

### **Matt Peterson**

Minneapolis, MN  
Black 2006 911 Carrera S  
Cabriolet

### **Jeffrey Risch**

Rush City, MN  
Seal Gray 2001 Boxster

### **Wiseman Sikakane**

Woodbury, MN  
Black 2002 Boxster S

### **Geoffrey Stewart**

Minneapolis, MN  
Artic Silver 2002 911 Turbo

## **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!).

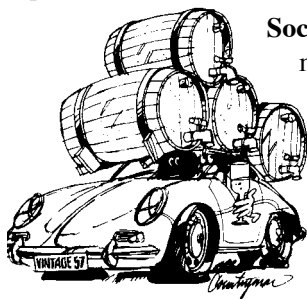
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

1990 944 S2

I hope everyone made it out to the **All Porsche Show** at the end of June. All I have to say is wow, what an amazing event, and another illustration of how it's not just the cars, it's the people. Both the turnout of Boxsters and Race cars exceeded expectations, and we had plenty of volunteers to keep everything running smoothly. These events cannot happen without the volunteers, and we cannot thank everyone who helped out enough, but an ENORMOUS thank you to **Mark Koegler** and **Phil Saari**! They are responsible for making this the largest single mark car show in the mid-west (photo below, by Ron Faust). The weather did not exactly cooperate for us, but it did not keep the spectators away. Over 300 people turned out to take a look at the cars. We also raised over \$3,500 for Courage Center!

By the time you receive this month's newsletter, our annual Club Race (Fast Fling) will have already happened, but right now, we're gearing up for it. This is my favorite track event of the year and is always a blast, even if you don't get your car out on the track. It's always exciting to see what silent and live auction items are available. Check back in next month's newsletter for more details.

If you have not already registered for the annual **Vino in the Valley** drive, please do so. This year's drive is Saturday, August 12, and is not to be missed. If you've never participated in a Nord Stern

tour, I highly recommend both this event and the fall color tour coming up in September (see our calendar)! For the Vino in the Valley tour we'll start at Point Douglas Park, and take a lovely ride through the back roads of western Wisconsin. We will make a couple of stops along the way, including a stop at Eau Galle cheese factory. Space is limited, so see page 37 for more details and be sure to register today!

I would also like to take a moment to invite all of our members to the monthly business meeting, especially if you're interested in getting more involved with the club. We're always looking for volunteers, and this is a good opportunity to find out where your talents can be put to use! Check out the calendar to see when and where the next meeting is. (editor's note: they will resume this fall in October: Second Tuesday of the month, 6:30 p.m. Social and 7 p.m. Meeting and currently commencing at Grizzly's in Minnetonka. They actually are fun!)



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1/8 pg.	N/A	\$30	\$20
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6 month pre-payment required for ad insertion, billed yearly



As usual I'm leaving my column to last - perhaps that's a good thing as it means I can point out some things in this newsletter that perhaps might slip by a reader's notice (never a good thing!). This month we feature member **Kim Crumb's** wrap up of the very recently concluded annual Porsche Porsche as staged out west in Spokane, WA. There were several members attending this year, and I hope to hear from others about their experiences. Kim was kind enough to get his article and photos to me in time to be included in this issue. So we beat the official Pano coverage! Woot woot.

Plus be sure to read about our club's very personal connection with our charitable recipient, Courage Kenny - it truly is WHY we volunteer and direct our donations to such an entity. See Clubtalk coverage. Meeting and talking to new members **Scott** and **Marla England-Sullivan** was so inspiring!

Also, there's a collage of **All Porsche Show** photos here although I do plan on featuring more images in the next issue, too. So there will be more, and a couple albums have been uploaded to our Facebook page for those of you brave enough to have embraced this social media 'monster!' It was a great event despite the overcast clouds and a few sprinkles (and no, it didn't ever really rain).

Summer is slipping away although there's been lots of car stuff going on. Currently the Boeders are out in cheese-land at Road America participating in the annual vintage event - this year called: The WeatherTech® International Challenge with Brian Redman. Not a lot of track time for participants but a lot of fun, 450 plus spectacular race cars of all stripes, models, makes, eras. And lots of wrenching going on. And we were right in there chasing down a fuel leak, an intermittent ignition issues, a disconnected wire that didn't seem to be needed.

Etc, etc. as they say. You can't be racing a 45-year-old car and NOT have weird things happen!

We hope everyone is out driving their Porsche car and enjoying it as much as possible.

# From the Editor . . .

by Christie Boeder  
'73 911



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Nord Stern Member  
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## AUGUST

2017

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

**"Third Thursdays" of each month**

Informal 'Post-Work' Social, 5:30 p.m. at

**CLUB JAGER** 923 Washington Ave. North, Mpls, MN 55401  
612.332.2686

website: <http://clubjager.com/>

## SEPTEMBER

2017

- 4 Annual Rochester Labor Day BBQ and Picnic**  
Location: Gina and Brian O'Neill's  
Questions Jeff Boehm at 507.261.9407, see pg. 18

**MN Cars and Coffee**

Canterbury Park

1100 Canterbury Rd. Shakopee

[www.mncandc.com](http://www.mncandc.com)

8 am to 1 p.m.

- 15 Nord Stern Driver Training \*\***  
Brainerd International Raceway  
Eventmaster: Jim Bahner  
Registration: [clubregistration.net](http://clubregistration.net)

Free to enter and spectate, Food trucks and beverages available  
First Saturday of the month April through October

- 16-17 Nord Stern Fall Fling Driver Ed \*\***  
Brainerd International Raceway  
Eventmaster: TBA  
Registration: [clubregistration.net](http://clubregistration.net)

\*\*\*\*\*

*\*\*Please note: Nord Stern sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. All other events of potential interest to club members may be added, upon request and dependent on space availability, to the calendar as a courtesy to the organizer, or organizing entity at the discretion of the editor.*

- 16 Oktoberfest!**  
Location: AutoMotorPlex, Chanhassen  
Time: 9 a.m. til 1 p.m.  
Contact: Paul Bergquist, Mercedes Benz Club

- 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](mailto:eyerack@tcq.net)

Based out of Tofte, MN

Make your reservations a year

out

## OCTOBER

2017

- 8 Sunday's 'Bark and Beer' Drive (corrected date)**  
Details TBA

- 8 Nord Stern Autocross \*\***  
Eventmaster: Andy Golfis  
MAC co-event at Canterbury Park

## NOVEMBER

- 12 Old Log Theater Outing with the Mercedes Benz Club**  
Eventmaster: Paul Bergquist

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## Club Talk

### ... 'Talk'

## All Porsche Show

*Courtesy Clubtalk*

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updates or changes.*

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to reformat and resend or, if the  
administrator has time,  
he will pull a copy of the picture,  
resize it, and post it on your behalf.*

### All Porsche Show - The Show of All Shows!

Here's a quick summary of the 2017 All Porsche Show and Swap Meet "by the numbers".

- 58 and 62 – temperatures at the beginning and the end of the show
- 13 and 23 – the constant and gust velocities of the wind during the event in mph
- 200+ - the number of Porsches at the event including the new Panamera and 718 Boxster (Thanks Porsche St. Paul).
- 9 – the number of race cars at the event (Thanks AutoEdge)
- 300+ - the number of attendees
- 63 – the number of online pre-registrants
- 27 - the number of volunteers without whom the event couldn't be held
- \$3,500 + - the amount raised for Courage Kenny

Thanks to all who attended and particularly the volunteers for lending their time and talents to a very successful show. Co-chairs **Phil Saari** and **Mark Koegler** are looking for some additional pictures of the event. If you have any images to share, please send them to [mkoegler@hkgi.com](mailto:mkoegler@hkgi.com) or contact Mark at 612.581.8218 in order to upload photos to a Sharefile. Watch for more about the show in upcoming issues of the Nord Stern Newsletter and Panorama Magazine.

Congratulations to Mark and Phil and most of all to all the volunteers who helped yesterday. I feel the show was well attended, well managed and well-attended. Great Job!

– Ryan McGee

Today, I got a call from a friend who asked me if I went to our show since it was "rainy." I said "but of course."

Then I asked him, Do you know what Steve McQueen and I have in common? What he asked?

Steve and I aren't afraid to drive our Porsche in the rain! Although there was a little mist in the air in Roseville, I never got wet.

We filled the lots, I handed out all my 2016 *Pano* and *Nord Stern* magazines, and there was a lot of looking, talking and smiling faces around.

– Ed Vazquez

Agree!! Thanks to the board and volunteers - it was a terrific turnout!

– Will Sigbee

Seconded! What a selection of cars too. I was amazed!

– Merrill Adrich

Thanks Ed for the accolades. This event is a team effort and it has grown beyond our expectations. And this is our challenge for ensuing years - how do we keep it interesting with something new. This is the fun part!

– Phil Saari, Event Co-Chair

Great time to catch up with Nord Sterners and great scenery to boot! Thanks to all that volunteered for a great cause!

– Jerry Greene

Thanks for a great show.

– Joseph E. Olson

### Why DO We Volunteer?

My name is Scott. My wife Marla and I are new members to the PCA and to the Nord Stern club. We would both like to volunteer our time for the All Porsche Show if you are still in need of people (editor's note: Always!). Aside from being the first chance to participate in a PCA activity, the charity benefit is rather close to our hearts.

Our son, who is doing great and considered a modern medical miracle, suffered a massive brain stem stroke while attending collage in Duluth, at UMD. During his two months in the hospital, he spent half of his time as an inpatient therapy patient at Courage Kenny Rehab, United Hospital. It was nothing short of a bootcamp for someone who couldn't walk, talk, eat or even sit up when he arrived on the 8<sup>th</sup> floor. He walked two miles the day he checked out!

Courage Kenny is a major part of why he is not only with us today, but why he is a walking, talking, school teaching miracle.

*Editor's Note: I had the pleasure of meeting **Scott and Marla England-Sullivan** at the All Porsche Show and heard their story directly. Their son is doing well, went back to college, graduated, is working and obviously all due absolutely in no small to the rehabilitative program and efforts of Courage Kenny. How fortunate we are to have a world-class facility right here in the Twin Cityies area. And **THIS IS WHY WE VOLUNTEER OUR TIME AND TALENTS** - to support institutions like Courage Kenny performing desperately needed services for families like the England-Sullivan's. What a heart-warming story and thank you for sharing it. And welcome to Nord Stern!*



# Rochester Labor Day PORSCHE Picnic

Looking for a great way to start the fall season?  
Then join us Monday, September 4th 2017

This is a BYOBB event!

**Location:** Brian and  
Gina O'Neill's home  
(See Address Below)  
**Starts:** 1pm  
**Ends:** 4pm (Or Later)

Bring Your Own  
Beer & Brats!!  
(Grills Provided)



Please **RSVP** by Aug 30th



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



# Way Out West

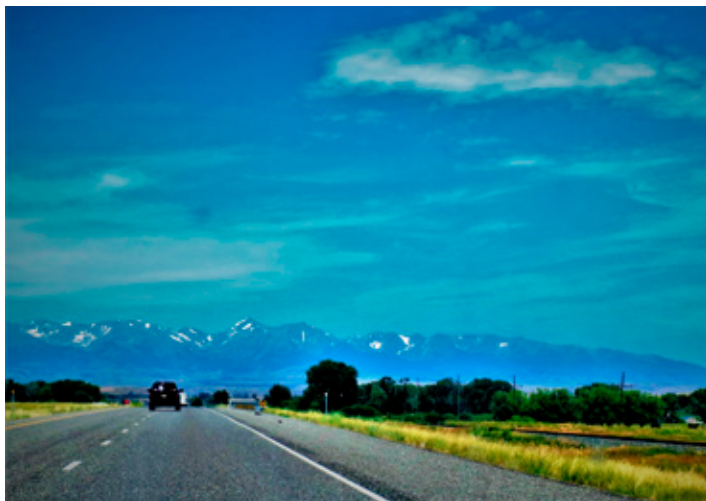
## The 62<sup>nd</sup> Porsche Parade

*Text and photos by Kim Crumb, 1989 928 GT*

This year I'm headed west, it's essentially I-94/90 the whole way to Spokane, Washington. Just under 1,400 miles . . . and as the now famous commercial said "all those miles are free." I've rented an "Accamronata" the anonymous mid-size sedan, in silver grey. If you're going to be "flying low," it's the perfect car, as the minions-of-officialdom hardly notice it. I've got the satellite radio playing 60's on 6 or 80's on 8, and I'm glad that speed limits rise going west: 75 mph in NoDak. I marvel at the sights of the Theodore Roosevelt National Park in western Dakota (photo above). He was the Visionary of our National Parks. As president, Roosevelt created five national parks and signed the landmark Antiquities Act. He used its provisions to create 18 national monuments, including the Grand Canyon and more than 100 million acres' worth of national forests. I'm enjoying some of those as I am driving through the Rocky Mountains, especially going through western Montana, with a speed limit of? 80. (see photo below!) Beautiful sights and you actually

get to drive on really twisty roads. I'd left on a Friday morning at 10 a.m. and arrive Saturday at 6 p.m. As the destination nears, I check the trip computer . . . which includes every minute the car is running. I'm about the 90<sup>th</sup> percentile car in speed, I've maintained a good pace, beating the "book" time on Mapquest by a good margin. This will be the biggest Parade ever, with over 2,500 people attending!

I get checked into the Davenport Grand, the HQ hotel. There's a huge Porsche display wall for arrivals. And Grand this most surely is . . . I think it's the nicest Parade hotel ever, and I've now attended 30 Parades! The rooms have a huge king bed and flat screen TV, there are amenities galore . . . heck the shower alone is bigger than some of the whole apartment bathrooms that I





had back in my much younger days. Decor is the very best warm-and-contemporary style, The Grand is part of the special Marriott “Autograph” collection. There will be no lack of luxury this week. I check out the Concours prep area and . . . A Porsche tractor is coming in! When I go to hospitality, they



have the Finalists for the Newsletter Covers on display easels. Nord Stern is proudly in that group. (below, editor’s note: There was one winner with five of others tied as



finalists, we were the only non-vehicle cover and I confess I still really like this photo!)

Sunday it’s the usual: get registered, meet old friends, turn-in my Art Show entries and then onto the Concour Judge’s Meeting. The car-fun-whirlwind is really getting into high gear! This year it’s centered on downtown Spokane and Riverfront Park, which is essentially across the street. This was once the site of the ‘74 World’s Fair Exposition.

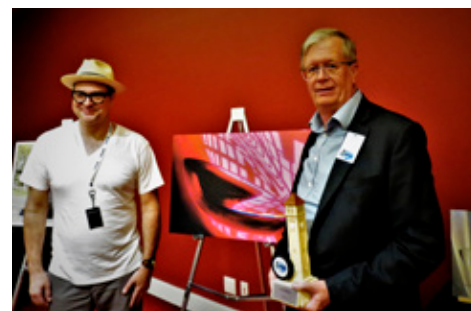
The Clocktower is the “signature” feature now, and it was actually built in 1902.

**Monday:** It’s the Concours, I’ve got a 7 a.m. start. This year I’ll be judging Engine Compartments in the Preparation and



Restoration Classes for all the “Transaxle” cars: 924/944/968 & 928. So many immaculate cars, all in one beautiful setting. We judge all of our assigned cars in under 5 hours. Then I walk the entire display, which are in three different “meadows” on

the Awards Ceremony. When creating my Porsche art, I draw inspiration from this quote: “For something to endure it must be unique and yet so universal anyone can appreciate it.” - Ferdinand Anton Ernst Porsche I’ve entered two pieces: “Arrest Me Red” in Photo: Conceptual and “Sophisticated” in Photo: Elements of Design. Drum roll . . . they earn 1st and 2nd Place in their respective categories. I thank Stephen Hens for his service, as he is completing as Chairman. He did present all the awards personally. (below) Heck, I guess this event was streamed on Facebook Live, too.



**Tuesday:** The car fun continues, with the TSD Rally. Me? I head for the ice cream social that’s at the end. Later I go to the presentation “The Boxster Development Story,” which was given by designer Grant Larson. He’s been at Porsche for three decades, and was responsible for the Exterior of the Boxster. It’s fun to hear the Inside Story of how it all came about, first-hand. (photo below) Grant is originally from Wisconsin, he’s a “Midwesterner.” Then it’s time for the elegant Concours Banquet. This is a dual-entree dinner, so we’ll be having



the island. This year they are going to have the winning cars drive-up and receive their awards right on-site, same day. Manny Alban, the PCA Ex-Prez, interviews each of the owners for the crowd . . . and Nord Sterner’s **Kelly Manley** and **Kelly Klemz** take the win with their 914. Concours pictures on page 27 of this issue!

Later that afternoon it’s time for the Artist’s Reception at the Art Show, concluding with

*Continued on page 28*



# The Art and Science of Detailing Your Porsche

*by Scott Anderson  
Yellowstone Region PCA  
Old Faithful Newsletter  
April 2017*

Ok, so I'm not sure how much science there is behind detailing your car. No wait, what I mean to say is - if there is science, that's for the manufacturers of the detailing product. As far as I'm concerned, detailing is more art. That's art, patience and anal retentiveness . . . of which I have plenty.

First, let's discuss the three rules of auto detailing – no scratches, no scratches, no scratches. Now that we've got that covered, let's move on to the basics.

## Step 1: Washing

Washing a car starts with water and soap, lots of both, that is. Water is the lubricant and soap, by its organic structure, locks the dirt and oil within its molecule, so that water can wash it away.

Not just any soap. You need automobile car washing soap, which is [ph] balanced not to harm the paint and the finish on your car. Follow the manufacturer's recommendations for mixing soap to water. Using dish-soap will remove the finish on your car and is not recommended.

Some professionals will use two buckets – one for water and soap and the other for rinsing the sponge. It is also recommended that when your soap bucket gets down to one third full, empty the bucket, rinse and then refill with soap and water. Remember it's the dirt that causes scratches and that's what we are trying to avoid.

Washing your car also goes beyond water and soap. We need to discuss temperature and humidity. It is never recommended to wash your car in direct sunlight because of the fact that the sun will dry the soap on your car, leaving a ring of scum, oil, dirt and in Jackson, a hard water stain (ie. calcium). If you must wash your car in the sun, keep the hose handy and rinse frequently.

Ultimately, washing indoors, under a cover, in the morning or on a cloudy day is ideal. Higher humidity allows you to wash without the soap drying on your car. The days that I've washed my car on a cloudy day, where very little of the water evaporates, took about half the time. On those days there was a lot less reaching for the hose and water.

There are many types of sponges out there, including natural or synthetic materials. Sheepskin mittens are also useful and help to hold dirt away from the paint.

Washing your car should start with the wheel wells first. Hitting the dirt in these areas prevents the mud and oil from washing back onto the exterior surfaces of a freshly washed car.

Dressing the wheel wells also makes a huge improvement in the appearance of a well cleaned automobile. By spraying the wheel wells with an inexpensive dressing (like a Black Magic or some other oil) will make a huge improvement in your well cleaned Porsche.

The true test easily shows up at night when you shine your headlights on dirty wheel wells that appear gray or tan instead of black. A well dressed wheel well will show up black reflecting the black plastic panels and anti-rust coating on the well itself, helping the wheels on your Porsche fill the well.

Once the wells are clean, you can then proceed with the exterior wash. It is here that you should start at the top of your car and work your way down. This works to your benefit during the rinse cycle as it tends to wash away dirt lying on the lower parts of your car. Washing should also occur in sections so that you can avoid the water or the soap from drying on your car. Keep the hose handy and rinse often.

You may also need to wash the car twice; the first time is to get rid of the major layer of dirt and the second time to hit the nooks and crannies where the dirt hides.

When the car is washed completely and you feel that you have removed all the dirt, now you can dry the car. Again, we're trying to avoid scratches and the water stains or the soap from drying on the car. I've used a variety of drying products, from terry cloth towels, micro fiber cloths to sham's. Using a chamois, as it is called, is usually done wet. When chamois are dry, they are hard and can scratch your car.

Some auto-detail kits come with a very soft squeegee, something I have never tried. By experience, it works great on my bathroom shower door. I'm just not sure I would want to try it on my Porsche paint job for fear of trapping dirt under the rubber.

Remember that water can puddle under the hood, the bonnet or the door and it is therefore helpful to open all doors as you dry the car.

## Step 2: Polishing

Polishing is the next step in the game. Polishing is the process of removing oxidation and contaminants from the paints surface. The result of course, is to restore the paints shine.

There are three types of products we can use to accomplish this task - polish, cleaner and rubbing compound. All three products will remove very small amounts of paint from the surface and vary in

degree of abrasiveness. Polishes remove the least amount of paint, rubbing compounds remove the most, and so called cleaners fall somewhere in between.

The trick is to use a product with the right degree of effectiveness. Starting with a polish is usually where most people begin. If the desired result is not achieved, you can try a second coat of polish or step up to a cleaner.

These products work similar to waxes – “wax on, wax off,” only instead it’s “polish on, polish off.” Always apply and remove waxes and polishes with a side to side movement. Do not use a circular movement as that will cause swirl marks. It also takes time for the product to dry and then it takes elbow grease to get them off. The longer the product dries, the harder it is to get off, so be sure to work in the shade and work in sections.

If you choose to use an orbital buffer, which will make the job go faster, make sure you use a product specific for orbital buffers.

Using a rubbing compound is a fairly abrasive product and is usually only reserved for those neglected, never washed, never waxed cars that you see ten years down the road where rainwater absorbs into the paint. So be careful if you decide to use this product. I’d recommend experimenting on someone else’s car first when using rubbing compounds.

### **Step 3: Claying**

Claying is fairly new in the auto-detail world. Clay is similar to the silly putty we used as a kid, only its consistency is a little more solid.

Claying is an option many car fanatics use to smooth out the paint and to remove the very same contaminants that polishing does. Unlike polishing however, claying is not abrasive. Claying also does not remove the wax from the cars surface, and therefore there is no need to reapply a coat of wax after you are finished.

However, I’ve never clayed my car without waxing it afterward. Usually my goal in detailing my car is to take the old coat of wax off, so that I can put on a new one. Therefore, claying for me has become a middle step in the process. It allows me to hit the painted

surfaces of my car, as well as the glass and the trim pieces, one more time after I’ve polished the car and before a new coat of wax is applied.

With claying, most clay products require a lubricant of some sort and normally gives you some type of recommendation or product to use. From the claying products I have used in the past, the recommendation has been an ounce of car wash detergent in a water filled spray bottle.

The car is then sprayed with the water/car wash solution in small sections, while the clay bar is rubbed over the section you just sprayed. The process is usually performed by working in a one foot by one foot or two foot by two foot section at a time and is pretty painless.

Once you have clayed your car, you can feel a significant improvement in the “smoothness” of the paint by running your hand over the surface . . . this my friends is a car free of contaminants.

### **Step 4: Waxing**

The function of a good wax job is obviously to protect the finish on your car. More specifically, wax will help the paint retain the oils to keep that everlasting luster and help reduce the oxidation process. Wax also helps by protecting the paint from bird droppings, tree sap, the sun’s harmful UV rays and all those contaminants we just removed during the polishing/claying process.

Waxes come in three forms – a liquid, a paste or a spray. They say that the paste lasts longer than the liquid, and the liquid lasts longer than the spray. I have never conducted the blind study to determine if this is in fact true – but then again, I’ve never gone that long between waxes to take notice. I have also never used a spray wax, so I can’t tell you if or how spray waxes actually work. It is claimed that spray waxes do not work because they do not go on heavy enough.

The question then remains, what type of wax to use. From research, most enthusiasts recommend a wax with a high Carnauba content. In the past I have used a synthetic product called Zaino that I like very much. I

am sure there is a great debate over natural versus synthetic.

What I like so much about Zaino is that I can apply it to any surface without the difficulty of trying to remove it. Zaino is super easy to remove from windows, window frames, and trim pieces, including the car itself.

As for Carnauba based products, they can be difficult to remove the longer they sit. Therefore, applying a thick coat of carnauba-based wax complicates the removal process. It is recommended to apply a thin coat, allow it to dry as the directions on the product state, and then remove the wax . . . working in sections of course.

Multiple coats of wax are recommended. You can use the round applicators that normally come with the waxing product or you can purchase extra waxing applicators that are sold in most department stores. A damp rectangular kitchen sponge makes a good applicator as well, as its shape seems to be able to handle the smaller detailed areas of a car.

Multiple applications on the nose and hood, where the wind quickly wears off the wax, will give you a longer lasting wax job. However, when applying multiple coats of wax, be sure to follow the manufacturer’s drying time. Some products require up to 24 hours for the product to cure before applying the next coat.

There are many products out there and some very good ones at that. The Performance Products Catalogue, for example, carries some of the more common products I have seen, like Zymol and P21S. Your local Porsche dealer also carries Porsche specific cleaners and waxes. They are also available through the Porsche website (Porsche.com). Porsche also sells a detail kit, which comes with a high grade aluminum case and a selection of carefully chosen products specific to your Porsche model.

There is a kit for coupes and one for cabriolets. The cabriolet kit includes a convertible shampoo that is to be used on every washing and a cleaner that is

*Continued on page 18*

# Where We Were –

# Where We Are –

## Celebrating 55+ Years of Nord Stern



Editor **Bobbi Miller** has tried to convert from Mac to “IBM” for some reason and calls for help, saying she’s ready to take a long walk off a short pier. “IBM” is now called “PC”, those systems that get all the viruses and can’t open some Mac files, although Mac software opens all the PC files.

– Ron Faust

### August 1992

- President **Teresa Vickery** says there’s a new “BIR souvenir program.” You break it, you buy it; and you can take it home with you. She said she’d always wanted her own piece of guardrail but the price might be too high.
- **Rod Johnson** and **Pat McIlvenna** contribute “Circumnavigation: USA”. They travel in Rod’s 911 with their three-year-old daughter on a big lap of America. Leaving from Midwest Mountaineering in Minneapolis, they hit Waterton Lakes National Park first, hitting 149 mph somewhere in North Dakota. Then on to Banff, then Reno and, of course, Yosemite, and Mt. Zion along the way. Where to from there but Daytona Beach to visit his other daughter. Pursued by Hurricane Bob,

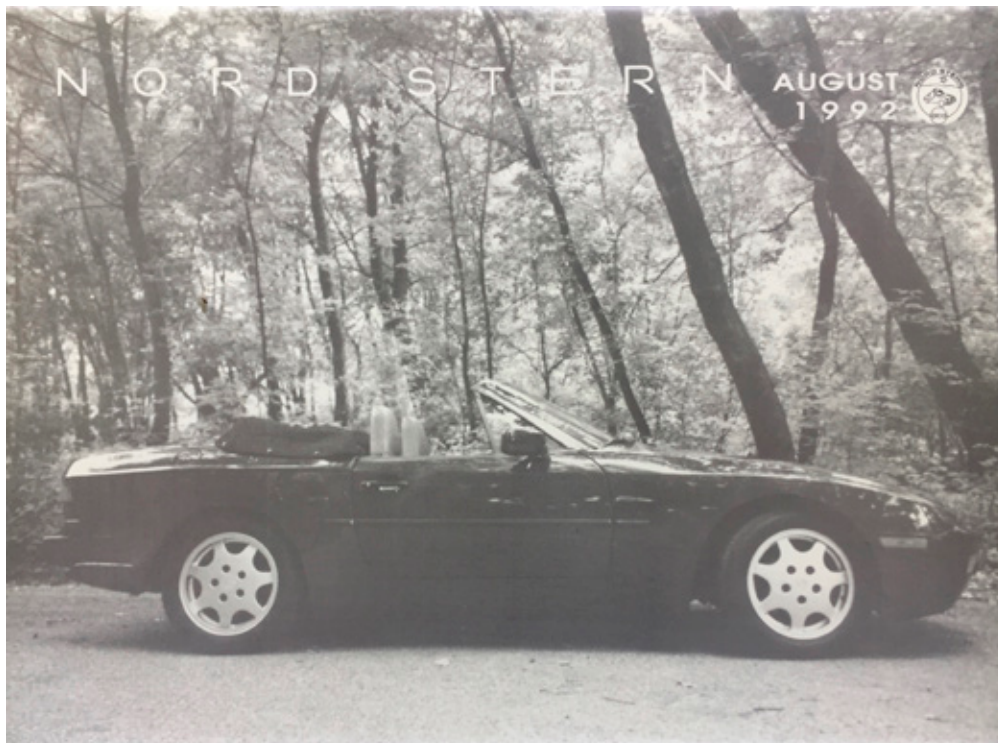
he headed for the sand dunes of Cape Cod National Seashore. After Quebec City, the road home led through the Algonquin Park area at the “top” of Lake Michigan, and on to Minnesota after covering 11,000 miles. For some reason his wife and daughter only rode part way.

- **Gordon Luy** describes how he somehow installed air conditioning into a 914.6 without butchering the car. He put the condenser and a couple of fans into the front trunk in an aluminum box. In the engine compartment he used a rotary compressor on specially fabricated bracket that still allowed access for valve adjustments. Air to the driver’s side heat exchanger had to be rerouted. The spare tire had to be moved to the back trunk. The 914.6 retained it’s original character and the

air conditioning worked. Meanwhile the geniuses at Porsche were designing another mid-engine car with AC: the Boxster.

- Mid Week (aka the former June Fast Fling DE) results fill two pages, reprinted in this issue. Two laps are timed together, yielding “run” times of about 4 minutes. Many of the drivers are still very active in Nord Stern.
- Blackhawk Farms lap times are listed. **Steve Watson** again turns in the fastest time of the day in his black 911 Turbo, edging **Don Miller** in his Corvette and **Terry Johnson** in his 944 Turbo. **Bill Siggelkow** was in hot pursuit in his modified 356 B, besting most of the stock 911’s.
- The Marketplace offers a 1977 911 Carrera 3.0 Coupe for \$17,500 and

a 1978 911 SC Coupe for \$12,950.



Left, cover August 1992, Porsche not identified. Anyone know?





**Banff Springs Hotel**

Right, Waterton National Park, The Prince of Wales Hotel. Finished in 1927, it was built by the Great Northern Railway of the U.S. to lure tourists during the prohibition era. The hotel was named after the Prince of Wales.

It is truly stunning.

Also, the oman and young child next to the Porsche is Rod's then wife Pat and their daughter, Natalie.



Left and below, DE results for the June event at BIR. LOTS of names recognized. Your editor and spouse were getting quite active on the track at this time although the mid-week event was one we often couldn't attend due to work constraints but we'd usually try as these were the days when the club's had a yearly points competition so attendance was crucial!

#### Mid Week at BIR Results

Driver	Model	Class	Run # 1	Run # 2	Best Run
Trevor Studanski	924	1M	DNF	4:48.537	4:48.537
Tony Olin	914	1M	4:49.523	4:49.680	4:49.523
Bob Viau	944	2M	4:08.385	4:06.762	4:06.762
Jim Bryant	944	2M	4:09.142	4:08.545	4:08.545
Frank Campagna	944	2M	4:17.295	4:17.367	4:17.295
Jim Miller	924S	2M	4:17.459	4:17.987	4:17.459
Ray Bowden	944	2M	4:35.118	4:39.944	4:35.118
Sonia Fortier	944	2W	4:30.163	4:23.563	4:23.563
Bobbi Miller	924S	2W	4:26.904	4:27.650	4:26.904
Pam Viau	944	2W	4:28.131	4:33.120	4:28.131
Jeff Halling	928	3M	4:08.459	4:08.779	4:08.459
Ernie Swihart	914 2.0	3M	4:45.740	4:45.740	4:45.740
Jim Benson	944S	3M	4:46.595	4:48.993	4:46.595
Ken Benson	944S	3M	5:01.809	4:58.745	4:58.745
Doug Studanski	944 Turbo	4M	4:03.601	3:58.189	3:58.189
Ed Jacobson	944 Turbo	4M	4:01.125	4:00.781	4:00.781
Ron Smith	944 Turbo	4M	4:02.623	4:00.883	4:00.883
Greg Fresh	944 Turbo	4M	4:19.953	4:17.831	4:17.831
Sheri Studanski	944 Turbo	4W	4:21.460	4:18.215	4:18.215
Kim Crumb	928	5M	3:56.261	3:55.784	3:55.784
Mike Hoke	944 Turbo	5M	3:58.043	3:57.610	3:57.610
Rick Sojkowski	944 Turbo	5M	4:00.146	3:58.240	3:58.240
Chris Holm	968	5M	4:06.451	4:02.119	4:02.119
Bob Fleming	911	6M	4:23.937	4:19.837	4:19.837
Mike Niemeyer	914-6	6M	4:23.245	4:22.839	4:22.839
Peter George	911S	7M	4:31.377	4:31.551	4:31.377
Brian Dedolph	911 Carrera 2.4	8M	4:27.368	4:22.195	4:22.195
John Rebane	911SC	8M	4:33.353	4:24.659	4:24.659
Dick Peterson	911S 2.4	8M	4:29.981	4:27.733	4:27.733
Martha Reeder	911SC	8W	4:25.349	4:25.652	4:25.349
Eleanor Renwick	911SC	8W	4:52.993	4:53.695	4:52.993

#### Mid Week at BIR Results

Driver	Model	Class	Run # 1	Run # 2	Best Run
Tom Prideaux	911 Carrera	9M	4:01.362	4:01.373	4:01.362
Peter Vickery	911 Carrera	9M	4:11.470	4:08.910	4:08.910
John Gleason	911 Carrera 2.7	9M	4:14.767	4:09.204	4:09.204
Fred Senn	911 Carrera	9M	4:10.370	4:10.224	4:10.224
Jeff Joseph	911 Carrera 2.7	9M	4:17.181	4:19.625	4:17.181
Rod Johnson	911 Carrera	9M	4:18.689	4:21.895	4:18.689
Dick Olsen	911 Carrera	9M	4:22.607	4:21.840	4:21.840
Lee Jacobsohn	911 Carrera	9M	4:23.486	4:26.641	4:23.486
Brad Krohn	911 Carrera	9M	4:29.335	4:26.836	4:26.836
Brain McMahon	911 Carrera	9M	4:35.675	4:39.086	4:35.675
Tim Watson	Carrera 4	10M	3:55.652	3:54.337	3:54.337
Jan Watson	Carrera 4	10M	4:09.763	4:06.588	4:06.588
Levino Titterferrante	Carrera 2	10M	4:12.571	4:14.993	4:12.571
David Steen	Carrera 2	10M	4:22.782	4:23.542	4:22.782
Brian Smillie	911 Turbo	10M	4:29.539	4:29.010	4:29.010
Bill Sigglekow	356B	M1M	4:23.681	4:24.385	4:23.681
Jim Arhart	911	M2M	4:15.826	4:14.854	4:14.854
Randy Coleman	911	M2M	4:20.233		4:20.233
Doug Arndt	914 2.0	M2M	4:52.848		4:52.848
Terry Johnson	944 Turbo	M3M	3:52.825	3:52.293	3:52.293
Guy Reeder	944 Turbo	M3M	3:58.159	3:56.032	3:56.032
Roger Johnson	911 Carrera	M3M	3:58.907	3:56.358	3:56.358
Denny Guentzel	911S	M3M	3:58.659	3:57.329	3:57.329
Jim Seubert	911T	M3M	4:06.075	4:01.090	4:01.090
Jim Young	911	M3M	4:04.451	4:01.965	4:01.965
Steve Fong	944 Turbo	M3M	4:22.536	4:09.117	4:09.117
Marcus Gustafson	911 Turbo	M3M	4:11.008	4:09.491	4:09.491
Kathy Johnson	944 Turbo	M3W	4:12.152	4:07.113	4:07.113
Steve Watson	911 Turbo	OPEN	3:42.306	3:41.143	3:41.143
Rick Moe	914-6	OPEN	4:04.474	4:02.153	4:02.153

## Detailing . . .

*continued from page 15*

recommended three times per year. All products within the kit are available separately through your dealer's parts department so that you can refill your kit as needed.

The kits are small, compact, and in typical Porsche style, very lightweight. They are perfect for the traveler who likes to keep his Porsche clean. Pulling the case out from under the bonnet makes for a quick and easy detail process.

When the wax is dry, remove the residue using only a very soft cloth. Microfiber towels work very well for this purpose. When you feel resistance in the cloth, fold the cloth over to find a new surface or use a new cloth. Again use the cloth with straight line movements to avoid swirl marks.

Using an orbital buffer will speed the process. A non-orbital buffer is even faster, but you risk "burning the paint." For that reason, I recommend an orbital buffer to avoid "paint burns".

When removing the wax, again the three rules of detailing apply – avoid scratches, avoid scratches, avoid scratches - which means be sure your cloth is free from dirt when you begin the waxing and throughout the removal process.

The hard part of removing wax is when you get wax in the hard to reach places or on the trim pieces. Those hard to reach places may require that you open a door or trunk to remove the wax. On other areas, like a name badge or trim piece, using a soft toothbrush very carefully, a Q Tip, gently using a wooden toothpick or the corner of a towel will be required to remove the wax residue.

One way to minimize the difficulty of removing the wax on the trim pieces is to dress them first. By applying a protective film to all rubber, plastic or vinyl pieces that are adjacent to the painted surfaces, it is less likely that these pieces will absorb the wax and makes it infinitely easier during the removal. It is also sometimes easier to tape off trim pieces using masking tape, which

also makes it easier to remove the wax.

Most wax products state to wax your car every two to three months or more often in harsher climates. In Jackson (Wyoming), I usually wax my Porsche at the beginning of the summer and once at the end. And if I have time, I'll hit it once during the summer or before any major Porsche Club event, for as the say in Germany, "*a clean Porsche is a happy Porsche.*"

The water test, however, is the real indicator for when your car needs a new coat of wax. When you are washing your car, during the rinse cycle, if the water fails to bead up or forms a "sheet," then it's time for a fresh coat of wax.

### **Step 5: The Tires**

As for the tires, cleaning them should take place at the end of the washing process. Using a separate sponge just for tires is definitely a good idea as the tires can have extra oil and dirt on them. For this reason, be sure to avoid scratching the rims and keep your sponge thoroughly rinsed.

When you finish cleaning the rims, be sure to dry them as well – avoiding calcium deposits is also important in protecting the shine and the finish.

You can then follow up by detailing the rim itself. There are specific cleaners for the rims that aid in taking off the brake dust that can accumulate in the crevices of your expensive alloys. Porsche sells a great kit, as do other manufacturers. The tire cleaning kits usually include a number of brushes used to help get rid of the brake dust and road grime. The brushes go a long way in saving time and your fingers.

Also, a nice coat of wax on the rims helps deflect brake dust and grime as well.

### **Step 6: The Interior**

Detailing the interior of your car should also be part of your cleaning process. Vacuuming should be your first step. Use a strong shop or home vacuum. The small ones that plug into a cigar lighter or operate on rechargeable batteries just don't have the power to do the job. You should remove the floor mats from the car and do them separately. Vacuum all

areas of the car, making sure to get under the seats. Use a brush attachment if necessary to avoid scratching the plastic pieces within your car. The crevice tool works great for getting those hard to reach places.

If you decide to get down and dirty and want to shampoo the carpets or cloth seats, Bissell makes the "Little Green Machine," which works great on cloth surfaces. There are other carpet cleaners out there as well. It is always recommended that you use hot water, which works on getting the dirt up from the carpet.

When cleaning the floor mats, it is easiest to hit these during the exterior wash process. Simply blast them with the hose, which should remove most of the dirt. If you feel the need to apply a carpet cleaner to get out more of the dirt, this can be done as well. Just be sure to test the carpet first so that the product does not fade or alter the color of the carpet itself. You can work the carpet cleaner in with a brush to get out more of the dirt if you so choose.

When cleaning plastic floor mats, soap and a brush work great. Simple Green is also a product I have used that helps with the dirt and oil on the mat as well. Avoid using any type of dressing on the mats, as the dressing can be picked up by the driver's shoes and cause for a slippery and dangerous braking or clutching situation.

The leather hides in your Porsche require protection from the harmful UV rays and the dust that can accumulate on them. There are specific cleaners for the leather that will take off the dirt and there are specific conditioners that will replace the oils in the leather.

The leather conditioners are important in keeping the leather soft and pliable and by preventing cracks in the leather itself. My favorite leather products are those produced by Lexol, who makes a cleaner, a conditioner and a vinyl care product. Porsche also provides first rate leather products as well.

There are also interior detail tools available, like a variety of brushes in different shapes and sizes that can reach the insides of the vents or other tight places. Of course, Armor

*Continued on page 22*

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

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

**Rick Moe**  
nurburgring, inc.  
[dasring.com](http://dasring.com)



# Just a 1/4 Inch

By Pedro Bonilla,  
[Pedrosgarage.com](http://Pedrosgarage.com)

Published in the January 2015  
issue of "Die Porsche Kassette"

Just a quarter of an inch drop in the window is all your convertible needs to allow the door to open without hitting the convertible top's frame.

In order to water-seal properly, the cabriolets slightly raise the window so that it tucks under the top's frame after the door closes.



But because it is under the frame, when opening it needs to drop the 1/4 inch. The factory accomplishes this by installing a microswitch on each of the car's door latches.

As you start to pull on the door latch (interior or exterior) a microswitch closes and sends a signal to the Central Locking System (CLU) telling it to drop the top edge of the corresponding glass by 0.25 inch. When the door opens, the glass clears the frame and stays lowered until the door is closed again.

But, sometimes they start acting up and the top's edge



of the window catches on the frame as the door is being opened or won't allow it to close.

Slamming it harder is not the answer as it could cause the window to shatter.

You have to find what's causing it in order to get it fixed.

In rare occasions the microswitches are damaged or are disconnected when some work has been done in the door panel. They are easy enough to measure to make sure they are closing the circuit when the door latch is pulled.

There could also be a problem with the electronic



part of the door locking mechanism. This is also a common failure.

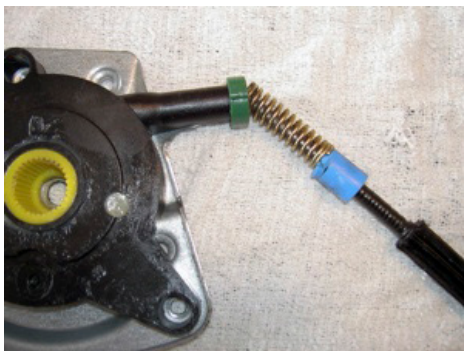
But most of the time, probably 9 out of 10, it'll be the window regulator that's the culprit. The way the window regulator works is by a motor which moves the base of the window up or down on two elevator tracks as a braided steel cable winds or unwinds on the motor's pulley. It's very simple but it requires the braided cable to be taught at all times.

Eventually with age and heat, one of the plastic cable guides breaks, allowing the cable a little slack. When you now pull on the door latch the motor moves the required steps, but the slack in the cable doesn't move the window at all or just 1/32 or so. You can test by pushing down on the top edge of the glass. If the

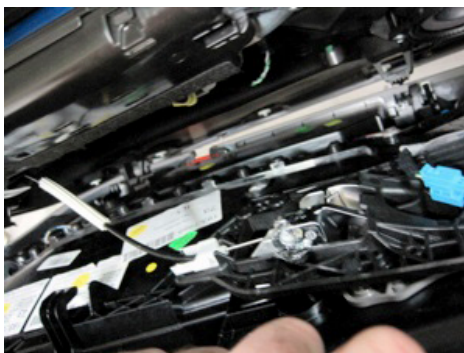


window lowers the required amount, the regulator is damaged and needs to be replaced.

Replacing it is not terribly complicated, but it requires removing the door's panel with all of its associated



hardware which can get tricky because of its clips, screws and connectors, both mechanical and electrical. In most cases the side-impact airbag will also need to be



**Door Internals**



**Panel Removed**

moved in order to allow enough room to remove the old regulator and install the new one.

Each regulator is specific for a model year and side of the car. I do not recommend purchasing used because of the likelihood of the aforementioned piece of plastic breaking because of age.

Happy Porsche'ing, Pedro

## Charity Calendar Photographer at work!

*by Ron Faust*

*Michael spends often three to four hours with EACH calendar photoshoot. It's hard work! What he 'sees' with each of our cars is truly amazing!*





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## Detailing . . .

*continued from page 18*

All is probably the most common interior cleaner that is readily available at most stores and is great in cleaning the plastic pieces and dashboard of your car.

Dressing the interior of your car should be done first before you clean the windows. Cleaning the windows works great with a terry cloth towel or newspaper. Paper towels can leave a film on your window because of the dyes within the towel.

Windex normally works great for most vehicles. However, Windex contains ammonia and is not recommended for your Porsche. Certain Porsche models have a film on the interior of their windows and ammonia will stain or discolor this film. Instead, a little soap and water will work wonders to remove the dirt and oil, or even better, a Porsche specific window cleaner.

The plastic rear window on older convertibles will also need cleaning. Using Windex on the plastic is not a good option for the same reason, as it will discolor the window over time. The trick for the rear window is good old-fashioned Pledge.

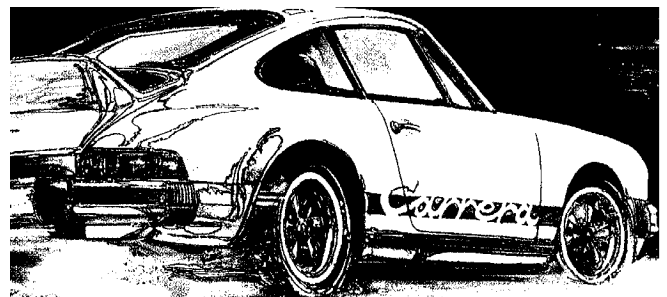
Pledge has the oils in the product that not only will prevent yellowing, but will also help lubricate the plastic as the top is raised and lowered and will help prevent the plastic from drying out and cracking.

And there you have it, a run down on the art of detailing your Porsche. I can only tell you that the aforementioned process takes time and patience, but with a little work, your car should be looking as sweet as ever.

If you don't have the time for such a meticulous cleaning, our very own Auto Detail of Jackson

does a great job at putting the shine back into your prized possession. Their rates are very reasonable, they take pride in what they do, and they especially like working on such fine cars.

Either way, you should be ready for that virgin ride. Pick a warm sunny day, put the top down or open the sunroof, and smile . . . because you're driving a Porsche, one of the coolest cars on the road.







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**Advance registration required:** Deadline Sept 21 or sellout. \$75 per driver. \$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106. Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver Name (as you would like it to appear on your nametag)	Waumandee 2017
	\$75 / \$60
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
___ Award banquet dinner(s) at \$20 each = ___	
Overnight vehicle parking/camping in paddock \$20 ___	
Total payment \$ ___	

Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.



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# Throw Off the Bow Lines

by Danielle Badler,  
Rocky Mountain Region PCA  
reprinted from July 2017  
High Gear

Mark Twain said it best: “Twenty years from now you will be more disappointed by the things that you didn’t do than by the ones you did do.

*So throw off the bowlines.*

*Sail away from the safe harbor. Catch the trade winds in your sails.*

- Explore
- Dream
- Discover”

Yes! And if you’re a Porsche owner you’re probably nodding sagely right now. Like me. But of course! Let’s go!

Except for one minor issue. Uh, just how do you sail away in your P-car if it doesn’t come equipped with water wings?

No problem! Turns out Porsche Design has been blowing wind into the sails of at least several bespoke boat manufacturers, for at least 10 years now.

You remember Porsche Design. Started by Butzi Porsche in 1972, when all family members were first banned from working for the automobile manufacturer. He up and founded what became an iconic design studio.

To quote their website today, “The Porsche Design Group . . . is a majority-owned subsidiary of Porsche AG in Stuttgart. The activities of the company are concentrated on the company divisions Porsche Design, Porsche Design Driver’s Selection and the Porsche Design Studio at Zell am See in Austria.”

So there I was, rummaging on-line through various sites that relate in one way or another to our favorite marque. And what did I come across?

First was the Fearless Yachts by Porsche Design - Luxury Speed Boat. That’s exactly the heading. For a 28 ft . . . speedster? Runabout? Certainly not a roadster. I mean, there are no roads on the water. Anyway, this thing weighs, and I quote exactly,

(approx.) 6,000 lbs. With a Deep V hull type. Standard power is 525 hp. Max power is 550 hp. This is good for a speed of 80+ mph, with a range of 164 miles on 90 gal of fuel.

The price? Oh, yes, the price.

\$350,000. MSRP. And it’s trailer-able, so to speak. At least it’s shown on a trailer.

Unfortunately, the site is from 2007. I tried but couldn’t find any information more current on the Porsche Design - Luxury Speed Boat.

But I did come across the 40m Porsche Design RFF135 luxury catamaran “Superyacht.” That’s 135 feet of “over-the-top luxury spectacles with a helipad, sunken pool on the deck and a rear mounted Jacuzzi. Conceived as a spacecraft on the water, this . . . yacht is particularly extraordinary in every detail. The interior is styled in a highly modern way and captures the dynamic contours of the hull.”

And well it should, with a speed of 35 knots with 2 x MTU engines producing 3440kW of power at 2450 rpm, alongside two Rolls-Royce Kamewa 80S3 water jet propulsion units. The “superyacht” features exterior styling and interior design by Porsche Design.

And the price? If you have to ask . . . ha ha, had to say that at least once. The quoted price, from the site, in 2011, is \$45,626,000.

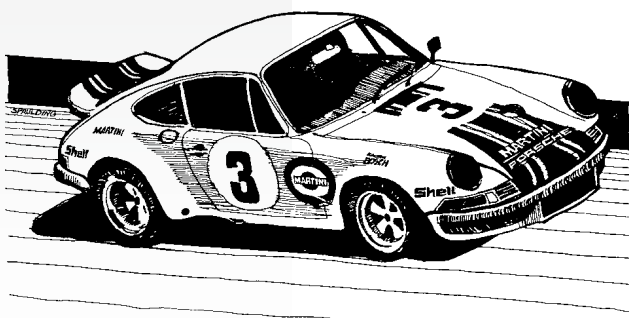
Then I came across this year’s model of Porsche-designed superyacht. I’m pleased to report that it will set you back far less. A mere \$13.2 million.

For that, you get the Dynamiq GTT 115. That’s an aluminum hull that stretches 115 feet from bow to stern, with guest cabins for six and space for six crew members, a top speed of 21 knots, fuel capacity of 6,600 gallons, water capacity of 1,850 gallons and a range of 3,400 nautical miles at 10 knots.

Bt that’s not all. Not by a long shot. This yacht is, according to its website, the first to feature a real, live on-line configurator. That’s right. You can truly “make it yours” customizing the design and features, in real time, with a few clicks of your mouse, before you buy.

Care to play? Let’s start with the “Sport Package.” For \$278,000 you get “exterior elements in carbon fibre, hull in Rhodium Silver Metallic, skylights on hardtop, TRX trainer with mountings, technogym equipment” and a few other embellishments.

Or the “Minotti for Dynamiq” package. Another Euro 270,000 gets you, among other things, a “selection of loose furnishings and accessories from Italian brand Minotti and lamps from Tom Dixon and Flos....”





Or the stainless steel yacht name. For Euro 21,500, you get “backlighting stainless steel yacht name boards on both sides of the yacht.” Or the B & W high-end audio system for Euro 39,000. Or the Panasonic bow camera for Euro 4,500. Or the Sundek cinema and disco package for Euro 19,000. This one features two Samsung 75” TVs and a disco ball.

Why is it I have this image of some prospective buyer, who has spent hours custom fitting his latest toy, right down to just the right choice of four colors for “special laminated XIR glass with a natural clear appearance that allows a maximum 70% light transmission,” for Euro 38,000. Does this person really walk into his dealer with a print-out of his configuration and say, here, build this for me?

Hey, while Twain set sail on the seven seas, it was F. Scott Fitzgerald who said the rich are different from you and me. And legend has it that Ernest Hemingway added, yes, because they have more money.



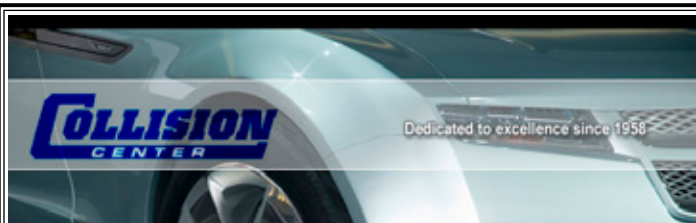
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# TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2017



DATE	EVENT	SPONSOR	LOCATION
June 4	AUTOCROSS - MOWOG 3	MAC	DCTC
June 4	SCCA SOLO AUTOCROSS	SCCA	WINONA
June 11 @	AUTOCROSS	CVSCC	CVTC EAU CLAIRE
<b>*June 25 @</b>	<b>SUPERSUNDAY AUTOCROSS I</b>	<b>COM / PCA</b>	<b>DCTC</b>
July 9	AUTOCROSS - MOWOG 4	MAC	DCTC
July 16	SCCA SOLO AUTOCROSS	SCCA	WEST SALEM
July 23	PRACTICE AUTOX (MEMBERS ONLY)	MAC	DCTC
Aug 13	PRACTICE AUTOX (MEMBERS ONLY)	MAC	DCTC
Aug 1h	SCCA SOLO AUTOCROSS	SCCA	WINONA
Aug 27 @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 17	AUTOCROSS - MOWOG 5	MAC	DCTC
Sept 24 @	SCCA SOLO AUTOCROSS	SCCA	WEST SALEM
<b>*Oct 8 @</b>	<b>AUTOCROSS - MOWOG 6</b>	<b>MAC / PCA</b>	<b>CANTERBURY PARK</b>
Oct 14	AUTOCROSS - MOWOG 7	MAC	CANTERBURY PARK
Oct 15	AUTOCROSS - MOWOG 8	MAC	DCTC

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

PCA DRIVER EDUCATION at BIR: APRIL 28-30; JULY 28-30; SEP 15-17

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 12 & SEP 18

SCM CAR SHOWS - "PLASTIC FANTASTIC": MAY 21; "CARS UNDER THE STARS", VILLAGE CHEVROLET: AUG 12

SCCA RACING EVENTS @ BIR: Regional Races, MEMORIAL DAY & LABOR DAY WEEKENDS; TRANS AM & NASA, JULY 4th

SCCA LAPPING EVENTS @ DCTC: APRIL 9 OCTOBER 14

TCRC FRIDAY NIGHT RALLIES: 4TH FRIDAY of EVERY MONTH, APRIL THRU SEPTEMBER

**\* - Joint Nord Stern Autocross events!**

COM = CORVETTES OF MINNESOTA--[www.corvettesofmn.com](http://www.corvettesofmn.com)--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--[www.cvsc.org](http://www.cvsc.org)--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--[www.mnautox.com](http://www.mnautox.com)--CONTACT: STEVE GARNJOBST 651-778-0585

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--[www.nordstern.org](http://www.nordstern.org)--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--[www.scca-lol.org](http://www.scca-lol.org)--

CONTACT: AARON JONGBLOEDT 612-308-6913

SCM = SUBURBAN CORVETTES of MN--[www.suburbancorvettesofminnesota.com](http://www.suburbancorvettesofminnesota.com)--Contact: SCOTT HEGSTRAND 612-619-8615

TCRC = TWIN CITIES RALLY CLUB--[facebook.com/twincityrallyclub](https://facebook.com/twincityrallyclub)

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

FOREST CITY, IOWA = WINNEBAGO INDUSTRIES PARKING LOT

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN



# Four Fabulous Photos from Porsche Parade 2017!

*by Kim Crumb*

**T**op to bottom: Manny Albans  
interviewing Nord Sterners **Kelly  
Manley** and **Kelly Klemz** on their  
Class win in 914, Beautiful 1958 550A,  
very shiny Spyder and hubcab Kim titles  
'Reflections' (very apt!). Congratulations  
to Kelly Manley and Kelli





## Parade . . .

*continued from page 13*

both salmon and tri-tip steak. Desserts? Mandarin Torte with Chocolate Ganache and also a Bavarian Rum Torte. Also at this table? Nord Sterner's **David Kaus** and **Maria Gonzalez** for a evening of lively discussion. Dr. Wolfgang Porsche gives the keynote address.



**Wednesday:** The Autocross gets going and there are many tours that you can take to



various Distilleries, Wineries and Breweries, etc. There's also Parade Kids and the Hagerty Seminar on Porsche Valuation. Given the escalation of prices on all sorts of Classic Porsche models, it was very lively, and Rob Sass, the new editor of PANORAMA was part of the panel that also included Wayne Carini from the TV show "Chasing Classic Cars." Later it's the Rally Awards buffet banquet which was sponsored by Mobil 1.

**Thursday?** The 2<sup>nd</sup> Day of the Autocross, the Kid's AnyCross and the Toyo Tires Slot tournament at a nearby Casino. Oh, there was the Gimmick Rally and more tours, etc. Hmmm, reminds me of that Beach Boys Song . . . "Fun, Fun, Fun." It was Kid's

Night Out at "Get Air Spokane!" which is a trampoline place. There was also big Porsche tire news. Normally I gloss over stuff like this, but this really is significant for owners of Classic Porsches (like me) . . . I'll put it in a sidebar story, so it's "optional" for you, the reader.

**Friday?** Time for the final of the Big Four Parade Competitions: the Porsche Historic and Technical Quiz. 50 General Questions and 25 on all the models in your class. I'm doing the "Transaxle" Cars Quiz, which has the largest number of entrants. So how did it come out? I earned another 1<sup>st</sup> Place. Yahoo! Then it's time to pick-up my Art Show entries, etc . . . How could this week be going by so fast? That evening it's the Autocross Awards Banquet plus they announce the Art Show awards during the program.

**Saturday?** There is a 5K Run/Walk and then there is the Volunteer Worker Lunch/Party. I consider this to be one of the best events . . . over 700 people work at least one day at the Parade, including yours truly. There couldn't be a Porsche Parade without them, it seems fitting that there is a unique event that very directly honors all that commitment of time, skill and effort, instead of default a "take it for granted" policy. Later there is a Parade of Porsche's, to recreate that original event from 62 years ago. It's a little tougher inside a major city like Spokane to keep the line of cars cohesive. Next? It's the "farewell" afternoon mixer, ah, now it's time for Champagne, the nectar of victory. Then it's dress-up time for the Victory Banquet. Menu? It's a "Cowboy" pork chop and fixin's. Rochester Nord Sterner's **Brian** and **Gina O'Neill** are with me at table #17 that evening. Emcee Mark Shevitz thanks all



the Parade sponsors (photo below) and they award the Tech Quiz Trophies. They draw for



the final prize, the trip for two to Germany. How could this be over already?



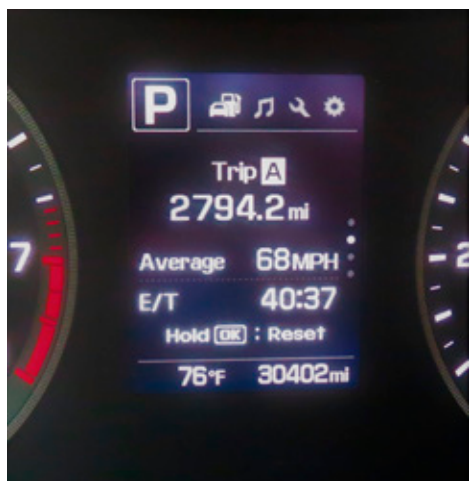
**Sunday Morning:** I'm heading back to Minnesota. I think of automotive history. In 1987 Porsche had a breakthrough car, the 944S. It had a 2.5L 4V/ Twin Cam engine with 188 hp. It was a fabulous car, and all the motoring press noticed. 30 years of slow technology trickle down later? I'm driving a



plain vanilla sedan with a 2.4L 4V/Twin Cam engine with? 185 hp. Porsche was ahead by so many years! I listen to the WEC Nurburgring sportscar race, that was won by Porsche, and then the Indy car race on Sirius XM. I finish on Monday afternoon, with a total trip of



2,794.2 miles, averaging 68 mph for the 11 days, even with all the puttering-around-downtown Spokane for the week. I say? "You get gasoline in the veins, and it



doesn't get out." So I'm planning for the next Parades. The locations? For Nord Stern members it will be very close for 2018: Lake of the Ozarks, at the same time in July. 2019? Boca Raton, FL a bit later in July.

See you there . . . KJC

The Porsche tire news? Over the years, the leading edge of the tire market "action" has moved into the 18-21" sizes, with most of the first-rate performance tires only available in those bigger diameter sizes. Those with Classic Porsche's from the 50's through the 90's that came with 15, 16 & 17" sizes? Our choices slowly became quite limited as the years went by. So what's happened? Pirelli has actually gone back and updated many of the original size Porsche performance tires, bringing them up to modern technology and also certifying them to very demanding Porsche "N" specifications. Now you can get a real Porsche-certified high-performance tire for every classic Porsche! That's for your 356, for all the 911's through the 996, for the 914, and the 924-944-968 & 928 and even the early Boxster, too!

As the owner of one of these classic cars, I had kind of gotten used to being "ignored" by the tire companies . . . Heck, you could count the tires available in the original sizes for my car on one hand, and most of the choices seemed no better than "average." No longer, now there are current high-technology tires for owners of Classic Porsches. Want the 165 VR 15 for your 356 or other early Porsche? There's a CN36 N4. 185/70 15's? P6000 N2. 225's & 245/45/16's for many late 80's and early 90's Porsche's? TWO to pick from: P Zero Rosso N4's and the Street/Track Trofeo R NO's. 18" tires for a '96 993 GT-2? Covered.

You get the idea, great tires for every classic Porsche (criteria: models that are more than 10 years old.) To my knowledge, these are the only available Porsche "N" spec tires in all these "old" Porsche sizes! Where to get them? Panorama advertisers Tire Rack (with many local shop accounts) and Pirelli World (Los Angeles) and some sizes are being sold at local Porsche Dealers, too.

Photo right, showing pages of brochure, showing the huge number of new choices available.



## Porsche Tire News . . .

by Kim Crumb, 1989 928 GT

Have some space to 'fill' and thought I'd share a few PCA tidbits, or better yet 'Did you know?' info! Courtesy [pca.org](http://pca.org).

## Membership

### Benefits

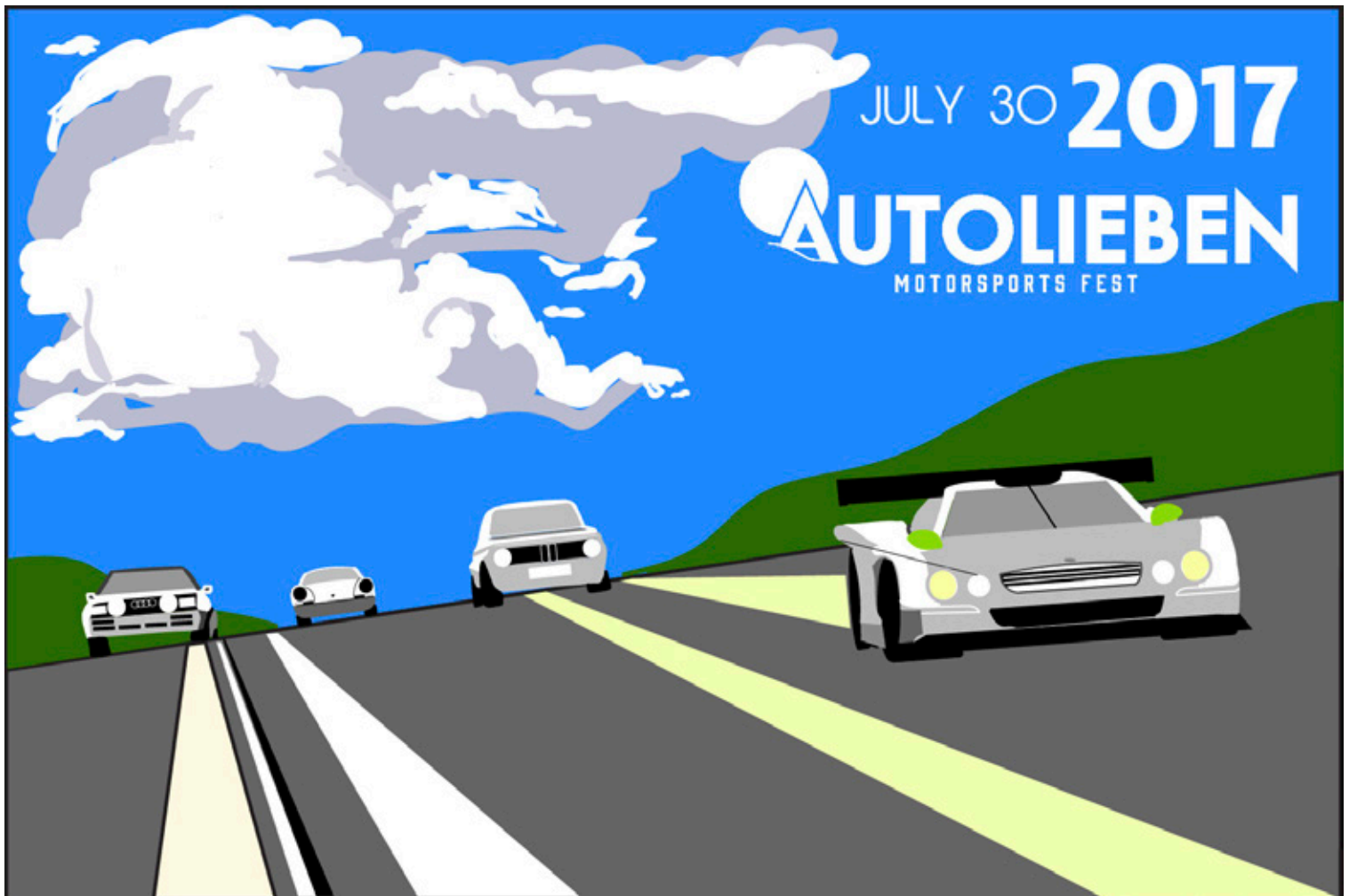
Own a Porsche and are a PCA member?

An extension of the Porsche experience, PCA reaches across the cars and the years to the people. People, like you, who feel passionately about their Porsches and enjoy the camaraderie of fellow enthusiasts.

Don't own a Porsche yet? Join the PCA Test Drive program, which gives you access to select member benefits, including The Mart, the club's classified ad service, and a complementary subscription to Porsche Panorama, the club's award-winning monthly magazine.

When you join PCA, you become a member of the largest independent, single-marque car club in the world. It's only fitting that you get a few perks, right?

- Admittance into the club's member community
- Complementary subscription to *Porsche Panorama*, Porsche Club of America's award-winning magazine
- Full access to **PCA.org**, the Porsche Club of America's new-and-improved website on traditional and mobile devices
- Access to and use of **The Mart**, PCA's members-only marketplace (Test Drive members may view ads, respond to ads, and place a wanted ad.)
- Tech Q&A, where PCA's technical experts will answer all of your Porsche-related questions
- **National events**, such as Porsche Parade, Escape (Treffen's), and Werks Reunion
- **Regional events**, including concours, autocross, driver's education, rally, tours, and much more
- Exclusive access to PCA's bi-annual **members-only raffle**
- **PCA Club Racing**, the club's nationwide racing program for all Porsche models
- Club-sponsored gatherings, including Porscheplatz events at select United SportsCar Championship races
- **Group tours** to Germany with unique PCA member access to the Porsche factory
- Free PCA logo window **decals**
- **PCA Visa Rewards credit card** — show your PCA pride!
- **Discounted driver's education insurance** program specifically tailored for PCA members
- **Valuation program** to help members establish the value of their Porsches for insurance purposes
- **Agreed value insurance** for limited-use Porsches - new and old - from Leland-West Insurance
- **Collector car insurance** designed for PCA members and offered by Chubb Collector Car





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## Run For The Hills XV August 24-27, 2017

Join the Dakotas Region for Run For The Hills XV on August 24 – 27, 2017 in the beautiful Black Hills of South Dakota.

Black Hills of South Dakota, Dakota Region of PCA Event. Registration deadline: July 24, 2017

Thursday, August 24th is arrival day. Come and meet with friends, old and new, at the K Bar S Lodge in Keystone, SD. Join us on Friday and Saturday for two days of great drives throughout the scenic Black Hills. These twisting, turning roads are perfect cars like ours. The natural beauty of the Black Hills area includes Mt. Rushmore, Crazy Horse Monument, Custer State Park, and Spearfish Canyon. With our close proximity to Mt. Rushmore, the nightly "Lighting Ceremony" at the monument is a highlight for those who may not have experienced it. Meals will be "on your own"!

Registration fee is \$150 with *all profits going to the Food Banks of North and South Dakota*. After making your PayPal payment, please fill out the information form (link below) and send to Tim Powell.

Registration: [http://dak.pca.org/folder1/Registration\\_for\\_Run\\_For\\_The\\_Hills\\_XV.html](http://dak.pca.org/folder1/Registration_for_Run_For_The_Hills_XV.html)

**HOTEL:** The K Bar S Lodge has limited availability. Rooms go to public access after July 25th. Ask for Porsche Club rate and call Front Desk at 605-666-4545.



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## Your Nord Stern Club Communications:

In an effort to remain as informative as possible, please note these are the primary, in order, methods your club, Nord Stern Region of PCA stays in touch. Feel free to contact any chair person/s too with questions.

**1. PCA e-Blast emails:** PCA membership **REQUIRED**, along with a valid email address on file with PCA - especially useful for pop-up events!

- 2. [www.nordstern.org](http://www.nordstern.org)** will have the latest newsletter for download
- 3. Monthly, mailed Nord Stern Newsletter,** also uploaded to the Nord Stern website sent to all Nord Stern region members of PCA who have paid their yearly dues
- 4. Clubtalk,** an informal listserv used for last minute information although participation is by subscription only, open to all Nord Stern members
- 5. Monthly business meetings** are very informative, all members welcome! See calendar for details.





Very Random Photos from  
All Porsche Show 2017!

*by Christie Boeder*





Clearly an artsy book, this contains many photographs (often as two-page spreads), with only a minimum of text. There are brief introductions for the four sections: Classic Roadsters, GTs, Sporting Coupes and Race Bred. Considerable effort has been made to include interior and engine compartment shots as well as portraits. Distinct from the pictures in car books, these cars are photographed with totally plain (usually black) backgrounds, truly presented as objets d'art, not cars in a real world. Open this book and the phrase suitable for framing comes immediately to mind because the full page shots are printed without borders. Be advised that this book requires careful handling because the vivid black on its high quality pages is very susceptible to smudges from the oils in even freshly washed fingers.

The cars covered include true classics, such as the Austin-Healey 100S, Mercedes-Benz 300SL, Ferrari 250 California, Datsun 240Z, Renault Alpine, Maserati 300S, Toyota 2000GT. In some cases old classics and new classics are presented together such as MG TC and MGA, or BMW 328 and 507. Though the art in the title would be presumed to reflect aesthetic considerations, and indeed that is the focus (pardon the expression) of the pictures, the Marcos GT is reasonably included for the engineering art of its plywood chassis. Of specific interest to Porscheophiles is the extensive coverage of the 356 Speedster and of the 911 Carrera RS.

The authors selected 28 vehicles for inclusion in *THE ART OF THE CLASSIC SPORTS CAR*. The choice was theirs, and was no doubt based on personal taste as well as logistics. Some of their choices are inarguable – the 300SL is indeed a classic sports car. But with only 28 cars included out of the universe of possibilities, most every reader will be able to identify at least one glaring oversight in the selections. This reviewer's frustration is over the absence of the Porsche 904, and iconic design, a world champion racer, and a usable car on the street. A minor complaint is the selection of the Ferrari 250 California Roadster, rather than this reviewer's favorite, the 250 GT Coupe. Others will be appalled at the absence of any Co-bra,

though the antecedent AC Ace is included. And arguably, the absent XK-120/140 Jaguars are much more classic than the included XKE and XKSS, and some will quibble over the TR4 being the classic Triumph not the TR2/3 cars. Clearly it was author's choice and, irrespective of selection issues, the photographic presentation is outstanding.

Each chapter starts with a detailed listing of the technical and performance specifications of the subject car and a concise but comprehensive synopsis of history of the vehicles in question and the marque as a whole. Very informative overviews worthy of Wikipedia, are provided for those who did not live through, or do not remember that history.

Quality printing with differing pictures on the two end papers, and tear-preventing folded edges on the dust jacket and heavy-weight glossy pages, this book is a classic in its own right.

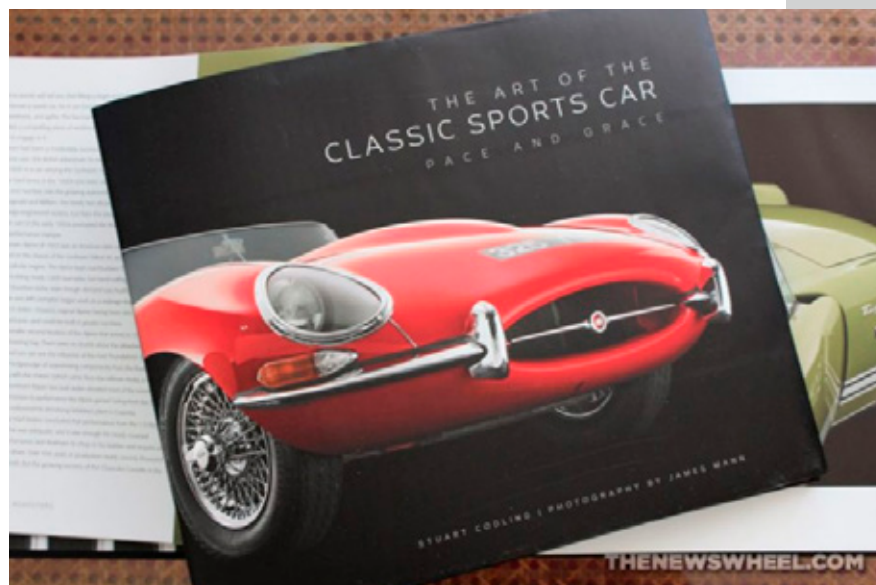
*THE ART OF THE CLASSIC SPORTS CAR* is not a Porsche book, but it is truly deserving of an honored place on every sportscar enthusiast's coffee table. It consists of 208, 11 x 8-1/2 inch pages, with 110 color and 53 black & white illustrations. By the time you read this it should be available for \$50 from your favorite bookseller (ask for it) or from QuartoKnows.com.

## Book Reviews for Porscheophiles . . .

### THE ART OF THE CLASSIC SPORTS CAR

*by Stuart Codling, photography by James Mann, published May 2017, Motorbooks*

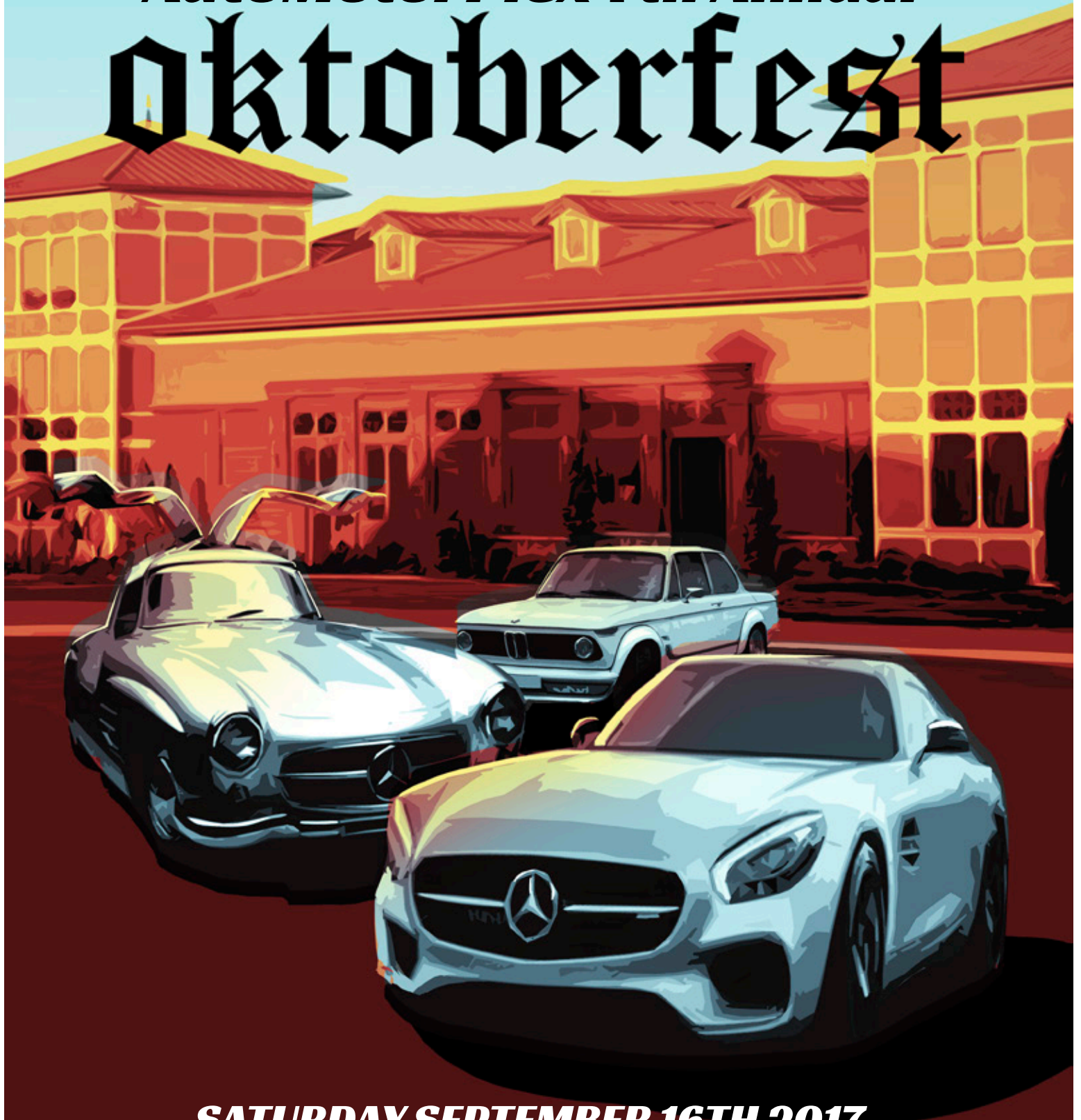
*Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit July 2017*



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## PCA's Zone 10 Directory

### Regional Clubs

**Central Iowa:** <http://cia.pca.org/>

**Ozark Lakes:** [www.pca.vintageeuro.com](http://www.pca.vintageeuro.com)

**Dakotas:** [www.dakotapca.org](http://www.dakotapca.org)

**Red River:** [www.RedRiverPCA.org](http://www.RedRiverPCA.org)

**Great Plains:** [www.gprpca.com/](http://www.gprpca.com/)

**Schönesland:** [www.schonesland.org](http://www.schonesland.org)

**Kansas City:** [www.kcrpca.org](http://www.kcrpca.org)

**St. Louis:** [www.stlpca.org](http://www.stlpca.org)

**Nord Stern:** [www.nordstern.org](http://www.nordstern.org)

**Wichita:** [www.wic.pca.org](http://www.wic.pca.org)

One Stop "Shopping"

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

Questions, email 'editor@nordstern.org'

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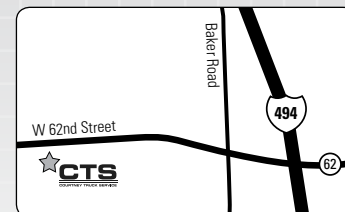
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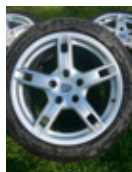
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*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10<sup>th</sup> of the month prior to publication date: editor@nordstern.org.*

## 4 Lobster Claw wheels



From a 987, 8x18" and 9x18". These wheels are in excellent condition, have been used exclusively for winter storage for the past few years. Tires are mounted but they are old and worn to a point where they add no value. \$1,000, but open to reasonable offers. Tim Oudin, tim@timoudin.com.

## 2006 911 C4 Cab

Vin WPOCA29926s756613, Guards Red, Black Top, 38,600 miles. Black Mats, Supple Leather Front and Rear, Bose High End Sound Package, Sports Chrono Package Plus, Wheel Caps with Colored Crest, Interior Trim Strip painted Guards Red, Heated Front Seats. TIPRONIC S, Bi Xenon Headlamp Package, Power Seat Package 19" Carrera Wheels with Michelin tires that are relatively new. Fronts this year, 1 rear this year due to replacement and other rear tire mounted 9/16. Front grill protector installed. All maintenance by either Porsche of Mpls or Joe Jeppesen in Chanhassen. Tops was recently sealed, all service has been done, has film on the front. I am the second owner and bought this certified from a Porsche Dealer. I have lovingly cared for this vehicle since June 2013. Selling to get new model. This car has no issues. Asking \$42,000. Ed Vazquez, edmn911@aol.com.

## Tires

2 - 225/40R - 18 Michelin Pilot Sport A/S Plus \$293.45/each New. Members can have them for \$325/pair. 2 - 285/30R - 18 Michelin Pilot Sport A/S Plus \$358.43/each New. Members can have them for \$350/pair, All of these are brand new, never been mounted. I will consider trades for any model 356 and reasonable offers will be seriously considered. Todd Smith, koalat@me.com

## Porsche 944 Track Car

Former Club Race 944 - B class (former I class) 944. 1988 model year, 2.7 liter 8V NA which is a power bump from the 2.5 liter of previous model year 944s. Many mods including track suspension, springs, shocks, sway bars, etc. Multiple class wins by older, tame driver. Limited-slip transaxle (very rare), recently rebuilt by Auto-Edge. Engine by AutoEdge. Built by Scott Kuhne and AutoEdge. Red with black. 3 sets of 16" wheels - 8" and 9", race seats, harnesses, roll bar - not full cage. Street licensed although not a comfortable commuter. Easy conversion to SP1 car. All the specifics available. Inexpensive, fun, competitive track driving experience. Open trailer with tire rack available. \$6,000. Can dicker on trailer. Dave Galey 612.578.4638.



## 1976 911S Signal Yellow

(repaint) rust free and new interior. Does not run currently. Divorce forces sale. Any interested party can reach me at 612.670.1464. Skip Swanson.

## For Sale

911/912 brake caliper, for rebuilding, small cast iron, 1965 to 69 solid disc. One right rear, two left front, \$25 each. 914, fiberglass deck lids, front and rear, never used. \$100 each. Gary Greiner, Superior, WI, 218.348.1849.

## 1990 944S2 Race Car

Auto Edge engine rebuild (\$16,700), Limited slip differential, No expense spared, Fiberglass front bumper cover with integrated brake cooling ducts; four quick release screws for easy on/off, Large oil cooler, Guttered bumper struts, Adjustable camber plates, 928S4 brake upgrade front, 993 rear brakes, Koni 2012 double adjustable coil over suspension, 750# front 700# rear springs, 968 M030 sway Bars, Polybronze suspension bushings, Racers Edge front A-arms, Header and turbo exhaust upgrade, Custom welded roll cage (Auto Edge), Longer rear lugs, Stripped, clean, safe interior, Electrical cutoff switch, Wired for cool suit, Sparco evo L (tall) seat, Sparco steering wheel with quick release, Lexan windshield, Lexan rear hatch and fiberglass rear wing, Fiberglass rear bumper, BBS RE wheel (8.5 and 10" by 18") 2 sets, "Best Prepared" award Hastings club race 6/2012, Safe, fast, fun car. \$19,500, Contact Bob Viau Or Dan Balthazor 651.777.6924.

## For Sale

Selling set of four Michelin Pilot Super Sport tires on SSR 3-piece 19" wheels. Tires have only 1800 miles and are in like new condition, no damage. Purchased April 2016. Front tires 235/35ZR19, Rear tires 295/30ZR 19, 19" wheels were on a 2005 Porsche 911 Carrera 997. Excellent condition. \$1,500 Roger in Maple Grove, MN. Ph. 612.741.0240, rlhelm@comcast.net



## 1986 911 Carrera Cabrio

99,000 miles, \$35,000 OBO. Must sell - our healthcare costs make this a good deal for someone interested in a Classic Supercar (Class= Sport Car, Upper Class, Premium) in Excellent condition (category 3) with spotless Carfax. Cabriolet with Turbo-look Package, White Fuchs Original, Optional Wheels, resprayed in 2014 in original White. Maintained by Hubers Auto in Golden Valley. Maintenance Record Available, 3 owners total. New Transmission, Clutch & Synchros in 2016! Alpine Stereo, many original parts available to restore. Tonneau cover and two Ragtops (Blue and Black) included. Joseph P. Yenkosky, cell: 612-202-7678, jjenkosky@gmail.com.



**EVENTMASTER:** Randy Walker

**CONTACT INFO:** 715-441-6084

**email:** [rswalker@baldwin-telecom.net](mailto:rswalker@baldwin-telecom.net)



## Vino in the Valley

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

### Event Information

- **Date:** Saturday August 12, 2017
- **Start Location:** Point Douglas Park, Prescott WI.
- **End Location:** Vino in the Valley.
- **Time:** Arrive by 11am, we will leave the lot at 11:30.
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 60 Nord Stern club members who register by August 7, 2017.
- No registration will be accepted the day of the drive.
- To register please send an email to: [rswalker@baldwin-telecom.net](mailto:rswalker@baldwin-telecom.net)

# Glacier Lakes Chapter of Audi Club North America's Quattroberfest at BIR - October 6 - 8, 2017

The Glacier Lakes Chapter of Audi Club North America is excited to bring you Quattroberfest 2017 at Brainerd International Raceway! This premier High Performance Driver Education (HPDE) event will be held October 6-8, 2017 at Brainerd International Raceway (BIR).



Quattroberfest offers participants two days of HPDE instruction for novice, intermediate and advanced driver classes on the Donnybrooke Road Course (long course). Registration and a mandatory driver's meeting will take place Friday evening. You'll spend Saturday at the track learning and practicing your driving skills. Saturday night will feature a BBQ dinner at the track that will include good food, festive activities, and more than a few track stories. (You won't want to miss the BBQ!) Then grab some good sleep - Sunday you'll be back at the track for more instruction and fun track sessions.

**Costs:** Driving School Participants (Saturday & Sunday)

• Early Registration thru Sept. 5: \$350 • Late Registration Sept. 6 – Oct. 2: \$400 • Day of Event\* \$450

**Instructors** (Saturday & Sunday)

• One Student: \$200 • Two Students: \$100

**Saturday Evening BBQ** (optional) • Participants: \$15 • Guests, Non-Participants: \$25

\*Note: For drivers who are not pre-approved to solo, registration will be allowed on the day of the event only if an instructor is available. We strongly encourage you to register in advance if you are not pre-approved to solo so that we can ensure you are able to participate. To register, or to learn more about the schedule of events and participant requirements go to: [MotorsportReg.com](http://MotorsportReg.com). New to HPDE and want to learn more about what to expect? Check out: [audiclubglacierlakes.org/driving-school-materials](http://audiclubglacierlakes.org/driving-school-materials).

Other questions? Contact us at [events@audiclubglacierlakes.org](mailto:events@audiclubglacierlakes.org)

## Additional Want Ad . . .

### Cayman GTB1 For Sale

\$90,000, Built and Campaigned by Auto Edge. Chassis started life as a 2008 Cayman Base and was converted to 2010 Cayman S specs: MA1 3.4L DFI engine, 6 speed manual, OS Giken LSD, All Electrical Components. Remote canister Coil-Over Struts, fully solid and adjustable control arms and sway bars, wheel stud conversion, 6 piston front brake calipers and 4 piston rears, Engine replaced this season with used 9,600miles 2012 3.4L DFI, Full race exhaust, Auto Edge Air intake, and custom ECU tune, 3rd radiator with top vent, lightweight flywheel, A/C delete, Full Roll cage, Side windows and locks retained, Cayman Interseries front splitter and rear wing, Data logger w/ 2 camera system, Cool shirt, Wired for driver com radio, and much more. Comes with 2 sets of Forgieline ZX3R wheels. More photos or information available upon request: Bob Viau Jr 651.777-6924, [AutoEdge@AutoEdgeMN.com](mailto:AutoEdge@AutoEdgeMN.com)







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